

**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

**November 9, 2011  
9:00 am**

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

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

**ACTION ITEMS**

**5. October 12, 2011 TAC Meeting Minutes (9:00-9:05)  
Attachment 5**

A copy of the October 12, 2011 TAC meeting minutes is enclosed as Attachment 5.

**TAC Action:** Approve minutes of the October 12, 2011 TAC meeting.

**6. FY 2014-2020 Transportation Improvement Program – Regional Priority List (9:05-9:25)  
Attachment 6, 6A  
Ellen Beckmann, LPA Staff**

The DCHC MPO has begun creating our MPO Regional Priority List for the FY 2014-2020 Transportation Improvement Program. Attachment 6 is a memo describing the priority list and schedule. The MPO's project rankings are due December 16, 2011.

The TCC's recommendation for the final priority list including the rankings and project ranking points was released for public comment on October 28 (Attachment 6A). A public hearing on the priority list will be held at the November 9, 2011, TAC meeting. The public comment period will remain open until December 13, 2011. The TAC will be asked to approve the final priority list on December 14, 2011.

**TCC Recommendation:** That the TAC approve the distribution of ranking points for highway and transit projects and the ranking of bicycle/trail and pedestrian projects.

**TAC Action:** Hold a public hearing on the FY 14-20 TIP Regional Priority List.

**7. NCDOT 2040 Plan (9:25-9:45)  
Attachment 7  
Julie Bollinger, NCDOT**

NCDOT will provide a presentation on the 2040 Plan (Attachment 7). This plan will serve as a blueprint for transportation planning and investment over the next 30 years. NCDOT is seeking input from MPOs, RPOs, and the public.

**TAC Action:** Receive presentation on the 2040 Plan.

**8. New Freedom (FTA Section 5317) Grant Program – 2006-2009 POP Amendment (9:45-9:55)**

**Attachment 8, 8A**

**Maricia Brown, LPA Staff**

The New Freedom program of projects needs to be amended to reflect current project status. The memo attached (Attachment 8) describes the changes in detail. The updated Program of Project table (Attachment 8A) shows the current status of funding availability for New Freedom (FTA-Section 5317) after the amendment.

**TCC Recommendation:** That the TAC approves the 2006-2009 programs of projects with proposed adjustments.

**TAC Action:** Approve the 2006-2009 programs of projects with proposed adjustments.

**9. FY 2011 UPWP – Amendment #3 (Section 5307 grant funds only) (9:55-10:05)**

**Attachments 9**

**Maricia Brown, LPA Staff**

The DCHC MPO prepared its FY2010-11 Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities, which is based on federal regulations. Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). During the year, as schedules of funding changes and funding needs shift the MPO prepares amendments to the current UPWP. This amendment serves to request a reallocation of the Section 5307 funds for two Transit Agencies; DATA and TTA. Attachment 9 is a resolution, financial tables and amended narratives that details the requested reallocation.

**TCC Recommendation:** That the TAC approve the resolution and supporting documents for the FY 2011 UPWP Amendment #3.

**TAC Action:** Approve the resolution and supporting documents for the FY 2011 UPWP Amendment #3.

**10. FY 2013 UPWP – Development Schedule (10:05-10:15)**

**Attachment 10**

**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. The memo (Attachment 10) details the proposed schedule for the development of the FY2012-2013 UPWP.

**TCC Recommendation:** That the TAC approve the schedule for development of the FY 2012-2013 UPWP.

**TAC Action:** Approve the schedule for development of the FY 2012-2013 UPWP.

**11. FY 2012 UPWP – Amendment Schedule (10:15-10:25)**

**No Attachments**

**Maricia Brown, LPA Staff**

The DCHC MPO prepared its FY2011-12 Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities, which is based on federal regulations. Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). During the year, as schedules of funding changes and funding needs shift the MPO prepares amendments to the current UPWP. In efforts to streamline the amendment process, and help to facilitate a more efficient management of planning funds, we have developed an amendment schedule as follows:

DCHC MPO FY2011-2012 UPWP AMENDMENT SCHEDULE						
Amend #	Funding Type	Deadline for submission to MPO	TCC Action Date	TAC Action Date	Submittal Date to NCDOT	Submittal to NCDOT-PTD & FTA
FY12 - AM#1	PL/STP-DA/5303	4-Nov-11	16-Nov-11	14-Dec-11	16-Dec-11	16-Dec-11
FY12 - AM#2	PL/STP-DA/5303	9-Jan-12	25-Jan-12	8-Feb-12	10-Feb-12	10-Feb-12
FY12 - AM#3	PL/STP-DA	5-Mar-12	21-Mar-12	11-Apr-12	13-Apr-12	13-Apr-12
FY12 - AM#4	5303/5307	7-May-12	23-May-12	13-Jun-12	~~	15-Jun-12
FY12 - AM#5	5307	6-Aug-12	22-Aug-12	12-Sep-12	~~	14-Sep-12

**TAC Action:** Receive the amendment schedule for the FY12 UPWP.

**12. Triangle Regional Transit Program – Locally Preferred Alternative (10:25-10:40)****No Attachment****Greg Northcutt, Triangle Transit****Andy Henry, LPA Staff**

The TAC released the Alternative Analysis documents in August 2011 and staff conducted workshops in late August 2011. At this time, the following local reviews are scheduled:

- Town of Chapel Hill – 11/14/11 public forum;
- Orange Board of County Commissioners – 11/15/11 regular meeting;
- Durham Board of County Commissioners – 12/05/11 work session;
- Durham City Council – 12/08/11 or 12/20/11 work session; and,

Triangle Transit has stated that the Locally Preferred Alternative must be approved by mid-February 2012 to provide adequate time to prepare the federal New Starts application, which is due mid-August 2012. Based on this deadline, LPA staff anticipates the following schedule for the Locally Preferred Alternative:

- Public comment period closes – January 4 (one week before the public hearing)
- TAC conducts public hearing – January 11.
- TCC recommends Locally Preferred Alternative – January 25.
- TAC reviews and takes action on Locally Preferred Alternative – February 8.

The full set of Alternatives Analysis reports and information for obtaining electronic and printed copies is on the [www.ourtransitfuture.com](http://www.ourtransitfuture.com) Web site.

**TAC Action:** Receive update on the draft Alternatives Analysis and provide comments on Alternatives Analysis and schedule.

**13. Election of MPO Officers for 2012 (10:40-10:45)****No Attachment****Mark Ahrendsen, TCC Chair**

The election of officers for the upcoming calendar year occurs on the agenda at the last TAC meeting of every year. The TAC Chair appoints a nominating committee in November to report back to the TAC in December.

The TAC Bylaws state that officers cannot serve more than two consecutive terms. In addition, the Chair shall rotate among the jurisdictions represented in Durham County, Orange County, and Chatham County so that successive chairs come from different counties. For example, if the Chair is from the City of Durham or Durham County, the next Chair shall be from Carrboro, Chapel Hill, Hillsborough, Orange County, or Chatham County. The Vice-Chair shall be from a jurisdiction located in one of the two other counties.

Lydia Lavelle and Ellen Reckhow are in their first terms as TAC Chair and Vice-Chair, respectively, and are therefore eligible to serve another term in their current offices.

**TAC Action:** TAC Chair shall appoint a nominating committee.

## **REPORTS:**

### **14. Report from the TAC Chair**

**Lydia Lavelle, TAC Chair**

**TAC Action:** Receive Report from TAC Chair

### **15. Report from the TCC Chair**

**Mark Ahrendsen, TCC Chair**

**TAC Action:** Receive Report from TCC Chair

### **16. Report from Staff**

**Attachment 16**

**Felix Nwoko, LPA Staff**

### **17. NCDOT Report**

**Attachment 17**

**Wally Bowman, Division 5 – NCDOT**

**Mike Mills, Division 7 – NCDOT**

**TAC Action:** Receive report of NCDOT

## **INFORMATIONAL ITEMS**

### **18. Recent News Articles and Updates**

**Attachment 18**

### **19. NC Metropolitan Mayors Coalition - A Summary of NC Transportation Funding**

**Attachment 19**

**Adjourn**

**Joint TAC Meeting: November 30, 2011, 9 am, RDU Authority**

**Next meeting: December 14, 2011**

### **Dates of Upcoming Transportation-Related Meetings:**

11/16/2011 RTA State of Mobility, Embassy Suites, Cary, 11:30 am

11/30/2011 Joint TAC Meeting, RDU Authority, 9 am

12/16/2011 Tri-MAP, RDU Authority, 10:30 am

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## 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
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>Completed</u>
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>Completed</u>
3/9/11	Provide a presentation on the NCDOT tier system and funding levels in the TIP.	<u>Completed</u> : See 5/11/11 TAC Agenda.
3/9/11	Improve public outreach and add links to other transportation organizations to the MPO website	<u>In Progress</u> : DCHC MPO is now on Twitter. Website enhancements are in progress.
3/9/11	Provide an update on the implementation of the Greenhouse Gas Plan.	<u>In Progress</u>
3/9/11	Provide an update on the implementation of the Travel Demand Management program.	<u>Completed</u> : See 8/10/11 TAC Agenda
3/9/11 8/10/11	Provide a report on the proposed closing on Pickett Road and prepare a letter/resolution for the TAC's review. Gather more information from park planning staff and meet with citizens regarding their concerns.	<u>In Progress</u> : See 8/10/11 TAC Agenda
4/13/11	Send a letter to the State Board of Education requesting that bicycle and pedestrian safety be added to the driver's education program	<u>In Progress</u>

4/13/11	Send a letter to the General Assembly regarding the proposed state budget	<u>Completed:</u> See 5/11/11 TAC Agenda.
4/13/11 8/10/11	Send a letter to the DCHC MPO federal legislative delegation regarding the federal budget.	<u>Completed:</u> See 9/14/11 TAC Agenda.
8/10/11	Send letters to members of the DCHC MPO state legislative delegation and other state legislators regarding the 2011 session	<u>Completed:</u> See 9/14/11 TAC Agenda.
8/10/11	Develop an approval schedule for the Locally Preferred Alternative that takes into consideration review by local boards and commissions and public involvement.	<u>In Progress:</u> See 11/9/11 TAC Agenda.
9/14/11	Send a letter to NCDOT requesting an extension of the deadline for submitting MPO rankings.	<u>Completed:</u> Deadline has been extended to 12/16/2011
10/12/11	Send a letter requesting the free use of the toll road by public buses.	<u>In Progress:</u> MPO and transit staffs have reviewed the relevant state legislation and are considering the legal issues related to allowing free use by transit vehicles.



43 **PRELIMINARIES:**

44 **Adjustments to the Agenda**

45 Mark Ahrendsen stated handouts were distributed at the beginning of the meeting which will be  
46 discussed during the agenda items and Lydia Lavelle stated she has a couple of items to discuss during  
47 her report.

48 **Public Comments**

49 There were no public comments.

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

51 The Directives to Staff are attached for review.

52 **ACTION ITEMS:**

53 **September 14, 2011 TAC Meeting Minutes (Attachment 5)**

54 A motion was made by Ellen Reckhow and seconded by Bill Bell to approve the September 14,  
55 2011 TAC Meeting Minutes. The motion carried unanimously.

56 **NC Turnpike Authority – Triangle Expressway (No Attachment)**

57 Steve DeWitt with the North Carolina Turnpike Authority provided a PowerPoint presentation  
58 on the Triangle Expressway which should be opened by January 1, 2012.

59 Andy Lelewski with the North Carolina Turnpike Authority discussed the toll collection system,  
60 Quick Pass. The transponder fee is 35% less than the bill by mail program. Mr. Lelewski passed around  
61 the different types of transponders and spoke regarding the differences between them.

62 Bernadette Pelissier asked how out-of-state individuals will be billed. Mr. Lelewski stated the  
63 individuals will be billed, but there are problems with enforcement. They will send the original fee,  
64 then if unpaid, they will send a bill with a \$6 processing fee added, and then if still unpaid, it will go to a  
65 collection agency. As a state agency of North Carolina, we don't have the ability to hold a registration or  
66 do anything further. They are working to improve enforcement. North Carolina residents will follow the

67 same billing procedure as an out of state resident, with the exception that North Carolina has the ability  
68 to hold your registration if your balance is over \$75 until it is paid. Mr. Lelewski stated that law  
69 enforcement can have access to the license plate database with a subpoena. Mark Kleinschmidt  
70 expressed privacy concerns about the use of the database. Mr. Kleinschmidt wants to know under what  
71 authority law enforcement will have access to the information. Mr. Lelewski will follow up with the legal  
72 department and get back to Mr. Kleinschmidt with an answer.

73 Lydia Lavelle asked how it would work with rental car agencies and Mr. Lelewski stated they are  
74 establishing agreements with the car rental agencies.

75 Ellen Reckhow stated a resolution was adopted to allow public buses to be free at the tolls and  
76 Mr. Lelewski stated the legislation clearly states only law enforcement and other emergency responders  
77 (i.e., ambulances and fire trucks) with their emergency lights on are free. Lydia Lavelle and others have  
78 a strong concern for public buses using the toll road at no cost. It will be simply transferring money  
79 from one agency to another. Mr. Lelewski stated the bond rating agencies have a concern with how  
80 much revenue will be collected. Ellen Reckhow stated allowing free use by transit vehicles would send a  
81 better message that the expressway is more multi-modal and would increase the public's acceptance. It  
82 is very disappointing.

83 A motion was made by Mike Woodard and seconded by Mark Kleinschmidt to authorize the TAC  
84 Chair to send a letter requesting free use of the toll roads by public buses. The motion carried  
85 unanimously.

86 **2040 Long Range Transportation Plan and Comprehensive Transportation Plan (Attachments 7, 7A, 7B,**  
87 **7C, and 7D)**

88  
89 Andy Henry provided an update on the 2040 Long Range Transportation Plan and  
90 Comprehensive Transportation Plan, along with the attachments. Mr. Henry stated one of the  
91 challenges is each jurisdiction defines collector streets differently and there are many existing collector  
92 street plans in the MPO.

93 Mike Woodard asked about the other public involvement activities and Mr. Henry stated there  
94 will be things such as online surveys. Mr. Woodard asked how staff will be coordinating with other  
95 jurisdictions outside the MPO. Mr. Henry stated MPO staff is communicating with other staff, and it is  
96 not planned to take the socio-economic data projections to the local boards at this time. The population  
97 projections were done differently this time for Chatham County which explains the big difference  
98 between the previous forecast and this forecast.

99 Ellen Reckhow stated the rate of growth in Durham has jumped. Mr. Henry stated the Office of  
100 State Management & Budget changed the projections after the 2010 Census data came in. Ms.  
101 Reckhow stated it is important to get it right. Mr. Henry stated he will check with the Office of State  
102 Management and Budget to make sure the rate is correct.

103 Andy Henry stated the employment is based on the 2010 Employment Security Commission  
104 figures and the Woods & Poole growth rate was applied out to 2040 with an exception for Orange  
105 County. We used the actual number from the 2010 geocoder information for Orange County because  
106 staff felt the Employment Security Commission figure didn't reflect all the university employment.

107 **Imagine 2040 Scenario Planning (No Attachment)**

108 Andy Henry introduced Matt Noonkester with Seven Hills Town Planning Group, Inc. which is a  
109 consultant working with staff on the Imagine 2040 Scenario Planning. Matt Noonkester provided a  
110 PowerPoint presentation.

111 Mike Woodard asked how the counties were selected for participation and Mr. Noonkester  
112 stated they were selected from the study area boundary of the Triangle Regional Model.

113 Ellen Reckhow asked if Mr. Noonkester is working with the staff of jurisdictions and Mr.  
114 Noonkester stated yes there are project steering committees which staff members are on. Ms. Reckhow  
115 asked if appointed boards are involved and Mr. Noonkester stated not at this time. Andy Henry stated  
116 the end product will have public involvement through the LRTP.

117 Mike Woodard asked if they have met with environmental groups and Mr. Noonkester stated no  
118 they have not. They are in a phase of building the tools right now to do the analysis. They have not  
119 done any scenario planning yet.

120 Ellen Reckhow asked how you will evaluate the trade-offs if you aren't starting with setting  
121 Goals and Objectives. Mr. Noonkester stated we are using the baseline local comprehensive plans at  
122 this point. Ms. Reckhow stated it seems like the boards would be involved. Ms. Reckhow stated a  
123 concern that we won't have something that can be used at the local level on the fiscal impact of  
124 development scenarios. Andy Henry stated the local staff has been trained on the software and the  
125 local jurisdictions can use the tool for their own purposes.

126 Mike Woodard asked how much this is going to cost and Mr. Noonkester stated he doesn't have  
127 exact costs; but it is 50/50 between CAMPO and DCHC. The cost is \$250,000.00 to \$300,000.00. Mr.  
128 Woodard asked if the counties outside of the MPO are going contribute towards the cost and Mr.  
129 Noonkester stated the contracts were already signed when the area was increased to include other  
130 counties and they did not request a budget increase. Mr. Woodard stated again his concern that he  
131 doesn't see neighborhood or environmental groups involved. They are very important to this MPO. Ed  
132 Harrison stated the Planning Departments need to be involved.

133 **NCDOT 2040 Plan (Attachment 9)**

134 The presentation on the NCDOT 2040 Plan by Julie Bollinger will be made at the November 2011  
135 meeting. Lydia Lavelle pointed out the workshop meeting dates in October.

136 **FY 2014-2020 Transportation Improvement Program – Regional Priority List (Attachments 10 and 10A)**

137  
138 Ellen Beckmann provided an introduction and update for the FY 2014-2020 Transportation  
139 Improvement Program – Regional Priority List, along with the attachments.

140 Ellen Reckhow recommends that staff e-mail the project list with the points applied to TAC  
141 members for approval prior to releasing it on October 28, 2011.

142 Ed Harrison has concerns that the urban street projects aren't getting any funding attention.  
143 Ms. Beckmann stated that it is very difficult to create a prioritization methodology that includes all of  
144 the factors relevant to our priorities. The TAC may want to modify the TCC's recommendation to  
145 account for these factors.

146 A motion was made by Mike Woodard and seconded by Ellen Reckhow to authorize staff to  
147 release the draft priority list for public comment on October 28, 2011 and schedule a public hearing for  
148 the November 9, 2011 TAC meeting. The motion carried unanimously.

149 **FY 2016-2017 Congestion Mitigation Air Quality Call for Projects (Attachments 11 and 11A)**

150 Ellen Beckmann provided an introduction for the FY 2016-2017 Congestion Mitigation Air  
151 Quality Call for Projects, along with the attachment.

152 A motion was made by Mike Woodard and seconded by Ellen Reckhow to approve the projects  
153 for FY 2016-2017 CMAQ funding. The motion carried unanimously.

154 **TIGER III Grant Application – Old Durham – Chapel Hill Road (Attachment 12)**

155 Dale McKeel provided an introduction for the TIGER III Grant Application – Old Durham – Chapel  
156 Hill Road, along with the attachment.

157 A motion was made by Ellen Reckhow and seconded by Mike Woodard to approve the  
158 resolution of support for the TIGER III application. The motion carried unanimously.

159 **Triangle Regional Transit Program – Locally Preferred Alternative (No Attachment)**

160 Patrick McDonough spoke regarding the North Carolina Turnpike Authority item that was  
161 addressed earlier. Mr. McDonough stated that a few years ago when the NC Turnpike Authority came  
162 to the Triangle Transit Board of Trustees seeking input and approval to obtain gap funding, David Joyner  
163 was asked if public transportation vehicles and public paratransit vehicles would be allowed on the  
164 turnpike free of charge and replied that they would be. To hear now that the law says that is not

165 possible is a big surprise and is in conflict with what has been communicated by NCTA officials in the  
166 past. Mike Woodard asked Ellen Beckmann to get the statue language and share it with TAC members.

167 Patrick McDonough provided an update on the Triangle Regional Transit Program – Locally  
168 Preferred Alternative. Mr. McDonough stated they are working with staff on an approval schedule.  
169 They have scheduled meetings with some of the local jurisdictions. Others that want to schedule a  
170 meeting, should let Mr. McDonough know and they will set it up.

171 Ed Harrison asked why there is an addendum regarding the New Hope Creek crossing but they  
172 can't develop an alternative alignment by January/February. Mr. McDonough stated the concern over  
173 New Hope Creek came in late in the process and will need to be addressed during the environmental  
174 review.

175 **REPORTS:**

176 **Report from the TAC Chair**

177 Lydia Lavelle stated CAMPO has contacted staff about holding a joint TAC meeting on November  
178 30, 2011 at 4:00 p.m. Lydia Lavelle asked that members hold that date and she will work with Ellen  
179 Reckhow and Ellen Beckmann on an agenda.

180 A motion was made by Mike Woodard and seconded by Ellen Reckhow to add a Joint TAC  
181 meeting on November 30, 2011 to the TAC meeting schedule. The motion carried unanimously.

182 **Report from the TCC Chair**

183 Ellen Beckmann stated there is a kick off celebration for the GoTriangle – GoLive project on  
184 October 19, 2011 at 9:00 a.m. at the Durham Station. There a Durham County Commute Trip Reduction  
185 Ordinance Celebration on November 2, 2011 at 8:00 a.m. at Duke Gardens.

186 **Report from Staff (Attachment 16)**

187 The Report from Staff is attached for review.

188 **NCDOT Report (Attachment 17)**

189 Joey Hopkins, NCDOT Division 5, provided an update on projects. There was a meeting in  
190 Durham regarding the Bus On Shoulder System (BOSS) program. Durham stated they are in favor of  
191 participating in a study. There is an upcoming meeting scheduled in Chapel Hill.

192 Patrick Wilson, NCDOT Division 7, provided an update on projects. Lydia Lavelle asked what  
193 construction is going on at Homestead and MLK. Mark Kleinschmidt stated it is a duct bank connecting a  
194 Duke Power station to Carolina North.

195 **INFORMATIONAL ITEMS:**

196 **Recent News Articles and Updates (Attachment 18)**

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

198 **NCDOT Presentation to NCLM – September 28, 2011 (Attachment 19)**

199 The NCDOT Presentation to NCLM – September 28, 2011 is attached for review.

200 **Adjournment**

201 There being no further business before the Transportation Advisory Committee, a motion was  
202 made by Mike Woodard and seconded by Mark Kleinschmidt to adjourn the meeting at 11:36 a.m. The  
203 motion carried unanimously.

## MEMORANDUM

**To:** Transportation Advisory Committee  
DCHC MPO

**From:** DCHC MPO Lead Planning Agency

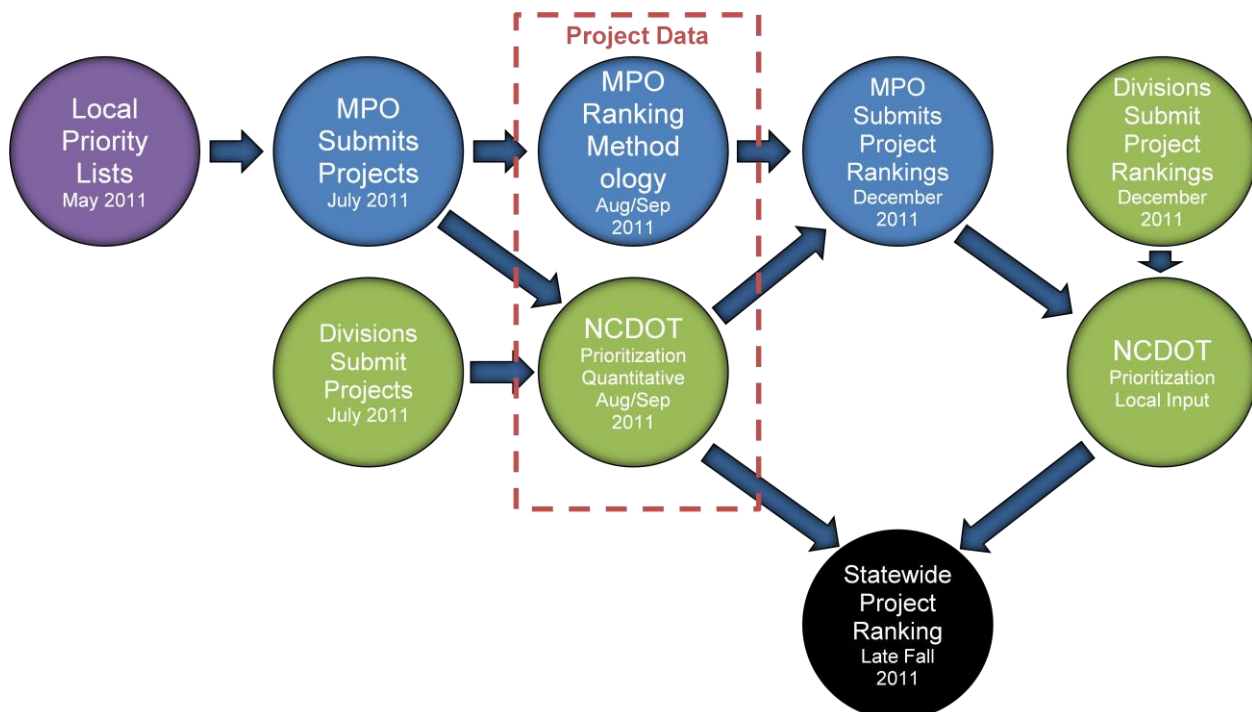
**Date:** November 9, 2011

**Subject:** **FY 2014-2020 Transportation Improvement Program – MPO Regional Priority List**

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The DCHC MPO has begun creating our MPO Regional Priority List for the FY 2014-2020 Transportation Improvement Program. In June 2011, the TAC approved the submission of highway, bicycle, pedestrian, and transit projects to the NCDOT Strategic Planning Office of Transportation (SPOT) for consideration in the State's prioritization process. LPA staff submitted our list of projects through SPOT's online database in July.

