DCHC

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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

DURHAM – CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION TECHNICAL COORDINATING COMMITTEE (TCC)

AGENDA

December 21, 2011
9:00 am

City Council Committee Room
2nd floor Durham City Hall

1. **Preliminaries**

2. **Adjustments to the Agenda**

3. **Public Comments**

ACTION ITEMS

4. **Approval of November 16, 2011 TCC Meeting Minutes**
Attachment 4

A copy of the November 16, 2011 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the November 16, 2011 TCC meeting.

5. **Freedom Roads Trail Program**
Attachment 5
Michelle Lanier, African American Heritage Commission

The Freedom Roads Trail program is proposed to commemorate routes used by freedom seeking African Americans from the antebellum period to the end of the Civil War. Attachment 5 provides details about the program and a map. Two routes, the North Durham Country Byway and Football Road, and one site, Stagville, are in the DCHC MPO area. The African American Heritage Commission has requested that all MPOs endorse the program.

TCC Action: Recommend that the TAC endorse the Freedom Roads Trail Program

6. **Triangle Regional Model**
Attachment 6
Bing Mei, Triangle Regional Model Service Bureau

The Triangle Regional Model Service Bureau (TRMSB) has recently delivered version 5 of the Triangle Model (TRMv5) for the development of the 2040 LRTP. The TCC will receive a presentation on the TRMv5 including key features of the model along with key calibration and validation statistics (Attachment 6).

TCC Action: Receive presentation, review calibration and validation statistics, and make a recommendation to TAC regarding the approval of TRMv5 for use in the development of the 2040 LRTP.

7. 2040 Long Range Transportation Plan and Comprehensive Transportation Plan
Attachment 7, 7A, 7B, 7C
Andy Henry, LPA Staff

The TCC will receive an update on development of the 2040 Long Range Transportation Plan (2040 LRTP), Comprehensive Transportation Plan CTP) and MPO Collector Street Plan (CSP). Attachment 7 is a current schedule for these projects. The next steps include:

- TAC release Goals, Objectives and Targets, and Public Involvement Plan for public comment at January 2011 TAC meeting;
- TAC release Socioeconomic Data for public comment at February 2012 meeting (including 2010 and 2040 forecast values by TAZ); and,
- TAC review Deficiency Analysis at March 2012 TAC meeting.

The TCC will review the proposed Goals and Objectives (Attachment 7A) and Targets (Attachments 7B and 7C) and make a recommendation to the TAC to release these documents for public review at the January TAC meeting. The TCC already made a recommendation on this item at their November meeting and the TAC subsequently received a short presentation at their December meeting. However, staff proposed bringing this item back to the TAC in January to allow time to adjust some Target values and add a public meeting component to the public involvement activities. The public involvement activities will include:

- Email, postal mail and public notices of the public review period and activities;
- Online survey;
- Public meetings, and;
- Public hearing at the January TAC meeting.

TCC Action: Review Goals and Objectives and Targets, provide comments and make recommendation to TAC.

8. FY 2012 UPWP – Amendment #1
Attachment 8
Maricia Brown, LPA Staff

The TAC approved the 2011-2012 UPWP on May 11, 2011. The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs.

Funds that would not be expended during the current fiscal year must be de-obligated through an amendment in order for the funds to be available for programming in subsequent fiscal years. Some changes also reflect changes in task activities that warrant a re-allocation between tasks that have no effect on the overall program amounts. The change in the LPA funding program reflects an increase of planning funds by way of shifting a portion of the STP-DA funds to be used for the planning phase of several bike/ped construction projects to the U-4727 UPWP planning activity project. Please reference attachment 8 for the resolution and financial tables.

TCC Action: Recommend that the TAC approve the resolution adopting Amendment #1 to the FY 2011-2012 Unified Planning Work Program.

9. FY 2012-2018 MTIP – Amendment #1
Attachment 9, 9A
Ellen Beckmann, LPA Staff

Amendment #1 to the FY 2012-2018 MTIP (Attachment 9) includes changes needed to add two projects:

- Triangle Ramp Metering Study
- Statewide Traffic Separation Study Implementation and Closure

And modify eight projects:

- C-5230 Durham Traffic Signal Controller Upgrade - delay
- EL-2921E Durham American Tobacco Trail – delay and increase in funds to reflect TAC's action from September
- EL-4999 Durham Acquisition of Rail Corridors and Construction – delay
- C-4928 Morreene Road Bike/Ped – decrease planning funding
- U-4724 Cornwallis Road Bike/Ped – decrease planning funding
- U-4726 – DCHC Bicycle and Pedestrian Allocation – decrease planning funding for Carpenter Fletcher Road (HO) and Hillandale Road (HK), adjust funding in FY 2012 and 2013 to reflect new project schedules for Bolin Creek Greenway (DE), Bolin Creek Greenway (Dx), Bicycle Loop Detectors (Dx), Morgan Creek Greenway Phase 2 (IG), Bolin Creek Stairs (IF), Chapel Hill Sidewalks (Ix), and NC 86/Other Locations Pedestrian Safety Improvements (Ix)
- U-4727 – DCHC Unified Work Program – increase funding
- EB-4707 Old Durham-Chapel Hill Road - delay

Some of the modifications are needed to move PE funding for four Durham bike/ped projects to U-4727. The City of Durham will use the funding to contract out functional designs for the projects. Moving the funds to U-4727 expedites the obligation and contracting process. After the functional designs are complete, the City will complete final designs and construction. For Cornwallis Road, Carpenter Fletcher Road, and Hillandale Road, the cost of functional design is lower than the programmed PE STPDA funding. The excess funds were moved to the construction phase. There is no net change in STPDA funding. Attachment 9A is an updated STPDA table.

TCC Action: Recommend that the TAC approve Amendment #1 to the FY 2012-2018 MTIP.

10. New Freedom (FTA Section 5317) Grant Program – 2006-2009 POP Amendment#2
Attachment 10, 10A
Maricia Brown, LPA Staff

The 2009 New Freedom program of projects was amended & approved on 9/28/2011 to reflect a change in project status. The memo attached Attachment 10 describes the details of the proposed reallocation the funds. The Attachment 10A shows proposed change to program of projects.

TCC Action: Recommend approval of the 2006-2009 programs of projects with proposed adjustments.

11. Mobility Fund
Attachment 11, 11A
Ellen Beckmann, LPA Staff

NCDOT has announced the solicitation of projects for the Mobility Fund for years FY 2013 and beyond (Attachment 11). Projects must be in the adopted 2035 LRTP, but do not need to be submitted through the MPO. Any agency, organization, municipality, or county can submit up to five projects. The due date is February 29, 2012. The project submission form is included as Attachment 11A.

TCC Action: Receive information about the solicitation of projects for the Mobility Fund. Discuss potential projects and procedure for submission of projects.

12. Triangle Regional Transit Program – Locally Preferred Alternative
No Attachment
Patrick McDonough, Triangle Transit

LPA Staff anticipates the following schedule for the Locally Preferred Alternative:

- Public comment period closes – January 11.
- TAC conducts public hearing – January 11.
- TCC recommends Locally Preferred Alternative – January 25.
- TAC reviews and takes action on Locally Preferred Alternative – February 8.
- Deadline for providing Locally Preferred Alternative to Triangle Transit – February 15.

Up to this point, the following local reviews have been completed:

- Town of Chapel Hill – 11/14/11 public forum;
- Carrboro Board of Aldermen;
- Orange Board of County Commissioners – ongoing;
- Durham Board of County Commissioners – 12/05/11 work session; and,
- Durham City Council – 12/08/11 work session.

The LPA staff intends to provide a compilation and summary of all the public input received on this item to the TAC (in their January 11 meeting packet) and provide an email notice concerning the public hearing to citizens who have participated in the public involvement activities.

The full set of Alternatives Analysis reports and information for obtaining electronic and printed copies is on the www.ourtransitfuture.com Web site.

TCC Action: Review proposed schedule and any additional activities related to the regional rail effort, and make recommendations to TAC if appropriate.

REPORTS FROM STAFF:

13. Reports from Staff
Attachment 13
Felix Nwoko, LPA Staff

TCC Action: Receive Report from staff

14. **Report from the Chair**
    No attachment
    Mark Ahrendsen, TCC Chair

    TCC Action: Receive Report from TCC Chair

15. **NCDOT Report**
    Attachment 15
    Wally Bowman, Division 5 – NCDOT
    Mike Mills, Division 7 – NCDOT

INFORMATIONAL ITEMS:

16. **NCDOT 2040 Plan Updates**
    Attachment 16

17. **2012 TAC and TCC Meeting Schedule**
    Attachment 17

Adjourn

Next meeting: January 25, 2012

TECHNICAL COORDINATING COMMITTEE

November 16, 2011

MINUTES OF MEETING

The Technical Coordinating Committee met on November 16, 2011 at 9:00 a.m. in the Council Committee Room on the second floor of Durham City Hall. The following attended:

*Tom Altieri	Orange County
*Ellen Beckmann (Alternate)	City of Durham – Transportation
*Julie Bollinger	NCDOT – TPB
*David Bonk	Town of Chapel Hill (TCC Vice-Chair)
*Jeff Brubaker	Town of Carrboro
*Aaron Cain (Alternate)	City/County Planning
*Margaret Hauth (Alternate)	Town of Hillsborough
*Andy Henry	City of Durham - Transportation
*John Hodges-Copple	Triangle J COG
*Joey Hopkins (Alternate)	NCDOT – Division 5
*James Lim (Alternate)	Research Triangle Foundation
*Brian Litchfield	Town of Chapel Hill
*Ray Magyar	UNC – Transportation
*Kumar Neppalli	Town of Chapel Hill
*Felix Nwoko	City of Durham – Transportation
*Scott Whiteman	City/County Planning
Maricia Brown	City of Durham – Transportation
Joe Geigle	FHWA
Leta Huntsinger	City of Durham – Transportation
Jill Stark	FHWA
Mila Vega	Chapel Hill Transit

*Voting Member
^Temporary Non-Voting Member
Quorum Count: 16 of 22 Voting Members

David Bonk, TCC Vice-Chair, called the meeting to order at 9:09 a.m. The Alternate Voting Members were identified and are indicated above.

PRELIMINARIES:

Adjustments to the Agenda

David Bonk stated that agenda item #8, FY 2012 UPWP – Amendment #1 will be deferred until a future meeting.

Public Comments

There were no public comments.

ACTION ITEMS:

Approval of October 26, 2011 TCC Meeting Minutes (Attachment 4)

A motion was made by John Hodges-Copple and seconded by Tom Altieri for the approval of the October 26, 2011 Meeting Minutes. The motion carried unanimously.

FHWA Presentation on Interstate Access Policy (Attachment 5)

Joe Geigle, FHWA, provided a presentation on the FHWA Presentation on Interstate Access Policy, Attachment 5. FHWA has revised its policy and wants all states to apply the policy consistently. A ramp directly to a park-and-ride lot would be considered a special use access ramp. It would not be able to provide a private benefit by connecting to a developer's parking lot. The required minimum spacing for interchanges is one mile in urban areas and two miles in rural areas, structure to structure.

NC 54 Corridor Study (Attachments 6 and 6A)

Leta Huntsinger provided and update on the NC 54 Corridor Study, along with the attachments. Some of the concerns raised by the public during the Phase I Study that the Phase II Study addresses are as follows: Superstreet intersections where it required the driver to travel a long distance before making u-turns; concern that the Leigh Village Park-and-Ride and the ramps directly to the lot are out-of-scale with the community; concern that transit-supportive density is too high - we backed off on the higher range of density; we looked at the I-40 US 15-501 interchange; and we addressed bus rapid transit in the corridor.

There are still two alignments for the Light Rail Transit (LRT). The Steering Committee told the consultant to go with the favored alignment through Meadowmont. There are also recommendations in

the study for the US 15-501 interchange. There is concern over interference between the light rail transit crossing at Barbee Chapel Road and the functional design plan to grade separate Barbee Chapel Road.

The NC 54 Open House will be on January 12, 2012 and the presentation of the report to the Durham Planning Commission will be on February 14, 2012. The TAC will approve the release of the NC 54 Corridor Study Draft Report for public comment at the December 2011 meeting. There will be a public hearing at the March 15, 2012 TAC meeting and final approval in April 2012.

John Hodges-Copple asked how realistic is getting Park-and-Ride spaces at no cost. Do the bus routes match the Durham and Orange County Bus Plans? We need consistency between the planning efforts. Mr. Hodges-Copple asked how realistic the short-term recommendations are. Leta Huntsinger stated there needs to be frequent service for the Park-and-Ride lots to be successful.

Andy Henry stated UNC-Chapel Hill wants Park-and-Ride lots near campus. David Bonk stated there are different thoughts on how many Park-and-Ride spaces will be available at the Friday Center and Gateway Lots. We need to be consistent. John Hodges-Copple stated that LRT success is dependent on the Friday Center parking availability. Leta Huntsinger stated the land use assumptions in the NC 54 study are higher than rail modeling in the 2035 LRTP.

David Bonk stated that TTA and URS need to be sent a copy of the grade separation design at Barbee Chapel. Ms. Huntsinger thinks the grade separation may help LRT. The challenge will be the structure.

David Bonk stated there has been no consensus by the Town of Chapel Hill council on the LRT alignment. Mr. Bonk thinks the Council will recommend both be analyzed in the next phase. Mr. Bonk stated the SW Durham Drive connection to Meadowmont Lane will be difficult. Mr. Bonk asked if there can be a presentation of the report to the TCC in December and Ms. Huntsinger stated she can provide a

report to the TCC in December. Ms. Huntsinger stated the report is not on the website yet. We want the TAC to release it first.

Ellen Beckmann asked a question about including the widening of NC 54 in the TIP Priority List. Ms. Beckmann asked if it is envisioned that these grade separations would be a part of this project, and Ms. Huntsinger stated they would be done separately.

A motion was made by Felix Nwoko and seconded by Andy Henry to recommend that the TAC release the NC 54 Corridor Study Draft Report for public comment. The motion carried unanimously.

2040 Long Range Transportation Plan and Comprehensive Transportation Plan (Attachment 7, 7A, and 7B)

Andy Henry provided an update on the 2040 Long Range Transportation Plan and Comprehensive Transportation Plan, along with the attachments.

The goal today is to approve the Goals, Objectives and Targets and have the TAC release them at the December meeting for public review and approve them in February 2012.

Mr. Henry stated they will discuss changes to the target at the December TCC subcommittee meeting immediately after the December TAC meeting.

Mr. Henry said he would update the text and graphics in the targets describing why, how, and the trends before asking the TAC to release it.

A motion was made by John Hodges-Copple and seconded by Margaret Hauth to recommend the TAC release for public comment. The motion carried unanimously.

FY 2012 UPWP – Amendment #1 (Attachments to be distributed at the meeting)

The FY 2012 UPWP – Amendment #1 will be deferred to a later meeting.

FY 2012-2018 MTIP – Amendment #1 (Attachment 9)

Ellen Beckmann provided an introduction and update for the FY 2012 UPWP – Amendment #1.

A motion was made by Felix Nwoko and seconded by Kumar Neppalli to recommend TAC approval of Amendment #1 to the FY 2012-2018 MTIP. The motion carried unanimously.

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

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

David Bonk stated the Town of Chapel Hill is scheduled to provide comments next Monday evening. The Council is not in support of the US 15-501 Superstreet projects. They don't want to assign 100 points to the project. The Council wants to reverse the order of two trail projects; they want Bolin Creek Greenway before the Morgan Creek Greenway.

Jeff Brubaker stated the Town of Carrboro will hold a public meeting tomorrow night and will provide recommendations.

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

After a discussion regarding the Triangle Regional Transit Program – Locally Preferred Alternative, John Hodges-Copple sated we do not have a MOS and we need an updated analysis for DCHC similar to what was done for the Wake County plan.

David Bonk stated the structure of our corridor is that we have trip attractors at either end. John Hodges-Copple stated we don't have actual information or analysis.

David Bonk stated there are two requests; the TCC needs updated information based on the most recent model and we need to see if there is an opportunity to look at a MOS for our side. Andy Henry will take the comments to TTA.

David Bonk stated there was no significant discussion about the technology at the Town of Chapel Hill.

Tom Altieri stated Orange County discussed a 2-part concept plan, a core plan and an enhanced plan. There will be a work session to address comments.

A motion was made by Jeff Brubaker and seconded by Brian Litchfield to send two requests; one requesting results based on the updated modeling and ask them to consider evaluating a couple of options for a minimum operating segment on the Durham-Chapel Hill side using the same metrics as Wake County and we would like it prior to the January TCC meeting. The motion carried unanimously.

REPORTS FROM STAFF:

Reports from Staff (Attachment 12)

The Reports from Staff is attached for review.

Report from the Chair (No attachment)

There is a Joint TAC meeting on November 30, 2011 at 9:00 a.m. at the RDU Airport.

NCDOT Report (Attachment 14)

Joey Hopkins, NCDOT Division 5, provided an update on projects. There will be a ramp metering presentation at the Joint TAC meeting. The TW Alexander project will not be finished this year.

There are problems with the Davis-Bacon wage rates and because of it we can't award federal aid projects. The American Tobacco Trail was advertised yesterday and NCDOT is okay with it being advertised, but it can't be awarded until the issue is settled. If something changes, NCDOT will have to send out a supplemental addendum to the contract. Joey Hopkins reviewed the changes to the NCDOT due to reorganization.

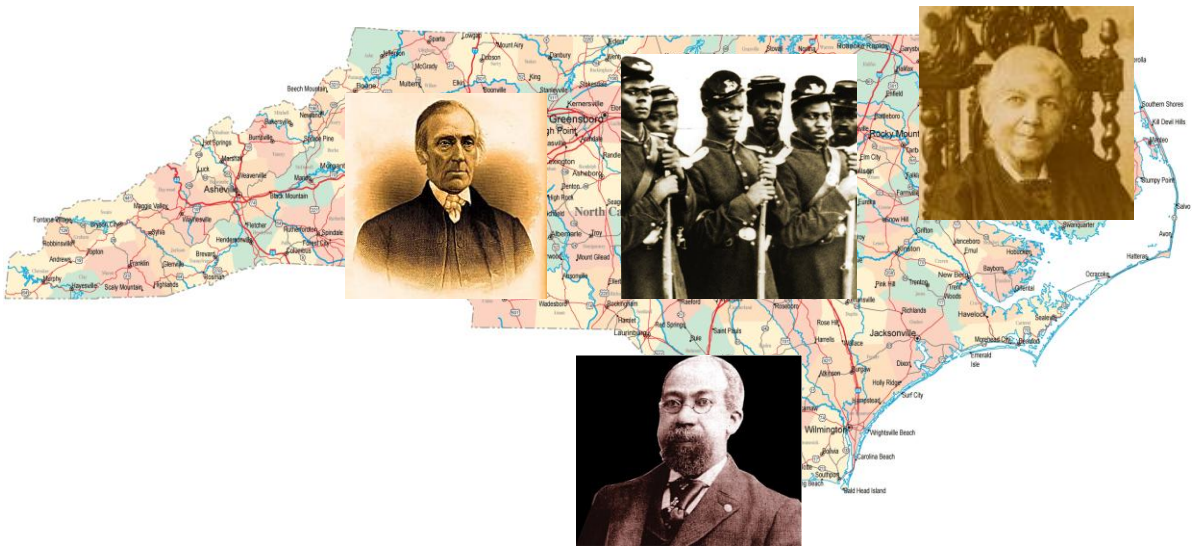
Jill Stark stated FHWA has been working with Felix and Diane Wilson on the Joint PIP. There will be one document for both MPOs.

INFORMATIONAL ITEMS:

Adjourned

There being no further business before the Technical Coordinating Committee, the meeting was adjourned at 10:50 a.m.

FREEDOM ROADS



Freedom Roads will recognize roads, rivers, and ports along North Carolina's Scenic Byways that were critical to the efforts of enslaved African Americans seeking access to freedom, and those who supported these freedom seekers. Freedom Roads will specifically highlight freedom seeking via the Underground Railroad as well as avenues of liberation created during the Civil War.