In August and September, SPOT and the modal divisions at NCDOT scored projects across the State based on a variety of different quantifiable metrics. SPOT released the quantitative scores for all projects on September 29, 2011. In early October, LPA Staff applied our MPO ranking methodology. The TAC approved the MPO ranking methodology in June. In order to simplify data collection and maintain some consistency with NCDOT on criteria that are common to both ranking methodologies, the MPO ranking methodology uses SPOT's data for several criteria. As a result, LPA staff could not complete the MPO ranking until we received all of the scores from SPOT. The TCC and TAC should consider the results of the MPO ranking methodology and NCDOT methodology in developing our project rankings. The MPO's ranking, Division's ranking, and NCDOT quantitative score feed into the final statewide project ranking. A flow chart of the process is shown below.



SPOT has asked that MPOs submit their local rankings by December 16, 2011 (they extended the deadline from November 30, 2011 on September 14, 2011). The TAC sent a letter requesting an extension to January and other MPOs/RPOs have also requested extensions. SPOT staff has told LPA staff that they cannot extend this deadline beyond December 16, 2011.

In order for the MPO to meet the SPOT deadline, the MPO will have to review and approve the rankings quickly.

September 29, 2011	NCDOT released scores for highway projects
Late September	LPA Staff applied the MPO ranking methodology
October 5, 2011	TCC subcommittee reviewed the application of the MPO ranking methodology and recommended a draft priority list for release for public comment
October 12, 2011	TAC releases the draft priority list for public comment and schedules a public hearing at the November 9, 2011 meeting
October 26, 2011	TCC recommends distribution of the highway and transit ranking points and the bicycle and pedestrian top five rankings
Oct 30-Dec 13	MPO minimum 21-day public comment period
November 9, 2011	TAC holds public hearing
December 14, 2011	TAC approves final priority list
December 16, 2011	SPOT deadline for submission of MPO rankings

The tables in the attachment display the results of the MPO's ranking methodology. There are four tables: Highway, Bicycle, Pedestrian, and Transit. The criteria used in the methodology are not shown in the tables to make the tables easier to read. The detailed tables are on the MPO website.

## Highway

The table of highway projects includes projects carried over from the last prioritization, new projects submitted by the MPO, new projects submitted by the Division, and projects that may have been submitted by a neighboring RPO or MPO that cross over into part of the DCHC MPO. The list includes both capacity widening projects and modernization projects. Many modernization projects are for adding bicycle facilities, sidewalks, transit amenities, shoulders, and/or curb-and-gutter to two-lane roads (over \$1 million cost).

For the MPO ranking methodology, the maximum total score is 100. The quantitative portion of the State Score is provided for reference. For the quantitative portion of the State Score, the maximum total score is 70 for Statewide tier projects, 50 for Regional tier projects, and 30 for Subregional tier projects.

The MPO has 1,300 points to distribute to highway projects. Each project can have a maximum of 100 points and a minimum of 4 points (projects can have 0 points). For projects that span MPOs/RPOs, the maximum points each organization can submit is equal to the percentage of the project in the organization (if it is a high priority, DCHC would submit 28 points for a project 28% in DCHC). Organizations can donate points to a neighboring MPO/RPO for a project outside of their area that is a high priority. Projects that are partially funded in FY 2019 or 2020 in the current work program should still be considered for points if they are high priorities. NCDOT considers these not committed projects. This applies to projects 531- 534 (the four phases of the NC 54 widening in south Durham) and 527 (modernization on US 15-501 in Chapel Hill).

NCDOT's methodology includes a weighting of the MPO's and Division's points by tier. The MPO's ranking points will contribute more towards a project's final score on the subregional tier than the regional tier and statewide tier. The table below displays the contribution towards the final score for the NCDOT's quantitative data, Division points, and MPO/RPO points.

Tier	Quantitative Data	Division Ranking Points	MPO/RPO Ranking Points
Statewide	70%	20%	10%
Regional	50%	25%	25%
Subregional	30%	30%	40%

The TCC has developed a recommendation for the distribution of ranking points. Generally, the TCC recommends concentrating the MPO's points among a smaller number of projects to give these projects a better chance of getting funding. The TCC's recommendation is as follows:

1. Assign 100 points to the highest project by state score in each of the six tier/goals. This will maximize the scores for these projects in the final statewide ranking and ensure that the MPO's points are distributed among all tiers and goals. (600 points)
  - a. Statewide Mobility - #1144 US 15-501, East Lakeview Dr to Sage Rd, upgrade road to superstreet
    - i. The MPO noted that this project was requested by Division 7 and was not on the MPO's priority list. Member jurisdictions will be asked to consider if they are supportive of this project during the public comment period.
    - ii. As an operational intersection improvement, it is included in the 2035 LRTP as a Traffic Systems Management project.
  - b. Statewide Infrastructure Health - #527 US 15-501, NC 86 to Ephesus Church Rd, sidewalks, wide outside lanes, and transit accommodations
  - c. Regional Mobility – #650 NC 54, I-40 to Barbee Chapel Rd, widen to 6-lane divided with bicycle, pedestrian, and transit facilities.
  - d. Regional Infrastructure Health - #961 NC 86, US 70A to I-40, wide outside lanes
  - e. Subregional Mobility - #637 Fayetteville Rd, Woodcroft Pkwy to Riddle Rd, widen to 4-lane divided with bike lanes and sidewalks.
    - i. The MPO noted that the City of Durham is considering funding all or part of this project. However, City funding may be insufficient to complete the entire project.
  - f. Subregional Infrastructure Health - #945 Barbee Chapel Rd/Farrington Rd, NC 54 to Stagecoach Rd, bike lanes and sidewalks
    - i. The MPO noted that the result of the NC 54 corridor study and Hillmont project may influence the design at the northern end of this project.
2. Assign 100 points to projects requested by the MPO that are scheduled for funding in FY 2019 or 2020 in the current work program to help ensure that the project schedules for these projects are maintained. (400 points)
  - a. #531-534, NC 54, I-40 to NC 55 (split into four phases). This project was requested by the MPO and has funding in FY 2020 in the current work plan.
  - b. The only other project that this applies to is #527 US 15-501, NC 86 to Ephesus Church Rd, sidewalks, wide outside lanes, and transit accommodations. #527 already would receive 100 points since it is the highest statewide infrastructure health project in the MPO by state score.
  - c. Projects #10, I-40 widening in Orange County, and #6-7, I-85 widening in Orange County, also have funding in the current work plan. However, these were not on the MPO's priority list. These projects do not score very well. In addition, as statewide tier projects, the MPO's points only contribute 10 percent to the final score.
3. Assign the remaining points to subregional modernization projects according to the MPO score. Assign 50 points to the top three projects and 25 points to the next six projects. The top nine projects have the highest state scores for this tier/goal. Do not assign points to the two projects shared with TARPO and request that TARPO dedicate points to these projects and/or donate points to the DCHC MPO for these projects. (300 points)

- a. #632 Jack Bennett Rd, US 15-501 to Lystra Rd, safety improvements
- b. #375 Estes Dr, Greensboro St to NC 86, bike lanes, sidewalks and transit accommodations
- c. #659 Dearborn Dr, East Club Blvd to Old Oxford Rd, bike lanes and sidewalks
- d. #660 W. Cornwallis Rd, Erwin Rd to Chapel Hill Rd, bike lanes and sidewalks
- e. #950 Old NC 86, Homestead Rd to Eubanks Rd, bike lanes, sidewalks, and transit accommodations
- f. #951 Eubanks Rd, Old NC 86 to Rogers Rd, bike lanes, sidewalks, and transit accommodations
- g. #1096 Eubanks Rd, Rogers Rd to NC 86, bike lanes, sidewalks, and transit accommodations
- h. #952 Mount Carmel Church Rd, US 15-501 to Chatham County line, bike lanes
- i. #949 Old Mason Farm Rd, NC 54 to Fordham Blvd, bike lanes and sidewalks

## Bicycle and Trail

The table of bicycle and trail projects includes multi-use paths and on-road bicycle facility projects (under \$1 million cost). Projects on this list include new projects and projects carried over from the last prioritization. For the MPO ranking methodology, the maximum total score is 100. The quantitative portion of the State Score is provided for reference. The maximum quantitative State Score is 65.

For this mode, the MPO simply ranks its top five bicycle projects. NCDOT's methodology uses quantitative scores for 65% of the final score and the MPO/RPO ranking for 35% of the final score. The MPO/RPO ranking is converted into points as shown:

- #1 = 35 points
- #2 = 28 points
- #3 = 21 points
- #4 = 14 points
- #5 = 7 points

The TCC's recommendation is to rank projects by MPO score.

1. #1493 Rocky Creek Greenway Trail Extension, R. Kelly Bryant Bridge to NC 55
2. #1501 Greensboro Street, Weaver to Shelton
  - The TCC noted that the road will be resurfaced next year and sharrows will be requested. The remainder of the project (median, bicycle signal detection) may be able to be funded through Division, safety or local funds. Carrboro's longer term vision is to add bike lanes. The project description should be changed to reflect a new scope.
3. #1524 Mount Carmel Church Rd, US 15-501 to Bennett Rd
  - The MPO noted that this project is also part of #952 on the highway list. This project is shorter and less expensive and may be more likely to get funding than the highway project.
4. #1497 Campus to Campus Connector, Broad to Seawell School Rd
5. #2054 Morgan Creek Phase 3 in Chapel Hill

## Pedestrian

The table of pedestrian projects includes sidewalks and streetscape projects. Projects on this list include new projects and projects carried over from the last prioritization. For the MPO ranking methodology, the maximum total score is 100. The quantitative portion of the State Score is provided for reference. The maximum quantitative State Score is 65.

There are four Durham streetscape projects in this list that are carried over from the previous prioritization: #1514 Fayetteville Street, #1517 Main Street, #1515 Chapel Hill Street, and #1519 Mangum Street. Since sidewalks already exist along much of these routes, they may not be as high of a priority as projects with no

existing sidewalks. Streetscape projects like these are better suited for Enhancement TIP funding than Pedestrian TIP funding. Unfortunately, NCDOT has not held a call for projects for Enhancement projects since 2004 and has not set up Prioritization 2.0 to consider these types of projects in their own category. The NCDOT Bike/Ped Division stated that they would be unlikely to fund a streetscape project with Pedestrian TIP funding if sidewalks already exist.

For this mode, the MPO simply ranks its top five pedestrian projects. NCDOT's methodology uses quantitative scores for 65% of the final score and the MPO/RPO ranking for 35% of the final score. The MPO/RPO ranking is converted into points as shown:

- #1 = 35 points
- #2 = 28 points
- #3 = 21 points
- #4 = 14 points
- #5 = 7 points

The TCC's recommendation is to rank projects by MPO score, skipping streetscape projects and #1502 NC 54, NC 55 to RTP. Durham staff would prefer pursuing STPDA or CMAQ funding for the NC 54 project due to its smaller size.

1. #1505 Duke St, Murray Ave to Roxboro Rd
2. #1503 Roxboro Rd, Murray Ave to Pacific Ave
3. #1520 Holloway St, Junction Rd to Chandler Rd
4. #1506 Horton Rd, Guess Rd to Roxboro Rd
5. #1504 Cook Rd, Fayetteville Rd to MLK Pkwy

## Transit

The table of transit projects includes project submitted by each transit agency and a park-and-ride lot submitted by Orange County (#1370). These projects are only for years FY 2013-2015. For the MPO's ranking methodology, the maximum total score is 100. The quantitative portion of the State Score is provided for reference. The maximum State Score is 100.

The TCC had several concerns about NCDOT's methodology for awarding points and how these scores were included in the MPO's ranking methodology. An alternative MPO ranking methodology was developed that uses the data that the State Scores are based on and meets the intention of the adopted MPO methodology. The alternative MPO score is displayed in the table. The alternate scoring methodology produces a list that logically groups similar projects with replacement vehicles at the top of the list.

The MPO has 550 points to distribute to transit projects. Each project can have a maximum of 100 points and a minimum 10 points. For Triangle Transit projects, whatever DCHC allocates will be added to whatever CAMPO allocates on a 50/50 split.

NCDOT's methodology includes a weighting of the MPO's points by tier and goal. The table below displays the contribution towards the final score for the NCDOT's quantitative data and MPO/RPO points.

Tier	Goal	Quantitative Data	MPO/RPO Ranking Points
Statewide	All	75%	25%
Regional	Mobility	25%	75%
Regional	Infrastructure Health	10%	90%

Regional	Safety and Security	25%	75%
Subregional	Mobility	10%	90%
Subregional	Infrastructure Health	10%	90%
Subregional	Safety and Security	25%	75%

The TCC's recommendation is to score projects by project type and assign Triangle Transit half as many points as DATA and CHT projects since Triangle Transit will also receive points from CAMPO.

1. Replacement vehicles: 56/28 points each
2. Expansion vehicles and rail transit design phases: 44/22 points each
3. Park and ride lots, technology, bus rapid transit, bus on shoulder: 31/15 points each

This is the first year NCDOT has attempted to prioritize transit projects and staff have acknowledged that they need to continue to refine their prioritization methodology. NCDOT staff members say that NCDOT plans to continue to provide a 10 percent state match to transit capital projects that receive federal grant funds (typically projects are funded 80 percent federal, 10 percent state, and 10 percent local). In theory, if the state funding runs low, they would use the prioritization results to determine which projects to provide a match to. However, in past years, the local governments' ability to provide a 10 percent match for federal funding has been the limiting factor that determines which projects are funded. Thus the results of the state prioritization methodology are unlikely to have an effect on which transit projects move forward. The transit agencies and local governments will continue to largely determine how federal grant funds are used.

**TCC Recommendation:** That the TAC approve the distribution of ranking points for highway and transit projects and the ranking of bicycle/trail and pedestrian projects.

**TAC Action:** Hold a public hearing on the MPO project rankings and points.

SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	MPO Score	highest state score in tier/goal	Notes	Recommended Points	Reason/Notes
											State Score			
945	Subregional	Infrastructure Health	Modernization		SR1110	Barbee Chapel Road/Farrington Road	NC 54	SR 1107 (Stagecoach Road)	Construct bike lanes and sidewalks.	85.339	26.044		100	Top Subregional Infrastructure Health project by State Score
1013	Statewide	Mobility	Capacity		092 I-040		NC 147	Wade Avenue	Construct Managed Lanes	83.201	42.465	Submitted by Division 5. Part in CAMPO, DCHC 37%	0	MPO score only contributes 10% to final score for the Statewide tier and project is only 37% in DCHC. Division 5 to award 85 points to the project.
632	Subregional	Infrastructure Health	Modernization		SR1717	Jack Bennett Road	US 15/501	SR 1721 (Lystra Rd)	Jack Bennett Rd (SR 1717) (US 15/501 to Lystra Rd (SR 1721) safety improvements.	82.742	23.871		50	By MPO Score
375	Subregional	Infrastructure Health	Modernization	U-2909	SR1780	Estes Drive	SR 1772 (Greensboro Street)	NC 86	SR 1772 (Greensboro Street) to NC 86. Widen to add bike lanes, sidewalks, and transit accommodations.	82.557	24.653		50	By MPO Score
659	Subregional	Infrastructure Health	Modernization		SR1666	Dearborn Drive	SR 1669 (East Club Boulevard)	SR 1004 (Old Oxford Road)	Construct Bicycle Lanes and Sidewalks	82.274	25.762		50	By MPO Score
660	Subregional	Infrastructure Health	Modernization		SR1158	West Cornwallis Road	SR 1306 (Erwin Road)	SR 1127 (Chapel Hill Road)	Construct Bicycle Lanes and Sidewalks	81.307	24.653		25	By MPO Score
950	Subregional	Infrastructure Health	Modernization		SR1009	Old NC 86	SR 1777 (Homestead Road)	SR 1727 (Eubanks Road)	Construct bike lanes and sidewalks and transit accommodations.	81.307	24.653		25	By MPO Score
951	Subregional	Infrastructure Health	Modernization		SR1727	Eubanks Road	SR 1009 (Old NC 86)	Rogers Road	Construct bike lanes and sidewalks and transit accommodations.	81.307	24.653		25	By MPO Score
1096	Subregional	Infrastructure Health	Modernization		068 SR1727	Eubanks Road	SR 1729 (Rogers Road)	NC 86	Construct bicycle lanes, sidewalks, safety and intersection improvements.	80.339	23.544		25	By MPO Score
952	Subregional	Infrastructure Health	Modernization		SR1008	Mount Carmel Church Road	US 15-501	Chatham County Line	Construct bike lanes.	80.057	24.653		25	By MPO Score
1162	Subregional	Infrastructure Health	Modernization		068 SR1005	Old Greensboro Rd.	SR 2057 (Sturbridge Lane)	Alamance County Line	Add 4-foot paved shoulders	78.807	24.653	Part in TARPO, DCHC 22%	0	TARPO will award 100 points to this project. They are donating 22 points to DCHC.
949	Subregional	Infrastructure Health	Modernization		SR1900	Old Mason Farm Road/Finley Golf Course Road	NC 54	NC 54/US 15-501 (Fordham Blvd.)	Construct bike lanes and sidewalks.	78.121	22.436		25	By MPO Score
958	Subregional	Infrastructure Health	Modernization		SR1006, SR1102	Orange Grove Road, Dodsons Cross Road	I-40	SR 1177 (Dairyland Road)	Add 4' Paved shoulders to accommodate bicycles. This route is designated as North Carolina Bike Route #2.	77.742	23.871	Part in TARPO, DCHC 28%	0	TARPO will award 100 points to this project. They are donating 28 points to DCHC.
1100	Subregional	Infrastructure Health	Modernization		068 SR1927	Merritt Mill Road	1010 (Franklin Street)	1919 (South Greensboro Street)	Construct bicycle lanes and sidewalks.	76.307	22.153		0	
948	Subregional	Infrastructure Health	Modernization		SR1009	Old NC 86	SR 1009 (Hillsborough Road)	SR 1777 (Homestead Road)	Construct bike lanes and sidewalks and transit accommodations.	74.653	21.327		0	
408	Subregional	Infrastructure Health	Modernization	U-3436	SR1148, SR1192	Eno Mountain Road, Mayo Street	SR 1006 (Orange Grove Road)		SR 1148 (Eno Mountain Road) and SR 1192 (Mayo Street) at SR 1006 (Orange Grove Road). Realign Intersection and Make Safety Improvements. include bicycle lanes and sidewalks.	72.839	21.044		0	
953	Subregional	Infrastructure Health	Modernization		SR1009	Old NC 86	I-40	SR 1727 (Eubanks Road)	Widen outside lanes.	72.557	22.153		0	
961	Regional	Infrastructure Health	Modernization		NC086		US 70A	I-40	Add 4' Paved shoulders to accommodate bicycles.	72.016	30.489		100	Top Regional Infrastructure Health project by State Score.
365	Subregional	Infrastructure Health	Modernization	U-2805	SR1777	Homestead Road	SR 1009 (Old NC 86)	NC 86	SR 1009 (Old NC 86) to NC 86. Widen to include bicycle lanes, sidewalks, transit accommodations, and safety improvements (design may vary along length).	71.871	19.936		0	
1103	Statewide	Infrastructure Health	Modernization		019 US015, 019 US501		400 ft south of SR 1532 (Mann's Chapel Road)	North of SR 1919 (Smith Level Road) at the Orange County Line	Construct either 15' wide outside lanes or 6' bicycle lanes.	71.463	34.683		0	

SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	MPO Score	highest	state score in tier/goal		Recommended Points	Reason/Notes
											State Score	Notes	Notes		
1095	Subregional	Infrastructure Health	Modernization		068 SR1104	Dairyland Road	SR 1111 (Union Grove Church Road)	SR 1006 (Orange Grove Road)	Construct 4-foot paved shoulders on Dairyland Road	70.339	21.044	Part in TARPO, DCHC 44%	0		
658	Subregional	Infrastructure Health	Modernization		SR1669	Club Boulevard	Ambridge Street	SR 1670 (East Geer Street)	Construct Bicycle Lanes and Sidewalks	70.057	19.653		0		
663	Regional	Infrastructure Health	Modernization		NC086	Martin Luther King, Jr. Boulevard	I-40	North Street	Construct Bicycle Lanes and Sidewalks	68.895	27.672		0		
826	Subregional	Infrastructure Health	Modernization		SR1843	Seawell School Road	SR 1780 (Estes)	SR 1777 (Homestead)	Seawell School Road (Homestead to Estes) bicycle lanes, sidewalks, transit accommodations, and Intersection safety improvements (design may vary along length)	68.403	18.827		0		
641	Subregional	Infrastructure Health	Modernization		SR1780	Estes Drive	NC 86	Caswell Road	Estes Drive (NC 86 to Caswell Road) widen existing roadway to include two 12-foot travel lanes, four-foot bicycle lanes and sidewalks.	67.557	19.653		0		
653	Subregional	Infrastructure Health	Modernization		SR1721	Lystra Road	US 15/501	SR 1008 (Farrington Point Road)	Safety improvements.	66.653	15.827		0		
944	Regional	Infrastructure Health	Modernization		NC751	Hope Valley Road	SR 1146 (South Roxboro Road)	Martin Luther King, Jr. Parkway	Construct bike lanes and sidewalks.	66.155	26.932		0		
637	Subregional	Mobility	Capacity		SR1118	Fayetteville Road	Woodcroft Pkwy	SR 1171 (Riddle Road)	SR 1118 (Fayetteville Road) (Woodcroft Pkwy to Riddle Road (SR 1171)) widen to 4-lane divided, bikelanes and sidewalks.	65.719	19.901	Durham is considering funding this project but may not have enough funding to construct all of it.	100	Top Subregional Mobility project by State Score.	
533	Regional	Mobility	Capacity	U-5324C	NC054		SR 1118 (Fayetteville Road)	SR 1106 (Barbee Road)	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section C: SR 1118 (Fayetteville Road) to SR 1106 (Barbee Road).	65.369	26.746	Funded for feasibility study and R/W in 2020 in 12-18 TIP	100	To maintain schedule/funding in 12-18 TIP. Division 5 to award 90 points to this project.	
666	Regional	Infrastructure Health	Modernization		NC054		US 15/501	SR 1110 (Barbee Chapel Road)	Construct Bicycle Lanes and Sidewalks	65.296	27.133		0		
650	Regional	Mobility	Capacity		NC054		I-40	Barbee Chapel Road	NC 54 (I-40 west to Barbee Chapel Rd) widen to 6-lane divided, bicycle, pedestrian, and transit facilities.	64.531	30.732		100	Top Regional Mobility project by State Score.	
527	Statewide	Infrastructure Health	Modernization	U-5304	US015, US501		NC 86 (Columbia Street)	SR 1742 (Ephesus Church Road)	(US 15/501) Fordham Boulevard (NC 86 (Columbia Street)/US 15/501 South to SR 1742 (Ephesus Church Road)) sidewalks, wide-outside lanes, and transit accommodations.	64.251	38.032	Funded for Construction in FY2019 in 12-18 TIP	100	Top Statewide Infrastructure Health project by State Score. Also to maintain schedule/funding in 12-18 TIP.	
534	Regional	Mobility	Capacity	U-5324D	NC054		SR 1106 (Barbee Road)	NC 55	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section D: SR 1106 (Barbee Road) to NC 55).	64.116	27.286	Funded for feasibility study and R/W in 2020 in 12-18 TIP	100	To maintain schedule/funding in 12-18 TIP. Division 5 to award 90 points to this project.	
532	Regional	Mobility	Capacity	U-5324B	NC054		NC 751	SR 1118 (Fayetteville Road)	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section B: NC 751 to SR 1118 (Fayetteville Road).	63.801	25.707	Funded for feasibility study and R/W in 2020 in 12-18 TIP	100	To maintain schedule/funding in 12-18 TIP.	
647	Subregional	Mobility	Capacity		SR1006	New Route - Orange Grove Road	SR 1006 (Orange Grove Road)	US 70A	Orange Grove Road Extension (Orange Grove Road to US 70) with sidewalks and bicycle lanes	63.082	16.673		0		
366	Statewide	Mobility	Capacity	U-2807	US015, US501		I-40	US 15/501	I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade.	62.572	28.802		0		
947	Subregional	Infrastructure Health	Modernization		SR1102, SR 1977	Sedwick Road	SR 1100 (Grandale Drive)	SR 1945 (South Alston Avenue)	Construct bike lanes and sidewalks.	62.153	16.327		0		
200	Subregional	Mobility	Capacity	R-2825	SR1009	South Churton Street	I-40	Eno River	I-40 to Bridge over Southern Railroad. Widen to Multi-Lanes with landscaped median, bicycle lanes, and sidewalks, widen Bridge No. 240 over Southern Railroad.	60.961	18.809		0		
1131	Statewide	Mobility	Capacity		032 I-040		NC 147	US 15/501	Construct 1 Managed Lane per direction (additional 16ft of pavement - 12ft lanes + 4ft pavement for separation with general purpose lanes)	60.831	42.339	Submitted by Division 5.	0		
631	Subregional	Infrastructure Health	Modernization		SR1734	Erwin Road	US 15/501	NC 751	US 15/501 to NC 751, bike lanes, sidewalks, and safety improvements (design may vary along length).	60.621	17.436		0		

SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	MPO Score	highest state score in tier/goal		Recommended Points	Reason/Notes
											State Score	Notes		
1143	Statewide	Mobility	Capacity		068 US015	Fordham Boulevard	SR 1742 (Ephesus Church Road)	SR 1902 (Manning Drive)	Upgrade road to "Superstreet" with possible interchange at Manning Drive	60.356	43.627		0	
1305	Subregional	Infrastructure Health	Modernization		086 SR2008	Carmichael Street	US 15/501	Northern Terminus of Roadway	Repave and with bicycle accommodations	59.25	15.5		0	
1144	Statewide	Mobility	Capacity		068 US015	Fordham Boulevard	East Lakeview Drive	Sage Road	Upgrade road to "Superstreet"	58.878	49.924		100	Top Statewide Mobility project by State Score. Chapel Hill Council will provide comments on this project.
652	Regional	Mobility	Capacity		NC751	Hope Valley Road	South Roxboro Road	NC 54	NC 751 (S. Roxboro Rd. to NC 54) widen to 4-lane, bike lanes, and sidewalks.	58.759	23.521		0	Durham is considering funding this project.
946	Subregional	Infrastructure Health	Modernization		SR1113	Ephesus Church Road/Pope Road	SR 2220 (Old Durham-Chapel Hill Road)	Orange County Line	Construct bike lanes and sidewalks.	58.686	15.218		0	
1033	Subregional	Mobility	Capacity		032 SR1118	Fayetteville Road	Renaissance Parkway	NC 751	Widen roadway to four lanes with a median and bicycle, pedestrian and transit facilities as appropriate.	58.106	15.588		0	
1014	Statewide	Mobility	Capacity		092 I-540		I-40	US 64 Bypass	Convert Freeway to Tolled Facility and widen to 8 lanes	57.87	21.993		0	Part in CAMPO, DCHC 2%
859	Subregional	Mobility	Capacity			New Route - T.W. Alexander Drive Extension	West of Brier Creek Pkwy	Leesville Road	Extension of TW Alexander Drive (4 lanes new location)	57.337	8.0627		0	Part in CAMPO, DCHC 46%
1036	Statewide	Mobility	Capacity		068 NC086		US 70 Bypass	North of NC 57	Widen roadway to four lanes with a median and improve intersections at US 70 Bypass and NC 57 .	57.186	28.738		0	
997	Statewide	Mobility	Capacity		032 NC147	Durham Freeway	I-40	East End Connector	Widen roadway to 6 lanes and rehabilitate pavement	56.822	25.192		0	Division 5 to award 85 points to this project.
531	Regional	Mobility	Capacity	U-5324A	NC054		I-40	NC 751	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section A: I-40 to NC 751.	56.723	21.901		100	Funded for feasibility study and R/W in 2020 in 12-18 TIP. To maintain schedule/funding in 12-18 TIP.
649	Subregional	Infrastructure Health	Modernization		SR1762	Jeremiah Drive	SR 1721 (Lystra Road)	End of Road	Elevate road for flood control.	56.25	12.5		0	
655	Subregional	Mobility	Interchange/Intersection		SR1780	Estes Drive	SR 1772 (Greensboro Street)		SR 1780 (Estes Drive)/SR 1772 (Greensboro Street) construct roundabout.	55.115	17.81		0	
1005	Subregional	Mobility	Capacity		032 SR1940	Glover Road	NC 147	SR 1926 (Angier Avenue)	Convert existing grade separation at NC 147 to an interchange and widen roadway to four lanes with a median and bicycle, pedestrian, and transit facilities as appropriate.	54.428	10.186		0	
937	Statewide	Mobility	Interchange/Intersection		US015, US501		SR 1742 (Ephesus Church Road)		Intersection Improvements	54.202	24.065		0	
239	Subregional	Mobility	Capacity	R-3438		New Route - Hillsborough Western Bypass	US 70	NC 57	US 70 to NC 57. Two Lanes on New Location.	53.647	11.603		0	Not in 2035 LRTP
654	Subregional	Mobility	Interchange/Intersection		SR1010	Franklin Street/East Main Street	Merritt Mill Road (SR 1771)/Brewer Lane		Franklin Street/Merritt Mill Road/Brewer Ln/E Main Street Intersection improvements.	52.907	14.638		0	
651	Subregional	Mobility	Capacity		SR1004	Old Oxford Highway	29000501 (Roxboro Road)	Hamlin Road	Old Oxford Highway (Roxboro Road to Hamlin Road) expand capacity, bike lanes, and sidewalks.	52.598	15.716		0	
372	Subregional	Mobility	Capacity	U-2831B		New Route - Briggs Avenue Extension	Riddle Road	SR 1951 (So-Hi Drive)	Riddle Road to SR 1951 (So-Hi Drive). Two Lanes on Multi-Lane Right of Way.	51.742	10.163		0	
1034	Subregional	Mobility	Capacity		032 SR1146	S. Roxboro St.	SR 1158 (Cornwallis Rd)	Martin Luther King, Jr. Parkway	Widen existing roadway to multi-lanes and construct on new location multi-lane roadway with bicycle, pedestrian	51.217	18.02		0	Durham is considering funding this project but may not have enough funding to construct all of it.

SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	highest state score in tier/goal		Recommended Points	Reason/Notes
										MPO Score	State Score		
326	Regional	Mobility	Capacity	U-2405		New Route - Martin Luther King, Jr. Parkway Extension	NC 55	Cornwallis Road	NC 55 to Cornwallis Road. Pedestrian, bicycle, and transit facilities.	50.605	16.338	0	
1011	Regional	Mobility	Capacity		032 NC751		NC 54	Renaissance Parkway	Widen roadway to four lanes with a median with bicycle, pedestrian and transit facilities as appropriate.	49.251	17.212	0	
10	Statewide	Mobility	Capacity	I-3306A	I-040		I-85	US 15/501	I-85 in Orange County to NC 147 (Buck Dean Freeway) in Durham County. Add Additional Lanes. Section A: I-85 to US 15/501.	49.014	29.426	0	Funded for Construction in FY2019-2020 in 12-18 TIP
487	Subregional	Mobility	Capacity	U-4716D	SR1978	Hopson Street	SR 1999 (Davis Drive)	NC 54 (Miami Blvd)	Widen to multi-lanes.	48.757	10.373	0	
1056	Subregional	Mobility	Interchange/Intersection		068 SR1771		1008 (Mount Carmel Church Road)	1913 (Bennett Road)	Construct roundabout and related safety improvements at the existing intersection of Mount Carmel Church Road and Bennett Road.	47.574	10.216	0	
558	Regional	Mobility	Capacity			I-85/US 70 Connector	US 70		Reconstruct interchange to allow for full movements	46.314	10.528	0	DCHC 98%
7	Statewide	Mobility	Capacity	I-0305B	I-085		East of SR 1709	Durham County Line	I-40 at Hillsborough to Durham County Line. Widen to Six Lanes and Reconstruct Interchanges and Structures. Section B: East of SR 1709 to Durham County Line.	45.827	21.122	0	Funded for R/W in FY 2019-2010 in 12-18 TIP
555	Regional	Mobility	Capacity		NC751		US 64	Durham County Line	Widen to 4 lanes with bicycle lanes on existing location.	40.588	15.643	0	Not in 2035 LRTP, part in TARPO, DCHC 60%
1018	Regional	Mobility	Capacity		032 NC751		Renaissance Parkway	1118 (Fayetteville Road)	Widen roadway to four lanes with a median and bicycle, pedestrian and transit facilities as appropriate.	37.648	13.147	0	
1097	Statewide	Infrastructure Health	Modernization		032 NC147		East End Connector	US 15/501	Modernization, pavement Rehabilitation and ramp consolidations/interchange upgrades	35.862	12.671	0	
6	Statewide	Mobility	Capacity	I-0305A	I-085		SR 1006 near Hillsborough	East of SR 1709	I-40 at Hillsborough to Durham County Line. Widen to Six Lanes and Reconstruct Interchanges and Structures. Section A: SR 1006 near Hillsborough to East of SR 1709.	31.773	15.229	0	Funded for R/W in FY 2019-2010 in 12-18 TIP

SPOT ID	Route Name	From	To	Description	Name and Short Description	Counties	Total Cost (Sum)	MPO Score	MPO Rank	State Score	Notes	Recommended Rank
1493	Rocky Creek Greenway Trail Extension	Current trail terminus at NC 55	Kelly Bryant Bridge over NC 147 (Durham Freeway)	Rocky Creek Trail (NC 55 to Kelly Bryant Bridge) – Shared Use Path	Rocky Creek Greenway Trail Extension - (NC 55 to Kelly Bryant Bridge) – Shared Use Path	Durham	\$1,785,000	92.8	1	52	Used v/c on NC 55	1
1501	1919 (Greensboro Street)	Weaver Street	Shelton Street	N. Greensboro St. corridor from Weaver St. to Shelton St. – bicycle and pedestrian improvements (paint, median, sharrows, bicycle signal detection, etc.)	1919 - N. Greensboro St. corridor from Weaver St. to Shelton St. – bicycle and pedestrian improvements (paint, median, sharrows, bicycle signal detection, etc.)	Orange	\$200,000	73.3	2	60	This project was originally envisioned as a highway safety project. The road will be resurfaced next year and sharrows will be requested. Description should be changed to add bike lanes, median, and bicycle signal detection.	2
1524	1008 (Mount Carmel Church Road)	US 15-501	1913 (Bennett Road)	SR 1008 (Mount Carmel Church Rd) (US 15-501 to Bennett Rd) sidewalks and bicycle lanes.	SR 1008 (Mount Carmel Church Rd) (US 15-501 to Bennett Rd) sidewalks and bicycle lanes.	Orange	\$375,000	65.0	3	60	Overlaps with highway project #952. Subcommittee recommends ranking this project since the longer/more expensive highway project is unfunded.	3
1497	Campus to Campus Connector	Broad Street	1843 (Seawell School Road)	Campus to Campus Connector (Broad St. to Seawell School	Campus to Campus Connector (Broad St. to Seawell School	Orange	\$900,000	64.7	4	52	Used v/c on Estes	4
2054	Morgan Creek Phase 3 in Chapel Hill	End of Phase 2	Carrboro Town Limits	Morgan Creek Phase II (from the end of Phase I to Carrboro	Morgan Creek Phase 3 in Chapel Hill - from the end of	Orange	\$3,700,000	61.7	5	35	Used v/c on Fordham	5
1530	Bolin Creek Greenway Trail Phase IV	Umstead Park	Carolina North	Bolin Creek Phase IV (Umstead Park to Carolina North, follow	Bolin Creek Greenway Trail Phase IV - (from Umstead Park	Orange	\$3,100,000	61.4	6	52	used v/c on Estes	
1498	Horace Williams Greenway	1777 (Homestead Road) and Carolina North	Chapel Watch Village	Horace Williams Greenway: Chapel Watch Village to	Horace Williams Greenway - Chapel Watch Village to	Orange	\$3,000,000	60.8	7	56	Used v/c on NC 86	
1500	Morgan Creek Greenway Trail - Carrboro Section	University Lake	Existing Trail	Morgan Creek Greenway in Carrboro - Construct a multi-	Morgan Creek Greenway in Carrboro - Construct a multi-	Orange	\$3,120,000	58.9	8	48	Used v/c on Fordham	
1494	Duke Beltline Rail-Trail	1127 (Chapel Hill Street)	Y east of NC 55 (Avondale Drive)	Duke Beltline Trail – Shared Use Path	Duke Beltline Rail-Trail - Shared Use Path	Durham	\$2,750,000	57.5	9	42	used v/c on Mangum/Roxboro	
1522	NC 54 Sidepath	James Street	Anderson Park Entrance	NC 54 Sidepath (James St to Anderson Prk) multi-use path.	NC 54 Sidepath (James St to Anderson Prk) multi-use path.	Orange	\$700,000	56.7	10	58		
1529	US 15-501 (Fordham Boulevard) Overpass /	1902 (Manning Drive)	Old Mason Farm Road	US 15-501 (Fordham Blvd) pedestrian and bicycle	US 15-501 (Fordham Blvd) pedestrian and bicycle	Orange	\$2,300,000	55.0	11	42	Overlaps with highway project #1143.	
1531	Bolin Creek/Little Creek Greenway Trail	Estes Drive Extension at Chapel Hill Community Center	Pinehurst Drive	Bolin Creek/Little Creek Greenway (Chapel Hill	Bolin Creek/Little Creek Greenway Trail (Chapel Hill	Orange	\$3,200,000	54.7	12	52	Used v/c on Estes	
1525	1727 (Eubanks Road)	1729 (Rogers Road)	NC 86 (Martin Luther King Boulevard)	SR 1727 (Eubanks Rd) (Rogers Rd to NC 86) bicycle lanes.	SR 1727 (Eubanks Rd) (Rogers Rd to NC 86) bicycle lanes.	Orange	\$824,000	51.7	13	54	Same as highway project #1096.	
1492	1103 (Scott King Road)	1118 (Fayetteville Road)	1100 (Grandale Road)	Scott King Road (Fayetteville Rd. to Grandale Rd.) – On-road	1103 - Scott King Road (Fayetteville Rd. to Grandale	Durham	\$630,000	50.6	14	46		
1495	NC 751	1307 (Erwin Road)	US 70 Business (Hillsborough Road)	NC 751 (Erwin Rd. roundabout to Hillsborough Rd./US 70) –	NC 751 - Erwin Rd. roundabout to Hillsborough Rd./US 70 – On-	Durham, Orange	\$860,000	49.7	15	48		
1496	1401 (Cole Mill Road)	1404 (Rose of Sharon Road)	Orange County Line	Cole Mill Road (Rose of Sharon Rd. to Orange County line) –	1401 - Cole Mill Road (Rose of Sharon Rd. to Orange County	Durham	\$725,000	43.1	16	46		
1919	SR 1006 (Orange Grove Road)	I-40	SR 1102 (Dodsons Cross Road)	Orange Grove Rd (SR1006), Orange County, Bicycle 4'	SR 1006 (Orange Grove Road) - Orange County, Bicycle 4'	Orange	\$40,920	37.5	17	50	Part in TARPO	
1499	Dry Creek Trail Phase 1	Perry Creek Road	1734 (Erwin Road)	Dry Creek Trail: Phase 1 Perry Creek Road to Erwin Road	Dry Creek Trail Phase 1 - Perry Creek Road to Erwin Road	Orange	\$1,250,000	37.5	18	48	Used v/c on Erwin	

SPOT ID	Route Name	From	To	Description	Name and Short Description	Counties	Total Cost (Sum)	MPO Score	MPO Rank	State Score	Notes	Recommended Rank
1885	Buckhorn Rd (SR 1114)	US 70	SR 1146 (Old Ten Road)	Buckhorn Rd Bike Lane Widening (SR 1114) 4' Paved	Buckhorn Rd (SR 1114) - Bike Lane Widening - (SR 1114) - 4'	Orange	\$470,085	35.8	19	35	Part in TARPO and BGMPO	
1905	SR 1102 (Dodsons Cross Road)	SR 1177 (Dairyland Road)	SR 1006 (Orange Grove Road)	Dodson's Crossroads Road; add 4' paved shoulders.	SR 1102 (Dodsons Cross Road) - add 4' paved shoulders.	Orange	\$364,320	32.5	20	50	Part in TARPO	

SPOT ID	Route Name	From	To	Description	Name and Short Description	Counties	Total Cost (Sum)	MPO Score	Rank	State Score	Notes	Recommended Rank
1505	US 501 Bypass (Duke Street)	Murray Avenue	US 501 Business (Roxboro Road)	Duke Street (Murray Ave. to Roxboro Rd.) – Sidewalks	US 501 Bypass - Duke Street (Murray Ave. to Roxboro Rd.) –	Durham	\$1,150,000	85.6	1	57		1
1502	NC 54	NC 55	City Limits (Research Triangle Park)	NC 54 (NC 55 to RTP) – Sidewalks	NC 54 (NC 55 to RTP) – Sidewalks	Durham	\$380,000	83.9	2	57	Only a short portion is within the City limits. Suggest pursuing STPDA or CMAQ funding instead of Bike/Ped Division Funds.	
1503	US 501 Business (Roxboro Road)	Murray Avenue	Pacific Avenue	Roxboro Road (Pacific Ave. to Murray Ave.) – Sidewalks	US 501 Business - Roxboro Road (Pacific Ave. to Murray	Durham	\$350,000	83.1	3	55		2
1514	1118 (Fayetteville Street)	1158 (Cornwallis Road)	NC 147 (Durham Freeway)	SR 1118 (Fayetteville St) (SR 1158 (W Cornwallis Rd) to NC 147) sidewalks and streetscape enhancements	SR 1118 (Fayetteville St) from SR 1158 (W Cornwallis Rd) to NC 147 sidewalks and streetscape enhancements	Durham	\$775,000	80.6	4	57	Streetscape project; Since sidewalks mostly already exist, NCDOT Bike/Ped Division would not fund this project. Subcommittee recommends withdrawing the project.	
1520	NC 98 (Holloway Street)	1838 (Junction Road)	1919 (Chandler Road)	NC 98 (Holloway St) (SR 1838 (Junction Rd) to SR 1919	NC 98 (Holloway St) (SR 1838 (Junction Rd) to SR 1919	Durham	\$810,000	78.9	5	57		3
1506	1443 (Horton Road)	NC 157 (Guess Road)	US 501 (Roxboro Road)	Horton Road (Guess Rd. to Roxboro Rd.) – Sidewalks	1443 - Horton Road (Guess Rd. to Roxboro Rd.) – Sidewalks	Durham	\$525,000	77.2	6	57		4
1515	1127 (Chapel Hill Street)	1127 (Kent Street)	Buchanan Boulevard	W Chapel Hill Street (Kent St to Buchanan Blvd) sidewalks and streetscape enhancements	1127 - W Chapel Hill Street (Kent St to Buchanan Blvd) sidewalks and streetscape enhancements	Durham	\$80,000	75.6	7	52	Streetscape project; Since sidewalks mostly already exist, NCDOT Bike/Ped Division would not fund this project. Subcommittee recommends withdrawing the project.	
1517	Main Street	Commerce Street	NC 55 (Alston Avenue)	E Main St (Hood St to NC 55 (Alston Ave)) sidewalks and streetscape enhancements	E Main St from Hood St to NC 55 (Alston Ave) sidewalks and streetscape enhancements	Durham	\$150,000	70.6	8	57	Streetscape project; Since sidewalks mostly already exist, NCDOT Bike/Ped Division would not fund this project. Subcommittee recommends withdrawing the project.	
1504	Cook Road	1118 (Fayetteville Road), near Hillside High School	Martin Luther King Jr. Parkway	Cook Road (Fayetteville Rd. near Hillside High to Martin	Cook Road (Fayetteville Rd. near Hillside High to Martin	Durham	\$420,000	68.9	9	57		5
1523	US 15-501 (Fordham Boulevard)	1742 (Ephesus Church Road)	Elliott Road	US 15-501 (Fordham Boulevard) (SR 1742 (Ephesus Church Rd) to Elliott Rd) sidewalks.	US 15-501 (Fordham Boulevard) (SR 1742 (Ephesus Church Rd) to Elliott Rd) sidewalks.	Orange	\$175,000	68.3	10	60	Overlaps with highway project #527 which is funded in FY 2019 in the 12-18 TIP. Subcommittee recommends pursuing sidewalk through this project.	
1507	1010 (Main Street)	1009 (Hillsborough Road)	1005 (Jones Ferry Road)	W. Main St. – Install improved pedestrian crossings and	1010 - W. Main St. – Install improved pedestrian crossings	Orange	\$132,480	67.2	11	57		
1527	1919 (Greensboro Street)	Old Pittsboro Road	1771 (Merritt Mill Road)	SR 1919 (S Greensboro St) (Old Pittsboro Rd to SR 1771	SR 1919 (S Greensboro St) from Old Pittsboro Rd to SR	Orange	\$635,000	62.2	12	52		
1519	US 15-501 (Mangum Street)	Broadway Street	Miosha Street	US 15-501 Business (N Mangum St)-Corporation St intersection sidewalks and streetscape enhancements in Old Five Points area	US 15-501 Business (N Mangum St)-Corporation St intersection sidewalks and streetscape enhancements in Old Five Points area	Durham	\$80,000	60.6	13	52	Streetscape project; Since sidewalks mostly already exist, NCDOT Bike/Ped Division would not fund this project. Subcommittee recommends withdrawing the project.	
1521	Main Street	Gary Street	Driver Street	E Main St (Gary St to S Driver St) sidewalks.	E Main St (Gary St to S Driver St) sidewalks.	Durham	\$275,000	55.6	14	52	Existing sidewalks on one side of street. Used AADT on Main in downtown	

SPOT ID	Route Name	From	To	Description	Name and Short Description	Counties	Total Cost (Sum)	MPO Score	Rank	State Score	Notes	Recommended Rank
1511	US 15-501	1532 (Mann's Chapel Road)	N/A	US 15-501 at Mann's Chapel Rd. - Add pedestrian refuge	US 15-501 at Mann's Chapel Rd. - Add pedestrian refuge	Chatham	\$300,000	54.2	15	43		
1528	Cleland Drive / Burning Tree Drive	US 15-501	NC 54	Cleland Dr/Burning Tree Dr (Cleland Dr and Burning Tree	Cleland Drive / Burning Tree Drive - sidewalks.	Orange	\$440,000	50.6	16	48		
1508	1782 (Estes Drive)	1772 (Greensboro Street)	Town Limits	Estes Dr. – Construct a sidewalk on the south side of	1782 - Estes Dr. – Construct a sidewalk on the south side of	Orange	\$550,000	49.7	17	42		
1509	1009 (Old NC 86)	1777 (Homestead Road)	1727 (Eubanks Road)	Old NC 86 – Construct a sidewalk on the east side of the	1009 - Old NC 86 – Construct a sidewalk on the east side of the	Orange	\$520,670	36.4	18	42		
1510	1006 (Orange Grove Road)	1221 (New Grady Brown School Road)	Timbers Drive	SR 1006, Orange Grove Road, at Interstate 40: Construct a	SR 1006, Orange Grove Road, at Interstate 40: Construct a	Orange	\$1,010,000	27.2	19	32		

SPOT ID	GOAL	TIER	Transit Partners and Providers	STIP#	DESCRIPTION	Alternative MPO Methodology			Recommended Points	Notes
						MPO Score	MPO Rank	State Score		
1410	health	sub regional	CHAPEL HILL TRANSIT	TA-4748	Replacement Van - Paratransit	62.18	1	27.0	56	
1411	health	sub regional	DURHAM AREA TRANSIT AUTHORITY / DATA	TA-5019A	Replacement Van - Paratransit	45.79	2	5.0	56	
1400	health	sub regional	DURHAM AREA TRANSIT AUTHORITY / DATA	TA-4923	Replacement Bus - fixed route	41.70	3	26.7	56	
1394	health	regional	TRIANGLE TRANSIT	TA-4818	Replacement Bus	40.50	4	3.1	28	
1415	health	regional	TRIANGLE TRANSIT	TA-5107	Replacement Van - vanpool	37.50	5	7.9	28	
1391	health	sub regional	CHAPEL HILL TRANSIT	TA-4726A	Replacement Bus	35.66	6	19.6	56	
1342	mobility	sub regional	DURHAM AREA TRANSIT AUTHORITY / DATA	TA-4755	Expansion Bus	33.41	7	35.4	44	
1385	mobility	regional	TRIANGLE TRANSIT	TE-4903A	Fixed Guideway - Raleigh-Rtp-Durham Design Phase 1	30.67	8	5.2	22	
1384	mobility	regional	TRIANGLE TRANSIT	TE-4903B	Fixed Guideway - Chapel Hill-Durham Design Phase 1	30.06	9	5.2	44	
1344	mobility	regional	TRIANGLE TRANSIT	TA-5123	Expansion Bus	29.49	10	19.6	22	
1373	mobility	sub regional	DURHAM AREA TRANSIT AUTHORITY / DATA	TD-5267	Facility - Park & Ride, 2 Lots	24.85	11	12.3	31	
1372	mobility	regional	TRIANGLE TRANSIT	TD-4941	Facility - Park & Ride Regional Expansion	22.57	12	4.3	15	
1368	mobility	sub regional	CHAPEL HILL TRANSIT	TD-4710	Facility - Park & Ride	22.35	13	17.8	31	
1370	mobility	regional	PIEDMONT AUTHORITY FOR REGIONAL TRANSPORTATION	TD-5268	Facility - Park & Ride in Buckhorn Economic Development District in Orange County	18.93	14	11.2	0	The TCC recommends no points for this project because (1) it is unlikely to be ready by FY 2015 and (2) park and ride lots in Mebane and Hillsborough are higher priorities.
1418	mobility	regional	TRIANGLE TRANSIT	TT-5213	Technology - Regional Fare System Upgrade	18.75	15	12.7	15	
1383	mobility	sub regional	CHAPEL HILL TRANSIT	TE-5203	Fixed Guideway - Bus Rapid Transit Operational Improvements (plan 2013, con 2014)U-5119	14.84	16	14.3	31	
1354	mobility	regional	TRIANGLE TRANSIT	TD-4944	Facility - I-40 Bus Bypass Shoulder Project.	13.01	17	7.3	15	

total points



550

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# NC Statewide Transportation Plan Update

## MPO/RPO Briefings

October 2011

 NC Statewide Transportation Plan 

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## MPO/RPO Briefing

- 2040 Plan Overview
  - NCDOT Policy to Projects process
  - Plan content
  - Study process
- 2040 Plan status & upcoming activities
- Recent and ongoing activities
  - Study process – public & agency involvement
  - Modal needs
  - Finance
  - Operating / Strategic policies

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## 2040 Plan Overview

Nine study goals are driving 2040 Plan development; goals in three general areas:

- Modal Effectiveness
- Financial Feasibility
- Program Delivery and Vision

(Study goals listed in 2040 Plan handout.)