Contact
Michelle Lanier, Acting Director of the AAHC
2922 Duke Homestead Road
Durham, NC 27705
(919) 971-8908
michelle.lanier@ncdcr.gov

Proposed "Freedom Roads" Trail
To commemorate routes used by freedom seeking African Americans from the antebellum period to the end of the Civil War

"Freedom Roads" will recognize roads, rivers, and ports along North Carolina's Scenic Byways* that were critical to the ***efforts of enslaved African Americans seeking access to freedom, and those who supported these freedom seekers. "***Freedom Roads" will specifically highlight freedom seeking ***via the Underground Railroad as well as avenues of liberation created during the Civil War.***

This initiative is especially salient at this time, with the Sesquicentennial of the Civil War and approaching 150th anniversaries of both the Emancipation Proclamation and the 13th Amendment, which abolished slavery in the U.S. The maritime and land routes of "Freedom Roads" will lead to and/or link documented sites (see page 2**) with evidence of ***high and/or exceptional runaway activity, including colonial towns, ports, rivers, plantations, Quaker communities, Union occupied territories, contraband camps, and freedmen's colonies and settlements***.

Educationally, this program will complement new Civil War educational and interpretive materials that support the Department of Public Instruction curriculum guidelines. These materials were developed by the Department of Cultural Resources Division of State Historic Sites and history education experts.

"Freedom Roads" will consist of on-line resources for travelers, signage for designated and appropriate sites, temporary and permanent exhibits, and training and professional development opportunities for affiliate sites. The project will undertake complete design of temporary and permanent exhibits and display kiosks for utilization at Welcome Centers and up to five selected "Freedom Roads" locations. "Freedom Roads" will utilize social media and web-based platforms for marketing the project.

Connecting thirteen (13) different Scenic Byways* across the state, this effort will ultimately become a free-standing trail system overseen by the African American Heritage Commission, which is a commission of the Department of Cultural Resources. (See enclosure for the guiding legislation for the African American Heritage Commission.) The project will utilize both in-house and contract expertise to complete the creation of the trail by 2015.

* "Freedom Roads" include the following Scenic Byways that encompass documented transportation routes and sites used by sojourning freedom seekers and those who aided enslaved men, women, and children en route to freedom:

1. Roanoke Voyages Corridor
2. Football Road
3. North Durham Country Byway
4. Blue-Gray Scenic Byway
5. Brunswick Town Road
6. Cape Fear Historic Byway
7. Lafayette's Tour
8. Tar Heel Trace
9. Edenton-Windsor Loop
10. Perquimans Crossing
11. Pamlico Scenic Byway
12. Alligator River Route
13. French Broad Overview

Proposed "Freedom Roads" Trail
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** "Documented sites include designations in the National Park Service's Network to Freedom (NTF) Underground Railroad program as well as sites and routes recognized by historians and/or archaeologists. Several of the latter are in the process of seeking designation in the Network to Freedom program. Designated and potential sites and routes are:

1. + Colonial Park at Historic Edenton State Historic Site (Harriet Jacobs Escape)— Edenton, North Carolina
2. *^ Ft. Fisher State Historic Site—Kure Beach, North Carolina
3. + Great Dismal Swamp
4. *^# James City ("Trent River Settlement")—New Bern, North Carolina
5. ^ Mendenhall Plantation—Jamestown, North Carolina
6. +# Neuse River
7. + New Garden (Guilford College)—Greensboro, North Carolina
8. + Old Town of Halifax at Historic Halifax State Historic Site—Halifax, North Carolina
9. *+ Orange Street Landing— Wilmington, North Carolina
10. + Pasquotank River
11. #^ "Freedom Hill" Princeville, North Carolina
12. + Rich Square, North Carolina
13. #*+ Roanoke Island Freedmen's Colony at Ft. Raleigh National Historic Site—Manteo, North Carolina
14. + Roanoke River
15. + Snow Camp, North Carolina
16. + Somerset Place State Historic Site—Creswell, North Carolina
17. ^ Stagville State Historic Site—Durham, North Carolina
18. #^ Tar-Pamlico River
19. *Goldsboro
20. *Plymouth
21. *+Elizabeth City
22. *The Lower Cape Fear River
23. #Brunswick Town/Ft. Anderson
24. *Kinston
25. ^Washington
26. *Asheville

*=U.S. Colored Troops or U.S. Navy Presence
#=Civil War-Era Freedmen's/Contraband Settlement
+=NPS Network to Freedom Sites
^=Potential sites with documented freedom seeking history

Proposed "Freedom Roads" Trail
To commemorate routes used by freedom seeking African Americans from the antebellum period to the end of the Civil War

MPOs:

1. Wilmington MPO (William Gould's Escape into Union Navy, Escapes using the Cape Fear, U.S. Colored Troops at 2nd Battle of Ft. Fisher, Escape Behind Union Lines, Ongoing Presence of U.S. Colored Troops)
2. Goldsboro MPO (U.S. Colored Troops Occupation)
3. High Point MPO (Abolitionist Quaker Supporters of Freedom Seekers)
4. Greensboro MPO (New Garden Abolitionist Quakers and Supporters of Freedom Seekers)
5. Burlington-Graham MPO (Abolitionist Activity)
6. Durham-Chapel Hill-Carrboro MPO (Walker family Seeks Freedom)
7. French Broad River MPO (presence of 1st U.S. Colored Heavy Artillery and Recruitment, story of former slave, freedom seeking behind Union lines, and USCT George Avery)

RPOs:

1. Albemarle RPO (the Harriet Jacobs story at Colonial Park at Historic Edenton, Freedom Seekers' maroon colonies in the Great Dismal Swamp, Roanoke Island Freedmen's Colony, Resistance to Slavery at Somerset Place, U.S. Colored Troops at the Battle of Plymouth, U.S. Colored Troops Recruitment and Enlistment (Ex: Elizabeth City) Substantial Freedom Seeking Activity)
2. Down East RPO (James City/Trent River Freedmen's Camp, Abraham Galloway, U.S. Colored Troops Recruitment at New Bern, Substantial Freedom Seeking Activity)
3. Eastern Carolina RPO (U.S. Colored Troops Recruitment and Enlistment, U.S. Colored Troops Military Presence, U.S. Colored Troops Occupation in areas surrounding Goldsboro)
4. Upper Coastal Plain RPO (Encampment/Settlement for Freedom Seekers During Civil War, Freedom Seeking)
5. Peanut Belt RPO (Substantial Freedom Seeking Activity, Abolitionist Activity)
6. Kerr-Tar RPO (Freedom Seeking)
7. Cape Fear RPO (Escape Behind Union Lines, Ongoing Presence of U.S. Colored Troops, Contraband/Freedmen's Encampment)
8. Mid-East RPO (Union Military Action by African Americans)

"Freedom Roads" Endorsement

We, the _____MPO*, formally offer our endorsement of the "Freedom Roads" trails program. We acknowledge that "Freedom Roads" will recognize roads, rivers, and ports along North Carolina's Scenic Byways that were critical to the efforts of enslaved African Americans seeking access to freedom, and those who supported these freedom seekers. "Freedom Roads" will specifically highlight freedom seeking via the Underground Railroad as well as avenues of liberation created during the Civil War. We are aware that the "Freedom Roads" program is not requesting funds from MPOs; rather, the "Freedom Roads" will support economic growth in communities through heritage tourism opportunities along North Carolina's Scenic Byways.

_____ _____

Signature **MPO Representative**

_____

Date

_____

MPO Name*

Please mail to:
The North Carolina African-American Heritage Commission
2922 Duke Homestead Road
Durham, N.C. 27705

Or

E-mail a scanned copy to:
michelle.lanier@ncdcr.gov

The North Carolina African American Heritage Commission

Who are we?

The North Carolina Legislature established the **North Carolina African American Heritage Commission** effective October 1, 2008. We are legislated to "assist the Secretary of Cultural Resources in the preservation, interpretation, and promotion of African-American history, arts, and culture."

The Commission was officially launched in 2009 and is made up of ten (10) appointed members from across the state and two (2) Ex-Officio members. Support is received from one (1) staff member within the Department of Cultural Resources, who serves as both the Acting Director of the African American Heritage Commission as well as Curator of Multicultural Initiatives for the Division of State Historic Sites and Properties.

VISION:

To transform and enrich people and communities by sharing North Carolina's African American history, arts, and culture.

MISSION:

To preserve, protect, and promote North Carolina's African American history, arts, and culture for all people.

What do we do?

For Fiscal Year 2011-2012, the commission is currently involved in the following initiatives:

1) We are the Official host of the N.C. African American Cultural Celebration, (partnering with the Museum of History, a DCR entity).

2) We are a partner with the N.C. Arts Council (a DCR entity) in the ongoing development of the N.C. African American Music Trail.

3) We partnered with the several divisions of the Office of Archives and History (DCR entities) to present a weeklong Teachers Institute focusing on bringing African American history and heritage into the classroom.

4) We are in the process of working with NC DOT on the potential development of the "Freedom Roads" trails initiative.

5) We are working with students from both NCCU's History Department and UNC-Chapel Hill's School of Government.

6) We continue to work as a liaison organization between DCR and the NPS Gullah-Geechee Cultural Heritage Corridor.

7) We continue to work in support of the development of NPS Network to Freedom, Underground Railroad designations in N.C.

8) We continue to support Civil War 150 commemoration initiatives (a DCR initiative).

9) We continue to support the Division of Historic Sites in a number of programming and promotional ways, including the distribution of the poster "Journeys Toward Freedom" (a DCR effort).

10) We have begun to work in concert with the State Preservation Office to raise awareness and promote the history and legacy of our state's Rosenwald Schools, particularly as North Carolina has the most Rosenwald Schools of any state in the nation.

SESSION LAW 2008-107

HOUSE BILL 2436

ESTABLISH AFRICAN-AMERICAN HERITAGE COMMISSION

SECTION 19A.2. Article 2 of Chapter 143B of the General Statutes is amended by adding a new Part to read:

"Part 30. African-American Heritage Commission.

"§ 143B-135. Commission established.

(a) Creation and Duties. – There is created the African-American Heritage Commission in the Department of Cultural Resources to advise and assist the Secretary of Cultural Resources in the preservation, interpretation, and promotion of African-American history, arts, and culture. The Commission shall have the following powers and duties:

(1) To advise the Secretary of Cultural Resources on methods and means of preserving African-American history, arts, and culture.

(2) To promote public awareness of historic buildings, sites, structures, artwork, and culture associated with North Carolina's African-American heritage through special programs, exhibits, and publications.

(3) To support African-American heritage education in elementary and secondary schools in coordination with North Carolina Public Schools.

(4) To build a statewide network of individuals and groups interested in the preservation of African-American history, arts, and culture.

(5) To develop a program to catalog, preserve, assess, and interpret all aspects of African-American history, arts, and culture.

(6) To advise the Secretary of Cultural Resources upon any matter the Secretary may refer to it.

(b) Composition and Terms. – The Commission shall consist of 10 members who shall serve staggered terms. The initial board shall be selected on or before October 1, 2008, as follows:

(1) Four appointed by the Governor, two of whom shall serve terms of three years, one of whom shall serve a term of two years, and one of whom shall serve a term of one year. At least one appointee shall be a member of the North Carolina Historical Commission.

(2) Three appointed by the General Assembly upon the recommendation of the President Pro Tempore of the Senate, one of whom shall serve a term of three years, one of whom shall serve a term of two years, and one of whom shall serve a term of one year.

SESSION LAW 2008-107 (CONTD.)

HOUSE BILL 2436

ESTABLISH AFRICAN-AMERICAN HERITAGE COMMISSION

(3) Three appointed by the General Assembly upon the recommendation of the Speaker of the House of Representatives, one of whom shall serve a term of three years, one of whom shall serve a term of two years, and one of whom shall serve a term of one year.

Upon the expiration of the terms of the initial Commission members, each member shall be appointed for a three-year term and shall serve until a successor is appointed.

(c) Vacancies. – A vacancy shall be filled in the same manner as the original appointment, except that all unexpired terms appointed by the General Assembly shall be filled in accordance with G.S. 120-122. Appointees to fill vacancies shall serve the remainder of the unexpired term and until their successors have been duly appointed and qualified.

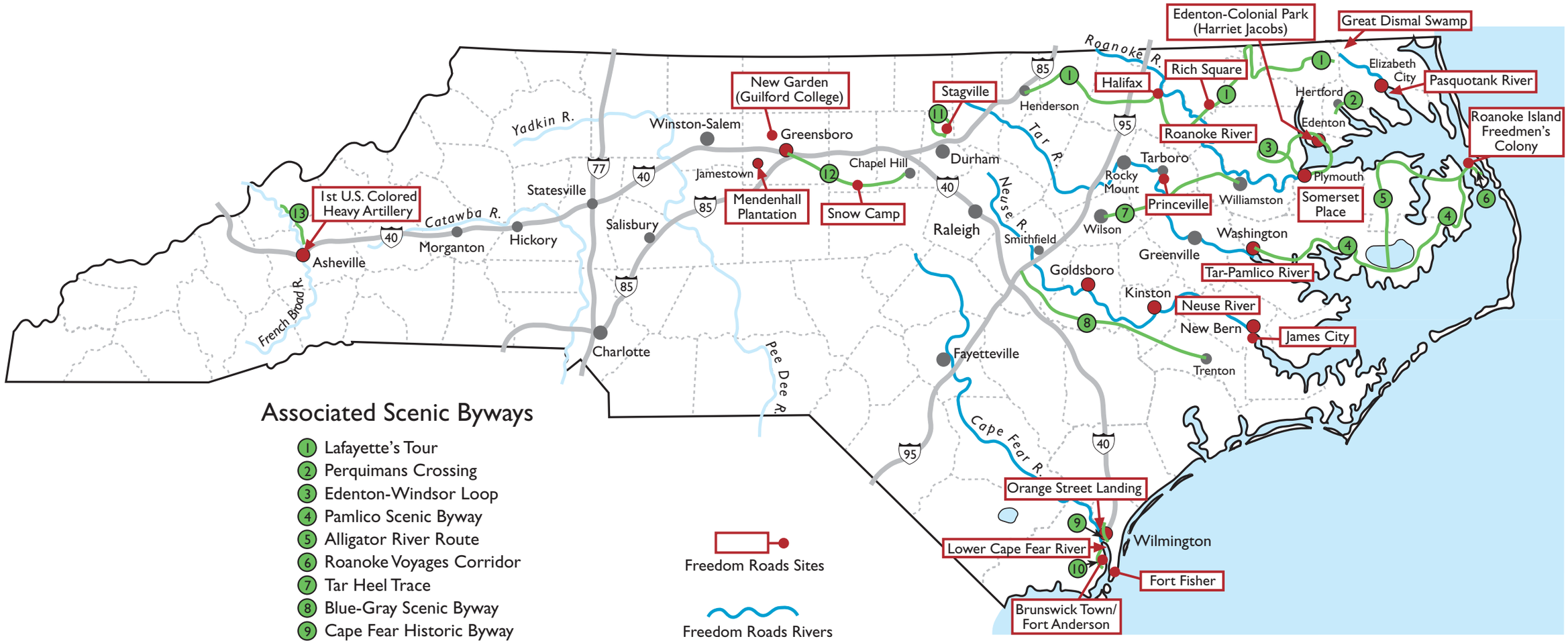
(d) Removal. – The Commission may remove any of its members for neglect of duty, incompetence, or unprofessional conduct. A member subject to disciplinary proceedings shall be disqualified from participating in the official business of the Commission until the charges have been resolved.

(e) Officers. – The chair shall be designated by the Governor from among the members of the Commission to serve as chair at the pleasure of the Governor. The Commission shall elect annually from its membership a vice-chair and other officers deemed necessary by the Commission to carry out the purposes of this Article.

(f) Meetings; Quorum. – The Commission shall meet at least semiannually to conduct business. The Board shall establish the procedures for calling, holding, and conducting regular and special meetings. A majority of Commission members shall constitute a quorum.

(g) Compensation. – The Commission members shall receive no salary as a result of serving on the Commission but shall receive per diem, subsistence, and travel expenses in accordance with the provisions of G.S. 120-3.1, 138-5, and 138-6, as applicable."

North Carolina's Freedom Roads



Associated Scenic Byways

1. Lafayette's Tour
2. Perquimans Crossing
3. Edenton-Windsor Loop
4. Pamlico Scenic Byway
5. Alligator River Route
6. Roanoke Voyages Corridor
7. Tar Heel Trace
8. Blue-Gray Scenic Byway
9. Cape Fear Historic Byway
10. Brunswick Town Road
11. North Durham Country Byway
12. Football Road
13. French Broad Overview

Freedom Roads Sites

Freedom Roads Rivers

Triangle Regional Model v5

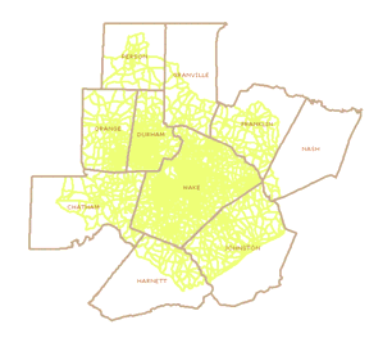
Presentation to DCHC MPO

December 21, 2011

What the Model Is

1. Jointly developed by TRM Service Bureau at ITRE and 4 stakeholder partners: DCHC, CAMPO, NCDOT, and Triangle Transit
2. State of the practice tool
   - Advanced best-practice modeling techniques
3. Representation of all surface travel in Triangle region
   - Motorized passenger trips (autos & transit)
   - Non-motorized passenger trips (walk & bike)
   - Commercial vehicle trips (autos, pickups, & trucks)
4. Includes all of three and part of seven counties
   - Total population: 1.7 million in 2010
   - Employment: 0.84 million in 2010
   - Area covered: 3,380 miles^2

What the Model Is (cont'd)



What the Model Is (cont'd)

- Travel modes covered:
  - Autos
    - ✓ cars, pickups/vans, & trucks
  - Transit
    - ✓ local bus, express bus, & rail
    - ✓ walk-access, park-n-ride, & kiss-n-ride
  - Non-motorized modes
    - ✓ walk & bicycle
- Highway facilities covered:
  - Freeways (general-purpose, HOV, & HOT lanes)
  - Toll roads
  - Arterials
  - Collectors
  - Local roads (most but not all)

What the Model Is (cont'd)

- Highway miles included:
  - 6,950 centerline miles in 2010
- All transit companies included:
  - DATA
  - CHT
  - TT
  - CAT
  - Duke
  - NCSU
  - C-Tran
- Transit routes included:
  - 209 routes by direction in 2010

What the Model Is (cont'd)

- Model Structure
  - Household Stratification
  - Trip Generation
  - Trip Distribution
  - Motorized/Non-motorized Trip Split
  - Mode Choice
  - Traffic Assignment
  - Feedback to Trip Distribution

What the Model Is (cont'd)

- Overall Model Market Segmentation
  - 2 Trip Types (broadly-classified):
    - ✓Passenger trips
    - ✓Commercial vehicle trips
  - 3 Times of Day:
    - ✓Morning peak (4 hours: 6:00 – 10:00 am)
    - ✓Evening peak (4 hours: 3:30 – 7:30 pm)
    - ✓Off-peak (16 hours: rest of the day)

What the Model Is (cont'd)

- Passenger Model Market Segmentation
  - 7 Trip Purposes:
    - ✓Home-based work
    - ✓Home-based shopping
    - ✓Home-based K-12 school
    - ✓Home-based university
    - ✓Home-based other
    - ✓Work-based non-home
    - ✓Non-home non-work based
  - 5 Demographic Strata:
    - ✓Zero Car Household
    - ✓Low Income Household with One or More Cars
    - ✓Medium Income Household with Car less than Workers
    - ✓Medium Income Household with Car greater than or equal to Workers
    - ✓High Income Household with One or More Cars

What the Model Is (cont'd)

- CV Model Market Segmentation
  - Cars
  - Pickups / vans
  - Trucks (FHWA vehicle class 4 and up)

Passenger Trips

- Trip Generation
  - It predicts the number of trips produced from or attracted to traffic analysis zones (TAZs)
  - Further market segmentation for better accuracy
    - ✓ 3 household member types:
      - *Working adult (worker)*
      - *Non-working adult*
      - *Child*
    - ✓ 4 household income strata:
      - *Low income*
      - *Medium low*
      - *Medium high*
      - *High*

Passenger Trips

- Trip Generation (2)
  - Discrete choice model
    - ✓ Daily trip frequency choice (e.g. 1, 2, 3, or 4+ trips)
  - Major factors (explanatory variables):
    - ✓ Household income
    - ✓ HH size
    - ✓ Car ownership
    - ✓ # of children
    - ✓ # of workers or non-workers
    - ✓ # of adults
    - ✓ Area type

Passenger Trips

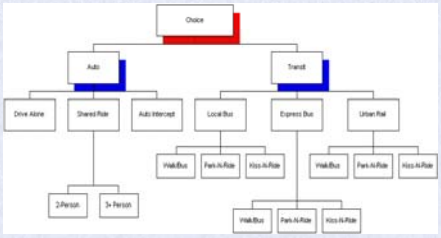
- Trip Distribution
  - Predicts trip-makers' trip origins and destinations
  - Develops a "trip matrix" that indicates the number of trips going from each origin zone to each destination zone.
  - Destination choice model
  - Major factors:
    - ✓ Employment size of the destination zone
    - ✓ Travel impedance between origin and destination zones
      - *Travel time and distance*
      - *Monetary cost: fare, toll, auto operating costs*

Passenger Trips

- Motorized/Non-motorized Trip Split
  - Splits zone-to-zone trip interchanges into motorized and non-motorized mode categories
    - ✓ Motorized: auto & transit
    - ✓ Non-motorized: walk & bicycle
  - Discrete choice model
  - Major factors:
    - ✓ Household income
    - ✓ Car ownership
    - ✓ Travel time & distance
    - ✓ Non-motorized path density
    - ✓ Land use mix
    - ✓ Area type

Passenger Trips

- Mode Choice
  - Predicts the traveler's choice of motorized transportation modes for trip making
  - Nested logit model



Passenger Trips

- Mode Choice (2)
  - Major factors:
    - ✓ Autos:
      - *Travel time & distance*
      - *Tolls*
      - *Auto operating costs (including gas)*
      - *Parking costs*
    - ✓ Transit:
      - *Access time*
      - *Wait time*
      - *In-vehicle travel time*
      - *Transfers*
      - *Egress time*
      - *Fare*

Passenger Trips

- Highway Traffic Assignment
  - Loads zone-to-zone vehicle trip table onto links of a highway network to obtain vehicle volumes on each link
    - ✓ SOV's
    - ✓ HOV's
  - Assigned jointly with commercial vehicles
  - User Equilibrium Method
    - ✓ Most widely used approach
    - ✓ For each origin-destination zone pair, all used routes have equal travel times, and no unused route has a lower travel time.