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## Study Content

Primary Plan Content:

- *Challenges & Opportunities*
- **Long-term modal infrastructure and service needs**
- **A sustainable financing plan**
- Multimodal spending framework (Safety, Mobility, Infrastructure Health)
- Policy or procedure adjustments needed to meet program delivery targets

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## Study Process

### Schedule

- Needs, funding & processes formulation – summer/fall 2011
- Stakeholder & public review of draft plan – winter 2011–2012
- Board of Transportation adoption – June 2012

Task	Major Deliverables	Timing
Project Management	Project Management Plan, Study Schedule	Fall 2010
Public Involvement	Public Involvement Plan P1 Delivery	Jan 2011 Mid-April Launch
Issues Identification/Plan Focus	Statewide Economic Activity Forecast Challenges & Opportunities Report	April-June 2011
Modal Elements Identification & Future System Performance/Backlog	Modal Systems Inventory Report Systems Performance Measures Report Modal System Needs Report	Summer, Fall 2011
Financial Analysis	Revenue Forecast and Financial Plan	Fall 2011
Investment Strategy	Program Investment Strategies	Fall 2011
Processes/Policies/Programs	Planning Processes, Policies & Programs Recommendations Report	Winter 2011
Plan Recommendations	Final Report (first draft) Adopted Final Plan	Winter 2011/2012 June 2012


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## Study Process

### Multi-faceted public involvement program

- Agency Coordination Group
- Statewide Stakeholder Group
- Tribal consultation
- Regional contacts
- Speakers' Bureau
- Technology /social media tools
- Web site (links to surveys, videos)




<http://www.ncdot.org/performance/reform/2040Plan/>

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## Study Status

- Public Surveys
  - First survey conducted Summer 2011
  - Solicited opinions on:
    - Spending priorities (safety, infrastructure health/modernization, mobility)
    - Spending priorities (modes of transportation)
    - Expected system performance – how good is good enough?




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## Study Status

- Public Surveys
  - Key findings:
    - People believe motor vehicles will remain the primary mode of transportation in 2040
    - People's attitudes about transportation is one of the top challenges facing NCDOT in the future
    - Safety & security and access to jobs, education and health care are the top two quality-of-life factors NCDOT should consider
    - Funding, aging roads/bridges and easing congestion are top three issues NCDOT should consider while developing the 2040 Plan
  - Results considered in Challenges & Opportunities report



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Study Status

- Public Surveys
  - Second survey underway
  - Soliciting general opinions concerning:
    - Prioritization of proposed investments within various methods of transportation
    - New funding sources for transportation

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MPO/RPO Participation

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MPO/RPO Participation

Multiple opportunities for MPO and RPO participation continue

- Briefings and workshop sessions
  - Individual MPO/RPO briefings
  - NCAMPO/NCARPO quarterly meeting workshops to confirm needs and examine policy opportunities
  - Four regional MPO/RPO workshops in October to examine investment priorities
- Document review / comments
- Data input – urban needs identification (MPO)

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MPO/RPO Participation

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## Where are we now?

**Second Round of Public Involvement Initiated**

- Public Survey #2 underway
- Limited English Proficiency considerations
- Statewide Stakeholder and Agency Coordination groups workshops
- Webinars with Regional Stakeholders





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## Where are we now?

**Technical components in development**

- Estimates of modal needs and system performance
  - Modal needs cost estimates
  - Transportation system performance
- Analysis of Finance Sustainability
  - Current revenue sources
  - Revenue options
- Consideration of strategic investment priorities
- Examination of strategic operating policies & processes


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## Modal Needs and System Performance

First, the 2040 Plan is updating estimates of long-term modal needs

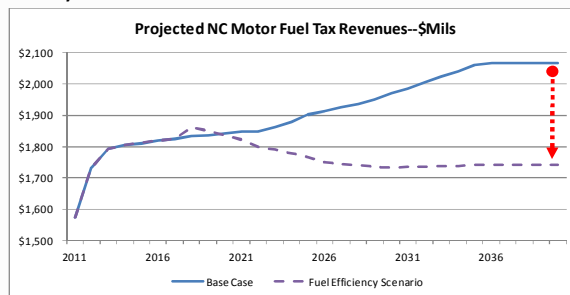
- 30 year horizon
- Reporting capital and operating costs
- Needs estimates will reflect costs to achieve optimal conditions
- Estimates will also define investment needed to meet or maintain lesser performance
- Urban needs based primarily on adopted MPO plans: highways, transit, and bike/ped facilities



## Finance

Second, 2040 Plan must address an uncertain financial future

- Questionable sustainability of NC motor fuel tax
- Fuel consumption and revenue will decline due to increasing fuel efficiency
- Uncertainty of federal sources



Projected 20% decrease in motor fuel tax revenue in NC




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## Finance


Revenue enhancement options under consideration

- System tolling of Interstate highways and urban loops
- Fee on vehicle miles travelled
- Local vehicle property tax
- Local option sales tax
- Fee on automobile insurance

**What other revenue sources should be considered?**



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## Investment Priorities

- Third, the 2040 Plan will recommend investment priorities
- Spending Priorities by:
  - Investment goal: Safety, Infrastructure Health, Mobility
  - NCMIN tier: Statewide, Regional, Subregional
  - Mode: highway, bicycle/pedestrian, public transportation, rail, aviation, ferry



**What other investment priorities should be considered?**



NC Statewide Transportation Plan



## Strategic Operating Policies

Finally, the 2040 Plan is examining implementation requirements – what strategic policy or process changes are needed?

- Adjustments for more effective project and program delivery
- New initiatives to improve system efficiencies
- Programs to enhance economic opportunity

**What high priority policy targets should be considered?**



## Thank you

For more information or to submit additional comments:

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## NC 2040 Plan Study Goals

Reflecting the findings reported in the 2040 Plan Focus white paper, the following study goals are proposed as a guide to plan preparation:

### Modal Effectiveness Goals

1. Update estimates of modal needs to reflect defensible performance standards.
2. Expand the Strategic Highway Corridors concept to encompass a multimodal system, based on criteria that can be traced to a confirmed set of performance goals, to provide a basis for defensible recommendations for investment strategies.
3. Confirm that the NCMIN still reflects the state's overall development and sustainability goals.

### Financial Feasibility Goals

4. Clearly define the gap between transportation needs and anticipated revenues
5. Establish a set of long-term revenue strategies that recognize the likely non-sustainability of the current transportation revenue structure.
6. Establish a strong rationale for long-term transportation investment strategies that reflect the state's goals for jobs, economic opportunities, and environmental and financial sustainability.

### Program Delivery and Vision Goals

7. Provide cost-effective, wide-ranging opportunities for public input that recognize the interests of the general public, interested party stakeholders, and the Department's transportation partners (builders and providers of transportation systems);
8. Establish a clear understanding of the long-term challenges and opportunities facing the Department that will affect its ability to address the state's mobility, transportation choice, economic development, and reliability demands.
9. Identify improvements to the Department's program delivery processes to fully leverage relationships with its public and private partners.

Prepared by PBS&J  
 Jan. 3, 2011  
 Revised Jan. 10, 2011  
 Final: Jan. 25, 2011

## 2040 Plan September 2011 Update

### 1. Schedule

The study team is on target to meet the December 2011 delivery date for draft report. In August and September, the study team has continued its focus on accelerated Modal Needs development in coordination with SPOT and the Prioritization 2.0 process. Timely completion of Modal Needs development is a critical schedule element and Atkins has received good cooperation from the various NCDOT operating units. Strong support by senior management has been expressed through DOH's Asset Management Team and the Transit Leadership Team. Board briefings, and SPSC and SMC meetings, are scheduled to occur monthly through the end of the year.

### 2. Unified Public Engagement Process (UPEP)

The UPEP has been updated based on comments from the public, FHWA, MPOs, RPOs, and other NCDOT business units. It will be provided to the Board of Transportation/Statewide Plan sub-committee in September and then transmitted to FHWA.

### 3. PI and Agency Coordination Activities

The PI program, which includes consultation with MPOs, RPOs, and Indian tribes, has focused on the following activities in recent months:

- **PI Evaluation memo** has been completed and its findings are being incorporated into more focused PI activities.
- **MPO/RPO communication action plan** has been developed and was reviewed with MPOs and RPOs at their respective quarterly meetings; both were receptive of plan recommendations, and recommended a set of regional workshops with TAC members to allow input on Plan content.
- Regularly scheduled **MPO and RPO briefings** have continued, with additional opportunities for input sought at the MPO/RPO quarterly meetings.
- The second **Statewide Stakeholder Group** and **Agency Coordination Group meetings** were held on September 7 to discuss modal needs, finance/investment options, and operational policies.
- Public **Survey 1** documentation has been completed and input has been considered in updating the C&O report and formulating strategic investments.
- Public **Survey 2** has been released and is open until September 30<sup>th</sup>.
- **LEP Analysis** – document has been updated and submitted for approval by TPB.

Schedule - upcoming PI and agency coordination activities:

- Continued presentations to MPO and RPO TACs and TCCs.
- Regional webinars to be held on September 19<sup>th</sup> and 20<sup>th</sup>.
- Conduct four regional MPO/RPO workshops in October, with invitations extended to TAC members.

### 4. Challenges and Opportunities (C&O) Report

The study team has made final revisions to the report and it has been uploaded to the NCDOT web site.

## **Task 4: Existing Modal / System Inventory & Task 5: Future Modal Needs and Performance**

The **Task 4** deliverable, Modal/System Inventory: comments on the draft report have been received and processed. Determination was made through the SPSC not to reissue the report, but to combine the Task 4 and Task 5 reports and to incorporate revisions into that Task 5 report.

**Task 5** (Modal Needs) activities have continued, with extensive collaboration with SPOT to parallel the Prioritization 2.0 Process for basing needs on performance/levels of service. Atkins has been working with all NCDOT modal units and with the MPOs to develop modal and urban/rural needs estimates.

Task 5 Schedule (ongoing):

- September
  - Develop draft summary tables and documentation.
  - Conduct review and vetting sessions.
  - Receive input from SSG and ACG.
- October
  - Brief Statewide Plan Committee.
  - Finalize modal needs and advance to financial analysis.
  - Prepare draft Task 5 documentation.

## **5. Finance Working Group**

The Finance Working Group met on September 9 to review the financial model and its assumptions, financing options, and investment strategies. The Finance team will utilize the modal needs estimates as basis for advancing financial analysis and investment strategy considerations.

Schedule - upcoming Finance WG activities:

- Continue developing finance model in coordination with Finance office.
- Establish development of finance model and analysis assumptions.
- Review options for investment strategies for their incorporation in the financial model.
- Test revenue and financing options.

## **6. Planning Processes, Policies, and Programs Working Group**

The Planning Processes, Policies, and Programs (PPP) Working Group met on August 30<sup>th</sup> to discuss how transportation planning PPP ought to change going forward based on the results of the interview process (reflected in the revised tech memo prepared by the consulting team), as well as other ideas from the WG.

Schedule - upcoming PPP WG activities:

- Define PPP focus areas.
- Review and prioritize processes, policies and procedures.

Prepared by Atkins  
September 14, 2011

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2040 Plan  
Regional Contacts List

The following “types” of entities are included on the 2040 Plan Regional Contacts List. More specific lists for each region can be provided, if so desired.

- County Managers
- Chambers of Commerce
- Economic Development Interests/Partnerships
- Tourism agencies
- Colleges and universities (state, community, private)
- Native American tribes
- The Arc (multiple chapters of these across the state – they serve the blind and sight-impaired community)
- Sierra Club chapters
- Audubon Society chapters
- Transit agencies
- Airports (general aviation and commercial)
- Family Services (both agencies that serve children, and those that serve low income and Hispanics)
- Dioceses in many locations across the state (that serve families, children, low income, minority, disabled)
- Organizations specifically serving Hispanics, such as Centro Latinos, or Centro Comunitarios in various counties
- Community Development Corporations (CDCs) (these agencies service persons of low income and low literacy)
- NAACP branches

Atkins  
September 22, 2011

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**N.C. Department of Transportation 2040 Plan Second Survey – September 2011**

Call 1-877-DOT-4YOU (368-4968) or visit [www.ncdot.gov](http://www.ncdot.gov) for more information.

*Your input is important to the 2040 Plan. Please take a moment to answer the following questions. Please fold and tape as instructed on the back, add postage and mail.*

1. Please provide your zip code: \_\_\_\_\_
  
2. **Although several billion dollars are expected to be available over the next 30 years for improvements for highways, bicycle and pedestrian facilities, passenger and freight rail, aviation and ferries, this amount is insufficient to address all needs. Given this limited funding, which of the following should NCDOT make its highest priority? Please select only one.**  
 Focus on funding highway maintenance only, with no expansions or new roadways, and no enhancements to other forms of transportation, such as bus and rail.  
 Focus on other forms of transportation, such as rail, bus, aviation, walking and bicycling, instead of making highway enhancements such as road widening.  
 Focus only on projects and programs that will boost the economy and create jobs.  
 Focus resources on the interstate system and major state roadways, and reduce resources for city and county transportation needs.  
 Other (Please specify) \_\_\_\_\_
  
3. **By 2040 there will be 3 million more people living in North Carolina – equal to the entire population of Iowa. Our residents will be older and more diverse, and more people will reside in and near large cities. Which of the following is the most important to address the transportation needs of our changing population? Please select only one.**  
 Invest additional resources in public transportation (rail and buses).  
 Expand roadways in North Carolina’s major cities.  
 Encourage development with higher numbers of people per acre.  
 Better coordinate transportation and land development.  
 Other (Please specify) \_\_\_\_\_
  
4. **Which of the following contributes most to your quality of life and should be a priority for future transportation investments? Please select only one.**  
 Improved air and water quality  
 Shorter commute times  
 Communities that accommodate walking and bicycling  
 Easily accessible public transportation (bus and rail) options  
 Enhanced aviation or ferry facilities  
 Other (Please specify) \_\_\_\_\_
  
5. **Passenger rail is expensive, and North Carolina has limited funds to dedicate to rail. If additional funding can be found, which of the following should be the focus for future rail service? Please select only one.**  
 Strategically expand passenger rail service **within** major cities.  
 Expand passenger rail service **between** downtowns and suburban communities.  
 Enhance intercity passenger rail service, such as the existing rail service between Charlotte and Raleigh.  
 Other (Please specify) \_\_\_\_\_
  
6. **Investments in \_\_\_\_\_ will be the greatest benefit to economic prosperity. Please select only one of the following to fill in the blank.**  
 Highway enhancements to better move people and freight  
 Public transportation enhancements to better move people  
 Rail enhancements to better move people and freight  
 Aviation enhancements to better move people and freight  
 Other (Please specify) \_\_\_\_\_





## **MPO/RPO Regional Workshops Schedule**

- October 13 at 10am in Hickory  
Hickory City Hall Council Chambers  
76 North Center Street, Hickory, NC 28601
- October 18 at 10am in Rocky Mount  
Booker T. Theatre  
170 East Thomas Street, Rocky Mount, NC 27801
- October 19 at 10:00am in Fayetteville  
Old Cumberland County Courthouse, 2nd floor  
130 Gillespie Street, Fayetteville 28301
- October 20 at 9:30 am in Greensboro  
Council Chambers  
300 W. Washington Street , Greensboro 27401

**NCDOT**  
From Policy to Projects  
**2040 Plan**

LOS	Condition	Examples by Mode						
		Highways	Transit	Aviation	Bicycle/ Pedestrian	Ferries	Passenger Rail	Ports
<b>A</b> <b>VERY</b> <b>GOOD</b>	High quality conditions, very convenient service, widely available	Very smooth roads, minimal congestion	Frequent bus service	_____	Many bike routes	No ferry delays	Good cross-state rail service	_____
<b>B</b> <b>ABOVE</b> <b>AVERAGE</b>	Good quality conditions, convenient service, good availability	Generally smooth roads, some congestion	Good bus service	Some safety issues	Some bike routes	Periodic ferry delays	Decent state rail service	Some safety issues
<b>C</b> <b>AVERAGE</b>	Minimally acceptable conditions, minimally convenient service, moderate availability	More rough roads, potholes & deficient bridges, common congestion	Limited bus service	Many safety issues	Scattered bike routes	Frequent ferry delays	Limited state rail service	Many safety issues
<b>D</b> <b>BELOW</b> <b>AVERAGE</b>	Poor facility conditions, very minimal service, limited availability	Many rough roads, broad congestion	Barebones bus service	Many safety issues	Few bike routes	Frequent ferry delays	Poor state rail service	Many safety issues
<b>F</b> <b>FAILING</b>	Deteriorated facility conditions, spotty and irregular services, very limited availability	Widespread rough roads, potholes & deficient bridges, widespread congestion	Very restricted bus service	Widespread safety issues	No bike routes	Regular and long ferry delays	No state rail service	Widespread safety issues

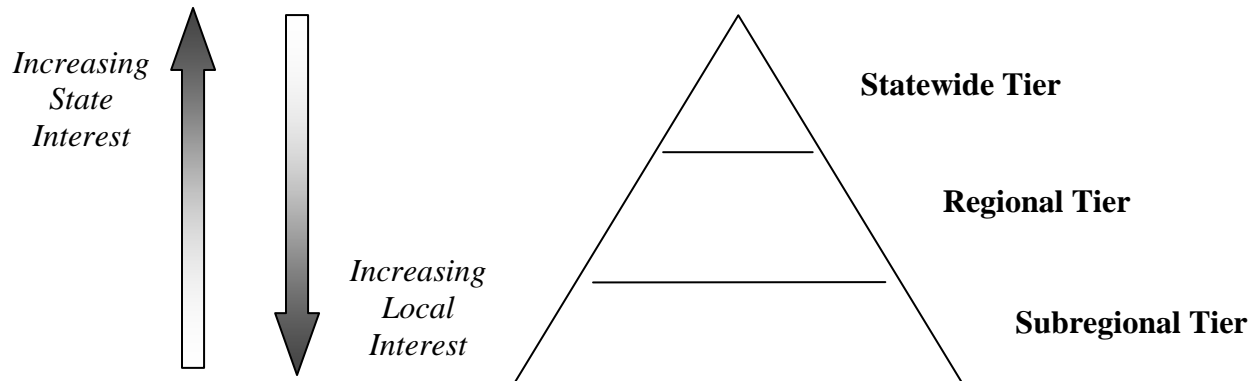
# NORTH CAROLINA MULTIMODAL INVESTMENT NETWORK (NCMIN)

The North Carolina Multimodal Investment Network (NCMIN) is a tool used to stratify all the components, facilities, and modes of North Carolina's transportation system. Components of the network are typically classified on the basis of how each contributes to serving a particular type of transportation movement. Some facilities serve *Statewide* movements, while others are *Regional* in terms of the service they provide, while still others are *Subregional* (localized). This classification also associates the increasing level of state (NCDOT) or local interest in various facilities.

## What is the NCMIN?

All transportation facilities, regardless of ownership and mode, are included in the Multimodal Investment Network. Each facility is classified into one of three tiers (groups): Statewide, Regional, or Subregional. Each tier has distinct features that define how facilities function, the type of travel they serve, and other measures like connectivity and usage.

**Statewide Tier** facilities serve long-distance trips, connect regional centers, have the highest usage, and mostly provide a mobility function (as opposed to a land access function). **Regional Tier** facilities connect major population centers and have a mix of functions. Some of the Regional Tier facilities can be viewed as serving statewide transportation criteria, but they usually provide an unmistakable localized function. They are equally important to a particular region of the state and also provide some land access. **Subregional Tier** facilities serve localized movements. They provide more of an access function than mobility, and are of a higher interest to cities and counties than the state. The figure below provides a conceptual illustration of a multimodal investment network.



Conceptual Representation of a Multimodal Investment Network (MIN)

## NCMIN Definitions

NCDOT uses the following definitions to classify transportation facilities based on tier:

Mode	Statewide Tier	Regional Tier	Subregional Tier
<b>Highways<sup>1</sup></b>	The Strategic Highway Corridors (SHC) as approved by the Board of Transportation on the SHC Vision Plan <sup>2</sup>	All primary routes (US and NC) not on the Statewide Tier	All secondary routes (SR) not on the Statewide Tier <sup>3</sup>
<b>Rail (Passenger &amp; Commuter)</b>	All intercity (including out-of-state) passenger rail service and station facilities associated with intercity services	Commuter rail service and associated station facilities which serve commuters <i>between</i> two or more counties	Commuter and light rail service and associated station facilities which serve commuters <i>within</i> a county
<b>Rail (Freight)</b>	Rail lines of strategic importance as determined by the Rail Division	All remaining rail lines not included on the Statewide Tier	N/A
<b>Ferry</b>	Ferry routes connecting Statewide Tier Highway facilities	Ferry routes connecting Regional Tier Highway facilities	Ferry routes connecting Subregional Tier Highway facilities
<b>Aviation</b>	Commercial service airports with at least 100,000 annual enplanements	Commercial service airports (Part 139 Certificated) with less than 100,000 annual enplanements <i>or</i> General aviation airports with at least 25 based aircraft	General Aviation airports with fewer than 25 based aircraft
<b>Public Transportation</b>	Bus service and associated station facilities which serve out-of-state travel	Bus and vanpool service and associated stations facilities and passenger amenities which serve commuters <i>between</i> two or more counties	Bus and vanpool service and associated stations facilities and passenger amenities which serve commuters <i>within</i> a county
<b>Bicycle and Pedestrian</b>	NC bicycling highways (on-road)	NCDOT designated multi-county regional routes (on-road)	Off-road facilities with a length shorter than 20 miles

		<i>or</i> Off-road facilities spanning multiple jurisdictions with a length of at least 20 miles	<i>or</i> Town, city, or county on-road bicycle networks <i>or</i> All sidewalks
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Notes

1. The Board of Transportation (BOT) formally designated the Strategic Highway Corridors as the highway element of the Statewide Tier on March 1, 2007.
2. An existing segment of a Strategic Highway Corridor, which is proposed to be bypassed (and the bypass has been approved by the BOT on the SHC Vision Plan), is considered to function as part of the Corridor until the bypass is open to traffic.
3. It is proposed that all secondary routes on the Statewide Tier will be evaluated for primary route designations.

## Revising NCMIN Facilities

The highway element of the Statewide Tier, known as the Strategic Highway Corridors, has been officially approved by the BOT on the SHC Vision Plan. Therefore, any changes to the Corridors, requires approval by the BOT. The Requests for revising the Strategic Highway Corridors, should follow the process entitled “Process to Modify the Strategic Highway Corridors Vision Plan” as approved by the BOT. All other routes and facilities shall be classified based on the above criteria.



## MEMORANDUM

**TO:** Transportation Advisory Committee (TAC)  
DCHC MPO

**FROM:** Lead Planning Agency

**DATE:** November 9, 2011

**RE:** New Freedom – Program of Projects Update

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The available funds are from two sources – Job Access/Reverse Commute (JARC) and New Freedom (NF). JARC funds are intended to fund “the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment”. NF funds are intended to provide improved public transportation services and alternatives to public transportation for people with disabilities beyond those required by the Americans with Disabilities Act of 1990 (ADA). Eligible applicants for both programs include state or local governments, private non-profit organizations, and operators of public transportation services including private operators of public transportation services. Funds may be used for planning, capital, or operating costs. Funds can be used to support up to 80 percent for capital projects, and not more than 50 percent for operating assistance.

As required by the FTA, the DCHC MPO created a Coordinated Public Transit - Human Services Transportation Plan to guide the selection and funding of future JARC and NF projects. The TAC approved this plan in March 2007. The DCHC MPO has held three Calls for Projects in 2007, 2008, and 2009 for the MPO’s FY 2006- FY 2009 JARC and NF funds using the procedures outlined in the Coordinated Public Transit - Human Services Transportation Plan. The DCHC MPO has allocated all of the FY 2007, 2008 and a portion of FY 2009 funds. The remainder of FY 2009, and the 2010 & 2011 appropriation funds were made available during FY 2011’s Call for Projects.

### **Amendment**

The amendment proposed to reduce our Federal grant amount in the New Freedom grant by \$13,540. The proposed amendment to the 2006-2009 New Freedom POP details are as follows:

- Reduce – TTA & CHT Paratransit Eligibility Assessment (approved 6/13/2007)
  - Operating Assistance – Federal Grant Amount = \$13,540 TTA and CHT have opted not to utilize these grant funds that were allocated to them as part of a joint contract with DATA. DATA also explored the option of continuing their assessments beyond their funding allocation to use the other funds but were unable to secure the 50% local match to take advantage of the unused funds.

### Funding Availability

The MPO has also received New Freedom appropriations for FFY2006 – FFY2011. The following is the current New Freedom funding availability:

	FFY 2009 Unprogrammed Balance	\$ 10,769	
	FFY 2010 Appropriation	\$ 87,757	
	FFY 2011 Appropriation	\$ 88,210	
	Total Funding Available for programming	\$ 186,736	
	New Freedom - 2011 POP - Approved	\$ 132,660	
	Balance Available for future NF programming	\$ 54,076	

The remainder of \$54,076 is available for future New Freedom programming, and is not in subject to lapsing until 2014. LPA staff will be working with FTA to confirm that \$13,540 total Federal grant from prior year obligated amounts will not lapse.

# 2006 - 2009 PROGRAM OF PROJECTS

## FTA Section New Freedom (5317)

MPO Approval Date	Sub-Recipient	Agency Type	Project Status	Project Description	Project Type	PROJECT COSTS	
						Total Cost	Federal Share
6/13/2007	DURHAM	Governmental	In-Progress	Administrative	Administration	\$ 5,745	\$ 5,745
5/14/2008	DURHAM	Governmental	COMPLETE	Administrative	Administration	\$ 6,206	\$ 6,206
5/13/2009	DURHAM	Governmental	COMPLETE	Administrative	Administration	\$ 7,153	\$ 7,153
5/14/2008	CHT & OPT	Public Transit	DELAYED	Elderly population feeder service	Operating	\$ 97,600	\$ 48,800
6/13/2007	DATA/TTA/CHT	Public Transit	COMPLETE	Paratransit Eligibility Assessment	Operating	\$ 35,000	\$ 17,500
5/13/2009	DATA	Public Transit	COMPLETE	Taxicab service to supplement ACCESS service	Operating	\$ 140,760	\$ 70,380
5/13/2009	DCCSC	Non-profit	In-Progress	Travel Training / Mobility Manager	Capital	\$ 31,357	\$ 20,000
5/13/2009	CHT	Public Transit	COMPLETE	Go Triangle Regional Transit Information Center	Capital	\$ 50,614	\$ 40,491
5/14/2009	CHT	Public Transit	COMPLETE	Mobility Manager	Capital	\$ 70,000	\$ 35,000
<b>MPO Approved Funding - Obligated</b>						<b>Total:</b>	<b>\$ 251,275</b>

9/28/2011	TTA/CHT	Public Transit	Reduce	Reduction in Paratransit Eligibility Assessment	Operating	\$ (27,080)	\$ (13,540)
<b>Proposed Adjustments</b>						<b>Total:</b>	<b>\$ (13,540)</b>

DCHC MPO Appropriations	FFY 2006	\$ 71,878
	FFY 2007	\$ 71,810
	FFY 2008	\$ 77,573
	FFY 2009	\$ 89,416
	FFY 2010	\$ 87,757
	FFY 2011	\$ 88,210
<b>Total:</b>		<b>\$ 486,644</b>

Prior Balance (FFY 2009)-unobligated	\$ 10,769
FFY 2010 Appropriation:	\$ 87,757
FFY 2011 Appropriation:	\$ 88,210
Remaining Balance Unobligated :	<u>\$ 186,736</u>

**RESOLUTION**

**TO APPROVE AMENDMENT #3 TO THE FY 2010-2011 UNIFIED PLANNING WORK PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)**

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

**WHEREAS**, The Durham-Chapel Hill-Carrboro MPO requests an amendment to the 2010-2011 UPWP as outlined on the attached tables; and

**WHEREAS**, Members of the Transportation Advisory Committee agree that the Unified Planning Work Program amendment effectively advances transportation planning for 2010-2011.

**Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses Amendment #3 of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for the FY 2010-2011 as described in the attached sheets.**

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 Urban Area Transportation Advisory Committee, duly held on the 9<sup>th</sup> day of November, 2011.

\_\_\_\_\_  
Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

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

Date: November 9<sup>th</sup>, 2011

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

**Durham-Chapel Hill-Carrboro Urban Area  
FY 2010-2011 Unified Planning Work Program  
Detail Funding Source Tables - FHWA/FTA Funds**

TAC 11/9/2011 Attachment 9

10/20/2011 11:12

MPO-Wide Detail Funding Tables  
Amendment #3 Details

II A	Task Description	SPR Highway		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary FINAL FIGURES AFTER AMENDMENT #3			
		NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
		1	Traffic Volume Counts	0	0	4,725	18,900	90	360	0	0	0	0	0	0	0	0	0	\$ 4,815	\$ -
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	825	3,300	48	192	0	0	0	0	0	0	0	0	0	\$ 873	\$ -	\$ 3,492	\$ 4,365
5	Transit System Data	0	0	13,750	55,000	0	0	9,731	9,731	77,851	9,923	9,923	79,387	0	0	0	\$ 33,405	\$ 19,655	\$ 212,238	\$ 265,298
6	Dwelling Unit, Pop. & Emp. Change	0	0	3,750	15,000	3,313	13,250	0	0	0	0	0	0	0	0	0	\$ 7,063	\$ -	\$ 28,250	\$ 35,313
7	Air Travel	0	0	125	500	325	1,300	0	0	0	0	0	0	0	0	0	\$ 450	\$ -	\$ 1,800	\$ 2,250
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	0	2,385	9,540	625	625	5,000	0	0	0	0	0	0	\$ 3,010	\$ 625	\$ 14,540	\$ 18,175
10	Mapping	0	0	5,000	20,000	5,627	22,506	2,500	2,500	20,000	0	0	0	0	0	0	\$ 13,127	\$ 2,500	\$ 62,506	\$ 78,133
11	Central Area Parking Inventory	0	0	1,250	5,000	0	0	0	0	0	0	0	0	0	0	0	\$ 1,250	\$ -	\$ 5,000	\$ 6,250
12	Bike & Ped. Facilities Inventory	0	0	1,000	4,000	48	192	0	0	0	0	0	0	0	0	0	\$ 1,048	\$ -	\$ 4,192	\$ 5,240
13	Bike & Ped. Counts	0	0	0	0	102	408	0	0	0	0	0	0	0	0	0	\$ 102	\$ -	\$ 408	\$ 510
II B	<b>Long Range Transp. Plan</b>																			
1	Collection of Base Year Data	0	0	900	3,600	2,706	10,824	1,250	1,250	10,000	0	0	0	0	0	0	\$ 4,856	\$ 1,250	\$ 24,424	\$ 30,530
2	Collection of Network Data	0	0	1,825	7,300	864	3,456	1,250	1,250	10,000	0	0	0	0	0	0	\$ 3,939	\$ 1,250	\$ 20,756	\$ 25,945
3	Travel Model Updates	2,100	8,400	34,110	136,440	5,000	20,000	0	0	0	17,165	17,165	137,321	0	0	0	\$ 56,275	\$ 19,265	\$ 302,161	\$ 377,701
4	Travel Surveys	0	0	0	0	0	0	973	973	7,785	0	0	0	0	0	0	\$ 973	\$ 973	\$ 7,785	\$ 9,731
5	Forecast of Data to Horizon year	0	0	0	0	3,752	15,006	625	625	5,000	0	0	0	0	0	0	\$ 4,377	\$ 625	\$ 20,006	\$ 25,008
6	Community Goals & Objectives	0	0	0	0	2,998	11,992	0	0	0	0	0	0	0	0	0	\$ 2,998	\$ -	\$ 11,992	\$ 14,990
7	Forecast of Future Travel Patterns	0	0	0	0	250	1,000	0	0	0	0	0	0	0	0	0	\$ 250	\$ -	\$ 1,000	\$ 1,250
8	Capacity Deficiency Analysis	0	0	2,450	9,800	0	0	0	0	0	0	0	0	0	0	0	\$ 2,450	\$ -	\$ 9,800	\$ 12,250
9	Highway Element of th LRTP	2,300	9,200	250	1,000	0	0	0	0	0	0	0	0	0	0	0	\$ 250	\$ 2,300	\$ 10,200	\$ 12,750
10	Transit Element of the LRTP	1,000	4,000	250	1,000	10,540	42,159	625	625	5,000	5,311	5,311	42,486	0	0	0	\$ 16,726	\$ 6,936	\$ 94,645	\$ 118,306
11	Bicycle & Ped. Element of the LRTP	1,000	4,000	0	0	2,500	10,000	0	0	0	0	0	0	0	0	0	\$ 2,500	\$ 1,000	\$ 14,000	\$ 17,500
12	Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -	\$ -	\$ -	\$ -
13	Collector Street Element of LRTP	200	800	750	3,000	0	0	0	0	0	0	0	0	0	0	0	\$ 750	\$ 200	\$ 3,800	\$ 4,750
14	Rail, Water or other mode of LRTP	0	0	250	1,000	125	500	0	0	0	0	0	0	0	0	0	\$ 375	\$ -	\$ 1,500	\$ 1,875
15	Freight Movement/Mobility Planning	0	0	483	1,932	1,100	4,400	0	0	0	0	0	0	0	0	0	\$ 1,583	\$ -	\$ 6,332	\$ 7,915
16	Financial Planning	0	0	0	0	750	3,000	0	0	0	4,544	4,544	36,352	0	0	0	\$ 5,294	\$ 4,544	\$ 39,352	\$ 49,190
17	Congestion Management Strategies	200	800	8,000	32,000	3,558	14,230	0	0	0	0	0	0	0	0	0	\$ 11,558	\$ 200	\$ 47,030	\$ 58,788
18	Air Qual. Planning/Conformity Anal.	200	800	3,125	12,500	1,675	6,700	0	0	0	0	0	0	0	0	0	\$ 4,800	\$ 200	\$ 20,000	\$ 25,000
II C	<b>Short Range Transit Planning</b>																			
1	Short Range Transit Planning	0	0	5,500	22,000	210	840	0	0	0	57,784	57,784	462,269	0	0	0	\$ 63,494	\$ 57,784	\$ 485,109	\$ 606,386
III-A	<b>Planning Work Program</b>	400	1,600	1,250	5,000	9,018	36,072	3,144	3,144	25,154	0	0	0	0	0	0	\$ 13,412	\$ 3,544	\$ 67,826	\$ 84,783
III-B	<b>Transp. Improvement Plan</b>	400	1,600	1,250	5,000	8,923	35,690	489	489	3,912	0	0	0	0	0	0	\$ 10,662	\$ 889	\$ 46,202	\$ 57,753
III-C	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>																			
1	Title VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -	\$ -	\$ -	\$ -
2	Environmental Justice	0	0	1,425	5,700	1,586	6,344	0	0	0	0	0	0	0	0	0	\$ 3,011	\$ -	\$ 12,044	\$ 15,055
3	Minority Business Enterprise	0	0	1,250	5,000	0	0	0	0	0	0	0	0	0	0	0	\$ 1,250	\$ -	\$ 5,000	\$ 6,250
4	Planning for the Elderly & Disabled	0	0	6,250	25,000	448	1,790	0	0	0	0	0	0	0	0	0	\$ 6,698	\$ -	\$ 26,790	\$ 33,488
5	Safety/Drug Control Planning	0	0	2,750	11,000	0	0	0	0	0	0	0	0	0	0	0	\$ 2,750	\$ -	\$ 11,000	\$ 13,750
6	Public Involvement	0	0	3,850	15,400	3,757	15,028	1,322	1,322	10,574	2,134	2,134	17,074	0	0	0	\$ 11,063	\$ 3,456	\$ 58,076	\$ 72,595
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -	\$ -	\$ -	\$ -
III-D	<b>Incidental Plng./Project Dev.</b>																			
1	Transportation Enhancement Plng.	100	400	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -	\$ 100	\$ 400	\$ 500
2	Enviro. Analysis & Pre-TIP Plng.	1,000	4,000	13,500	54,000	2,250	9,000	0	0	0	0	0	0	0	0	0	\$ 15,750	\$ 1,000	\$ 67,000	\$ 83,750
3	Special Studies	1,000	4,000	75,314	301,257	8,551	34,204	563	563	4,500	45,336	45,336	362,691	0	0	0	\$ 129,764	\$ 46,899	\$ 706,652	\$ 883,315
4	Regional or Statewide Planning	500	2,000	19,375	77,500	867	3,468	625	625	5,000	0	0	0	0	0	0	\$ 20,867	\$ 1,125	\$ 87,968	\$ 109,960
II E	<b>Management &amp; Operations</b>																			
1	Management & Operations	4,000	16,000	70,478	281,910	25,886	103,544	3,726	3,726	29,808	36,307	36,307	290,456	0	0	0	\$ 136,397	\$ 44,033	\$ 721,718	\$ 902,148
Totals		\$14,400	\$57,600	\$285,010	\$1,140,039	\$109,249	\$436,995	\$27,448	\$27,448	\$219,584	\$178,505	\$178,505	\$1,428,036	\$0	\$0	\$0	\$600,211	\$220,353	\$3,282,254	\$4,102,818

**Durham-Chapel Hill-Carrboro Urban Area  
FY 2010-2011 Unified Planning Work Program  
Detail Funding Source Tables - FHWA/FTA Funds**

MPO-Wide Detail Funding Tables  
Amendment #3 Details

TAC 11/9/2011 Attachment 9  
10/29/11 11:13 AM

Task Description	SPR Highway		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary AMENDMENT #3 PROPOSED CHANGES			
	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
	<b>II A Surveillance of Change</b>															
1 Traffic Volume Counts	0	0	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	\$0	\$0
3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0
4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0
5 Transit System Data	0	0	0	0	0	0	0	0	0	(9,396)	(9,396)	(75,170)	(\$9,396)	(\$9,396)	(\$75,170)	(\$93,963)
6 Dwelling Unit, Pop. & Emp. Change	0	0	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	\$0	\$0
8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0
9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0
10 Mapping	0	0	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	\$0	\$0
12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0
13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0
<b>II B Long Range Transp. Plan</b>																
1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0
2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0
3 Travel Model Updates	0	0	0	0	0	0	0	0	0	1,165	1,165	9,321	\$1,165	\$1,165	\$9,321	\$11,651
4 Travel Surveys	0	0	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	\$0	\$0
6 Community Goals & Objectives	0	0	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	\$0	\$0
8 Capacity Deficiency Analysis	0	0	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	\$0	\$0
10 Transit Element of the LRTP	0	0	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	\$0	\$0
12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0
13 Collector Street Element of LRTP	0	0	0	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	\$0	\$0
15 Freight Movement/Mobility Planning	0	0	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	\$0	\$0
17 Congestion Management Strategies	0	0	0	0	0	0	0	0	0	(1,616)	(1,616)	(12,928)	(\$1,616)	(\$1,616)	(\$12,928)	(\$16,160)
18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0
<b>II C Short Range Transit Planning</b>																
1 Short Range Transit Planning	0	0	0	0	0	0	0	0	0	(25,568)	(25,568)	(204,541)	(\$25,568)	(\$25,568)	(\$204,541)	(\$255,676)
<b>III-A Planning Work Program</b>																
1 Planning Work Program	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0
<b>III-B Transp. Improvement Plan</b>																
1 Transp. Improvement Plan	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0
<b>III-C Cvl Rgts. Cmp./Otr .Reg. Rqs.</b>																
1 Title VI	0	0	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	(500)	(500)	(4,000)	(\$500)	(\$500)	(\$4,000)	(\$5,000)
3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0
4 Planning for the Elderly & Disabled	0	0	0	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	\$0	\$0
6 Public Involvement	0	0	0	0	0	0	0	0	0	(4,232)	(4,232)	(33,854)	(\$4,232)	(\$4,232)	(\$33,854)	(\$42,318)
7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0
<b>III-D Incidental Plng./Project Dev.</b>																
1 Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0
2 Enviro. Analysis & Pre-TIP Plng.	0	0	0	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	31,536	31,536	252,291	\$31,536	\$31,536	\$252,291	\$315,364
4 Regional or Statewide Planning	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0
<b>III-E Management &amp; Operations</b>																
1 Management & Operations	0	0	0	0	0	0	0	0	0	8,610	8,610	68,881	\$8,610	\$8,610	\$68,881	\$86,101
<b>Totals</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**Durham-Chapel Hill-Carrboro Urban Area  
FY 2010-2011 Unified Planning Work Program  
Detail Funding Source Tables - FHWA/FTA Funds**

TAC 11/9/2011 Attachment 9

3/30/2011 10:54

MPO-Wide Detail Funding Tables  
Amendment #2 Details

II A	Task Description	SPR Highway		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary FINAL FIGURES AFTER AMENDMENT #2				
		NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total	
	<b>Surveillance of Change</b>																				
1	Traffic Volume Counts	0	0	4,725	18,900	90	360	0	0	0	0	0	0	0	0	0	0	\$ 4,815	\$ -	\$ 19,260	\$ 24,075
2	Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -	\$ -	\$ -	\$ -
3	Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -	\$ -	\$ -	\$ -
4	Traffic Accidents	0	0	825	3,300	48	192	0	0	0	0	0	0	0	0	0	0	\$ 873	\$ -	\$ 3,492	\$ 4,365
5	Transit System Data	0	0	13,750	55,000	0	0	9,731	9,731	77,851	19,320	19,320	154,557	0	0	0	0	\$ 42,801	\$ 29,051	\$ 287,408	\$ 359,260
6	Dwelling Unit, Pop. & Emp. Change	0	0	3,750	15,000	3,313	13,250	0	0	0	0	0	0	0	0	0	0	\$ 7,063	\$ -	\$ 28,250	\$ 35,313
7	Air Travel	0	0	125	500	325	1,300	0	0	0	0	0	0	0	0	0	0	\$ 450	\$ -	\$ 1,800	\$ 2,250
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -	\$ -	\$ -	\$ -
9	Travel Time Studies	0	0	0	0	2,385	9,540	625	625	5,000	0	0	0	0	0	0	0	\$ 3,010	\$ 625	\$ 14,540	\$ 18,175
10	Mapping	0	0	5,000	20,000	5,627	22,506	2,500	2,500	20,000	0	0	0	0	0	0	0	\$ 13,127	\$ 2,500	\$ 62,506	\$ 78,133
11	Central Area Parking Inventory	0	0	1,250	5,000	0	0	0	0	0	0	0	0	0	0	0	0	\$ 1,250	\$ -	\$ 5,000	\$ 6,250
12	Bike & Ped. Facilities Inventory	0	0	1,000	4,000	48	192	0	0	0	0	0	0	0	0	0	0	\$ 1,048	\$ -	\$ 4,192	\$ 5,240
13	Bike & Ped. Counts	0	0	0	0	102	408	0	0	0	0	0	0	0	0	0	0	\$ 102	\$ -	\$ 408	\$ 510
	<b>Long Range Transp. Plan</b>																				
1	Collection of Base Year Data	0	0	900	3,600	2,706	10,824	1,250	1,250	10,000	0	0	0	0	0	0	0	\$ 4,856	\$ 1,250	\$ 24,424	\$ 30,530
2	Collection of Network Data	0	0	1,825	7,300	864	3,456	1,250	1,250	10,000	0	0	0	0	0	0	0	\$ 3,939	\$ 1,250	\$ 20,756	\$ 25,945
3	Travel Model Updates	2,100	8,400	34,110	136,440	5,000	20,000	0	0	0	16,000	16,000	128,000	0	0	0	0	\$ 55,110	\$ 18,100	\$ 292,840	\$ 366,050
4	Travel Surveys	0	0	0	0	0	0	973	973	7,785	0	0	0	0	0	0	0	\$ 973	\$ 973	\$ 7,785	\$ 9,731
5	Forecast of Data to Horizon year	0	0	0	0	3,752	15,006	625	625	5,000	0	0	0	0	0	0	0	\$ 4,377	\$ 625	\$ 20,006	\$ 25,008
6	Community Goals & Objectives	0	0	0	0	2,998	11,992	0	0	0	0	0	0	0	0	0	0	\$ 2,998	\$ -	\$ 11,992	\$ 14,990
7	Forecast of Future Travel Patterns	0	0	0	0	250	1,000	0	0	0	0	0	0	0	0	0	0	\$ 250	\$ -	\$ 1,000	\$ 1,250
8	Capacity Deficiency Analysis	0	0	2,450	9,800	0	0	0	0	0	0	0	0	0	0	0	0	\$ 2,450	\$ -	\$ 9,800	\$ 12,250
9	Highway Element of the LRTP	2,300	9,200	250	1,000	0	0	0	0	0	0	0	0	0	0	0	0	\$ 250	\$ 2,300	\$ 10,200	\$ 12,750
10	Transit Element of the LRTP	1,000	4,000	250	1,000	10,540	42,159	625	625	5,000	5,311	5,311	42,486	0	0	0	0	\$ 16,726	\$ 6,936	\$ 94,645	\$ 118,306
11	Bicycle & Ped. Element of the LRTP	1,000	4,000	0	0	2,500	10,000	0	0	0	0	0	0	0	0	0	0	\$ 2,500	\$ 1,000	\$ 14,000	\$ 17,500
12	Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -	\$ -	\$ -	\$ -
13	Collector Street Element of LRTP	200	800	750	3,000	0	0	0	0	0	0	0	0	0	0	0	0	\$ 750	\$ 200	\$ 3,800	\$ 4,750
14	Rail, Water or other mode of LRTP	0	0	250	1,000	125	500	0	0	0	0	0	0	0	0	0	0	\$ 375	\$ -	\$ 1,500	\$ 1,875
15	Freight Movement/Mobility Planning	0	0	483	1,932	1,100	4,400	0	0	0	0	0	0	0	0	0	0	\$ 1,583	\$ -	\$ 6,332	\$ 7,915
16	Financial Planning	0	0	0	0	750	3,000	0	0	4,544	4,544	36,352	0	0	0	0	0	\$ 5,294	\$ 4,544	\$ 39,352	\$ 49,190
17	Congestion Management Strategies	200	800	8,000	32,000	3,558	14,230	0	0	0	1,616	1,616	12,928	0	0	0	0	\$ 13,174	\$ 1,816	\$ 59,958	\$ 74,948
18	Air Qual. Planning/Conformity Anal.	200	800	3,125	12,500	1,675	6,700	0	0	0	0	0	0	0	0	0	0	\$ 4,800	\$ 200	\$ 20,000	\$ 25,000
	<b>Short Range Transit Planning</b>																				
1	Short Range Transit Planning	0	0	5,500	22,000	210	840	0	0	0	83,351	83,351	666,810	0	0	0	0	\$ 89,061	\$ 83,351	\$ 689,650	\$ 862,063
III-A	<b>Planning Work Program</b>	400	1,600	1,250	5,000	9,018	36,072	3,144	3,144	25,154	0	0	0	0	0	0	0	\$ 13,412	\$ 3,544	\$ 67,826	\$ 84,783
III-B	<b>Transp. Improvement Plan</b>	400	1,600	1,250	5,000	8,923	35,690	489	489	3,912	0	0	0	0	0	0	0	\$ 10,662	\$ 889	\$ 46,202	\$ 57,753
III-C	<b>Civil Rgts. Cmp./Otr. Reg. Reqs.</b>																				
1	Title VI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -	\$ -	\$ -	\$ -
2	Environmental Justice	0	0	1,425	5,700	1,586	6,344	0	0	0	500	500	4,000	0	0	0	0	\$ 3,511	\$ 500	\$ 16,044	\$ 20,055
3	Minority Business Enterprise	0	0	1,250	5,000	0	0	0	0	0	0	0	0	0	0	0	0	\$ 1,250	\$ -	\$ 5,000	\$ 6,250
4	Planning for the Elderly & Disabled	0	0	6,250	25,000	448	1,790	0	0	0	0	0	0	0	0	0	0	\$ 6,698	\$ -	\$ 26,790	\$ 33,488
5	Safety/Drug Control Planning	0	0	2,750	11,000	0	0	0	0	0	0	0	0	0	0	0	0	\$ 2,750	\$ -	\$ 11,000	\$ 13,750
6	Public Involvement	0	0	3,850	15,400	3,757	15,028	1,322	1,322	10,574	6,366	6,366	50,928	0	0	0	0	\$ 15,295	\$ 7,688	\$ 91,930	\$ 114,913
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -	\$ -	\$ -	\$ -
III-D	<b>Incidental Plng./Project Dev.</b>																				
1	Transportation Enhancement Plng.	100	400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$ -	\$ 100	\$ 400	\$ 500
2	Enviro. Analysis & Pre-TIP Plng.	1,000	4,000	13,500	54,000	2,250	9,000	0	0	0	0	0	0	0	0	0	0	\$ 15,750	\$ 1,000	\$ 67,000	\$ 83,750
3	Special Studies	1,000	4,000	75,314	301,257	8,551	34,204	563	563	4,500	13,800	13,800	110,400	0	0	0	0	\$ 98,228	\$ 15,363	\$ 454,361	\$ 567,951
4	Regional or Statewide Planning	500	2,000	19,375	77,500	867	3,468	625	625	5,000	0	0	0	0	0	0	0	\$ 20,867	\$ 1,125	\$ 87,968	\$ 109,960
II E	<b>Management &amp; Operations</b>																				
1	Management & Operations	4,000	16,000	70,478	281,910	25,886	103,544	3,726	3,726	29,808	27,697	27,697	221,575	0	0	0	0	\$ 127,786	\$ 35,423	\$ 652,837	\$ 816,046
Totals		\$14,400	\$57,600	\$285,010	\$1,140,039	\$109,249	\$436,995	\$27,448	\$27,448	\$219,584	\$178,505	\$178,505	\$1,428,036	\$0	\$0	\$0	\$0	\$600,211	\$220,353	\$3,282,254	\$4,102,818