Passenger Trips

- Transit Assignment
  - Loads transit trip tables onto transit routes of a transit route system to obtain:
    - ✓Boarding and alighting at each stop of each transit route
    - ✓Transit flows (onboard passengers) by segment of each route
    - ✓Aggregated transit flows (across all routes) on highway links
    - ✓Transfers between transit routes and stops
    - ✓Walk (or drive) flows related to transit
    - ✓Stop-to-stop transit flows
  - Loaded for nine modes:
    - ✓Three transit modes: local bus, express bus, and rail
    - ✓Three access modes: walk-access, park-n-ride, and kiss-n-ride

Commercial Vehicle Trips

- Trip Generation
  - Trip rate by industry type of employment
    - ✓ Retail
    - ✓ Highway retail
    - ✓ Service
    - ✓ Office
    - ✓ Industrial
  - Rates borrowed from Triad CV survey conducted about 15 years ago
  - Major factors:
    - ✓ Number of employees

Commercial Vehicle Trips

- Trip Distribution
  - Gravity Model - Trip interchanges between two zones are:
    - ✓ proportional to the number of trips generated from both zones
    - ✓ inversely proportional to the travel impedance between the two zones
- Traffic Assignment
  - CV cars, pickups, and vans are classified into SOV's and HOV's for assignment
  - Trucks are retained as a separate class
  - Jointly assigned with personal vehicles:
    - ✓ SOV's
    - ✓ HOV's
    - ✓ Trucks

Features of TRM v5

The model can be used for:

- Understanding impacts of land use on highway traffic and transit ridership
  - Households/Population
  - Income
  - Household size
  - Employment
  - College students

Features of TRM v5 (cont'd)

- Testing transportation infrastructure investment strategies
  - Highways
    - ✓ Widening
    - ✓ Tolls
    - ✓ HOV & HOT lanes
    - ✓ One-way street
    - ✓ New construction
      - *Number of lanes*
      - *Roadway alignment*

Features of TRM v5 (cont'd)

- Transit
  - ✓ Fare
  - ✓ Headway
  - ✓ Transit route alignment
  - ✓ Transit stop location
  - ✓ Timed transfers
    - *Between bus and bus*
    - *Between rail and bus*
- Non-motorized infrastructure investment
  - ✓ Non-motorized paths
  - ✓ Land use mix

Features of TRM v5 (cont'd)

- Testing parking policies:
  - Price
  - Capacity
- Air quality analysis
  - Mobile 6.2
    - ✓ Estimates NOx and CO emissions by county
- FTA Summit User Benefit Analysis for New Starts

Model Performance

- Trip Generation

Trip Purpose	Estimated Trips	Observed Trips	% Difference
Home Based Work	837,750	834,435	+0.4%
Home Based Shopping	697,811	698,192	-0.1%
Home Based K-12 School	569,770	570,345	-0.1%
Home Based Other	1,449,897	1,457,669	-0.5%
Non Home Based Non Work	926,348	923,878	+0.3%
Work Based Non Home	514,309	513,931	0.1%
Total Trips	4,995,885	4,998,450	-0.1%

Model Performance (cont'd.)

- Trip Distribution

Time of Day	Trip Purpose	Observed Average Trip Time (minutes)	Modeled Average Trip Time (minutes)	% Difference
Peak	HBW	20.17	20.26	**0.4%**
	HBshop	13.17	13.71	**4.1%**
	HBk12	12.29	12.46	**1.4%**
	HBO	13.91	13.89	**-0.1%**
	WBNH	16.16	16.09	**-0.4%**
	NHNW	13.11	13.14	**0.2%**
Off Peak	HBW	15.81	16.02	**1.3%**
	HBshop	13.32	13.7	**2.9%**
	HBk12	11.37	11.80	**3.8%**
	HBO	13.57	13.66	**0.7%**
	WBNH	11.57	11.87	**2.6%**
	NHNW	12.15	12.35	**1.6%**

Model Performance (cont'd.)

- Non-motorized Trips

Purpose	Estimated	Observed	% difference
HBW	30,900	30,300	**2%**
HB shop	29,400	29,400	**0.3%**
HB k12 school	23,700	23,800	**-0.1%**
HBO	135,400	136,000	**-0.5%**
NHNW	51,800	50,100	**3.4%**
WBNH	55,100	54,200	**1.5%**

Model Performance (cont'd.)

- Mode Choice

Purpose		Drive alone	HOV 2	HOV 3+	Auto Int	Local bus	Exp bus
HBW	Estimated	703,327	77,011	20,815	975	15,269	2,284
	Observed	703,951	76,812	20,712	970	15,232	2,350
	Est - Obs	-0.1%	0.3%	0.5%	0.5%	0.2%	-2.9%
HBshop	Estimated	317,233	242,048	125,651	0	2,271	0
	Observed	317,648	241,861	125,548	0	2,185	0
	Est - Obs	-0.1%	0.1%	0.1%	0.0%	3.8%	0.0%
HBsch	Estimated	58,458	175,501	124,220	0	557	0
	Observed	58,660	175,321	124,200	0	561	0
	Est - Obs	-0.3%	0.1%	0.0%	0.0%	-0.8%	0.0%
HBO	Estimated	541,442	504,332	277,398	0	4,991	139
	Observed	538,725	501,963	275,969	0	4,919	137
	Est - Obs	0.5%	0.5%	0.5%	0.0%	1.4%	1.5%
NHNW	Estimated	432,935	318,348	135,014	0	7,662	116
	Observed	430,349	315,340	133,454	0	7,529	110
	Est - Obs	0.6%	0.9%	1.2%	0.0%	1.7%	4.9%
WBNH	Estimated	401,257	48,527	9,463	0	3,325	175
	Observed	398,758	48,204	9,151	0	3,281	188
	Est - Obs	0.6%	0.7%	3.3%	0.0%	1.3%	-7.4%
HBU	Estimated	32,343	3,126	948	847	26,956	1,747
	Observed	32,330	3,812	260	845	26,972	1,747
	Est - Obs	0.0%	-21.9%	72.6%	0.2%	-0.1%	0.0%

Model Performance (cont'd.)

- Highway Assignment
  - % RMSE = 34.3%
  - $R^2 = 0.9$
  - Screenlines within +/- 10%
  - Cutlines within +/- 15%

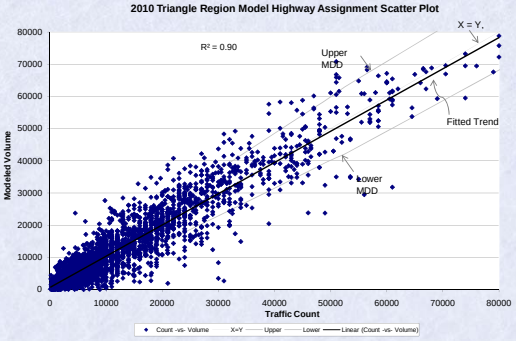
Percent Difference of Model Estimated Daily Traffic Volumes by Federal Functional Class

Federal Functional Class	FHWA Target (+/-)	Triangle Target (+/-)	Daily Counts	Modeled Volumes	%Deviation
Freeway	7%	5%	10,334,650	10,596,713	3%
Principal Arterial	10%	8%	12,516,600	13,038,407	4%
Minor Arterial	15%	10%	10,968,810	11,167,385	2%
Collector	25%	15%	4,560,380	4,531,293	-1%
Local	25%	15%	3,000,110	3,052,048	2%

Percent Difference of Model Estimated Daily Traffic Volumes by Volume Group

Volume Group	Daily Counts	Modeled Volumes	Target %Deviation	Modeled %Deviation
1 - 1000	111,830	210,404	55%	88%
1001 - 2500	738,880	994,893	50%	35%
2501 - 5000	1,835,580	1,994,278	30%	9%
5001 - 10000	5,699,200	5,831,226	25%	2%
10001 - 25000	15,813,200	16,301,048	20%	3%
25001 - 50000	11,705,500	11,700,100	15%	-0%
>= 50001	5,556,000	5,371,608	10%	-3%
Total	41,460,190	42,403,568	5%	2%

Model Performance (cont'd.)



Model Performance (cont'd.)

- Transit Assignment – Ridership

Company	Observed	Modeled	% Difference
TT	4,119	5,249	**27.4%**
CAT	15,816	17,076	**8.0%**
CHT	27,273	26,487	**-2.9%**
DATA	15,965	16,591	**3.9%**
NCSU	12,070	12,195	**1.0%**
Duke	13,985	14,688	**5.0%**
C-TRAN	490	1,373	**180.2%**
Total	**89,718**	**93,659**	**4.4%**

* Target +/- 5% overall

Model Performance (cont'd.)

MPO	Highway Assignment	
	% RMSE	R-square
Phoenix, AZ	40.6%	-
Tucson, AZ	47.2%	-
Reno, NV	36.8%	-
Las Vegas, NV	35%	0.86
Salt Lake City, UT	35%	0.83
Atlanta, GA	30%	-
San Diego, CA	39%	-
Cincinnati, OH	42%	
Washington, DC	43%	-
Triangle Region, NC	**34.3%**	**0.90**

* Note: 1) The lower the %RMSE value is, the better the model.
2) The closer the R^2 value is to 1.0, the better the model.

Questions?

2040 Long Range Transportation Plan (LRTP)
Comprehensive Transportation Plan (CTP)
Summarized Development Schedule

Public Involvement Activities	
W = Public **W**orkshops/meetings	H = Public **H**earings
N = LRTP **N**ewsletter	O = **O**ther Public Involvement Activities
M = Mailing List - flyers, information, materials	

(bold/blue block) = TAC task/action
(light/blue crosshatch) = First TAC review or action
(light grey block) = task/action

Task ID#	Plan Tasks	Pub. Involve.	2011 Aug	Sep	Oct	Nov	Dec	2012 Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2013 Jan	Feb	Mar	Apr	May	Jun
1	**2040 LRTP Work Plan and Schedule** -- **develop, review and endorse**																								
2	**2040 LRTP Public Involvement Plan** -- **update, release for comment, conduct hearing and approve**	M, H							public he																
3	**Goals & Objectives and Targets** -- **develop, release for comment, conduct hearing, and adopt**	W, M, H, O							public he																
4	**Socio-economic Data (SE Data)** -- **develop, release for comment, conduct hearing and approve for use in 2040 LRTP**	N, M, H, O									public heari														
5	**Triangle Regional Model (TRM)** -- **update model, complete Base Year validation, verify network, and TAC approve**																								
6	**Deficiency Analysis and Needs Assessment** -- **generate deficiency analysis, develop needs assessment, and TAC review and comment**																								
7	**Financial Plan** -- **Preliminary forecasts for Alts. Analysis; final forecasts for Preferred Option**																								
8	**Alternatives Analysis** -- **establish evaluation criteria, generate and evaluate alternatives, conduct workshops and public hearing, other agency and local review, TAC select Preferred Option**	W, N, M, H, O													public hearing										
9	**CTP Projects** -- **Same tasks as #8 (Alternatives Analysis) except most of CTP report will be drafted, and NC Bd. of Transportation needs to approve after TAC approval.**	W, N, M, H, O													public hearing										
10	**Incorporated Studies** -- **Freight; Purpose & Need; Environmental Justice; Resource agency review (4F); Planning Factors; and, Indirect & Cumulative**																								
11	**Adoption of 2040 LRTP** -- **release fiscally-constrained 2040 LRTP full report for public comment, conduct hearing, receive local review, and approve Plan**	N, M, H, O														public heari									
12	**CTP Report** -- **Write full CTP report (includes purpose & need, etc.), release for public comment, conduct workshop, TAC adopt final CTP Report, NC BOT approves final CTP Maps.**	N, M, H, O														public hearing			NC BOT						
13	**AQ Conformity Determination** -- **prepare networks, conduct emissions analysis and prepare draft report**	N, H, O																							
14	**Final LRTP/AQ Conformity Adoption** -- **release fulle report for comment, conduct public hearing, TAC approve full report, and federal agency approval**	M, H																			public heari				
▶	Conformity Lapse Date -- June 15, 2013																								

Goals and Objectives.

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's goals and objectives are:

1. Overall Transportation System

Goal: A safe, sustainable, efficient, attractive, multi-modal transportation system that: supports local land use; accommodates trip-making choices; maintains mobility; protects the environment and neighborhoods; and improves the quality of life for urban area residents.

Objectives:

a) Establish performance standards that will measure the effectiveness of the urban area's overall transportation system in supporting access to goods, services, activities, and destinations.
b) Select and program transportation projects, which are consistent with community goals and are a cost-effective use of funds.
c) Develop and maintain a multi-modal regional transportation model that reflects travel patterns and incorporates innovative techniques for evaluating the impacts of proposed transportation investments on travel and land use patterns.
d) Promote non-automobile transportation alternatives and create efficient connections between all transportation modes.
e) Conserve natural resources and reduce the rate of energy consumption.
f) Develop cooperative strategies with employers to reduce congestion and increase the efficiency of the transportation system.
g) Use transportation funds based on the priority needs of the urban area, in keeping with community values.
h) Seek additional funding and funding sources to ensure implementation of the long range plan.
i) Monitor the implementation of the Plan and the targets through the biannual TIP process.
j) Ensure that the transportation needs are met for all populations, especially for the youth and elderly, the mobility impaired, and the economically disadvantaged.
k) Work cooperatively with the North Carolina Department of Transportation, neighboring Metropolitan Planning Organizations and Rural Planning Organizations and other transportation-related organizations to address the transportation issues of the broader region.

2. Multi-Modal Street and Highway System

Goal: An attractive multi-modal street and highway system that allows people and goods to be moved safely, conveniently, and efficiently.

Objectives:

a) Establish performance standards and report on the condition and effectiveness of the multi-modal street and highway system.
b) Create multi-modal street patterns that: encourage safe pedestrian, bicycle, and vehicular travel; provide access to public transportation; and ensure connectivity.
c) Develop and implement level of service (LOS) standards for the urban area that are based on a cooperative agreement between state and local agencies.

d) Preserve and enhance the traffic carrying capacity of arterial street systems, while minimizing traffic intrusion in residential neighborhoods.
e) Identify and recommend design standards that: establish safe speeds; increase pedestrian and bicycle usage of streets; and enhance the attractiveness and appeal of the street and highway system.

3. Public Transportation System

Goal: A convenient, accessible, and affordable public transportation system, provided by public and private operators, that enhances mobility and economic development.

Objectives:

a) Establish performance standards and report on the condition and effectiveness of the public transportation system.
b) Increase public transit ridership by enlarging the service area and increasing the frequency of service within the urban area.
c) Coordinate transit service within the urban area by promoting high quality, seamless, integrated, and customer-friendly service.
d) Expand ridesharing, carpool, and vanpool services and opportunities.
e) Develop and implement alternatives to the use of single occupant vehicles, including high occupancy vehicle (HOV) facilities and regional rail services.
f) Develop and implement the Regional Transit Plan.
g) Develop a regional park and ride system for cars and bicycles to support transit services and encourage ridesharing.

4. Pedestrian and Bicycle System

Goal: A pedestrian and bicycle system that: provides a safe alternative means of transportation; allows greater access to public transit; supports recreational opportunities; and includes off-road trails

Objectives:

a) Establish performance standards and report on the condition and effectiveness of the pedestrian and bicycle system.
b) Maintain and implement a Regional Pedestrian Plan and a Regional Bicycle Plan.
c) Identify and recommend ways that local governments may provide adequate staff and resources to meet the goals of their pedestrian and bicycle programs.
d) Develop a regional bicycle and pedestrian policy that establishes linkages between activity centers and provides for access to public transit.
e) Ensure that bicycle and pedestrian facilities are included in the planning, design, and construction of every roadway and development project, including the connection to external transportation facilities, in accordance with bicycle and pedestrian plans and local ordinances.
f) Increase education about the benefits of pedestrian and bicycle alternatives.
g) Support the enforcement of pedestrian and bicycle regulations.
h) Pursue strong funding commitment for building both pedestrian and bicycle facilities.
i) Provide greater safety for pedestrians and bicyclists of all levels of ability, and safer interaction with users of other modes of transportation.

j) Encourage the efforts and activities of citizen advocacy groups for pedestrian and bicycling by providing information and support for their programs.

5. Integration of Land Use and Transportation

Goal: A Transportation Plan that is integrated with local land use plans and development policies.

Objectives:

a) Establish performance standards and report on the integration and consistency of the Transportation Plan with local land use plans and development policies.
b) Create transportation systems that enhance the livability of all communities.
c) Identify the impacts of different land use patterns and site designs on travel behavior.
d) Evaluate the changes in land use brought about by the expansion of existing transportation facilities and the construction of new facilities.
e) Identify and recommend land use patterns, parking requirements and development policies that increase overall mobility and that improve and support transportation efficiency, and compact, mixed-use, transit-friendly, and walkable development

6. Protection of Natural Environment and Social Systems

Goal: A multi-modal transportation system which provides access and mobility to all residents, while protecting the public health, natural environment, cultural resources, and social systems.

Objectives:

a) Establish performance standards and report on transportation impacts on the public health, natural environment, cultural resources, and social systems.
b) Protect and preserve archaeological, historic, and culturally valuable areas.
c) Identify and protect environmentally sensitive areas early in the planning process.
d) Develop and implement modifications to the transportation system that reduce the rate of growth in vehicle miles traveled (VMT).
e) Modify the transportation system to reduce the pollutants in highway runoff and the vehicle emissions, in accordance with federal, state and local Clean Air and Water legislation.
f) Minimize the noise and dust generated by transportation facilities in neighborhoods and the urban area.
g) Ensure that transportation facilities do not negatively affect disadvantaged populations disproportionately.
h) Develop and implement a transportation system that supports the reduction of greenhouse gases and carbon production and is coordinated with local greenhouse gas and carbon reduction plans.