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

	Task Description	Section 5303			Section 5307			Task Funding Summary				
		Highway/Transit			Transit			Local	NCDOT	Federal	Total	
		Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%					
<b>II A</b>	<b>Surveillance of Change</b>											
	1 Traffic Volume Counts	0	0	0	0	0	0	-	-	-	-	-
	2 Vehicle Miles of Travel	0	0	0	0	0	0	-	-	-	-	-
	3 Street System Changes	0	0	0	0	0	0	-	-	-	-	-
	4 Traffic Accidents	0	0	0	0	0	0	-	-	-	-	-
	5 Transit System Data	8,481	8,481	67,851	1,120	1,120	8,957	9,601	9,601	76,808	96,010	
	6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	-	-	-	-	-
	7 Air Travel	0	0	0	0	0	0	-	-	-	-	-
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	-	-	-	-	-
	9 Travel Time Studies	0	0	0	0	0	0	-	-	-	-	-
	10 Mapping	0	0	0	0	0	0	-	-	-	-	-
	11 Central Area Parking Inventory	0	0	0	0	0	0	-	-	-	-	-
	12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	-	-	-	-	-
	13 Bike & Ped. Counts	0	0	0	0	0	0	-	-	-	-	-
<b>II B</b>	<b>Long Range Transp. Plan</b>											
	1 Collection of Base Year Data	0	0	0	0	0	0	-	-	-	-	-
	2 Collection of Network Data	0	0	0	0	0	0	-	-	-	-	-
	3 Travel Model Updates	0	0	0	0	0	0	-	-	-	-	-
	4 Travel Surveys	973	973	7,785	0	0	0	973	973	7,785	9,731	
	5 Forecast of Data to Horizon year	0	0	0	0	0	0	-	-	-	-	-
	6 Community Goals & Objectives	0	0	0	0	0	0	-	-	-	-	-
	7 Forecast of Future Travel Patterns	0	0	0	0	0	0	-	-	-	-	-
	8 Capacity Deficiency Analysis	0	0	0	0	0	0	-	-	-	-	-
	9 Highway Element of th LRTP	0	0	0	0	0	0	-	-	-	-	-
	10 Transit Element of the LRTP	0	0	0	811	811	6,486	811	811	6,486	8,108	
	11 Bicycle & Ped. Element of the LRTP	0	0	0	0	0	0	-	-	-	-	-
	12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	-	-	-	-	-
	13 Collector Street Element of LRTP	0	0	0	0	0	0	-	-	-	-	-
	14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	-	-	-	-	-
	15 Freight Movement/Mobility Planning	0	0	0	0	0	0	-	-	-	-	-
	16 Financial Planning	0	0	0	4,544	4,544	36,352	4,544	4,544	36,352	45,440	
	17 Congestion Management Strategies	0	0	0	0	0	0	-	-	-	-	-
	18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	-	-	-	-	-
<b>II C</b>	<b>Short Range Transit Planning</b>											
	1 Short Range Transit Planning	0	0	0	4,989	4,989	39,911	4,989	4,989	39,911	49,889	
<b>III-A</b>	<b>Planning Work Program</b>	2,983	2,983	23,866	0	0	0	2,983	2,983	23,866	29,833	
<b>III-B</b>	<b>Transp. Improvement Plan</b>	239	239	1,912	0	0	0	239	239	1,912	2,390	
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>											
	1 Title VI	0	0	0	0	0	0	-	-	-	-	-
	2 Environmental Justice	0	0	0	0	0	0	-	-	-	-	-
	3 Minority Business Enterprise	0	0	0	0	0	0	-	-	-	-	-
	4 Planning for the Elderly & Disabled	0	0	0	0	0	0	-	-	-	-	-
	5 Safety/Drug Control Planning	0	0	0	0	0	0	-	-	-	-	-
	6 Public Involvement	1,322	1,322	10,574	2,134	2,134	17,074	3,456	3,456	27,648	34,560	
	7 Private Sector Participation	0	0	0	0	0	0	-	-	-	-	-
<b>III-D</b>	<b>Incidental Png./Project Dev.</b>											
	1 Transportation Enhancement Png.	0	0	0	0	0	0	-	-	-	-	-
	2 Enviro. Analysis & Pre-TIP Png.	0	0	0	0	0	0	-	-	-	-	-
	3 Special Studies	0	0	0	0	0	0	-	-	-	-	-
	4 Regional or Statewide Planning	0	0	0	0	0	0	-	-	-	-	-
<b>III-E</b>	<b>Management &amp; Operations</b>											
	1 Management & Operations	0	0	0	34,404	34,404	275,232	34,404	34,404	275,232	344,040	
	<b>Totals</b>	\$13,999	\$13,999	\$111,988	\$48,002	\$48,002	\$384,012	\$62,000	\$62,000	\$496,000	\$620,000	

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

1- MPO	City of Durham
2- FTA Code	442500
3- Task Code	II-B-17
4- Title	<i>Congestion Management<sup>1</sup></i>
5- Task Objective	To assist the MPO in its congestion management strategies by collecting and providing transit-related data.
6- Tangible Product Expected	Work plan and transit related data in GIS format
<i>6b- Status</i>	<i>This item is being funded as part of Management and Operations element</i>
7- Expected Completion Date of Products	June-2011
8- Previous Work	Short Range Transportation Development Plan.
9- Prior(2010) FTA Funds	\$16,160
10- Relationship	These activities support local MPO transportation planning effort.
11- Agency	City of Durham, Transportation Department
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	
17- Section 5303 NCDOT 10%	
18- Section 5303 FTA 80%	
<i>19- Section 5307(2011) Transit - Local 10%</i>	<i>\$0</i>
<i>20- Section 5307(2011) Transit - NCDOT 10%</i>	<i>\$0</i>
<i>21- Section 5307(2011) Transit - FTA 80%</i>	<i>\$0</i>
22- Additional Funds - Local 100%	

**DURHAM AREA TRANSIT AUTHORITY (DATA)**

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<sup>1</sup> Update page 95, FY2010-11 UPWP

**FTA TASK NARRATIVE TABLE  
FY2010-2011 (FY 2011) UPWP**

1- MPO	City of Durham
2- FTA Code	442500
3- Task Code	II-C-1
4- Title	<i>Short Range Transit Planning</i> <sup>2</sup>
5- Task Objective	To provide system-wide planning oversight of both the fixed route and paratransit services including the installation of Automatic Passenger Counters (APC), Installation of Automatic Vehicle location systems (AVL), use APC/AVL devices for route productivity planning. Installation of fixed route and paratransit software and the conduct of system-wide NTD mandated surveys on-board surveys for both fixed route and paratransit system for the FY11 fiscal year, the monitoring of ridership for the fixed route and paratransit systems, the same for the Taxi and Medical pickup programs as part of the JARC and New Freedom grant program and any other service planning related work incidental to service improvement requests
6- Tangible Product Expected	Weekly, Monthly and annual system-wide ridership monitoring, data compilation,, report generation and policy decisions based on the data compile from the successful installation APC, AVL scheduling software for both fixed route and paratransit systems.
<i>6b- Status</i>	<i>Work to the tune of \$ 22,623.45 of this element is being performed as part of Management and Operations element</i>
7- Expected Completion Date of Products	June-2011
8- Previous Work	None
9- Prior (2010) FTA Funds	None
10- Relationship	Data retrieved is used to disseminate performance information to City Council, FTA and NCDOT task III-E.
11- Agency	City of Durham, Transportation Department
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	
17- Section 5303 NCDOT 10%	
18- Section 5303 FTA 80%	
<i>19- Section 5307 FY11 Transit - Local 10%</i>	<i>\$ 4,988.85</i>
<i>20- Section 5307 FY11 Transit - NCDOT 10%</i>	<i>\$ 4,988.86</i>
<i>21- Section 5307 FY11 Transit - FTA 80%</i>	<i>\$ 39,910.84<sup>3</sup></i>

<sup>2</sup> This task was not part of the original approves FY11 UPWP. This is a new task as of Amendment #1. Amendment #3 is used to reduce funding for this task.

22- Additional Funds - Local 100%

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<sup>3</sup> This task was not part of the original approves FY11 UPWP. This is a new task as of Amendment #1. Amendment #3 is used to reduce funding for this task.

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

1- MPO	City of Durham
2- FTA Code	442500
3- Task Code	III-C-2
4- Title	<i>Environmental Justice (EJ)</i> <sup>4</sup>
5- Task Objective	To assist the MPO in its transportation outreach to Minorities and those with Limited English Proficiency by updating existing EJ mailing list and providing transit-related data.
6- Tangible Product Expected	Work plan and transit related EJ data
<i>6b- Status</i>	<i>All work related to this element are to be performed as part of Management and Operations element</i>
7- Expected Completion Date of Products	June-2011
8- Previous Work	Transportation Improvement Program.
9- Prior (2010) FTA Funds	None
10- Relationship	These activities support local MPO transportation planning effort.
11- Agency	City of Durham, Transportation Department
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	
17- Section 5303 NCDOT 10%	
18- Section 5303 FTA 80%	
<i>19- Section 5307 FY11 Transit - Local 10%</i>	<i>\$ 0</i>
<i>20- Section 5307 FY11 Transit - NCDOT 10%</i>	<i>\$ 0</i>
<i>21- Section 5307 FY11 Transit - FTA 80%</i>	<i>\$ 0</i>
22- Additional Funds - Local 100%	

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<sup>4</sup> Updates page 98, FY2010-11 UPWP

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

1- MPO	City of Durham
2- FTA Code	442100
3- Task Code	III-C-6
4- Title	<i>Public Involvement<sup>5</sup></i>
5- Task Objective	To seek out untapped ridership through aggressive marketing tactics. Conduct market surveys and seek new advertising mediums. Also to seek extensive public input in the proposed new service in the Downtown area. Additionally, to seek public input in the upcoming Durham County transit plan initiative. Increase in FTA funds reflects additional task associated with more public involvement initiatives related to a number of proposed service changes. This is an expanded tasks using both 5303 and 5307 funds.
6- Tangible Product Expected	Positive customer view of the transit system and increased ridership from nontraditional users.
<i>6b-Status</i>	<i>Work in the amount of \$42,222.61 of this element is to be performed as part of Management &amp; Operations element</i>
7- Expected Completion Date of Products	June-2011
8- Previous Work	Significant marketing efforts have been undertaken to improve service and the dissemination of information to the public.
9- Prior FTA Funds	\$52,707
10- Relationship	This information is used in conjunction with Task III-A.
11- Agency	City of Durham, Public Works Department (Transportation)
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	\$ 1,370
17- Section 5303 NCDOT 10%	\$ 1,370
18- Section 5303 FTA 80%	\$ 10,574
<i>19- Section 5307 FY11 Transit - Local 10%</i>	<i>\$ 2,134.24</i>
<i>20- Section 5307 FY11Transit - NCDOT 10%</i>	<i>\$ 2,134.24</i>
<i>21- Section 5307 FY11 Transit - FTA 80%</i>	<i>\$ 17,073.91</i>

**DURHAM AREA TRANSIT AUTHORITY (DATA)  
FTA TASK NARRATIVE TABLE**

<sup>5</sup> Updates page 99, FY2010-11 UPWP.

**FY2010-2011 (FY 2011) UPWP**

1- MPO	City of Durham
2- FTA Code	442100
3- Task Code	III-E
4- Title	<i>Management and Operations<sup>6</sup></i>
5- Task Objective	To prepare all required reports, to attend technical meetings and to continue oversight of the Transit operation.
6- Tangible Product Expected	To remain in compliance with all reporting requirements, to ensure the efficient operation of the transit system and to ensure that public funds are spent in a responsible manner.
<i>6b: Status</i>	<i>A number tasks have now been added and subsequently funded by this element. They include Travel Surveys, Congestion Management, and part of Short Range Planning, Environmental Justice, and a portion of Public Involvement.</i>
7- Expected Completion Date of Products	June-2011
8- Previous Work	Creation of internal procedures to monitor and report transit data and new procedures to monitor financial operations.
9- Prior FTA Funds	\$257,939
10- Relationship	Data retrieved from Transit System Data task II-A-5 also relevant to this task.
11- Agency	City of Durham, Public Works Department (Transportation)
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	
17- Section 5303 NCDOT 10%	
18- Section 5303 FTA 80%	
<i>19- Section 5307 FY11 Transit - Local 10%</i>	<i>\$ 34,404.00</i>
<i>20- Section 5307 FY11 Transit - NCDOT 10%</i>	<i>\$ 34,404.01</i>
<i>21- Section 5307 FY11 Transit - FTA 80%</i>	<i>\$ 275,232.05</i>
22- Additional Funds - Local 100%	

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<sup>6</sup> Updates page 100, FY2010-11 UPWP

**Durham-Chapel Hill-Carrboro Urban Area  
FY 2011-2012 Unified Planning Work Program  
Funding Distribution by Agency Funding Sources**

TAC 11/9/2011 Attachment 9

**Triangle Transit Authority (TTA)**

	Task Description	Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary				
		Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total	
<b>II A</b>	<b>Surveillance of Change</b>											
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	4 Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	5 Transit System Data	\$0	\$0	\$0	\$8,804	\$8,804	\$70,430	\$8,804	\$8,804	\$70,430	\$88,038	
	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	
<b>II B</b>	<b>Long Range Transp. Plan</b>											
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	3 Travel Model Updates	\$0	\$0	\$0	\$17,165	\$17,165	\$137,321	\$17,165	\$17,165	\$137,321	\$171,651	
	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	\$4,500	\$4,500	\$36,000	\$4,500	\$4,500	\$36,000	\$45,000	
	11 Bicycle & Ped. Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	13 Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	14 Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	16 Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	17 Congestion Management Strategies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>II C</b>	<b>Short Range Transit Planning</b>											
	1 Short Range Transit Planning	\$0	\$0	\$0	\$43,695	\$43,695	\$349,558	\$43,695	\$43,695	\$349,558	\$436,948	
<b>III-A</b>	<b>Planning Work Program</b>											
	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>III-B</b>	<b>Transp. Improvement Plan</b>											
	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>											
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	6 Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>											
	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	\$45,336	\$45,336	\$362,691	\$45,336	\$45,336	\$362,691	\$453,364	
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>III E</b>	<b>Management &amp; Operations</b>											
	1 Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<b>Totals</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$119,500</b>	<b>\$119,500</b>	<b>\$956,000</b>	<b>\$119,500</b>	<b>\$119,500</b>	<b>\$956,000</b>	<b>\$1,195,000</b>	

**TRIANGLE TRANSITY AUTHORITY  
FTA TASK NARRATIVE TABLE  
FY 2010-2011 (FY 2011) UPWP**

I- MPO	Durham Chapel Hill Carrboro MPO
2- FTA Code	442400
3- Task Code	II-A-5
4- Title	Transit System Data <sup>1</sup>
5- Task Objective	To collect route patronage, on-time performance data, and passenger amenity data and customer preferences for service improvements.
6- Tangible Product Expected	Route planning changes and recommendations from both staff and hired consultants
7- Expected Completion Date of Products	June-11
8- Previous Work	Initial analysis of amenities and on-time performance
9- Prior FTA Funds	\$20,000
10- Relationship	APC data can be used to calibrate the travel times in the regional model. Data will inform route planning decisions.
11- Agency	Triangle Transit
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	
17- Section 5303 NCDOT 10%	
18- Section 5303 FTA 80%	
<i>19- Section 5307 Transit - Local 10%</i>	<i>8,804</i>
<i>20- Section 5307 Transit - NCDOT 10%</i>	<i>8,803</i>
<i>21- Section 5307 Transit - FTA 80%</i>	<i>70,430</i>
22- Additional Funds - Local 100%	

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<sup>1</sup> Updates page 158, FY2010-11 UPWP

**TRIANGLE TRANSITY AUTHORITY  
FTA TASK NARRATIVE TABLE  
FY 2010-2011 (FY 2011) UPWP**

I- MPO	Durham Chapel Hill Carrboro MPO
2- FTA Code	442301
3- Task Code	II-B-3
4- Title	Travel Model Updates <sup>2</sup>
5- Task Objective	Ongoing support of TRM service bureau
6- Tangible Product Expected	Updated Triangle Regional Model
7- Expected Completion Date of Products	June-11
8- Previous Work	Ongoing support of TRM service bureau
9- Prior FTA Funds	\$0
10- Relationship	Supports the regional travel model utilized for the LRTP and other transit and highway planning purposes.
11- Agency	Service Bureau/ITRE responsible for task – Triangle Transit is a funding partner
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	
17- Section 5303 NCDOT 10%	
18- Section 5303 FTA 80%	
<i>19- Section 5307 Transit - Local 10%</i>	<i>17,165</i>
<i>20- Section 5307 Transit - NCDOT 10%</i>	<i>17,165</i>
<i>21- Section 5307 Transit - FTA 80%</i>	<i>137,321</i>
22- Additional Funds - Local 100%	

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<sup>2</sup> Updates page 159, FY2010-11 UPWP

**TRIANGLE TRANSITY AUTHORITY  
FTA TASK NARRATIVE TABLE  
FY 2010-2011 (FY 2011) UPWP**

**TRIANGLE TRANSITY AUTHORITY  
FTA TASK NARRATIVE TABLE  
FY 2010-2011 (FY 2011) UPWP**

1- MPO	Durham Chapel Hill Carrboro MPO
2- FTA Code	442400
3- Task Code	II-C-1
4- Title	Short Range Transit Planning <sup>3</sup>
5- Task Objective	This covers a portion of staff salaries in the Departments of Commuter Resources and Capital Development related to TTA's short-range transit service and facility planning
6- Tangible Product Expected	On-going staff salaries
7- Expected Completion Date of Products	June-11
8- Previous Work	Ongoing staff salaries
9- Prior FTA Funds	\$0
10- Relationship	Provides staff support to carry out TTA planning activities related to service planning and capital development
11- Agency	Triangle Transit
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	
17- Section 5303 NCDOT 10%	
18- Section 5303 FTA 80%	
<i>19- Section 5307 Transit - Local 10%</i>	<i>43,695</i>
<i>20- Section 5307 Transit - NCDOT 10%</i>	<i>43,695</i>
<i>21- Section 5307 Transit - FTA 80%</i>	<i>349,558</i>
22- Additional Funds - Local 100%	

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<sup>3</sup> Updates page 161, FY2010-11 UPWP

**TRIANGLE TRANSITY AUTHORITY  
FTA TASK NARRATIVE TABLE  
FY 2010-2011 (FY 2011) UPWP**

I- MPO	Durham Chapel Hill Carrboro MPO
2- FTA Code	442302
3- Task Code	III-D-3
4- Title	Special Studies <sup>4</sup>
5- Task Objective	Studies may be conducted for corridors that show promise during the course of the development of the transit element of the LRTP, including capital cost estimation, financial planning, and transit expert studies for corridors and alignments
6- Tangible Product Expected	RFP and/or Technical Report
7- Expected Completion Date of Products	June-11
8- Previous Work	Rail corridor schedule report from Parsons Brinkerhoff
9- Prior FTA Funds	\$57,000
10- Relationship	This task will follow from the transit infrastructure planning conducted for the LRTP.
11- Agency	Triangle Transit
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - FHWA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	
17- Section 5303 NCDOT 10%	
18- Section 5303 FTA 80%	
<i>19- Section 5307 Transit - Local 10%</i>	<i>45,336</i>
<i>20- Section 5307 Transit - NCDOT 10%</i>	<i>45,337</i>
<i>21- Section 5307 Transit - FTA 80%</i>	<i>362,691</i>
22- Additional Funds - Local 100%	

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<sup>4</sup> Updates page 162, FY2010-11 UPWP

## MEMORANDUM

**TO:** Transportation Advisory Committee  
DCHC MPO

**FROM:** DCHC MPO Lead Planning Agency

**DATE:** November 8, 2011

**SUBJECT:** 2012-2013 Unified Planning Work Program (UPWP)

### Unified Planning Work Program (UPWP) Development Process

The tentative development schedule for the 2012-13 UPWP is presented below. The work program will contain new initiative for FY2013 and a continuation of the FY2012 initiatives and emphasis areas. The schedule reflects in an earlier shift in the development of the FY12-13 work plan comparative to FY11-12. In addition, the schedule provides for opportunity for linking the UPWP development with the local member governments' budget process.

	DATES	DCHC MPO ACTIVITY DESCRIPTION
1	26-Oct-11	TCC receives the schedule for the development of the 2012-2013 UPWP.
2	31-Oct-11	MPO funding request sent out to member agencies
<b>3</b>	<b>9-Nov-11</b>	<b>TAC receives schedule for the development of the 2012-2013 UPWP</b>
4	2-Dec-11	Deadline for funding request to be submitted to MPO by member agencies.
5	December 2011	Development of Draft 2012-2013 UPWP and coordinating with local agencies continues.
6	21-Dec-11	TCC receives 1st Draft 2012-2013 UPWP.
<b>7</b>	<b>11-Jan-12</b>	<b>TAC receives 1st Draft 2012-2013 UPWP</b>
8	January - February 2012	TCC coordinates with member jurisdictions budget process for local matching funds.
9	22-Feb-12	TCC recommends Draft 2012-2013 UPWP to be released for Public Comment
<b>10</b>	<b>8-Mar-12</b>	<b>TAC reviews Draft 2012-2013 UPWP, hold public comments hearing</b>
11	22-Mar-12	TCC considers public comments and recommends that TAC adopt FINAL 2012-2013 UPWP and self certifies MPO planning process
<b>12</b>	<b>13-Apr-12</b>	<b>TAC adopts FINAL 2012-2013 UPWP and self certifies MPO planning process</b>
13	1-May-12	Final FY2012-2103 UPWP submitted to NCDOT/FHWA for approval.