7. Public Involvement

Goal: An ongoing program to inform and involve citizens throughout all stages of the development, update, and implementation of the Transportation Plan.

Objective:

a) Establish performance standards and report on the effectiveness of the public involvement element of the Transportation Plan.

b) Encourage a broad cross section of citizens to take a proactive role in the transportation policy and planning process.
c) Educate the public and elected officials, in order to increase public understanding of both the options and the constraints of transportation alternatives.
d) Determine the public's knowledge of the metropolitan transportation system, and public values, attitudes and concerns regarding transportation.
e) Determine which elements of the Transportation Plan would support or diminish the public's desired lifestyle.

8. Safety and Security

Goal: Continue to improve transportation safety and ensure the security of the transportation system.

Objective:

a) Reduce fatality, injury, and crash/incident rates on all modes.
b) Reduce vulnerability of transportation facilities/users to terrorists, natural disasters and risks by implementing and monitoring an evacuation plan, and working with the regional emergency management team.
c) Reduce economic losses due to transportation crashes and incidents.
d) Improve the ability to identify high accident locations, and evaluate their impacts in TIP project prioritization.
e) Provide a safe environment for transportation users through the "3 Es" (Engineering, Enforcement and Education).
f) Increase transit safety and security for riders and employees.

9. Freight Transportation and Urban Goods Movement

Goal: Improve mobility and accessibility of freight and urban goods movement.

Objective:

a) Relieve congestion on heavily-traveled truck routes.
b) Improve mobility and access to intermodal operations and facilities.
c) Establish and designate truck routes consistent with federal, state and local regulations.

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
Key Targets for the 2040 LRTP

What is the 2040 LRTP?

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) performs the long-range transportation planning for Durham County and parts of Orange County and Chatham County. The DCHC MPO is developing their 2040 Long Range Transportation Plan (2040 LRTP) which will identify the highway, transit, pedestrian and other transportation projects to be implemented, maintained and operated over the next twenty-nine years in the MPO's planning area.

What are the Targets?

The DCHC MPO has identified a list of Targets that will be used to evaluate the extent to which the adopted 2040 LRTP meets the MPO's goals and objectives. These Targets use measurements from the Triangle Regional Model (a travel demand model), such as the miles traveled, trips taken, congestion levels, and mode split (between automobiles, transit, bicycling and walking), to compare the Target value and the value generated by the 2040 LRTP.

What are the Key Targets?

The Key Targets are a subset of a larger table of Targets. These nine Key Targets represent a broad spectrum of the various types of measurements and provide a general overview of the represented measurement. In addition, this Key Targets document identifies the reasons the Target is important and what changes need to be made in land use, transportation and other policies to meet the Target. This presentation is intended for the citizens, public officials and staff who are interested in transportation issues but do not need the details of the complete table.

What is the Guide Data?

The Targets have Guide Data for two scenarios to help set the Target values:

- 2010 – This is the current condition. It is the 2010 population and employment using the 2010 transportation network (e.g., highways and transit service). This is the **2010** column and value in the charts.
- 2035 LRTP – This shows how a major transportation investment might affect the Target value. It is the values from the 2035 LRTP (i.e., the current long range plan), including the 2035 population and employment using the 2035 transportation network, which is budgeted at over $8 billion and includes light rail and High Occupancy Vehicle (HOV) lanes. This is the **2035 column** and value in the charts.

What is the Target Range?

There are three Target values -- Good, Better and Best. The use of more than one Target value helps to set a range of values that can be used for comparison.

Additional Information

Additional information, including a table of the complete list of Targets, is available at the DCHC MPO's Web site – www.dchcmpo.org.

You can also contact:

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Transportation Planner
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Durham, NC 27701

(919) 560-4366, ext. 36419
andrew.henry@durhamnc.gov

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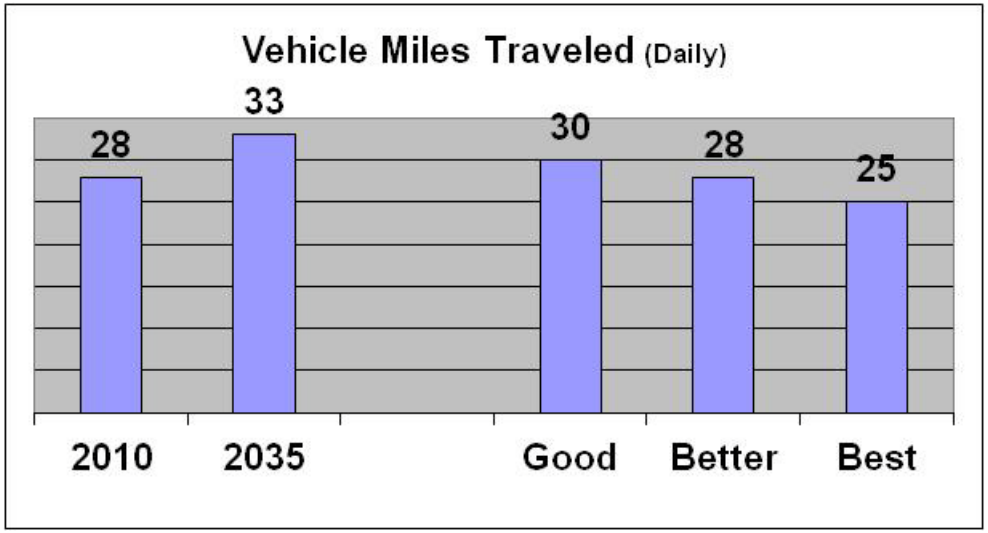
2040 LRTP and CTP Targets

Reduce Vehicle Miles Traveled (VMT)

Why Reduce VMT?	How to Reduce VMT?	Trends and Targets
▪ Reduce pollutant emissions – Triangle Region is on federal non-attainment and maintenance plan for ozone and carbon monoxide, respectively. ▪ Minimize congestion – Bi-annual mobility report lists Triangle Region among those areas with the fastest growing traffic congestion. ▪ Relieve transportation demand – NCDOT study concludes that Triangle Region transportation needs will outpace revenues by several billion dollars over next few decades.	▪ Transportation – Encourage transit use, carpooling, walking and bicycling. ▪ Land Use – Permit more concentrated residential and employment development along key travel corridors. ▪ Land Use – Permit more mixed-use development.	

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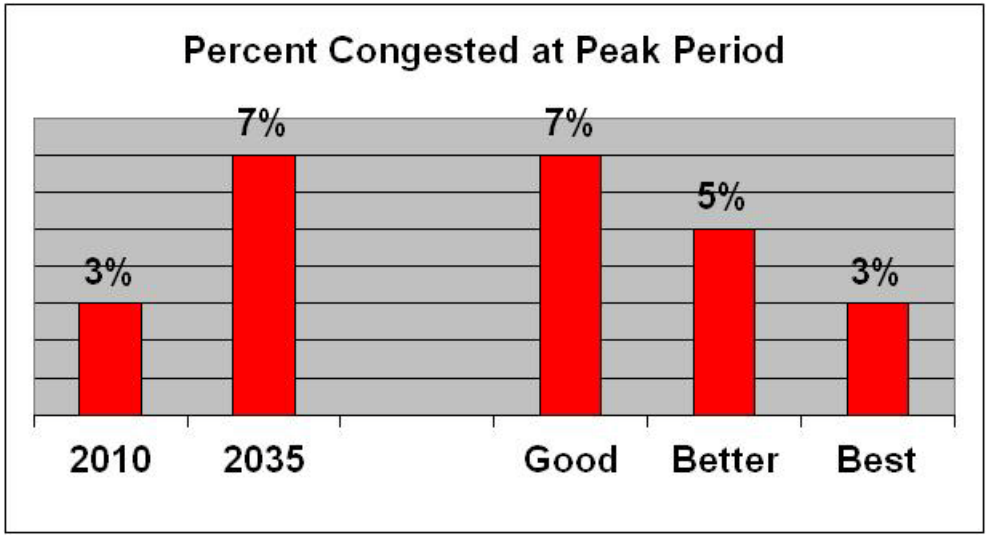
Reduce Congestion (Percent of Peak Period Vehicle Miles Traveled [VMT] at Congestion)

Why Reduce Congestion?	How to Reduce Congestion?	Trends and Targets
▪ Reduce Travel Costs – Mobility Report concludes annual congestion cost is $537 per commuter in Triangle. ▪ Reduce Travel Time – Mobility Report estimates 25 hours of annual delay per commuter in Triangle. ▪ Reduce Pollution – Congestion reduces travel speed and increases pollution.	▪ Transportation – Encourage transit use, carpooling, walking and bicycling. ▪ Transportation – Implement Congestion Management Program practices such as traffic signal synchronization and spot improvements at traffic bottlenecks. ▪ Transportation – Increase highway, transit and other transportation mode capacity, especially along critical corridors. ▪ Land Use – Permit more mixed-use development. ▪ Design – Permit design elements that support alternative transportation modes such as sidewalks and grid street patterns with shorter block lengths.	

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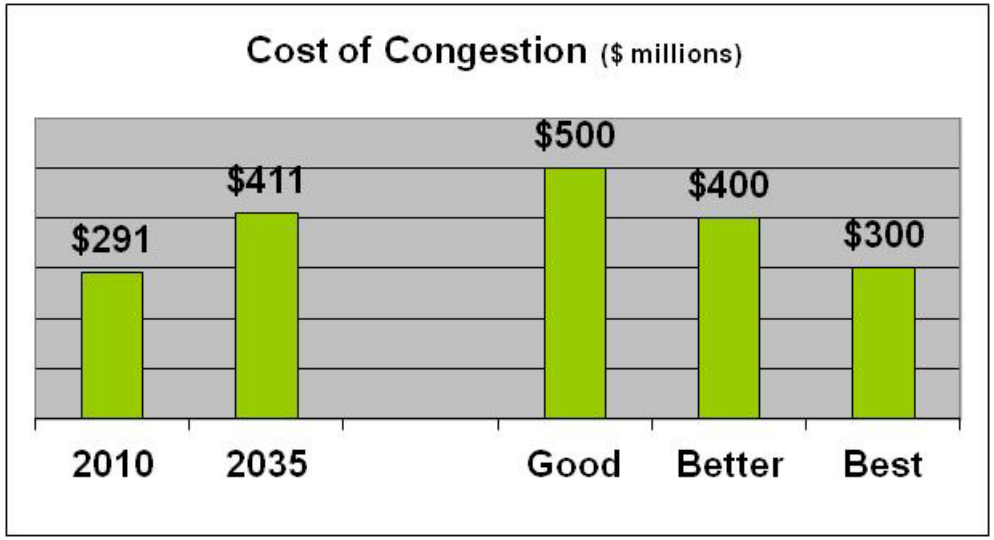
Reduce Cost of Congestion

Why Reduce Congestion Cost?	How to Reduce Congestion Cost?	Trends and Targets
▪ Reduce Travel Costs – Mobility Report concludes annual congestion cost is $537 per peak hour traveler in Triangle. ▪ Reduce Travel Time – Mobility Report estimates 25 hours of annual delay per peak traveler in Triangle ▪ Reduce Pollution -- Congestion reduces travel speed and increases pollution.	▪ Transportation – Encourage transit use, carpooling, walking and bicycling. ▪ Transportation – Implement Congestion Management Program practices such as traffic signal synchronization and spot improvements at traffic bottlenecks. ▪ Transportation – Increase highway, transit and other transportation mode capacity, especially along critical corridors. ▪ Land Use – Permit more mixed-use development. ▪ Design – Permit design elements that support alternative transportation modes such as sidewalks and grid street patterns with shorter block lengths.	

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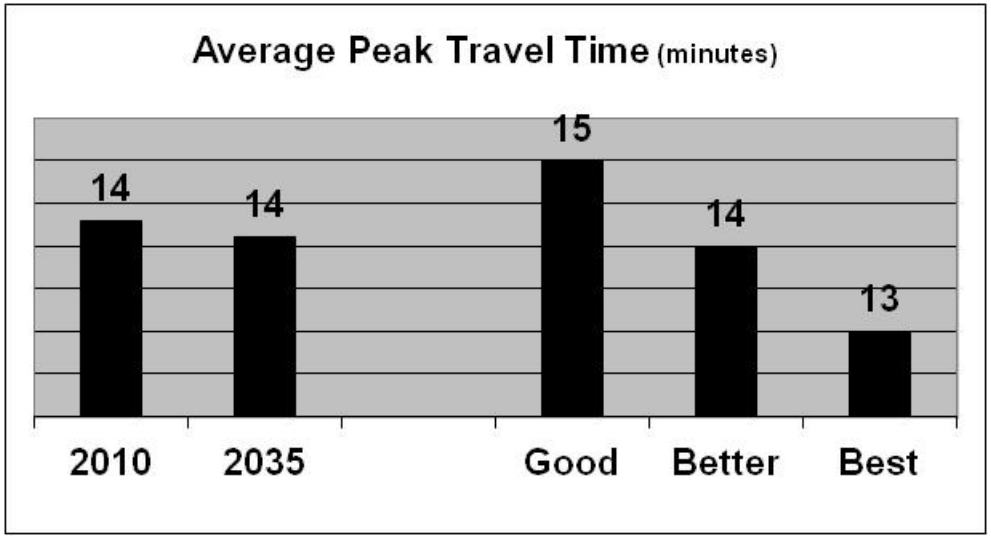
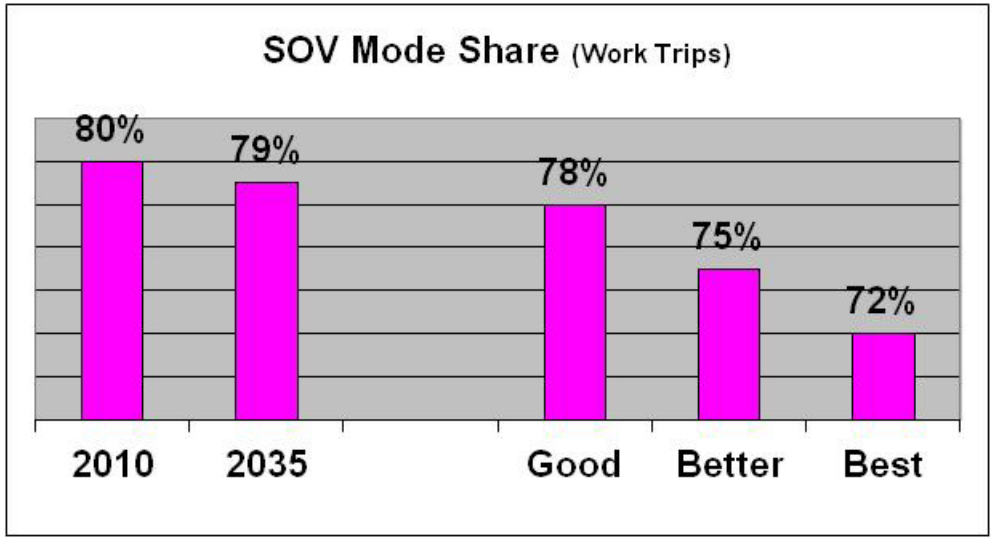
Reduce Travel Time (Average Peak Travel Time)

Why Reduce Travel Time?	How to Reduce Travel Time?	Trends and Targets
▪ Reduce In-Vehicle Time – Travel model estimates that the average peak-hour travel time in the western Triangle will increase 22% from 2005 to 2035. ▪ Reduce Greenhouse Gases – Longer vehicle trips produce greater amounts of greenhouse gases that contribute to global warming.	▪ Transportation – Implement Congestion Management Program practices such as traffic signal synchronization and spot improvements at traffic bottlenecks. ▪ Transportation – Increase highway, transit and other transportation mode capacity. ▪ Land Use – Permit more mixed-use development.	

Draft

Reduce Single-Occupied Vehicle (SOV) Share (Work Trips)

Why Decrease SOV Share?	How to Decrease SOV Share?	Trends and Targets
▪ Reduce Congestion – SOV contributes to congestion, which wastes time, fuel and money. ▪ Reduce Pollution – SOV contributes to air pollutants. Triangle Region is on federal maintenance plan for carbon monoxide and ozone.	▪ Transportation – Increase support for Transportation Demand Management programs such as carpooling, vanpooling, and company-based rideshare efforts. ▪ Transportation – Support infrastructure that creates incentives to rideshare such as HOT (high occupancy vehicle/toll) and park-and-ride facilities. ▪ Ordinance – Create local ordinances that support ridesharing. ▪ Land Use – Permit more concentrated employment development that enables easier ride matching. ▪ Design – Permit design elements that support ridesharing such as convenient drop off points.	

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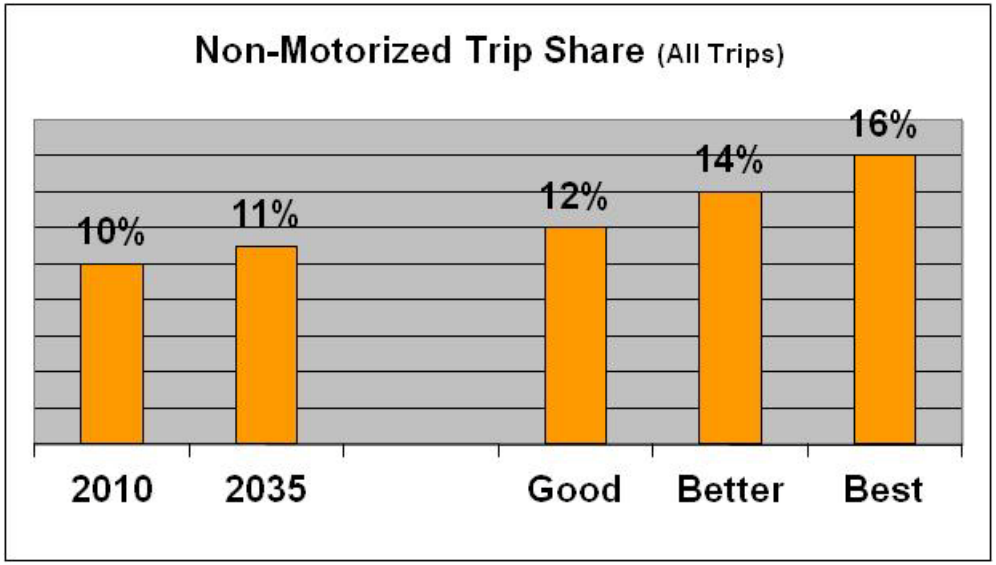
Increase Percent Non-Motorized Trip Share (All Trips)

Why Increase Non-Motorized Share?	How to Increase Non-Motorized Share?	Trends and Targets
▪ Reduce Pollution – Motorized vehicles are major emitters of carbon monoxide, nitrogen oxides (ozone precursor), carbon dioxide (greenhouse gas), particulate matter and several other toxics that are linked to increased health ailments and global warming. ▪ Reduce Congestion – The percent of congested peak travel miles in the Triangle has risen from 13% to 49%, between 1982 and 2010. Bicycle and walking trips can replace vehicle trips to help abate the growing vehicle congestion problem. ▪ Support Personal Health – Lack of exercise is a leading contributor to the obesity epidemic in the U.S.	▪ Transportation – Increase investment in bicycle and pedestrian facilities and programs. ▪ Transportation – Require bicycle and pedestrian facilities on new and improved roadways, as appropriate. ▪ Ordinance – Require bicycle and pedestrian facilities and supportive design in new and renovated developments. ▪ Land Use – Permit more concentrated residential and employment development along key travel corridors. ▪ Land Use – Permit more mixed-use development. ▪ Land Use – Encourage shorter block lengths and greater roadway connectivity.	

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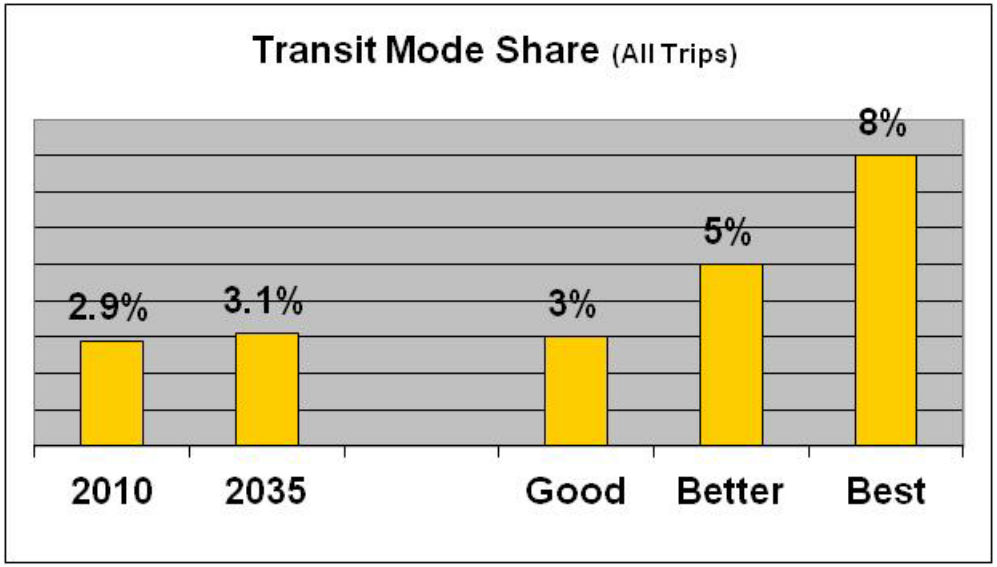
Increase Transit Mode Share (All Trips)

Why Increase Transit Mode Share?	How to Increase Transit Mode Share?	Trends and Targets
▪ Provide Transportation Alternatives – Approximately 3% of households do not own a vehicle, and carless households have increased at twice the rate of other households. ▪ Reduce Congestion – Congestion wastes time, fuel and money. ▪ Reduce Pollution – Triangle Region has difficulty meeting carbon monoxide, ozone, and greenhouse gases standards. Using transit instead of driving a single-occupied-vehicle reduces overall pollution emissions.	▪ Transportation – Increase transit capacity and investment. ▪ Land Use – Permit more concentrated residential and employment development along key travel corridors that have transit and adjacent to proposed transit station areas. ▪ Design – Encourage the type of scale, building orientation, connections, public spaces, parking, amenities and other design elements that support transit.	

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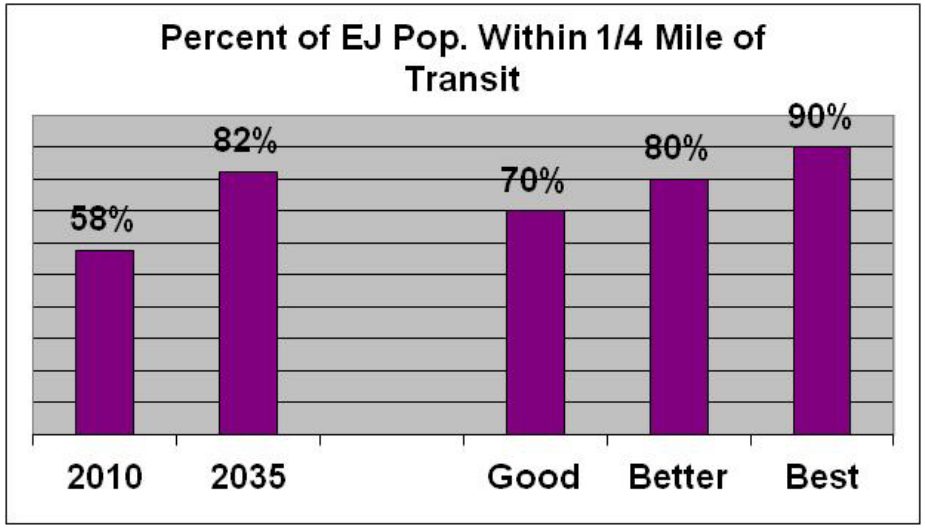
Increase Percent of EJ Population within One-Quarter Mile of Transit

Why Increase Transit Access?	How to Increase Transit Access?	Trends and Targets
▪ Provide opportunity – Approximately 3% of households do not own a vehicle, and carless households have increased at twice the rate of other households. ▪ Reduce Congestion – Congestion wastes time, fuel and money, and contributes to air pollutants. Transit use can help reduce roadway congestion. ▪ Support Personal Health – Lack of exercise is a leading contributor to the obesity epidemic in the U.S. Transit use has shown to induce bicycling and walking trips. ▪ Reverse Transit Disinvestment – Triangle transit investment lags behind comparable regions.	▪ Transportation – Increase transit routes and service levels. ▪ Transportation – Increase transit investment. ▪ Land Use – Permit more concentrated residential and employment development along key travel corridors that best support transit. ▪ Design – Encourage transit-supportive scale, building orientation, connections, public spaces, parking, amenities and other design elements along transit corridors and station areas.	

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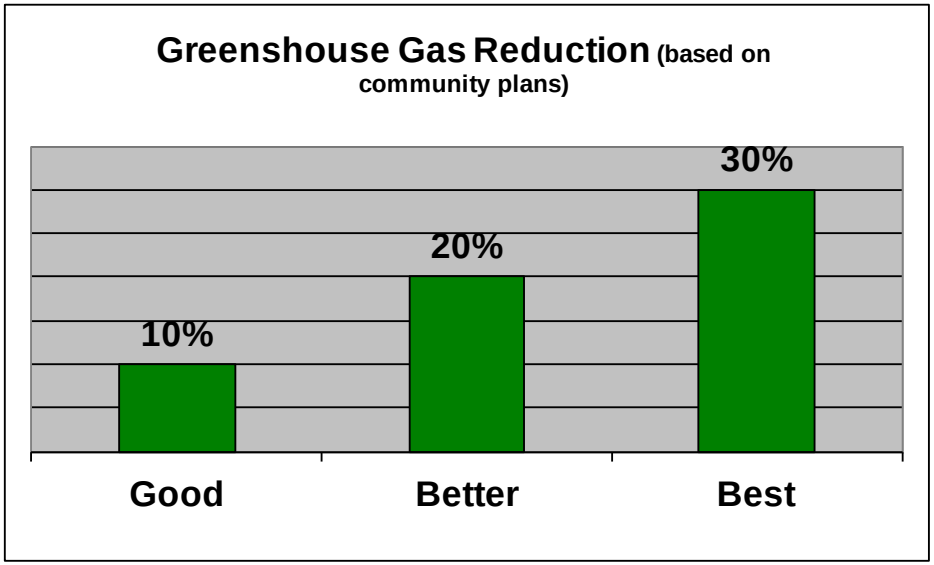
Reduce Greenhouse Gases (based on community plans)

Why Reduce Greenhouse Gases?	How to Reduce Greenhouse Gases?	Trends and Targets
▪ Support Environment – Greenhouse gases are causing global warming. An estimated 39% of the greenhouse gases in Durham County are from the vehicle emissions. ▪ Reduce Pollution – Greenhouse gas emissions are accompanied by other pollutants such as carbon monoxide, nitrogen oxides (ozone precursor), and particulate matter that are linked to increased health ailments.	▪ Local Initiative – Support efforts of Durham greenhouse gas local action plan. ▪ Land Use – Permit more concentrated residential and employment development along key travel corridors. Study concludes that 10% density increase results in 4.3% emissions reduction in urban areas. ▪ Land Use – Permit more mixed-use development. ▪ Transportation – Increase investment and ordinance support for bicycle and pedestrian facilities and programs.	

Development of Performance Targets

As part of the same process for creating the Goals and Objectives, the DCHC MPO develops a set of performance targets to provide a set of broadly based quantitative measures that evaluate the transportation plan from several different perspectives. The targets mostly use measurements from the Triangle Regional Model (the region's travel demand model), such as the miles traveled, trips taken, congestion levels, and mode split (between automobiles, transit, bicycling and walking).

These measures and the targets the MPO seeks to achieve with its investments are shown in the tables below. Table 1 shows the measures and targets from the 2035 LRTP report and Table 2 has the proposed targets for the 2040 LRTP. These proposed targets were calculated by applying the change between the 2005 and 2010 value to the target. For example, the 2010 VMT per Capita (28.2) is 99% of the 2005 value (28.5). Thus, the targets used for the 2035 LRTP (29.1, 27.5 and 24.5 in this case) were multiplied by 99% to produce the proposed 2040 LRTP targets. The final measures from the adopted 2040 LRTP will be compared to these targets in the final 2040 LRTP report.

It should be noted that at this time the MPO staff only has the requisite data to complete 2010 and 2035 models for use in creating a context to set up the Targets. The 2040 E+C is not yet available because the draft 2040 Socioeconomic Data (SE Data) will not be ready until January 2012. Thus, the calculation method described in the preceding paragraph was used as an alternative.

Comparison Data – this information provides contextual values for comparing the 2035 LRTP and Target values:

- 2005 and 2010– This is the current condition. It is the 2005 or 2010 population and employment using the 2005 or 2010 transportation network (e.g., highways and transit service).
- 2035 E+C – This is the no-build condition, or "Existing plus Committed" (E+C). It is the 2035 SE Data using the existing transportation network.
- 2035 Data – This is the 2035 SE Data using the 2035 LRTP network. In the first table, these are the values from the final 2035 LRTP report. In the second table, it is the same network and SE Data but has been run on a new model, called TRM 5.0.

Targets – There are three Target values, Good, Better and Best. The use of more than one Target value helps to set a range of values that can be used for comparison.

Table 1 – Targets from 2035 LRTP

No.	Mobility Targets	Comparison Data 2005	Comparison Data 2035 E+C	2035 LRTP	Targets Good	Targets Better	Targets Best
1	VMT Per Capita (daily miles)	28.5	31.6	32.0	29.1	27.5	24.5
2	Percent of Peak Period VMT at Congestion (V/C > 1)	3.0%	10.4%	3.7%	12%	8%	4%
3	Average Travel Time: all peak trips (daily minutes)	16.6	20.5	18.3	19	17	15
4	Transit Mode Share: all trips	2.4%	2.3%	3.3%	3.0%	5.0%	8.0%
5	Percent SOV Trip Share: work trips	81.8%	82.3%	81.2%	78.4%	74.3%	66.0%
6	Percent Non-motorized Trip Share: all trips	7.1%	6.8%	6.8%	9%	11%	15%
7	Greenhouse Gas Change (community target)			+49%	-10%	-20%	-30%
8	Cost of Congestion (in million $)	$351	$1,211	$496	1,030	848	666
9	Percent of EJ Population within 1/4 mile of transit	58%	59%	85%	65%	75%	85%

In Table 2 below, several measures will likely change as staff has time to check and reconsider the model output that was used to develop these Targets and receives feedback from the TAC and public:

- Percent of Peak Period VMT at Congestion – The precipitous climb from 2010 (2.6%) to 2035 (6.7%) appears unusual when compared values in the 2035 LRTP table.
- Average Travel Time – The decrease from 2010 (14.3) to 2035 (14.1) runs counter to the large increase in congestion, and does not match the increase in the 2035 LRTP table.
- Cost of Congestion – These values are currently expressed in 2008 dollars. Staff will adjust these values to account for inflation.
- Percent of EJ Population within ¼ mile of transit – It might not be possible to calculate this target for 2010. EJ (Environmental Justice) population includes minority population and households in poverty. The US Census did not use a so-called long form, and as a result, income data is only available through the American Community Survey (ACS) process. ACS sampling size does not permit income reporting below the Census tract or block group geography, which are much larger than Census block geography and too large for a reliable calculation of this value.

Table 2 – Proposed Targets for 2040 LRTP

No.	Mobility Targets	Comparison Data 2010	Comparison Data 2040 E+C	2035 LRTP	Targets Good	Targets Better	Targets Best
1	VMT Per Capita (daily miles)	28.2	N/A	32.7	30	28	25
2	Percent of Peak Period VMT at Congestion (V/C > 1)	2.6%	N/A	6.7%	7%	5%	3%
3	Average Travel Time: all peak trips (daily minutes)	14.3	N/A	14.1	15	14	13
4	Transit Mode Share: all trips	2.9%	N/A	3.1%	3%	5%	8%
5	Percent SOV Trip Share: work trips	80.2%	N/A	79.5%	78%	75%	72%
6	Percent Non-motorized Trip Share: all trips	10.0%	N/A	11.0%	12%	14%	16%
7	Greenhouse Gas Change (community target)			**+49%**	**-10%**	**-20%**	**-30%**
8	Cost of Congestion (in million $)	$291	N/A	$411	500	400	300
9	Percent of EJ Population within 1/4 mile of transit	**58%**	N/A	82%	70%	80%	90%

N/A indicates that the value is not yet available.
Bold indicates that the value is the same as that used in the 2035 LRTP process.

RESOLUTION

TO APPROVE AMENDMENT #1 TO THE FY 2011-2012 UNIFIED PLANNING WORK PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)

January 11, 2012

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 2011-2012 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 2011-2012.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses Amendment #1 of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for the FY 2011-2012 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 11th day of January, 2012.

_____
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: January 11, 2012

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

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

TCC 12/21/2011 Attachment 8

MPO Wide - Detail Funding Tables - All Funding Sources

	Task Description	SPR Highway		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary APPROVED MAY 11, 2011			
		NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II A	Surveillance of Change																
1	Traffic Volume Counts	0	0	3,525	14,100	728	2,912	0	0	0	0	0	0	4,253	-	17,012	21,265
2	Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
3	Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
4	Traffic Accidents	0	0	650	2,600	58	232	0	0	0	0	0	0	708	-	2,832	3,540
5	Transit System Data	0	0	0	0	0	0	9,319	9,319	74,549	8,674	8,674	69,390	17,992	17,992	143,938	179,923
6	Dwelling Unit, Pop. & Emp. Change	0	0	0	0	12,064	48,256	0	0	0	0	0	0	12,064	-	48,256	60,320
7	Air Travel	0	0	0	0	400	1,600	0	0	0	0	0	0	400	-	1,600	2,000
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
9	Travel Time Studies	0	0	0	0	7,128	28,512	0	0	0	0	0	0	7,128	-	28,512	35,640
#	Mapping	0	0	14,880	59,520	6,942	27,768	3,000	3,000	24,000	0	0	0	24,822	3,000	111,288	139,110
#	Central Area Parking Inventory	0	0	952	3,808	0	0	0	0	0	0	0	0	952	-	3,808	4,760
#	Bike & Ped. Facilities Inventory	0	0	1,000	4,000	652	2,608	0	0	0	0	0	0	1,652	-	6,608	8,260
#	Bike & Ped. Counts	0	0	10,000	40,000	760	3,040	0	0	0	0	0	0	10,760	-	43,040	53,800
II-B	**Long Range Transp. Plan**																
1	Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2	Collection of Network Data	0	0	0	0	64	256	0	0	0	0	0	0	64	-	256	320
3	Travel Model Updates	1,700	6,800	63,356	253,424	0	0	300	300	2,400	11,250	11,250	90,000	74,906	13,250	352,624	440,780
4	Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
5	Forecast of Data to Horizon year	0	0	0	0	17,100	68,400	1,000	1,000	8,000	0	0	0	18,100	1,000	76,400	95,500
6	Community Goals & Objectives	0	0	0	0	2,550	10,200	500	500	4,000	0	0	0	3,050	500	14,200	17,750
7	Forecast of Futurel Travel Patterns	0	0	3,486	13,944	600	2,400	300	300	2,400	0	0	0	4,386	300	18,744	23,430
8	Capacity Deficiency Analysis	0	0	9,200	36,800	600	2,400	0	0	0	0	0	0	9,800	-	39,200	49,000
9	Highway Element of th LRTP	2,300	9,200	1,120	4,480	300	1,200	0	0	0	0	0	0	1,420	2,300	14,880	18,600
#	Transit Element of the LRTP	1,300	5,200	1,760	7,040	0	0	1,000	1,000	8,000	3,889	3,889	31,110	6,649	6,189	51,350	64,187
#	Bicycle & Ped. Element of the LRTP	1,300	5,200	12,800	51,200	1,400	5,600	0	0	0	0	0	0	14,200	1,300	62,000	77,500
#	Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
#	Collector Street Element of LRTP	200	800	1,000	4,000	0	0	0	0	0	0	0	0	1,000	200	4,800	6,000
#	Rail, Water or other mode of LRTP	1,000	4,000	0	0	0	0	0	0	0	0	0	0	-	1,000	4,000	5,000
#	Freight Movement/Mobility Planning	0	0	3,600	14,400	0	0	0	0	0	0	0	0	3,600	-	14,400	18,000
#	Financial Planning	0	0	2,500	10,000	2,000	8,000	300	300	2,400	8,334	8,334	66,674	13,134	8,634	87,074	108,842
#	Congestion Management Strategies	200	800	102,130	408,520	1,256	5,024	500	500	4,000	2,145	2,145	17,160	106,031	2,845	435,504	544,380
#	Air Qual. Planning/Conformity Anal.	1,000	4,000	0	0	3,378	13,512	0	0	0	0	0	0	3,378	1,000	17,512	21,890
II-C	**Short Range Transit Planning**																
	Short Range Transit Planning	0	0	0	0	224	896	0	0	0	56,500	56,500	452,000	56,724	56,500	452,896	566,120
III-A	**Planning Work Program**																
	Planning Work Program	400	1,600	0	0	9,134	36,536	3,438	3,438	27,506	1,000	1,000	8,000	13,572	4,838	73,642	92,053
III-B	**Transp. Improvement Plan**																
	TIP	400	1,600	0	0	12,108	48,432	559	559	4,475	1,800	1,800	14,400	14,467	2,759	68,907	86,134
III-C	**Cvl Rgts. Cmp./Otr .Reg. Reqs.**																
1	Title VI	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2	Environmental Justice	0	0	2,692	10,768	160	640	0	0	0	664	664	5,310	3,516	664	16,718	20,897
3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0	500	500	4,000	500	500	4,000	5,000
4	Planning for the Elderly & Disabled	0	0	0	0	64	256	0	0	0	0	0	0	64	-	256	320
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	2,000	2,000	16,000	2,000	2,000	16,000	20,000
6	Public Involvement	0	0	13,000	52,000	486	1,944	1,682	1,682	13,458	9,148	9,148	73,180	24,316	10,830	140,582	175,727
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
III-D	**Incidental Plng./Project Dev.**																
1	Transportation Enhancement Plng.	100	400	0	0	0	0	0	0	0	49,250	49,250	394,000	49,250	49,350	394,400	493,000
2	Enviro. Analysis & Pre-TIP Plng.	400	1,600	1,089	4,356	96	384	0	0	0	0	0	0	1,185	400	6,340	7,925
3	Special Studies	1,000	4,000	76,300	305,200	10,954	43,816	0	0	0	0	0	0	87,254	1,000	353,016	441,270
4	Regional or Statewide Planning	700	2,800	13,885	55,540	351	1,403	2,000	2,000	16,000	1,825	1,825	14,600	18,061	4,525	90,343	112,929
III-E	**Management & Operations**																
1	Management & Operations	4,000	16,000	58,291	233,165	22,471	89,884	3,550	3,550	28,397	53,738	53,738	429,902	138,050	61,287	797,347	996,684
	Totals	$16,000	$64,000	$397,216	$1,588,865	$114,028	$456,111	$27,448	$27,448	$219,585	$210,716	$210,716	$1,685,724	$749,408	$254,164	$4,014,285	$5,017,856