## MEMORANDUM

**To:** Transportation Advisory Committee (TAC)  
DCHC MPO

**From:** DCHC MPO Lead Planning Agency

**Date:** November 9, 2011

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

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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.

### **FY 2011/FY 2012 Unified Planning Work Program (UPWP) – Projects**

#### **Town of Carrboro Transportation Study/Main Street Road Diet**

- ✓ Consultant selected
- ✓ Scope development/contract negotiation complete
- ✓ Data Collection to commence in September 2011 – Analysis Underway

#### **Town of Hillsborough Downtown Transportation Study**

- ✓ Consultant selected
- ✓ Scope development/contract negotiation complete
- ✓ Data Collection to commence in September 2011 – Analysis Underway

#### **2040 Long Range Transportation Plan LRTP**

- ✓ LRTP Schedule/Timeline TAC Approval – August 2011
- ✓ Socio-economic and demographic data analysis completed
- LRTP Public Involvement plan – Nov/December 2011
- LRTP Goals and Objectives – January 2012
- Approval of LRTP Targets January/February 2012
- Deficiency Analysis – April 2012
- Socio-economic Forecasts – January 2012
- Land use Scenario – January 2012
- Alternative Analysis – May –July 2010
- Draft LRTP Recommendation September 2012
- Air Quality analysis and Conformity Adopted -October 2012 - February 2013
- Approval of LRTP and Conformity determination April/may 2013
- Technical report and implementation

#### **Comprehensive Transportation Plan (CTP)**

- Draft CTP – December 2011 – Depends on NCDOT Schedule
- Public Input

- Recommended CTP
- Adopted CTP - September 2012
- 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
- Phase 2 - ongoing
- Study completion – June 2012

#### **GIS/Data Integration and Automation**

- ✓ Phase I completed. Internal review and implementation in progress
- ✓ Phase I deployment
- Database development – ongoing.
- Phase 2 – underway

#### **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
  - Initial database – TBD
  - Initial model estimation – TBD
  - Initial calibration – TBD

#### **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 – completed
- ✓ Build Scenario Planning Tool
- ✓ Develop and approve Place Typology – Place Type Palette – completed
- ✓ Focus Group Meetings – completed
- ✓ Trend Forecasts
- ✓ Partnering Strategy
- ✓ Build Development Strategy
- Rationalize Scenarios
- Land use and Transportation MOEs
- Documentation/Protocol Report

#### **MPO Congestion Management Process CMP**

- ✓ CMP Procedure Plan approval – completed
- ✓ FHWA Approval of CMP procedure plan – August 2011
- ✓ CMP data requirement collection plan – Fall of 2011
- ✓ CMP Data collection and monitoring – ongoing
- ✓ CMP implementation – ongoing
- State- of Systems Report – December 2012
- Evaluation of effective of CMP projects and funded projects - ongoing

#### **MPO Safety and Security Plan**

- ✓ Action Plan and schedule to be completed in September 2011

#### **Update of the MPO Public Involvement consistent with Federal Certification Review**

- ✓ Action Plan and schedule completed in September 2011

#### **MPO Title VI/Environmental Justice (EJ)/Limited English Proficiency (LEP) Plan**

- ✓ Action Plan and schedule completed in September 2011

#### **MPO Climate Change (Sustainability Adaptation) Plan/ Update of Greenhouse Emissions Plan**

- ✓ Action Plan and schedule completed in September 2011

#### **MPO Freight Plan and Integration**

- ✓ Action Plan and schedule completed in September 2011

**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:** GELDER AND ASSOCIATES, INC.  
**Contract Amount:** \$6,502,648.68 **Cost Overrun/Underrun:** 1.37%  
**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:** 12/30/2011  
**Last Estimate Thru:** 9/30/2011 **Scheduled Progress:** 100%  
**Last Estimate Paid:** 10/10/2011 **Actual Progress:** 75.63%

**Contract Number:** C202164 **Route:** SR-1959  
**Physical Division:** 5 **County:** Durham  
**Administrative Division:** 5 **TIP Number:** U-4011  
**Length:** 0.767 miles **Federal Aid Number:** STP-1959(3)  
**Resident Engineer:** Mark W. Luther, PE **RE Phone Number:** (919)220-4680  
**Location Description:** SR-1959 (S MIAMI BLVD) FROM SOUTH OF SR-2112 (METHODIST ST) TO NORTH OF SR-1960 (BETHESDA AVE).  
**Type of Work:** GRADING, DRAINAGE, PAVING & SIGNALS.  
**Contractor Name:** TRIANGLE GRADING & PAVING, INC  
**Contract Amount:** \$4,666,751.41 **Cost Overrun/Underrun:** 0.32%  
**Availability Date:** 6/27/2011 **Letting Date:** 5/17/2011  
**Completion Date:** 7/13/2012 **Work Began:** 7/13/2011  
**Revised Completion Date:** **Estimated Completion:** 7/13/2012  
**Last Estimate Thru:** 10/15/2011 **Scheduled Progress:** 25.3%  
**Last Estimate Paid:** 10/25/2011 **Actual Progress:** 10.75%

**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:** Mark W. Luther, PE **RE Phone Number:** (919)220-4680  
**Location Description:** SR-1321 (HILLDALE 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:** 10/7/2011 **Scheduled Progress:** 54%  
**Last Estimate Paid:** 10/18/2011 **Actual Progress:** 37.72%

**Contract Number:** C202507 **Route:** -  
**Physical Division:** 5 **County:** Durham  
**Administrative Division:** 15 **TIP Number:** R-2635, U-4763B  
**Length:** 18.8 miles **Federal Aid Number:** TIFIA-540(2)  
**Resident Engineer:** Jason R. Peterson, PE **RE Phone Number:** (919)571-3000  
**Location Description:** NC-540 FROM NC-55 NEAR APEX TO NC-54 NEAR RTP AND NC-147 FROM I-40 TO

NC-540. <b>Type of Work:</b> DESIGN-BUILD LANDSCAPING. <b>Contractor Name:</b> SOUTHERN GARDEN, INC. <b>Contract Amount:</b> \$4,800,000.00 <b>Cost Overrun/Underrun:</b> <b>Availability Date:</b> 8/15/2011 <b>Letting Date:</b> 4/21/2011 <b>Completion Date:</b> 7/1/2015 <b>Work Began:</b> <b>Revised Completion Date:</b> <b>Estimated Completion:</b> <b>Last Estimate Thru:</b> <b>Scheduled Progress:</b> <b>Last Estimate Paid:</b> <b>Actual Progress:</b>	
<b>Contract Number:</b> C202538  <b>Physical Division:</b> 5 <b>Administrative Division:</b> 5 <b>Length:</b> 22.96 miles <b>Resident Engineer:</b> Cadmus Capehart, PE <b>Location Description:</b> 1 SECTION OF US-70, 1 SECTION OF NC-55, 1 SECTION OF NC-751 & 13 SECTIONS OF SECONDARY ROADS. <b>Type of Work:</b> MILLING, RESURFACING & SHOULDER RECONSTRUCTION. <b>Contractor Name:</b> TRIANGLE GRADING & PAVING, INC <b>Contract Amount:</b> \$4,474,348.51 <b>Cost Overrun/Underrun:</b> 1.58% <b>Availability Date:</b> 3/15/2010 <b>Letting Date:</b> 1/19/2010 <b>Completion Date:</b> 12/16/2010 <b>Work Began:</b> 4/5/2010 <b>Revised Completion Date:</b> <b>Estimated Completion:</b> 9/15/2011 <b>Last Estimate Thru:</b> 6/22/2011 <b>Scheduled Progress:</b> 100% <b>Last Estimate Paid:</b> 7/7/2011 <b>Actual Progress:</b> 98.01%	<b>Route:</b> 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  <b>County:</b> Durham  <b>TIP Number:</b> <b>Federal Aid Number:</b> <b>RE Phone Number:</b> (919)840-0914
<b>Contract Number:</b> C202610 <b>Physical Division:</b> 5 <b>Administrative Division:</b> 5 <b>Length:</b> 6.8 miles <b>Resident Engineer:</b> Cadmus Capehart, PE <b>Location Description:</b> NC-147 FROM NORTH OF SR-1322 (BROAD ST) TO NORTH OF SR-2028 (TW ALEXANDER BLVD). <b>Type of Work:</b> DIAMOND GRINDING, CONC PVT SLAB REMOVAL & SHOULDER RECONST. <b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY <b>Contract Amount:</b> \$4,274,880.20 <b>Cost Overrun/Underrun:</b> 4.35% <b>Availability Date:</b> 3/15/2011 <b>Letting Date:</b> 9/21/2010 <b>Completion Date:</b> 11/1/2011 <b>Work Began:</b> 3/15/2011 <b>Revised Completion Date:</b> <b>Estimated Completion:</b> 12/31/2011 <b>Last Estimate Thru:</b> 10/7/2011 <b>Scheduled Progress:</b> 88% <b>Last Estimate Paid:</b> 11/1/2011 <b>Actual Progress:</b> 66.38%	<b>Route:</b> NC-147 <b>County:</b> Durham <b>TIP Number:</b> R-5164D <b>Federal Aid Number:</b> STM-0147(3) <b>RE Phone Number:</b> (919)840-0914
<b>Contract Number:</b> C202613 <b>Physical Division:</b> 5 <b>Administrative Division:</b> 5 <b>Length:</b> 7.59 miles <b>Resident Engineer:</b> Mark W. Luther, PE <b>Location Description:</b> 1 SECTION OF US-70 BUS, 13 SECTIONS OF US-15/501 BUS, 1 SECTION OF NC-751 AND 4 SECTIONS OF SECONDARY ROADS. <b>Type of Work:</b> MILLING, RESURFACING & SHOULDER RECONSTRUCTION. <b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY <b>Contract Amount:</b> \$1,844,694.96 <b>Cost Overrun/Underrun:</b> 0.48% <b>Availability Date:</b> 3/15/2011 <b>Letting Date:</b> 9/21/2010 <b>Completion Date:</b> 9/2/2011 <b>Work Began:</b> 4/1/2011 <b>Revised Completion Date:</b> <b>Estimated Completion:</b> 11/18/2011 <b>Last Estimate Thru:</b> 10/7/2011 <b>Scheduled Progress:</b> 100% <b>Last Estimate Paid:</b> 10/18/2011 <b>Actual Progress:</b> 78.4%	<b>Route:</b> US-15501 <b>County:</b> Durham <b>TIP Number:</b> R-5164E <b>Federal Aid Number:</b> STM-0070(140) <b>RE Phone Number:</b> (919)220-4680
<b>Contract Number:</b> C202620 <b>Physical Division:</b> 5 <b>Administrative Division:</b> 5 <b>Length:</b> 12.6 miles <b>Resident Engineer:</b> Cadmus Capehart, PE <b>Location Description:</b> I-85 FROM NORTH OF US-70 IN DURHAM COUNTY TO NORTH OF NC-56 IN	<b>Route:</b> I-85 <b>County:</b> Durham <b>TIP Number:</b> I-5145 <b>Federal Aid Number:</b> IMS-085-4(118)178 <b>RE Phone Number:</b> (919)840-0914

GRANVILLE COUNTY.	
<b>Type of Work:</b> PAVEMENT REHABILITATION AND BRIDGE REPAIR OVERLAYS.	
<b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY	
<b>Contract Amount:</b> \$8,098,211.15	<b>Cost Overrun/Underrun:</b> 0.13%
<b>Availability Date:</b> 6/1/2011	<b>Letting Date:</b> 4/19/2011
<b>Completion Date:</b> 7/15/2012	<b>Work Began:</b> 6/10/2011
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b> 7/15/2012
<b>Last Estimate Thru:</b> 10/15/2011	<b>Scheduled Progress:</b> 33%
<b>Last Estimate Paid:</b> 10/24/2011	<b>Actual Progress:</b> 46.96%

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<b>Contract Number:</b> C202712	<b>Route:</b> NC-751, SR-1811, SR-1903 SR-1905, SR-1919, SR-1921 SR-1959
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b>
<b>Length:</b> 13.04 miles	<b>Federal Aid Number:</b>
<b>Resident Engineer:</b> Cadmus Capehart, PE	<b>RE Phone Number:</b> (919)840-0914
<b>Location Description:</b> NC-751 FROM 3 LANE SECTION TO THE CHATHAM COUNTY LINE & 6 SECTIONS OF SECONDARY ROADS.	
<b>Type of Work:</b> WIDENING, RESURFACING & SHOULDER RECONSTRUCTION.	
<b>Contractor Name:</b> REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT	
<b>Contract Amount:</b> \$2,700,860.68	<b>Cost Overrun/Underrun:</b> 10.12%
<b>Availability Date:</b> 4/4/2011	<b>Letting Date:</b> 2/15/2011
<b>Completion Date:</b> 9/30/2011	<b>Work Began:</b> 5/5/2011
<b>Revised Completion Date:</b> 11/28/2011	<b>Estimated Completion:</b> 10/30/2011
<b>Last Estimate Thru:</b> 9/30/2011	<b>Scheduled Progress:</b> 100%
<b>Last Estimate Paid:</b> 10/6/2011	<b>Actual Progress:</b> 95.62%

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<b>Contract Number:</b> DE00010	<b>Route:</b> SR-1357
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b>
<b>Length:</b> 0.17 miles	<b>Federal Aid Number:</b>
<b>Resident Engineer:</b> Mark W. Luther, PE	<b>RE Phone Number:</b> (919)220-4680
<b>Location Description:</b> INTERSECTION OF SR-1357 (AVONDALE DR) AND SR-1670 (GEER ST).	
<b>Type of Work:</b> INSTALL ROUNDABOUT.	
<b>Contractor Name:</b> BARRETT, IRVIN & JORDAN CONTRACTORS INC	
<b>Contract Amount:</b> \$497,421.60	<b>Cost Overrun/Underrun:</b> 2.05%
<b>Availability Date:</b> 8/15/2011	<b>Letting Date:</b> 7/26/2011
<b>Completion Date:</b> 11/15/2011	<b>Work Began:</b> 8/15/2011
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b> 11/15/2011
<b>Last Estimate Thru:</b> 9/30/2011	<b>Scheduled Progress:</b> 53%
<b>Last Estimate Paid:</b> 10/10/2011	<b>Actual Progress:</b> 40.89%

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<b>Contract Number:</b> DE00011	<b>Route:</b> SR-1308
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b>
<b>Length:</b> 4 miles	<b>Federal Aid Number:</b>
<b>Resident Engineer:</b> Mark W. Luther, PE	<b>RE Phone Number:</b> (919)220-4680
<b>Location Description:</b> SR-1308 (CORNWALLIS RD) IN DURHAM COUNTY AND SR-1717 (WOOD- LAND RD) IN GRANVILLE COUNTY.	
<b>Type of Work:</b> STRENGTHENING, RESURFACING, AND PAVEMEN MARKINGS.	
<b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY	
<b>Contract Amount:</b> \$1,102,907.60	<b>Cost Overrun/Underrun:</b>
<b>Availability Date:</b> 9/6/2011	<b>Letting Date:</b> 7/26/2011
<b>Completion Date:</b> 11/30/2011	<b>Work Began:</b> 9/6/2011
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b>
<b>Last Estimate Thru:</b>	<b>Scheduled Progress:</b>
<b>Last Estimate Paid:</b>	<b>Actual Progress:</b>

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<b>Contract Number:</b> DE00012	<b>Route:</b>
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b>
<b>Length:</b> 0.6 miles	<b>Federal Aid Number:</b>
<b>Resident Engineer:</b> Cadmus Capehart, PE	<b>RE Phone Number:</b> (919)840-0914
<b>Location Description:</b> W B UMSTEAD PARK IN WAKE COUNTY AND ROLLING VIEW PARK IN DURHAM COUNTY.	
<b>Type of Work:</b> PARK IMPROVEMENTS.	
<b>Contractor Name:</b> TRIANGLE GRADING & PAVING, INC	
<b>Contract Amount:</b> \$597,864.70	<b>Cost Overrun/Underrun:</b> 0.24%

<p><b>Availability Date:</b> 9/19/2011  <b>Completion Date:</b> 12/23/2011  <b>Revised Completion Date:</b> 12/30/2011  <b>Last Estimate Thru:</b> 10/7/2011  <b>Last Estimate Paid:</b> 10/24/2011</p>	<p><b>Letting Date:</b> 8/30/2011  <b>Work Began:</b> 9/23/2011  <b>Estimated Completion:</b> 12/23/2011  <b>Scheduled Progress:</b> 12%  <b>Actual Progress:</b> 8.05%</p>
<p><b>Contract Number:</b> DO00069  <b>Physical Division:</b> 5  <b>Administrative Division:</b> 5  <b>Length:</b> 0 miles  <b>Resident Engineer:</b> Cadmus Capehart, PE  <b>Location Description:</b> BRIDGES #12, 71, 137, 154, 156, AND 169 ON NC-147.  <b>Type of Work:</b> BRIDGE PAINTING.  <b>Contractor Name:</b> S &amp; D INDUSTRIAL PAINTING, INC.  <b>Contract Amount:</b> \$922,562.15  <b>Availability Date:</b> 7/11/2011  <b>Completion Date:</b> 11/7/2011  <b>Revised Completion Date:</b> 8/28/2012  <b>Last Estimate Thru:</b>  <b>Last Estimate Paid:</b></p>	<p><b>Route:</b> NC-147  <b>County:</b> Durham  <b>TIP Number:</b> BK-5102G  <b>Federal Aid Number:</b> BRNHS-0147(4)  <b>RE Phone Number:</b> (919)840-0914  <b>Cost Overrun/Underrun:</b>  <b>Letting Date:</b> 8/19/2010  <b>Work Began:</b> 7/11/2011  <b>Estimated Completion:</b>  <b>Scheduled Progress:</b>  <b>Actual Progress:</b></p>
<p><b>Contract Number:</b> DO00070  <b>Physical Division:</b> 5  <b>Administrative Division:</b> 5  <b>Length:</b> 0 miles  <b>Resident Engineer:</b> Cadmus Capehart, PE  <b>Location Description:</b> BRIDGES #194 ON SR-1940, #202 ON SR-2080, #206 ON SR-1121, AND #212 ON NC-147.  <b>Type of Work:</b> BRIDGE PAINTING.  <b>Contractor Name:</b> ASTRON GENERAL CONTRACTING COMPANY INC  <b>Contract Amount:</b> \$1,079,557.80  <b>Availability Date:</b> 5/2/2011  <b>Completion Date:</b> 8/29/2011  <b>Revised Completion Date:</b>  <b>Last Estimate Thru:</b> 9/15/2011  <b>Last Estimate Paid:</b> 9/26/2011</p>	<p><b>Route:</b> NC-147  <b>County:</b> Durham  <b>TIP Number:</b> BK-5102E  <b>Federal Aid Number:</b> BRZ-1940(2)  <b>RE Phone Number:</b> (919)840-0914  <b>Cost Overrun/Underrun:</b> 0%  <b>Letting Date:</b> 8/19/2010  <b>Work Began:</b> 6/24/2011  <b>Estimated Completion:</b> 9/23/2011  <b>Scheduled Progress:</b> 100%  <b>Actual Progress:</b> 94.64%</p>
<p><b>Contract Number:</b> DO00076  <b>Physical Division:</b> 5  <b>Administrative Division:</b> 5  <b>Length:</b> 0 miles  <b>Resident Engineer:</b> Chad D. Hinnant  <b>Location Description:</b> BRIDGES #228 ON SR-1959, #224 ON SR-1999, AND #100 ON SR-2028.  <b>Type of Work:</b> BRIDGE PAINTING.  <b>Contractor Name:</b> SAFFO CONTRACTORS INC  <b>Contract Amount:</b> \$1,138,000.00  <b>Availability Date:</b> 6/6/2011  <b>Completion Date:</b> 10/18/2011  <b>Revised Completion Date:</b>  <b>Last Estimate Thru:</b> 9/30/2011  <b>Last Estimate Paid:</b> 11/1/2011</p>	<p><b>Route:</b> I-40  <b>County:</b> Durham  <b>TIP Number:</b> BK-5102F  <b>Federal Aid Number:</b> BRSTP-1959(5)  <b>RE Phone Number:</b> (919)733-9499  <b>Cost Overrun/Underrun:</b> 0%  <b>Letting Date:</b> 9/2/2010  <b>Work Began:</b> 7/21/2011  <b>Estimated Completion:</b> 10/28/2011  <b>Scheduled Progress:</b> 80%  <b>Actual Progress:</b> 73.79%</p>

**ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO- ARRA**

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
Orange	ER-5100 GE	Landscape planting on US 15-501@ SR 1734 (Erwin Rd./Europa Dr.)	11/24/2009	4/30/2012	on schedule	\$65,000	ARRA
Orange	U-3306 34913.3.ST1 STM-1733 (16)	Grading, drainage, paving, signals, curb and gutter, and retaining wall on SR 1733 (Weaver Dairy Rd.) from NC 86 to Old Sterling Road	7/20/2010	6/15/2013	behind schedule	\$13.4 million	ARRA
Orange	U-4704	Computerized Traffic Signal System for Chapel Hill-Carrboro	9/15/2009	8/1/2012	behind schedule	\$5.175 million	ARRA
Orange	U-4726 JA	Construct sidewalks in Hillsborough	11/19/2009	9/17/2011	final field inspection held 9/1/11; <b>punchlist completed 10/1/11</b>	\$1,034,110.00	ARRA, STP-DA & Contingency; M.A. w/ City
<b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b>							
County	TIP #	Description	Let Date	Completion Date	Status	Cost	Comments

**ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA**

TAC 11/9/2011 Attachment 17

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
Orange	36945	Upgrade traffic signal with mast arm and install pedestrian signal heads on SR 1010 (Franklin St.) @ Mallette St.	11/4/2010	Rev. compl. 10/15/11	<b>work has not begun</b>	\$140,000.00	Small Construction
Orange	42502	Replace deteriorated curb and gutter at several locations on both sides of SR 1010 (Franklin St.) between Hillsborough St. and Plant Rd.			Awaiting execution of M.A. by Town	\$30,000	Small Construction
Orange	43346	Extend the westbound turn lane and install curb and gutter and storm drainage on SR 1900 (Old Mason Farm Road) at US 15-501 (Fordham Blvd.)		12/1/2011	F.A. construction <b>underway</b>	\$115,000	Small Construction
Orange	43426	Construct a left turn lane at the entrance to the new expansion of AKG, North America, Inc. on SR 1146 (Mattress Factory Road)		<b>12/31/2011</b>	<b>F.A. construction pending</b>	\$90,000	Public Access
Orange	C-4932 A	Construct a Transit Shelter at the Park and Ride Lot for DTCC in Hillsborough and install bike racks on Orange Public Transportation buses	5/17/2011		<b>Bike racks ordered by County and bus shelter ordered by Contractor</b>	\$20,275	CMAQ
Orange	ER-2971 G 3607.3.09	Widen roadway, install curb and gutter and construct sidewalk along SR 1750 (Estes Drive) between Burlage Circle and SR 1010 (Franklin Street)		<b>10/3/2012</b>	<b>MA with Town executed</b>	<b>\$200,000.00</b>	Small Construction/ STP-Division Enhancement
Orange	ER-2973 G 3707.3.16	Rehabilitation of landscape plantings on I-40/I-85 at SR 1114 (Buckhorn Rd.) and installation of landscape plantings at the Hillsborough Maintenance Yard on SR 1009 (Old NC 86)	10/13/2011	3/15/2012	<b>Bids opened and pending NTP</b>	\$137,500.00	STP-Division Enhancement
Orange	I-5142	Mill, resurface and install pavement markers and rumble strips on I-85/I-40 from west of SR 1114 (Buckhorn Road) to the I-85/I-40 interchange	3/16/2010	estimated completion revised 10/10/11	<b>99.7% complete</b>	\$8.60 million	TIP (IM)
Orange	SR-5000 S 40922.1.18 PE	Education, encouragement, evaluation, and neighborhood outreach for Carrboro Elementary School	N/A	N/A	Municipal Agreement with Town; program underway	\$12,865	Safe Routes to Schools
Orange	SR-5001 AE	Construct 870 linear feet of 5' sidewalk on Elm Street from existing sidewalk near Weaver Street to Shelton Street in Carrboro	Advertisement pending	4/21/2012	<b>Letting delayed due to soil contamination</b>	\$300,000.00	SRTS

**ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA**

Orange	SR-5001 AR	Construct 320' of 5' sidewalk on Culbreth Road between Cobleridge Rd. in Chapel Hill and Rosburn Rd. in Carrboro	After construction authorization is approved	7/22/2012	<b>Division has requested Construction Authorization</b>	\$50,000 \$108,000	SRTS/STP-DA
Orange	SS-4907 U 42205.2 42205.1 42171	Improve sight distance on SR 1710 by lowering the crest vertical curve on the westbound approach to the intersection of SR 1710 (Old NC 10) @ SR 1713 (Mt. Herman Church Road)	N/A	12/1/2011	<b>FA construction underway</b>	\$320,000	Spot Safety-State
Orange	SS -4907 V 42423.3 42423.1	Realign intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	SFY 2013	SFY 2013	Design pending scope revision	\$198,000	Spot Safety-State
Orange	SS-4907 AG 07- 09-1320	Widen radii and install 4-way stop on US 70 Bus./Alt. and SR 1709 (Lawrence Road)	N/A	11/1/2011	<b>F.A. widening complete</b>	\$1000 R/W/U \$24,000 C	Spot Safety-State
Orange	SS-4907 AI 43404.1.1	Revise signals on US 70 at SR 1561/1709 (Lawrence Rd.) and at SR 1002 (St. Mary's Rd.) near Hillsborough			<b>Signal design underway</b>	\$7000 PE	Spot Safety-State
Orange	U-4726 DC	Wilson Park Multi-Use Path	11/1/2011		Municipal Agreement with Town of Carrboro; Division has reviewed PS&E; waiting for design letter from Town	\$21,085 PE \$210,855 C	STPDA
Orange	U-4726 DD	Construct sidewalk on Rogers Road from Homestead Road to Meadowrun Ct.	SFY 2012		Municipal Agreement with Town of Carrboro; Design underway	\$67,025 PE \$469,175 C	STPDA
Orange	U-4726 DE	Construct Bolin Creek Multi-use Path from Homestead Road to Chapel Hill High School	SFY 2012		Municipal Agreement with Town of Carrboro for construction (replaces EL-4994) Design underway	<b>\$59,000 PE</b>	STPDA
Orange	U-4726 DF	Bicycle detection at Signalized Intersections		FFY 2013	Municipal Agreement with Town of Carrboro pending	\$36,000	STP-DA

**ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA**

Orange	U-4726 IF	Construct stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail			Municipal Agreement with Town of Chapel Hill; CLOMR & CE pending	\$20,000	STPDA
Orange	U-4726 IG	Construct 10' wide greenway from existing Fan Branch Trail near Culbreth Rd. and US 15/501 to Phase I	11/15/2011		Municipal Agreement with Town of Chapel Hill; structure designs in review	\$700,000	STPDA
Orange	W-5207 E 45337.1.5 PE	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	Revised to 7/31/2012	12/31/2012	Consultant design <b>underway</b>	\$450,000	High Hazard Safety
<b>County</b>	<b>TIP #</b>	<b>Location Description</b>	<b>Est. Let Date</b>	<b>Completion Date</b>	<b>Status</b>	<b>Cost</b>	<b>Comments</b>
<b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b>							
Durham/ Orange	EB-4707	Bicycle improvements(Bikeway and signals) on Durham/ Chapel Hill (SR 1838/SR 2220)from SR 1116 (Garrett Road) in Durham County to US 15-501 in Orange County	Dec. 2012			\$4.0 million	
Orange	U-0624	Corridor upgrade on NC 86 (S. Columbia St.)including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	Nov. 15, 2011			\$4.85 million	

## Credit Ratings Agency Warns of Tolling Troubles

Fitch Ratings reports toll roads imperiled by lack of sustained growth in the economy.

theNewspaper.com Posted September 15, 2011

Toll roads at one point appeared to be unstoppable. Steady growth in traffic yielded rapidly rising profits, especially for pioneers in the field such as Australia's Macquarie Bank where executives became so rich from deals that included the leasing of US roads that it was dubbed the "millionaires' factory." That all changed when the recession took hold and motorists scaled back on the mileage driven each year. Losses began to mount, and as a report released last week by Fitch Ratings argues, the dynamics for tolling may not improve in the near future.

"Fitch tracks data on toll roads, bridges, and tunnels across its ratings portfolio," Fitch analysts wrote in the report, *Downshifting: US Transportation Reacts as GDP Growth Flattens*. "Traffic declined year over year as much as 10 percent during the Great Recession. Sustained positive growth in traffic commenced in February 2010. The most recent Fitch data indicates that growth in traffic volumes began slowly declining on tolled facilities, heading to zero growth in second-quarter 2011."

The US Bureau of Transportation Statistics reported a similar decline in commercial transportation services for both goods and passengers. Despite some recovery, the index remains below pre-recession levels. These transportation statistics mirror figures for consumer spending which began recovering early last year only to falter this March. Growth in consumer spending for the second quarter of 2011 was under 0.1 percent.

The credit ratings agency argues activity in the economy at large and the in the transportation sector are directly linked. When someone gets a job, he generally gets in his car to drive to work. When stores sell goods, the supplies, raw materials and final product are usually transported by truck. When unemployment is high and sales are low, such transportation activity drops.

"Higher oil and other commodity prices account for some of the change in consumer spending," the analysts explained. "Unlike past downturns, these prices are increasingly influenced by external factors as well as US demand. Consumers are reacting to increased prices and a weak labor market with belt tightening."

Fitch will not downgrade any existing credit ratings for toll roads because these operations have a monopoly position that enables them to recover from downturns by hiking tolls that many motorists have no choice but to pay.

"Tolled facilities have experienced low and even negative traffic growth since 2007," the analysts stated. "Revenues have grown at a much higher rate as facility operators reacted to the downturn by raising rates to preserve financial and operational flexibility."

The ratings agency warned that sustained periods of low economic growth imperils the financing of deals built with healthier traffic and economic forecasts in mind.

"Most public infrastructure facilities should be able to weather little to no growth scenarios over the next three to five years," Fitch wrote. "However, there are a number of issuers whose escalating debt profiles could pose a problem in the medium term. Newer toll facilities generally have such debt service profiles... Stand-alone, concession-based facilities, originally financed in 2006 - 2008 when expectations for future economic growth were very high, will be more vulnerable."

## US DOT Backs Off Public Funding for Toll Road Privatization

Ohio Democrats convince US Transportation Department to drop federal funds for Ohio Turnpike privatization planning.

theNewspaper.com Posted October 11, 2011

A plan to spend \$1.5 million in federal gas tax funding to help a private company purchase the Ohio Turnpike was torpedoed by a group of Democratic members of Congress from the Buckeye State. US Department of Transportation officials held a conference call Friday to let US Representatives Marcia Fudge, Marcy Kaptur, Dennis Kucinich, Tim Ryan Betty Sutton, and Senator Sherrod Brown know that the project had been shelved.

On October 4, the delegation had written Transportation Secretary Ray LaHood to complain that Ohio's State Planning and Research Program (SP&R) was using federal funds to hire a contractor to advise the state on selling the turnpike for \$3 billion. The idea follows Indiana and Chicago, Illinois which leased their roads to foreign companies for 70 and 99 years in return for short-term cash that was used to cover budget deficits. The Ohio Turnpike was not built with and is not maintained by federal money.

Governor John Kasich (R) has taken on the turnpike as an example of massive government waste. One-third of the \$187 million in annual revenue taken from drivers goes to pay for toll collection equipment, personnel and overhead. Last year, one unionized employee was paid \$80,720 for the unskilled task of collecting change, and the average salary for toll booth workers was \$52,000. Kasich believes the job would be better handled by a machine.

The congressmen are upset that members of Teamsters Union Local 436 would lose their well-paid positions. Nationally, the Teamsters have provided \$27.6 million in campaign donations to Democrats since 1990.

"While the SP&R Program's guidelines are laid out in a way that should get the full value from these investment dollars, we have serious concerns that using federal funds to progress plans to sell off a state asset is far from the intended spirit of the program," the members wrote in their letter to LaHood. "Using these funds to advance a privatization plan that could potentially severely cost drivers via increased tolls, threaten the job security of over 1,000 Ohioans, and drive up costs for local governments through increased maintenance costs of local roads, is a questionable use of federal taxpayer dollars and exposes a loophole in the program guidelines."

Tolls on the Indiana Turnpike doubled since it was sold to a Spanish-Australian consortium in 2006. Chicago Skyway tolls increased five-fold and will jump ten-fold within the next five years.

"The Ohio Turnpike is a high quality road in good financial health, has bipartisan support to remain in its current form, and serves as a vital business asset to ship goods all across this country," said Ryan, who organized the opposition. "Any efforts to sell the Ohio Turnpike are misguided, and I plan to continue to fight to protect the Turnpike in the future."

Over the course of a 99-year lease, the Ohio Turnpike would generate \$54 billion in revenue with an annual three-percent toll increase. When the turnpike was first built, it was supposed to be converted into a freeway once its debt was retired.

## **NC doles out \$138M to towns for local road work**

wral.com October 12, 2011

**RALEIGH, N.C. &Mdash** Money from the state gas tax and other highway fees is being spread around to 500 North Carolina cities and towns for urban road work.

The state Transportation Department said Tuesday it's distributing \$138 million for local roads. Half the money was sent out last week and the rest is coming in January.

The amount each municipality gets is based on a formula set by the General Assembly. Seventy-five percent of the funds are awarded based on population, while the remaining 25 percent is based on the number of street miles each municipality maintains.

Each community determines how to spend its money.

Charlotte received the highest amount at \$18.6 million, followed by Raleigh at \$9.8 million. Durham received \$5.7 million. Twenty-one cities received at least \$1 million for their transportation projects.

## On Board with Transit Tax

The Herald-Sun Editorial Page Monday, October 31, 2011

The half-cent sales tax referendum that would go straight to public transit has garnered an array (of) endorsements from unlikely allies like the Chamber of Commerce and the Sierra Club, the Friends of Durham and the Durham Committee on the Affairs of Black People.

The Herald Sun has decided to endorse the plan, too, with some issues we'd like voters to consider with us.

The root of our support (and our concern) is two questions: Why do people use mass transit systems? And are those reasons addressed in the Durham Transit Plan, the draft for how the half-cent will be spent?

Most people take mass transit when they can't, or can't afford to, buy, drive or park a car, or when a car is inconvenient.

A number of things will have to change in order for a major surge of Durham residents to embrace buses and trains.

The cost of operating a car will have to rise, which seems inevitable – and that's not just about miles per gallon. AAA estimates that the total cost of driving a new, 6-cylinder car has increased 23 percent since 2002. The convenience of using transit will have to rival cars.

Bus and rail route will have to offer (and advertise) point-to-point travel that rivals cars for speed and access. This seems possible, if not immediately likely. The light rail plan includes Research Triangle Park, where the offices are scattered over miles; areas like downtown and the hospitals and universities, where parking is limited and adds to the expense of car use, are well served by buses.

Traffic will have to become worse, which seems inevitable based on population projections and the difficulty of widening the Triangle's major transit corridors.

On the whole, Durham seems ready for expanded, improved mass transportation.

But it's going to be tough to get people out of their cars.

About 75 percent of people love mass transit, but 95 percent love highways and 89.2 percent demand plenty of downtown parking. In short, according to the U.S. Bureau of Transportation Statistics, people want every possible option – if money is no object. Some of those options – bike lanes, ride-and-car share programs, Zipcars programs – are cheap to create but are nowhere in the Durham Transit Plan.

The lack of interest in getting out of cars is also evidenced in bus ridership.

Triangle Transit estimates that there were 5.6 million boardings on DATA buses in fiscal 2010-11. That works out to about 21 bus riders per person in Durham County. "There are times it's standing room only on the routes," Durham Transportation Director Mark Ahrendsen told us. "It depends where you are on the route."

The biggest sticking point is cost and return on investment. Buses and commuter trains use roads, rails and land that we already own and pay to maintain. Building light rail from scratch will cost Durham more than \$1 billion, making it the most expensive, least appealing element of this plan. It is, according to Ahrendsen, also the last that will be addressed and funded, which means the community can adjust the transit plan if better alternatives arise.

Organizers have also promised that there will be affordable housing along light-rail routes, which is a necessary element of this plan. Public spending on light-rail projects is badly misapplied if it increases land values so much that cops, nurses and the people who most rely on transit can't afford to live within reach of the routes.

In the end, however, the inevitable overcrowding of the roadways and increasing expense of driving demand a solution. Public transit is cheaper, cleaner, safer and more attractive than widening roadways, and it's the most responsible use of the public purse.

We hope you join us in getting on board.

**Help Protect Jobs in NC Now!**  
**Help stop efforts to cap NC's gas tax**

North Carolina Go! Thursday, November 03, 2011

Your help is needed to protect jobs and transportation funding in NC!

The legislature will return briefly next week and there is talk of another effort to cap the gas tax – our state's most crucial source of transportation funding.

Capping the gas tax would place more than 7,000 jobs at risk and set our state back – just when we need to be fueling job growth and investing in infrastructure that attracts and retains businesses.

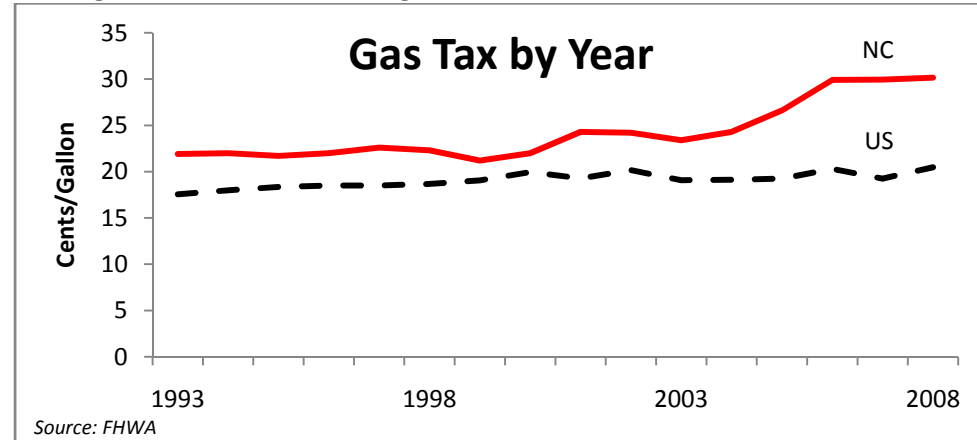
Take a minute now to reach out to your representative and a number of influential members of the NC House.

<http://capwiz.com/ncgo/issues/alert/?alertid=55775501&queueid=7541490616>

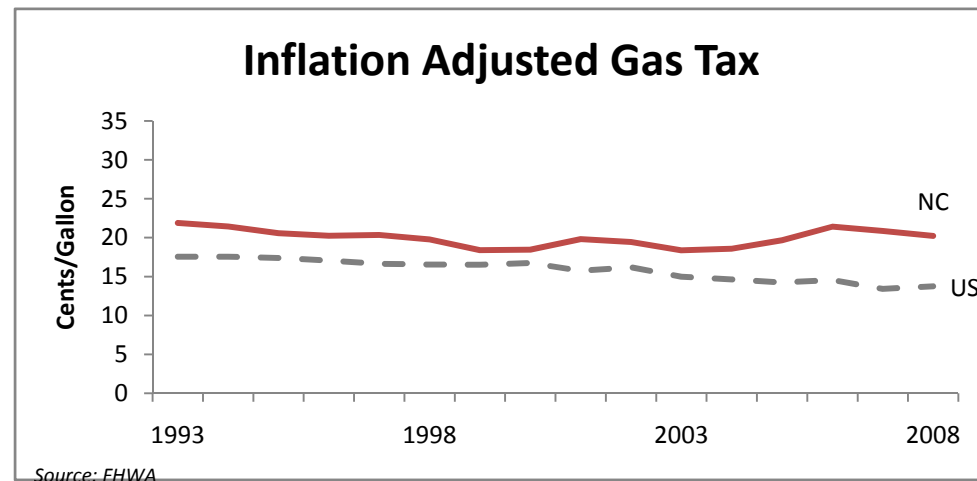
N.C. Metropolitan Mayors Coalition  
October 2011

### A Summary of North Carolina Transportation Funding

Building highways is expensive. It takes capital and skilled labor to build, operate, and maintain a transportation system. Many look at the gas tax and, especially when gas prices are high; complain about the money that the state is collecting to fund transportation. North Carolina has one of the higher gas taxes in the nation, in part because the legislature indexed our gas tax in 1986.



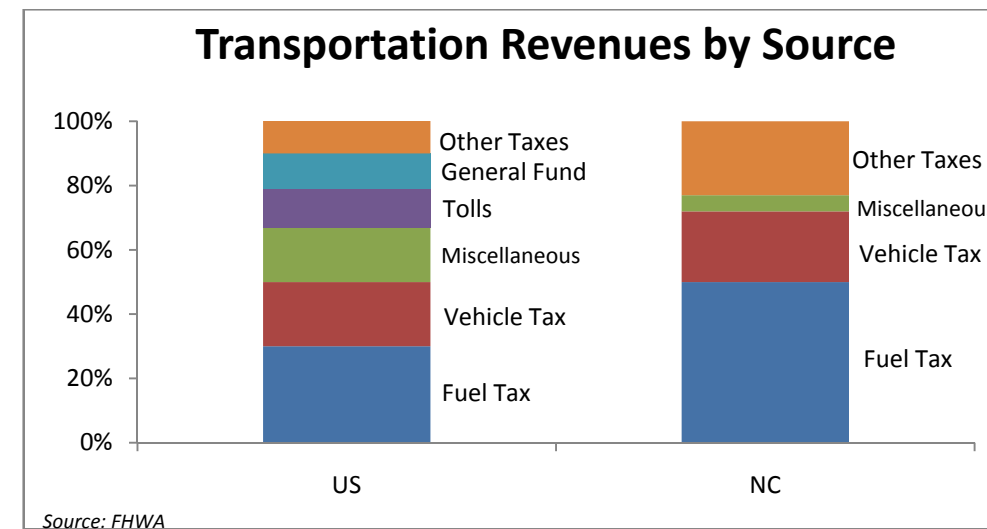
On the other hand, the federal gasoline tax has not changed since 1993<sup>1</sup>. Both inflation and better fuel economy<sup>2</sup> have cut its value in since then.



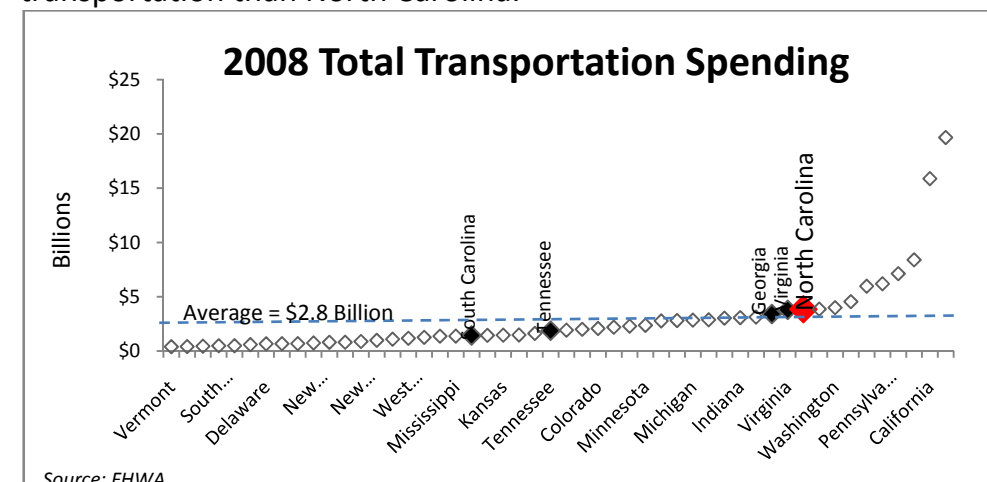
Looking only at the gas tax is misleading. In most states, property taxes, tolls, and gas tax fund transportation, but North Carolina depends mostly on gas tax and vehicle registration alone.

The next graph compares how North Carolina funds transportation with the other states. Typically, about 30 percent of a state's

transportation funding comes from fuel taxes with another 11 percent coming from the general fund. Notice that North Carolina does not use general fund revenues. In fact, North Carolina transfers money from the Highway Fund to the General Fund. Other taxes and fees include license fees for fuel distributors and retailers, inspection fees, fines, taxes on non-road fuel, bonds, interest on state deposits and fees levied on a passenger mile or ton mile basis.

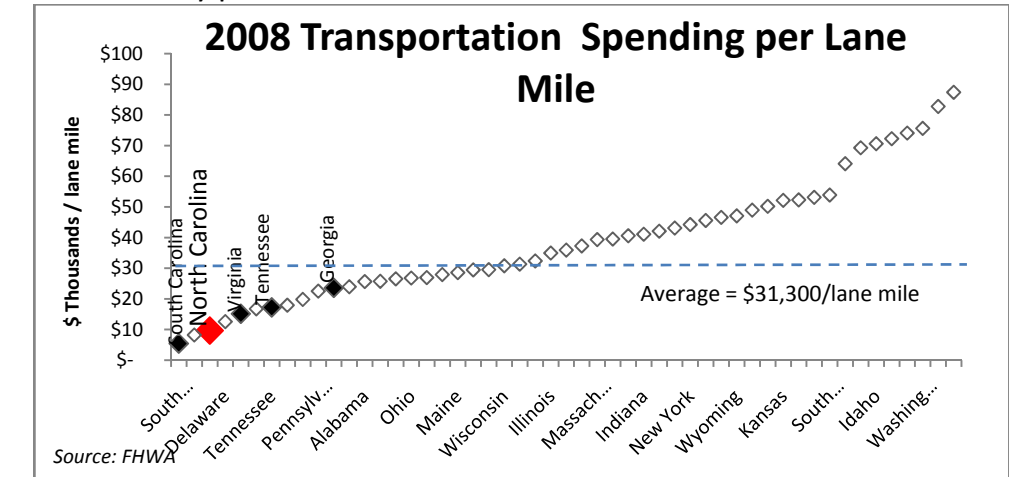


At more than 80,000 miles, North Carolina's state highway system is the largest state-maintained system in the country. In 2008, the State of North Carolina spent about \$3.8 billion on transportation. Only nine states, including California and Pennsylvania, spend more on transportation than North Carolina.

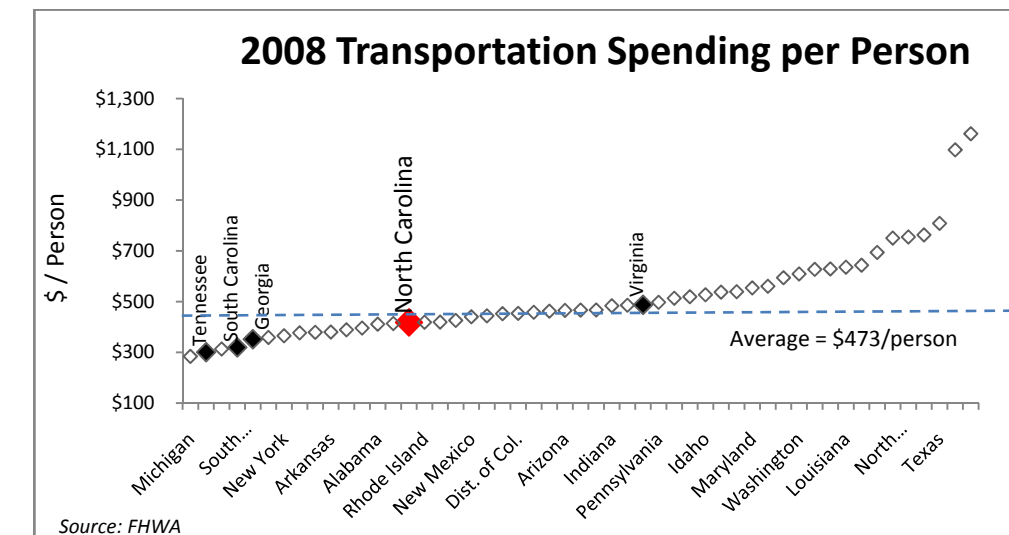


Each year, the state spends about \$9,600 per lane mile compared to the national average of \$31,300. Only South Carolina and Washington, D.C., spend less per lane mile than we do. Virginia

(\$15,100), Tennessee (\$17,200), and Georgia (\$28,600) all spend more money per lane mile than North Carolina.



The State of North Carolina spends about \$418 per person each year on transportation, which is below the national average of \$473 per person. The State of Virginia spends about \$487 per person.



North Carolina is unique because the state maintains more miles of roads and relies on fuel tax revenues more heavily than most states, while spending less per lane mile and per person to do the job. Many would argue over spending priorities when the evidence shows a lack of resources. Until we decide where future transportation funding lies, our bridges will continue to deteriorate, our commutes will get longer, our roads will fall further into disrepair, and our transit systems will shrink- none of which contributes to our needed economic recovery, creating jobs, or a good quality of life.

<sup>1</sup>Sources: The data in these graphs comes from FHWA's 2008 Highway Statistics Report

<sup>2</sup> <http://www.bloomberg.com/news/2011-08-29/put-a-percentage-in-your-tank-to-fix-the-federal-motor-fuels-tax-view.html>