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

	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 #1 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*
II A	**Surveillance of Change**																
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	0	0	0	*$0*	*$0*	*$0*	*$0*
6	Dwelling Unit, Pop. & Emp. Change	0	0	0	0	128	512	0	0	0	0	0	0	*$128*	*$0*	*$512*	*$640*
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	(64)	(256)	0	0	0	0	0	0	*($64)*	*$0*	*($256)*	*($320)*
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*
II B	**Long Range Transp. Plan**	0															
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	0	0	0	*$0*	*$0*	*$0*	*$0*
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	128	512	0	0	0	0	0	0	*$128*	*$0*	*$512*	*$640*
7	Forecast of Futurel 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	96	384	0	0	0	0	0	0	*$96*	*$0*	*$384*	*$480*
10	Transit Element of the LRTP	0	0	0	0	64	256	0	0	0	0	0	0	*$64*	*$0*	*$256*	*$320*
11	Bicycle & Ped. Element of the LRTP	0	0	0	0	96	384	0	0	0	0	0	0	*$96*	*$0*	*$384*	*$480*
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	96	384	0	0	0	0	0	0	*$96*	*$0*	*$384*	*$480*
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	0	0	0	*$0*	*$0*	*$0*	*$0*
18	Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0	*$0*	*$0*	*$0*	*$0*
II C	**Short Range Transit Planning**																
1	Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	0	0	*$0*	*$0*	*$0*	*$0*
III-A	**Planning Work Program**																
		0	0	0	0	0	0	0	0	0	0	0	0	*$0*	*$0*	*$0*	*$0*
III-B	**Transp. Improvement Plan**	0	0	0	0												
		0	0	0	0	256	1,024	0	0	0	0	0	0	*$256*	*$0*	*$1,024*	*$1,280*
III-C	**Cvl Rgts. Cmp./Otr .Reg. Reqs.**																
1	Title VI	0	0	1,000	4,000	0	0	0	0	0	0	0	0	*$1,000*	*$0*	*$4,000*	*$5,000*
2	Environmental Justice	0	0	(1,000)	(4,000)	(96)	(384)	0	0	0	0	0	0	*($1,096)*	*$0*	*($4,384)*	*($5,480)*
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	(32)	(128)	0	0	0	0	0	0	*($32)*	*$0*	*($128)*	*($160)*
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	(32)	(128)	0	0	0	0	0	0	*($32)*	*$0*	*($128)*	*($160)*
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	*$0*	*$0*	*$0*	*$0*
III-D	**Incidental Plng./Project Dev.**																
1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0	0	0	*$0*	*$0*	*$0*	*$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	103,200	412,800	(640)	(2,560)	0	0	0	0	0	0	*$102,560*	*$0*	*$410,240*	*$512,800*
4	Regional or Statewide Planning	0	0	0	0	0	0	0	0	0	0	0	0	*$0*	*$0*	*$0*	*$0*
III-E	**Management & Operations**																
1	Management & Operations	0	0	0	0	0	0	0	0	0	0	0	0	*$0*	*$0*	*$0*	*$0*
Totals		$0	$0	$103,200	$412,800	$0	$0	$0	$0	$0	$0	$0	$0	*$103,200*	*$0*	*$412,800*	*$516,000*

MPO Wide - Detail Funding Tables - All Funding Sources

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

TCC 12/21/2011 Attachment 8

		Task Description	SPR Highway		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary			
			NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
II	A	Surveillance of Change																
	1	Traffic Volume Counts	0	0	3,525	14,100	728	2,912	0	0	0	0	0	0	4,253	-	17,012	21,265
	2	Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	3	Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	4	Traffic Accidents	0	0	650	2,600	58	232	0	0	0	0	0	0	708	-	2,832	3,540
	5	Transit System Data	0	0	0	0	0	0	9,319	9,319	74,549	8,674	8,674	69,390	17,992	17,992	143,938	179,923
	6	Dwelling Unit, Pop. & Emp. Change	0	0	0	0	12,192	48,768	0	0	0	0	0	0	12,192	-	48,768	60,960
	7	Air Travel	0	0	0	0	400	1,600	0	0	0	0	0	0	400	-	1,600	2,000
	8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	9	Travel Time Studies	0	0	0	0	7,064	28,256	0	0	0	0	0	0	7,064	-	28,256	35,320
	10	Mapping	0	0	14,880	59,520	6,942	27,768	3,000	3,000	24,000	0	0	0	24,822	3,000	111,288	139,110
	11	Central Area Parking Inventory	0	0	952	3,808	0	0	0	0	0	0	0	0	952	-	3,808	4,760
	12	Bike & Ped. Facilities Inventory	0	0	1,000	4,000	652	2,608	0	0	0	0	0	0	1,652	-	6,608	8,260
	13	Bike & Ped. Counts	0	0	10,000	40,000	760	3,040	0	0	0	0	0	0	10,760	-	43,040	53,800
II-B		**Long Range Transp. Plan**																
	1	Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	2	Collection of Network Data	0	0	0	0	64	256	0	0	0	0	0	0	64	-	256	320
	3	Travel Model Updates	1,700	6,800	63,356	253,424	0	0	300	300	2,400	11,250	11,250	90,000	74,906	13,250	352,624	440,780
	4	Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	5	Forecast of Data to Horizon year	0	0	0	0	17,100	68,400	1,000	1,000	8,000	0	0	0	18,100	1,000	76,400	95,500
	6	Community Goals & Objectives	0	0	0	0	2,678	10,712	500	500	4,000	0	0	0	3,178	500	14,712	18,390
	7	Forecast of Futurel Travel Patterns	0	0	3,486	13,944	600	2,400	300	300	2,400	0	0	0	4,386	300	18,744	23,430
	8	Capacity Deficiency Analysis	0	0	9,200	36,800	600	2,400	0	0	0	0	0	0	9,800	-	39,200	49,000
	9	Highway Element of th LRTP	2,300	9,200	1,120	4,480	396	1,584	0	0	0	0	0	0	1,516	2,300	15,264	19,080
	10	Transit Element of the LRTP	1,300	5,200	1,760	7,040	64	256	1,000	1,000	8,000	3,889	3,889	31,110	6,713	6,189	51,606	64,507
	11	Bicycle & Ped. Element of the LRTP	1,300	5,200	12,800	51,200	1,496	5,984	0	0	0	0	0	0	14,296	1,300	62,384	77,980
	12	Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
	13	Collector Street Element of LRTP	200	800	1,000	4,000	96	384	0	0	0	0	0	0	1,096	200	5,184	6,480
	14	Rail, Water or other mode of LRTP	1,000	4,000	0	0	0	0	0	0	0	0	0	0	-	1,000	4,000	5,000
	15	Freight Movement/Mobility Planning	0	0	3,600	14,400	0	0	0	0	0	0	0	0	3,600	-	14,400	18,000
	16	Financial Planning	0	0	2,500	10,000	2,000	8,000	300	300	2,400	8,334	8,334	66,674	13,134	8,634	87,074	108,842
	17	Congestion Management Strategies	200	800	102,130	408,520	1,256	5,024	500	500	4,000	2,145	2,145	17,160	106,031	2,845	435,504	544,380
	18	Air Qual. Planning/Conformity Anal.	1,000	4,000	0	0	3,378	13,512	0	0	0	0	0	0	3,378	1,000	17,512	21,890
II-C		**Short Range Transit Planning**																
		Short Range Transit Planning	0	0	0	0	224	896	0	0	0	56,500	56,500	452,000	56,724	56,500	452,896	566,120
III-A		**Planning Work Program**																
		Planning Work Program	400	1,600	0	0	9,134	36,536	3,438	3,438	27,506	1,000	1,000	8,000	13,572	4,838	73,642	92,053
III-B		**Transp. Improvement Plan**																
		TIP	400	1,600	0	0	12,364	49,456	559	559	4,475	1,800	1,800	14,400	14,723	2,759	69,931	87,414
III-C		**Cvl Rgts. Cmp./Otr .Reg. Reqs.**																
	1	Title VI	0	0	1,000	4,000	0	0	0	0	0	0	0	0	1,000	-	4,000	5,000
	2	Environmental Justice	0	0	1,692	6,768	64	256	0	0	0	664	664	5,310	2,420	664	12,334	15,417
	3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0	500	500	4,000	500	500	4,000	5,000
	4	Planning for the Elderly & Disabled	0	0	0	0	32	128	0	0	0	0	0	0	32	-	128	160
	5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	2,000	2,000	16,000	2,000	2,000	16,000	20,000
	6	Public Involvement	0	0	13,000	52,000	454	1,816	1,682	1,682	13,458	9,148	9,148	73,180	24,284	10,830	140,454	175,567
	7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
III-D		**Incidental Plng./Project Dev.**																
	1	Transportation Enhancement Plng.	100	400	0	0	0	0	0	0	0	49,250	49,250	394,000	49,250	49,350	394,400	493,000
	2	Enviro. Analysis & Pre-TIP Plng.	400	1,600	1,089	4,356	96	384	0	0	0	0	0	0	1,185	400	6,340	7,925
	3	Special Studies	1,000	4,000	179,500	718,000	10,314	41,256	0	0	0	0	0	0	189,814	1,000	763,256	954,070
	4	Regional or Statewide Planning	700	2,800	13,885	55,540	351	1,403	2,000	2,000	16,000	1,825	1,825	14,600	18,061	4,525	90,343	112,929
III-E		**Management & Operations**																
	1	Management & Operations	4,000	16,000	58,291	233,165	22,471	89,884	3,550	3,550	28,397	53,738	53,738	429,902	138,050	61,287	797,347	996,684
		Totals	$16,000	$64,000	$500,416	$2,001,665	$114,028	$456,111	$27,448	$27,448	$219,585	$210,716	$210,716	$1,685,724	$852,608	$254,164	$4,427,085	$5,533,856

RESOLUTION TO MODIFY THE
2012-2018 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE DURHAM-CHAPEL HILL-CARRBORO URBAN AREA

AMENDMENT #1
January 11, 2012

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

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

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

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

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

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

WHEREAS, the North Carolina Department of Transportation and the Transportation Advisory Committee have determined it to be in the best interest of the Urban Area to amend the FY 2012-2018 Metropolitan Transportation Improvement Program as described in the attached sheet; and

WHEREAS, there has been no change in the MTIP project schedule or project design concept and scope with regard to the air quality conformity finding made by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee on September 14, 2011; and

WHEREAS, the DCHC MPO certifies that this MTIP amendment is consistent with the intent of the DCHC MPO 2035 LRTP; and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee hereby amends the FY 2012-2018 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on September 14, 2011, and as described in the "Attachment to Resolution for Amendment #1 to DCHC 2012-2018 MTIP" provided here on this, the 11th day of January, 2012.

_____

Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

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

Date: January 11, 2012

_____

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

Attachment to Resolution for Amendment #1 to DCHC 2012-2018 MTIP

Amendments:

1. M-0446	Triangle Ramp Metering Study, Wake and Durham Counties.	Programmed for Feasibility Study Only
1. Y-5500	Traffic separation Study Implementation and Closure. *(Statewide project)*	Right of way FFY 12 - $150,000 (RR) Construction FFY 12 - $250,000 (RR) Total Cost ---------- $400,000 (RR)

Administrative modifications:

2. C-5230	Durham, Durham County. Traffic Signal Controller upgrade. Delayed construction, FFY 11 to FFY 13. City needs additional time to acquire right of way.	Construction FFY 13 - $480,000 (CMAQ)
5. EL-4999	Durham, Bicycle and Pedestrian Trails, Durham County. Acquisition of Rail Corridors and construction in Durham and Durham County. Delayed right of way, FFY 11 to FFY 12. Rail Division needs additional time to complete negotiations with Norfolk Southern Railway Corporation on corridor acquisition.	Right of way FFY 12 - $2,002,950 (HP) Right of way FFY 12 - $ 500,738 (L) Total Cost ---------- $2,503,688 (HP/L)

EL-2921	Durham, American Tobacco Trail, NC 54 to Chatham County Line, Durham County. Construct a multi-purpose trail. Delayed construction, FFY 11 to FFY 12. *Increase in STPDA and City funding to match September 2011 TAC Action.*	C C C C	FY 2012 FY 2012 FY 2012 FY 2012	DP HP STPDA C	481,968 3,201,720 4,135,377 1,753,764
U-4724	SR 1158 (Cornwallis Road) Bicycle and Pedestrian *Durham request: PE funding moved to U-4727. Increased construction funding.*	PE PE C C	FY 2012 FY 2012 FY 2014 FY 2014	STPDA C STPDA C	0 0 1,725,200 443,550
C-4928	Morreene Road Bicycle and Pedestrian *Durham Request: PE funding moved to U-4727.*	PE PE C C C	FY 2012 FY 2012 FY 2014 FY 2014 FY 2014	STPDA C CMAQ STPDA C	0 0 444,000 1,148,000 398,000
U-4726	DCHC Bicycle and Pedestrian Allocation *Durham request: PE funding moved to U-4727. Increased construction funding. Chapel Hill and Carrboro: Adjusted amounts to*	C C C C C	FY 2012 FY 2012 FY 2013 FY 2013 FY 2014	STPDA C STPDA C STPDA	2,819,016 704,754 1,627,000 406,750 1,945,845

	account for project delays to FY 2012 and 2013.	C	FY 2014	C	486,461
U-4727	DCHC Unified Work Program *Durham request: Added PE funding.* *Adjusted FY 12 STPDA amount by -$35,135 (-$8,784 local match) to match FY12 UPWP.*	PE PE PE PE PE PE PE PE	FY 2012 FY 2012 FY 2013 FY 2013 FY 2014 FY 2014 FY 2015 FY 2015	STPDA L STPDA L STPDA L STPDA L	2,001,665 500,416 1,150,000 287,000 720,000 180,000 742,000 185,000
EB-4707	SR 2220 (Old Chapel Hill Road)-SR1838 (Old Durham Road), SR 1116 (Garrett Road) in Durham County to US 15-501 in Orange County. Bicycle Improvements *Delayed both phases by one year.*	R R C C	FY 2012 FY 2012 FY 2013 FY 2013	STPDA L STPDA L	511,000 128,000 3,200,000 800,000

DCHC MPO STPDA Funding Table for FY 2010 - 2015 Call for Projects - approved September 14, 2011 - with changes in 12-18 MTIP Amendment 1

FY 2010-2011 funding is not shown. The actual obligations for these years can be found in the project status report with included quarterly with the LPA staff report.

						2012		2013		2014		2015	
Jurisdiction	**TIP No**		**Description**	**Cost 100%**	**Cost 80%**	**Phase**	**Cost**	**Phase**	**Cost**	**Phase**	**Cost**	**Phase**	**Cost**
Carrboro	U-4726	DC	Multi-use Path from Wilson Park to Estes Dr.	$ 210,855	$ 168,684	***Construction***	***$151,816***						
Carrboro	U-4726	DE	Bolin Creek Greenway - Carrboro (Homestead to Chapel Hil	$ 737,500	$ 590,000	Construction	$531,000						
Carrboro	EL-4828		Morgan Creek Greenway - Carrboro	$ 600,000	$ 480,000	Construction	$374,120						
Carrboro	U-4726	Dx	Bolin Creek Greenway (Jones Creek)	$ 268,375	$ 214,700	Construction	$214,700						
Carrboro	U-4726	DD	Rogers Road - Sidewalk (Homestead to Meadow Run)	$ 536,200	$ 428,960	Construction	$375,340						
Carrboro	U-4726	Dx	S. Greensboro St. - Sidewalk	$ 58,300	$ 46,640	Construction	$46,640						
Carrboro	U-4726	Dx	Bicycle Loop Detectors	$ 37,500	$ 30,000	Construction	$30,000						
Carrboro	U-4726	Dx	Bel Arbor-Plantation Acres Multi-use Path	$ 83,750	$ 67,000			Construction	$ 67,000				
Chapel Hill	TG-4731		Chapel Hill Transit - Misc. Capital - Tires Purchase	$ 255,415	$ 204,332								
Chapel Hill	SR-5001	AR	CH - Culbreth Rd: Cobble Ridge to Rossburn sidewalk	$ 135,000	$ 108,000	Construction	$ 108,000						
Chapel Hill	U-5119		NC 86/US 15-501 BRT improvements	$ 565,000	$ 452,000	Construction	$ 452,000						
Chapel Hill	TT-5109		FCC Radio Communications (Upgrade fleet)	$ 1,250,000	$ 1,000,000								
Chapel Hill	U-4726	IG	Morgan Creek Greenway Phase 2 - Chapel Hill	$ 1,637,500	$ 1,310,000			Construction	$ 1,310,000				
Chapel Hill	U-4726	IF	Bolin Creek Stairs - Chapel Hill	$ 125,000	$ 100,000			Construction	$ 100,000				
Chapel Hill	U-4726	Ix	CH - Chapel Hill Sidewalks	$ 400,000	$ 320,000	Construction	$ 320,000						
Chapel Hill	U-4726	Ix	NC86/other locations Pedestrian Safety Improvements	$ 375,000	$ 300,000	Construction	$ 150,000	Construction	$ 150,000				
Chapel Hill	U-4726	Ix	Bolin Creek Greenway construction	$ -	$ -								
Chapel Hill	TT-5109		Technology: Automatic Passenger Counters	$ 55,811	$ 44,649								
Durham	U-4445		NC 147 Bicycle/Pedestrian Bridge - Durham*	$ 500,000	$ 400,000								
Durham	E-2921E		American Tobacco Trail Phase E - Durham, Durham County	$ 5,169,221	$ 4,135,377	Construction	$4,135,377						
Durham	U-4726	HL	Barbee Rd. (Orindo to Pearsontown Elem.) Sidewalk	$ 19,600	$ 15,680	Construction	$15,680						
Durham	U-4726	HL	DATA Sidewalk	$ 19,800	$ 15,840	Construction	$15,840						
Durham	C-4928		Morreene Road - Bike/Ped Facilities (Neal to Erwin)	$ 1,435,000	$ 1,148,000					Construction	$ 1,148,000		
Durham	U-4724		Cornwallis Road - Bike/Ped Facilities (S. Roxboro to Univers	$ 2,156,500	$ 1,725,200					Construction	$ 1,725,200		
Durham	U-3804		Hillandale (I-85 to Carver) - Sidewalks	$ 81,144	$ 64,915								
Durham	U-4726	HO	Carpenter Fletcher - Bike/Ped Facilties (Woodcroft to Alstor	$ 1,079,716	$ 863,773					Construction	$ 863,773		
Durham	U-4726	Hx	Avondale - Sidewalk (I-85 to Geer)	$ 515,000	$ 412,000	Construction	$412,000						
Durham	U-4726	Hx	Cheek - Bike/Ped Facilities (Geer to Hardee)	$ 695,000	$ 556,000	Construction	$556,000						
Durham	U-4726	HK	Hillandale - Bike/Ped Facilities (I-85 to Fulton)	$ 1,195,484	$ 956,387					Construction	$ 956,387		
Durham	U-4726	Hx	Holloway St sidewalks	$ 157,106	$ 125,685					Construction	$ 125,685		
Durham	TT-5110		Technology: Automatic Passenger Counters	$ 98,490	$ 78,792								
Durham	SR-5001	C	Fayetteville Road (Cornwallis to Nelson) bicycle lanes and si	$ 251,000	$ 200,800	Construction	$200,800						
NCDOT	EB-4707		Old Durham-Chapel Hill Road - Chapel Hill, Durham	$ 4,639,000	$ 3,711,200	ROW	$511,200	Construction	$ 3,200,000				
Triangle Transit	TT-4911		Technology: Automatic Passenger Counters	$ 49,245	$ 39,396								
Multiple	U-4727		Unified Planning Work Program**	$ 5,766,746	$ 4,613,396	***UPWP/Plan***	***$2,001,665***	UPWP/Plan	$ 1,149,526	UPWP/Plan	$ 720,370	UPWP/Plan	$ 741,836
				$ 25,392,513	**$ 20,314,010**		**$10,602,178**		**$ 5,976,526**		**$ 5,539,415**		**$ -**

Confirmed Obligated

In One-Year Grace Period

Moved Beyond One-Year Grace Period

*Obligated for $800,000 which is what was approved at the time. Less than $400,000 expected to be needed, and the remainder was reassigned to other projects. Expect to have funding deobligated.

**Current year amount reflects the adopted UPWP. Future year amounts are estimates subject to the UPWP development process.

MEMORANDUM

TO: Technical Coordinating Committee (TCC)
DCHC MPO

FROM: Lead Planning Agency

DATE: December 21, 2011

RE: New Freedom – Program of Projects Update

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 approved in proposed to reduce our Federal grant amount in the New Freedom grant by $64,461. The proposed amendment to the 2006-2009 New Freedom POP details are as follows:

- Reallocation – TTA &CHT Paratransit Eligibility Assessment (approved 6/13/2007)
    - 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. In coordination with FTA, the use of these grant funds are only eligible for reallocation between programs with the grant that was initially obligated.
    - Proposal – reallocate the grant funds to the Durham Senior Life Center to continue the Travel Training project that had been granted funds in 2009. The interlocal agreement with the City and DSLC will not expire until 6/2013. Therefore, the travel

training program can continue to function under its same program as a capital expenditure up to the $13,540 of grant monies available.

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.

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	PROJECT COSTS 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
9/28/2011	TTA/CHT	Public Transit	Reduce	Reduction in Paratransit Eligibility Assessment	Operating	$ (27,080)	$ (13,540)
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
					MPO Approved Funding - Obligated	Total:	$ 237,735
12/21/2011	DCCSC	Non-profit	In-Progress	Continuation of Travel Training for the Elderly	Capital	$ 16,925	$ 13,540
					Proposed Adjustments	Total:	$ 13,540

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
	Total:	$	486,644

Prior Balance (FFY 2009)-unobligated	$	10,769
FFY 2010 Appropriation:	$	87,757
FFY 2011 Appropriation:	$	88,210
Remainging Balance Unobligated :	$	186,736

Designated Recipient: DCHC-MPO

Last Updated: 12/13/2011

Solicitation of Candidate Mobility Fund Projects -Due Date of February 29, 2012

The North Carolina Department of Transportation (NCDOT) is now soliciting candidate transportation projects for the Mobility Fund. The North Carolina 2009-2010 Appropriations Act was approved to fund transportation projects, selected by the NCDOT, of statewide and regional significance that relieve congestion and enhance mobility across all modes of transportation. The funding for these selected projects (which is outside of North Carolina's Equity Formula) is to come from unused gap funds and reductions in the amount of money transferred from the Highway Trust Fund to the General Fund. The legislation designated the first project to be funded as the Yadkin River Bridge Phase II project. The Yadkin River Bridge Phase II is under construction. Subsequent projects are now being solicited.

The remaining amount of Mobility Funds available for qualifying projects is approximately $45 million in State Fiscal Year 13 (July 1, 2012- June 30, 2013) and $58 million every year thereafter.

See attached for the **NC Mobility Fund Candidate Project Submission Form.** Please complete this form with as much relevant information about each project as possible and limit your narrative for each question. Please be sure to include a contact person in the need for NCDOT follow up. Remember the Minimum Eligibility Requirements for Mobility Fund projects are:

- Projects must be on Statewide or Regional Tier facilities ("Tier" designation is defined by NCDOT. Light rail, bus rapid transit, and commuter rail are all eligible for Mobility Funds. Tier descriptions and facilities are listed at: http://www.ncdot.gov/performance/reform/NCMINmaps/default.html
- Projects must be ready to have funds obligated for construction within 5 years.
- Projects must be consistent with MPO/RPO transportation planning efforts; Projects must be included in an adopted transportation plan; and must be found to be consistent with local land-use plans where available.
- Projects must be in a conforming transportation plan in non-attainment or maintenance areas.
- Only project capital costs (right-of-way and construction) will be eligible for the Mobility Fund, not maintenance, operation, or planning costs.
- No minimum project capital cost will be established as a threshold for funding.

More than one candidate can be submitted however only a maximum of 5 candidate projects will be evaluated from any one Agency, Organization, or Municipality, County or other form of local/regional government. This submittal cap is due to the limited amount of available Mobility Funds, an anticipated large number of candidate projects and the NCDOT's desire to fund projects that are ready for construction within the next five years.

Due Date For Submissions is February 29, 2012. Submissions received after that date may not be scored. The **NC Mobility Fund Candidate Project Submission Form** can be accessed and submitted via the Mobility Fund website (http://www.ncdot.org/about/finance/mobilityfund), emailed to ncmobilityfund@ncdot.gov or sent via mail to North Carolina Department of Transportation, 1501 Mail Service Center, North Carolina Department of Transportation, Raleigh, NC 27699-1501 ATTN: Mobility Fund Project Submission. Project submissions will then be reviewed, data gathered and scored with expected release of scores in May 2012.

Questions can be directed to Don Voelker (919) 707-4740, Alpesh Patel (919) 707-4742 or David Wasserman (919) 707-4743.

Thanks,
Don Voelker
Director, Strategic Planning Office of Transportation
North Carolina Department of Transportation
Raleigh, NC 27699-1501

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: December 14, 2011

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

This memorandum provides a summary status of tasks for projects in the FY 2010-2011 Unified Planning Work Program.

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

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

TCC 12/21/2011 Attachment 15

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:**	5.28%
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:**	4/30/2012
Last Estimate Thru:	11/30/2011	**Scheduled Progress:**	100%
Last Estimate Paid:		**Actual Progress:**	86.17%

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:	11/15/2011	**Scheduled Progress:**	26.61%
Last Estimate Paid:	11/22/2011	**Actual Progress:**	13.77%

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 (HILLANDALE RD) FROM I-85 TO NORTH OF SR-1407 (CARVER AVE).		
Type of Work:	GRADING, DRAINAGE, PAVING, AND SIGNAL.		
Contractor Name:	REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT		
Contract Amount:	$4,222,625.78	**Cost Overrun/Underrun:**	4.39%
Availability Date:	8/30/2010	**Letting Date:**	7/20/2010
Completion Date:	6/15/2012	**Work Began:**	9/30/2010
Revised Completion Date:	7/1/2012	**Estimated Completion:**	6/15/2012
Last Estimate Thru:	11/7/2011	**Scheduled Progress:**	56%
Last Estimate Paid:	11/17/2011	**Actual Progress:**	44.01%

Contract Number:	C202507	**Route:**	I-540
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.
Type of Work: DESIGN-BUILD LANDSCAPING.
Contractor Name: SOUTHERN GARDEN, INC.
Contract Amount: $4,800,000.00 **Cost Overrun/Underrun:**
Availability Date: 8/15/2011 **Letting Date:** 4/21/2011
Completion Date: 7/1/2015 **Work Began:**
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

Contract Number: C202538 **Route:** NC-55, NC-751, SR-1118 SR-1357, SR-1404, SR-1615 SR-1641, SR-1646, SR-1656 SR-1670, SR-1671, SR-1901 SR-1954, SR-1955, SR-1981 US-70
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 22.96 miles **Federal Aid Number:**
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: 1 SECTION OF US-70, 1 SECTION OF NC-55, 1 SECTION OF NC-751 & 13 SECTIONS OF SECONDARY ROADS.
Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION.
Contractor Name: TRIANGLE GRADING & PAVING, INC
Contract Amount: $4,474,348.51 **Cost Overrun/Underrun:** 1.58%
Availability Date: 3/15/2010 **Letting Date:** 1/19/2010
Completion Date: 12/16/2010 **Work Began:** 4/5/2010
Revised Completion Date: **Estimated Completion:** 3/30/2012
Last Estimate Thru: 6/22/2011 **Scheduled Progress:** 100%
Last Estimate Paid: 7/7/2011 **Actual Progress:** 98.01%

Contract Number: C202610 **Route:** NC-147
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** R-5164D
Length: 6.8 miles **Federal Aid Number:** STM-0147(3)
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: NC-147 FROM NORTH OF SR-1322 (BROAD ST) TO NORTH OF SR-2028 (TW ALEXANDER BLVD).
Type of Work: DIAMOND GRINDING, CONC PVT SLAB REMOVAL & SHOULDER RECONST.
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: $4,274,880.20 **Cost Overrun/Underrun:** 13.92%
Availability Date: 3/15/2011 **Letting Date:** 9/21/2010
Completion Date: 11/1/2011 **Work Began:** 3/15/2011
Revised Completion Date: **Estimated Completion:** 4/30/2012
Last Estimate Thru: 11/7/2011 **Scheduled Progress:** 100%
Last Estimate Paid: 11/17/2011 **Actual Progress:** 78.08%

Contract Number: C202620 **Route:** I-85
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** I-5145
Length: 12.6 miles **Federal Aid Number:** IMS-085-4(118)178
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: I-85 FROM NORTH OF US-70 IN DURHAM COUNTY TO NORTH OF NC-56 IN GRANVILLE COUNTY.
Type of Work: PAVEMENT REHABILITATION AND BRIDGE REPAIR OVERLAYS.
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: $8,098,211.15 **Cost Overrun/Underrun:** 4.47%
Availability Date: 6/1/2011 **Letting Date:** 4/19/2011
Completion Date: 7/15/2012 **Work Began:** 6/10/2011
Revised Completion Date: **Estimated Completion:** 7/15/2012
Last Estimate Thru: 11/15/2011 **Scheduled Progress:** 38%
Last Estimate Paid: 11/21/2011 **Actual Progress:** 61.03%

Contract Number: C202712 **Route:** NC-751, SR-1811, SR-1903 SR-1905, SR-1919, SR-1921 SR-1959
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 13.04 miles **Federal Aid Number:**

Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: NC-751 FROM 3 LANE SECTION TO THE CHATHAM COUNTY LINE & 6 SECTIONS OF SECONDARY ROADS.
Type of Work: WIDENING, RESURFACING & SHOULDER RECONSTRUCTION.
Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT
Contract Amount: $2,700,860.68 **Cost Overrun/Underrun:** 24.44%
Availability Date: 4/4/2011 **Letting Date:** 2/15/2011
Completion Date: 9/30/2011 **Work Began:** 5/5/2011
Revised Completion Date: 11/28/2011 **Estimated Completion:** 12/1/2011
Last Estimate Thru: 10/31/2011 **Scheduled Progress:** 100%
Last Estimate Paid: 11/4/2011 **Actual Progress:** 99.76%

Contract Number: DE00010 **Route:** SR-1357
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 0.17 miles **Federal Aid Number:**
Resident Engineer: Mark W. Luther, PE **RE Phone Number:** (919)220-4680
Location Description: INTERSECTION OF SR-1357 (AVONDALE DR) AND SR-1670 (GEER ST).
Type of Work: INSTALL ROUNDABOUT.
Contractor Name: BARRETT, IRVIN & JORDAN CONTRACTORS INC
Contract Amount: $497,421.60 **Cost Overrun/Underrun:** 2.51%
Availability Date: 8/15/2011 **Letting Date:** 7/26/2011
Completion Date: 11/15/2011 **Work Began:** 8/15/2011
Revised Completion Date: **Estimated Completion:** 11/15/2011
Last Estimate Thru: 10/31/2011 **Scheduled Progress:** 90.17%
Last Estimate Paid: 11/15/2011 **Actual Progress:** 68.59%

Contract Number: DE00011 **Route:** SR-1308
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 4 miles **Federal Aid Number:**
Resident Engineer: Mark W. Luther, PE **RE Phone Number:** (919)220-4680
Location Description: SR-1308 (CORNWALLIS RD) IN DURHAM COUNTY AND SR-1717 (WOOD- LAND RD) IN GRANVILLE COUNTY.
Type of Work: STRENGTHENING, RESURFACING, AND PAVEMEN MARKINGS.
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: $1,102,907.60 **Cost Overrun/Underrun:** -11.38%
Availability Date: 9/6/2011 **Letting Date:** 7/26/2011
Completion Date: 11/30/2011 **Work Began:** 9/6/2011
Revised Completion Date: **Estimated Completion:** 1/13/2012
Last Estimate Thru: 11/30/2011 **Scheduled Progress:** 100%
Last Estimate Paid: **Actual Progress:** 66.53%

Contract Number: DE00012 **Route:**
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 0.6 miles **Federal Aid Number:**
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: W B UMSTEAD PARK IN WAKE COUNTY AND ROLLING VIEW PARK IN DURHAM COUNTY.
Type of Work: PARK IMPROVEMENTS.
Contractor Name: TRIANGLE GRADING & PAVING, INC
Contract Amount: $597,864.70 **Cost Overrun/Underrun:** 25.27%
Availability Date: 9/19/2011 **Letting Date:** 8/30/2011
Completion Date: 12/23/2011 **Work Began:** 9/23/2011
Revised Completion Date: 12/30/2011 **Estimated Completion:** 12/23/2011
Last Estimate Thru: 11/7/2011 **Scheduled Progress:** 67%
Last Estimate Paid: 11/16/2011 **Actual Progress:** 72.52%

Contract Number: DO00069 **Route:** NC-147
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** BK-5102G
Length: 0 miles **Federal Aid Number:** BRNHS-0147(4)
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: BRIDGES #12, 71, 137, 154, 156, AND 169 ON NC-147.
Type of Work: BRIDGE PAINTING.
Contractor Name: S & D INDUSTRIAL PAINTING, INC.
Contract Amount: $922,562.15 **Cost Overrun/Underrun:**

Availability Date: 7/11/2011 **Letting Date:** 8/19/2010
Completion Date: 11/7/2011 **Work Began:** 7/11/2011
Revised Completion Date: 8/28/2012 **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

Contract Number: DO00070 **Route:** NC-147
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** BK-5102E
Length: 0 miles **Federal Aid Number:** BRZ-1940(2)
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: BRIDGES #194 ON SR-1940, #202 ON SR-2080, #206 ON SR-1121, AND #212 ON NC-147.
Type of Work: BRIDGE PAINTING.
Contractor Name: ASTRON GENERAL CONTRACTING COMPANY INC
Contract Amount: $1,079,557.80 **Cost Overrun/Underrun:** 0%
Availability Date: 5/2/2011 **Letting Date:** 8/19/2010
Completion Date: 8/29/2011 **Work Began:** 6/24/2011
Revised Completion Date: **Estimated Completion:** 11/2/2011
Last Estimate Thru: 9/15/2011 **Scheduled Progress:** 100%
Last Estimate Paid: 9/26/2011 **Actual Progress:** 94.64%

Contract Number: DO00076 **Route:** I-40
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** BK-5102F
Length: 0 miles **Federal Aid Number:** BRSTP-1959(5)
Resident Engineer: Chad D. Hinnant **RE Phone Number:** (919)733-9499
Location Description: BRIDGES #228 ON SR-1959, #224 ON SR-1999, AND #100 ON SR-2028.
Type of Work: BRIDGE PAINTING.
Contractor Name: SAFFO CONTRACTORS INC
Contract Amount: $1,138,000.00 **Cost Overrun/Underrun:** -1.4%
Availability Date: 6/6/2011 **Letting Date:** 9/2/2010
Completion Date: 10/18/2011 **Work Began:** 7/21/2011
Revised Completion Date: **Estimated Completion:** 11/9/2011
Last Estimate Thru: 11/9/2011 **Scheduled Progress:** 100%
Last Estimate Paid: 12/1/2011 **Actual Progress:** 100%

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	**100% Complete**	$1,034,110.00	ARRA, STP-DA & Contingency; M.A. w/ City
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTNG LIST							
County	TIP #	Description	Let Date	Completion Date	Status	Cost	Comments

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. 1/17/12**	**work to begin by 12/12/11**	$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.			**Work Completed by Town's POC**	$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.)		11/15/2011	**F.A. construction complete**	$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)		12/31/2011	**F.A. construction underway**	$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		Bike racks ordered by County and bus shelter ordered by Contractor	$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)		10/3/2012	MA with Town executed	$200,000.00	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	**Contract executed**	$137,500.00	STP-Division Enhancement
Orange	I-5142	Mill, resurface and install pavement markers and rumble strips on I-85/I-40from west of SR 1114(Buckhorn Road) to the I-85/I-40 interchange	3/16/2010	**10/9/2011**	**100% complete**	$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	Letting delayed due to soil contamination	$300,000.00	SRTS

Orange	SR-5001 AR	Construct 320' of 5' sidewalk on Culbreth Road between Cobbleridge Rd. in Chapel Hill and Rossburn Rd. in Carrboro	After construction authorization is approved	7/22/2012	**Construction Authorization requested**	$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	**4/1/2012**	**FA construction in Spring 2012**	$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	**Consultant design pending**	$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	**12/15/2011**	**F.A. widening & contract resurfacing complete; signs pending**	$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			Signal design underway	$7000 PE	Spot Safety-State
Orange	U-4726 DC	Wilson Park Multi-Use Path	**6/20/2012**		Municipal Agreement with Town of Carrboro; **Advertisement delayed by USDOL wage analysis**	$21,085 PE $210,855 C	STPDA
Orange	U-4726 DD	Construct sidewalk on Rogers Road from Homestead Road to Meadowrun Ct.	**6/20/2012**		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	**6/20/2012**		Municipal Agreement with Town of Carrboro for construction (replaces EL-4994) Design underway	$59,000 PE	STPDA

Orange	U-4726 DF	Bicycle detection at Signalized Intersections		FFY 2013	**Municipal Agreement to Town of Carrboro for execution**	$36,000	STP-DA
Orange	U-4726 IF	Construct stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail	**6/20/2012**		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	**6/20/2012**		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 underway	$450,000	High Hazard Safety
County	**TIP #**	**Location Description**	**Est. Let Date**	**Completion Date**	**Status**	**Cost**	**Comments**
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTNG LIST							
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.)	**12/20/2011**		**USDOL wage analysis under review**	$4.85 million	

MPO/RPO REGIONAL WORKSHOP
DISCUSSION RECORD

DATES and LOCATIONS:

October 13, 2011 - Hickory, NC
October 18, 2011 – Rocky Mount, NC
October 19, 2011 – Fayetteville, NC
October 20, 2011 – Greensboro, NC

In response to the request from the North Carolina MPO and RPO Associations for an opportunity to involve MPO/RPO members and TAC/TCC leadership in the North Carolina Department of Transportation's 2040 Plan, four structured listening sessions were scheduled across North Carolina. The four workshops included identical PowerPoint presentations (see attached) and strategic questions for attendees. Attendees comprised of MPO/RPO leadership and staff, TAC and TCC members including several NCDOT Board of Transportation members.

The agenda included discussion of the 2040 Plan overview and framework, transportation investment considerations, strategic operating policies opportunities and the next steps for the Plan.

Focused discussion topics included transportation system needs and performance expectations, transportation funding, investment priorities and suggested changes to NCDOT operating policies. Participants in the four workshops raised the following comments and opinions. Participants were not necessarily in agreement on the substance and importance of all issues.

TRANSPORTATION SYSTEM NEEDS & PERFORMANCE EXPECTATIONS:
What performance levels do our transportation systems need to provide to promote economic opportunities?

- Performance levels of local networks are important to economic opportunities
- What is deemed acceptable in one city may not be acceptable in another; e.g., one city may feel an 'F' rating is acceptable for one hour per day during rush-hour
- Might be reasonable to expect 'B' level for the majority of the day and accept 'D' during peak times
- It is impossible to expect zero congestion in an economically robust region
- If we spend all the necessary funds to create 'A' level transportation, what is the gain? Empty roads, transit, etc…
- View improvements based upon travel time rather than just building or expanding
- Eastern North Carolina needs increased rail access to NC ports in order to transport agricultural products

Theme: Performance level needs vary by region.

How can/should performance levels vary? By mode, tier, investment goal, other considerations?

- For some modes, statewide considerations are most important, for others, regional needs are more significant
- To achieve successful economic recruiting in NC, focus must be regional
- Majority of input suggested that sub-regional and regional tiers should have the highest consideration
- Investment scenarios focus on only one mode – modal integration is necessary
- DOT should grade itself on a regional basis and on interconnectivity
- Regional MPO/RPO must be more synergistic

Theme: It is important that transportation investments support all modes, and that funding recognizes that types of needs vary by region. There cannot be a one-size-fits-all mentality.

TRANSPORTATION FUNDING:
Should NCDOT and its partners be pursuing additional revenues to fund transportation? What spending threshold is reasonable? Are gas taxes a sustainable funding source?

As revenues from the NC gas tax decrease due to increased fuel-efficient vehicles on the road, NC must find alternate funding. Suggestions included the following:

- Raise the automobile registration fee for incoming population
- Raise Vehicle Property Tax
- Implement user fees for subdivision roads
- Re-allocate monies; e.g., Greenway extending from the mountains to sea is wonderful in a robust economy, however, given the current economic environment, that money could be better spent at local level for transportation rather than recreation
- Fee on Vehicle Miles Travelled (VMT)
    - Some participants believed VMT to be the best option
    - Differing views stated that NC won't receive sufficient monies on VMT with the anticipated increased population age and that VMT does not capture the fact that all citizens benefit from roads – even those who utilize alternate transportation
    - Concern about equity with VMT (link between VMT and vehicle weight?)
    - Balance VMT with lower gas tax
- Tolling:
    - Virginia is profiting from North Carolina tourists by tolling roads into NC (Chesapeake Expressway and the Chesapeake Bay Tunnel)
    - Local residents should be offered discounted Pass (like Chesapeake)
    - Tolling won't ease Statewide lack of funding as toll revenues are typically used only on the highway that is being tolled.
    - Skepticism that the working population can handle tolls
    - Essentially a user fee - the same as VMT

Theme: As NC moves to new revenue sources to fund transportation programs, the focus should be on sources that are user-fee based, such as VMT and tolling, rather than general revenue sources such as general sales taxes.

What spending threshold is reasonable?

- Public will not tolerate fees on auto insurance or added local sales tax
- If a local tax is implemented – 100% must return to local area
- Cannot ask the local government to raise taxes to pay for interstate highway

- Misconception that government does have money and doesn't need to raise additional capital, there is a "trust issue" with the public
- Pass bond issues rather than raise taxes
- Revenue is down, services are down, government cannot raise taxes – "good effort to provide more focus strategically"

Theme: The current economic environment is not conducive to seeking an increase in tax or user fee rates.

Public Education:

- Public needs to recognize that transportation is seriously underfunded
- Public must understand that if maintenance on highways and roads is deferred for too long, the price to elevate roads to acceptable levels increases dramatically
- Public must comprehend that there can be devastating consequences if current roads are not properly maintained

Theme: Critical to meeting long-term transportation needs will be gaining public acceptance by educating the public on the true needs and the economic impact of not meeting those needs.

Local Influence:

- Some local governments are funding their own sidewalks
- Receiving initial investment for bicycle/pedestrian infrastructure can be difficult
- Morganton/Hickory restriped several roads for bike lanes, which was well received locally

Theme: Local governments need to be creative in order to control aspects of their transportation systems.

INVESTMENT PRIORITIES:
If we can't address all our needs, what are the most important considerations in setting priorities?

- Specific recommendations:
    - Finish strategic highway corridors (if funding is taken away – we are cut off from other States)
    - Mountains need a four lane highway for mobility (currently use US 421, a two lane, steep, curvy road)
    - Hurricane Evacuation Routes (Additional ferries for the Outer Banks?)
    - Preserve bridges
- Priorities should be safety and congestion relief
- Shift focus from highways to other modes based on needs
- Transfer funds from roads to mass transit
- There is a need for expanded rail passenger service
- Devote funds to light rail - how will the population move in the future?
- Define *need* versus comprehensive list of all desired maintenance/upgrades
- Strategically look at needed infrastructure and funding - allocate resources to accommodate
- Freight needs to have predictability for movement
- Charlotte, Raleigh, Atlanta have proven that building additional lanes is not the solution – with the anticipated population growth, cities will face the same issues in a few years

- Reflect varying importance, i.e., bike routes in urban areas are used daily whereas bike routes between cities are not
- Wherever we gain the most for our limited monies
- Provide road and maintenance only - allow regional to implement usage changes, i.e. carpool only
- Fund transportation that improves current situation and is also working towards the future

Theme: Investment priorities should give strong consideration to reallocating funding from roads and highways to alternative modes of transportation.

Strategic Operating Policies Opportunities

What changes in state transportation policy are needed?

- Concern regarding P2.0 scoring matrix; for example, an 11 mile road is divided into four segments
- Some measure of economic impact for proposed highway improvement projects, such as return on investment, should be included in P2.0 scoring
- Need data points for economic development
- Look at comprehensive picture and implement improvements based on travel time rather than building/improving for the sake of upgrading
- Look at strategic locations for intermodal connections (Distribution Centers)
- Review economic benefits for project, which have huge impact on land use
    - Development patterns need to be addressed – trying to reconnect through transit once sprawl exists is complicated
    - Access to available land areas that can be developed
- Remove discretionary funding
- Eliminate bridges to nowhere
- Be transparent (NCDOT transparency applauded by another participant)
- Efficiency – NCDOT rated 5th or 6th in nation for efficiency; many states have much larger budgets with substantially fewer roads
- Decentralize Transportation Planning Branch – move them out of Raleigh and spread throughout the State
- Equitable portions for rural and urban
- Part of the maintenance problem is that NC doesn't have the money needed to rebuild roads, so resurfaces roads which will need to be rebuilt in time
- Ensure connection/coordination between SPOT and 2040 Plan for comprehension
- SPOT – Projects with later horizon years fare better than earlier horizon
    - Re-evaluating placement of certain projects
    - Give weight to horizon years
- Equity restrictions prohibit the ability of the State to spread the wealth
- Need quantitative Economic Return Model not driven by politics

Theme: NCDOT needs to have more of a local planning presence across the state; planning will benefit if NCDOT personnel are more attuned to local issues. Efficiency, transparency and equity should be the goal of NCDOT policies, programs and processes. This is particularly true with regard to prioritization of projects: project evaluation formulas need to ensure that projects promising high return in terms of economic benefits are given high priority.

Additional topics raised and discussed:

Economic Opportunity

- Performance levels of local networks are important to economic opportunities
- Economic recruitment process is a much quicker process than infrastructure improvement - new/potential tenants must have roads, services, etc.
- NC must be able to react quickly or will lose economic opportunities; perhaps a special funding pot is needed to support economic recruiting

Equity Formula:

- Trust Fund – equity formula had unintended consequences for multi-modal
- Equity formula – should be closer to the local level, funded accordingly with needs
- Tax burden needs to be proportional on resource
- Less reactionary – guide transportation needs from highway to rail

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Technical Memorandum: Second Public Survey

ATKINS

2040 Plan – NC Statewide Transportation Plan Update

To:	Tyler Bray, NCDOT; Terry Arellano, NCDOT; Nicole Meister, NCDOT
From:	Judy Meyer, PIA (Atkins Team)
Date:	Revised Final, November 2011
Subject:	2040 Plan Second Public Survey Response Report

A second public survey was released in September 2011 in both electronic and hard copy form for the 2040 Plan. While the first survey released in April 2011 sought ideas and thoughts about the future of transportation, the second public survey asked people to provide input on specific transportation investments, and funding options. The survey was completed by individuals on a random basis and therefore the survey should not be considered statistically valid as would the results from a poll or other formal survey instrument.

Notice of the availability of the survey was sent to 2040 Plan Statewide Stakeholder Group (SSG) and Agency Coordination Group (ACG) members. And email also was sent to more than 900 organizations, agencies and institutions with a request to complete the survey and to pass it on to others. Follow-up calls were made to an estimated 200 organizations to make sure they received the email and to reiterate the request to distribute it to others. A link to the survey was displayed prominently on the NCDOT web page dedicated to the 2040 Plan. Notice of the survey also was included in media releases, and messages posted to Facebook and Twitter.

The survey was made available beginning September 5, 2011 and it closed on September 30, 2011.

A total of 3,509 survey responses were submitted during this time period. This includes surveys submitted in both English and Spanish. An estimated 13 percent of respondents were students, the majority of which were college students.

Highlights of feedback from the survey include:

- In a climate of limited funds, NCDOT's top priorities should be:
  - Focusing on projects and programs that will boost the economy and create jobs
  - Focusing on other forms of transportation besides highways
- Better coordination of transportation and land development and investing more in public transportation are most important to address the transportation needs of a changing population
- Shorter commute times and improved air and water quality are the biggest contributors to respondents' quality of life
- More than 63 percent of respondents indicated expanding passenger service within cities or between downtowns and suburbs should be the focus of passenger rail efforts.
- Nearly half of respondents (48.2 percent) said highway enhancements would offer the biggest benefit to North Carolina's economic prosperity.
- Although several respondents indicated any new revenues for transportation should come from a combination of sources, the top new sources were toll roads and local option sales taxes. At least one-third of respondents indicated there should be no new revenues and NCDOT should make do with existing funding levels.
- The existing revenue sources respondents indicated would be most acceptable to increase were user fees and Highway Use Taxes (motor vehicle sales tax). Several respondents on this question also noted

a combination of increases of various revenue sources would likely be more acceptable. At least one-third of respondents indicated there should be no increases of existing revenues and NCDOT should make do with existing funding levels.

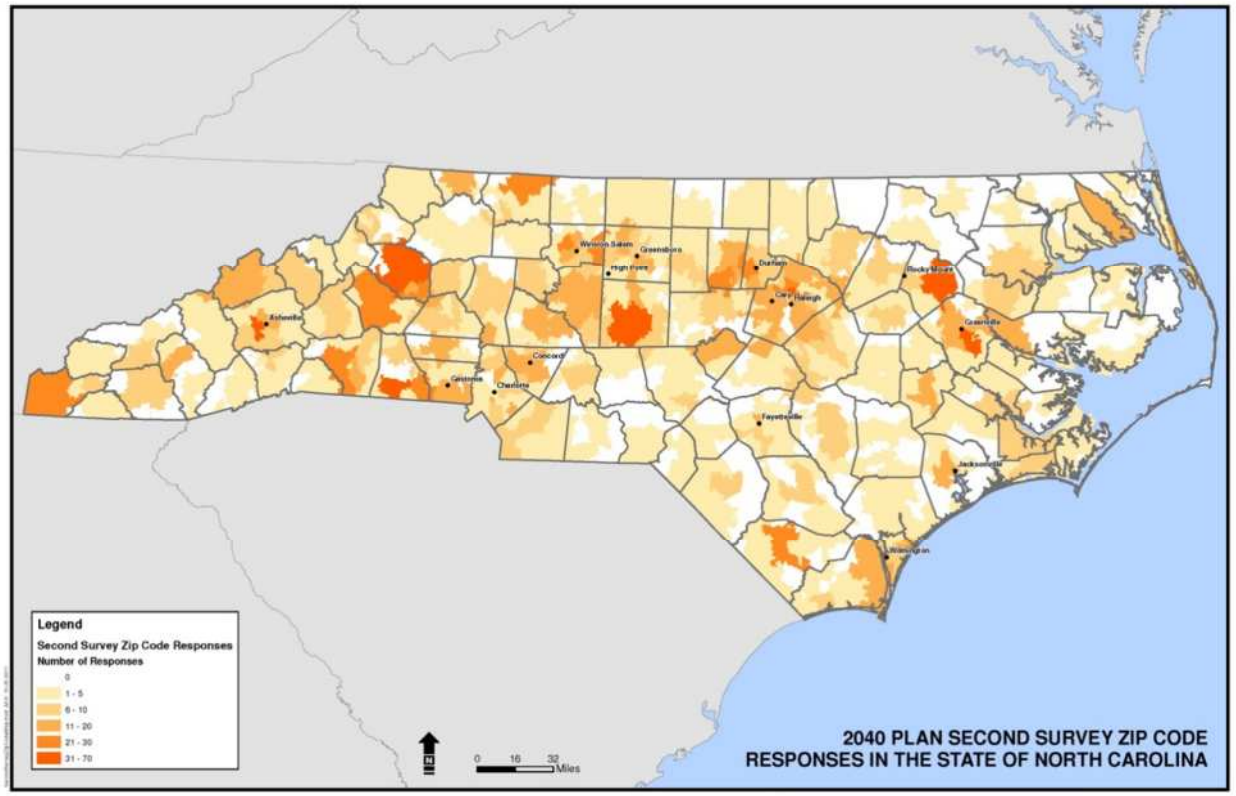
- More than half of the additional comments continued the discussion about funding options, with many respondents noting a combination of funding sources is preferred, or noting that NCDOT should not be seeking additional funds.

Detailed results of the second public survey follow. Comments submitted in the "additional comments" field are available as a separate document on request.

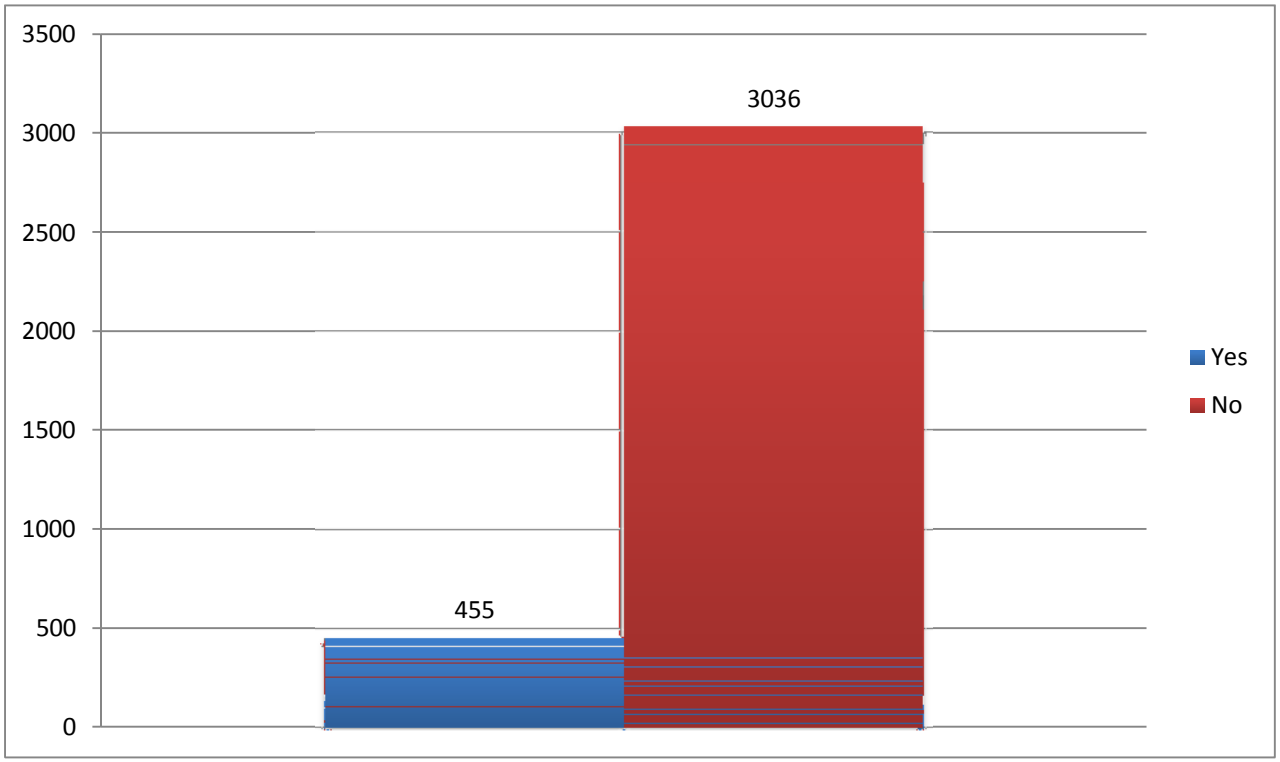
NCDOT 2040 Plan Second Public Survey Response Summary (October 12, 2011)

The following pages provide a summary of the responses received to the second 2040 Plan public survey. This report represents the results of 3,509 responses to the English and Spanish surveys. This report provides the results in two formats for each multiple choice question – written and graphic. The "other" responses and the additional comments allowed for in the last question have been categorized or grouped as much as possible. There were many responses that could not be grouped. A separate file that contains all additional comments received is available on request.

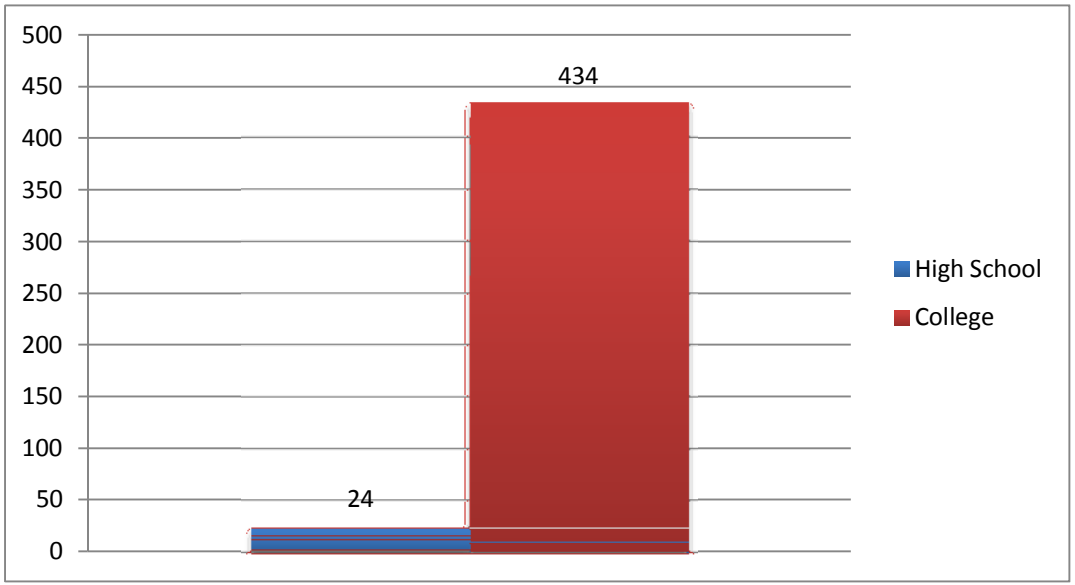
Respondents were asked to provide their ZIP Code.™ The following map illustrates those responses received from within North Carolina. There also were comments received from other states.



2. Are you a student?		
Answer Options	**Response Percent**	**Response Count**
Yes	13.0%	455
No	87.0%	3036



3. Since you are a student, what level of school do you attend?		
Answer Options	**Response Percent**	**Response Count**
High School	5.2%	24
College	94.8%	434



4. 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.

Answer Options	Response Percent	Response Count
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.	16.3%	541
Focus on other forms of transportation, such as rail, bus,aviation, walking and bicycling, instead of making highway enhancements such as road widening.	29.5%	978
Focus only on projects and programs that will boost the economy and create jobs.	30.2%	1002
Focus resources on the interstate system and major state roadways, and reduce resources for city and county transportation needs.	9.9%	331
Other (please specify) Combination 168, Funding 13, Highways/Roads 181, Other 58, Public Trans/Bike 37, Safety 16	14.0%	464

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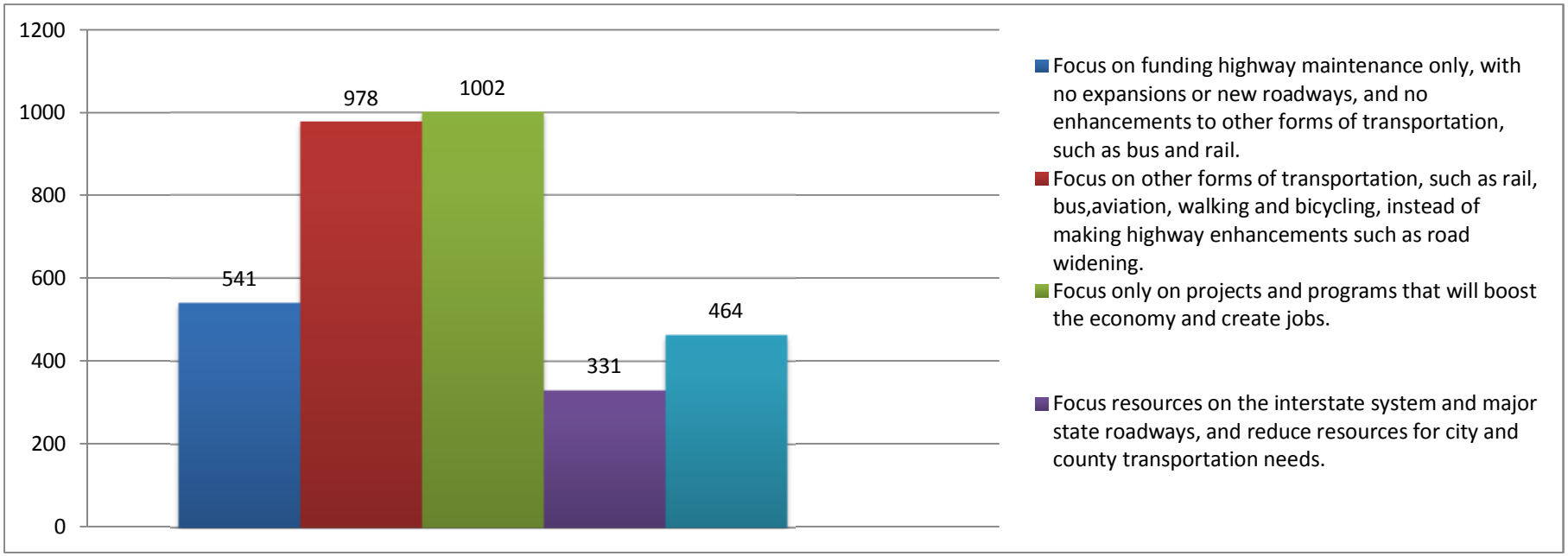
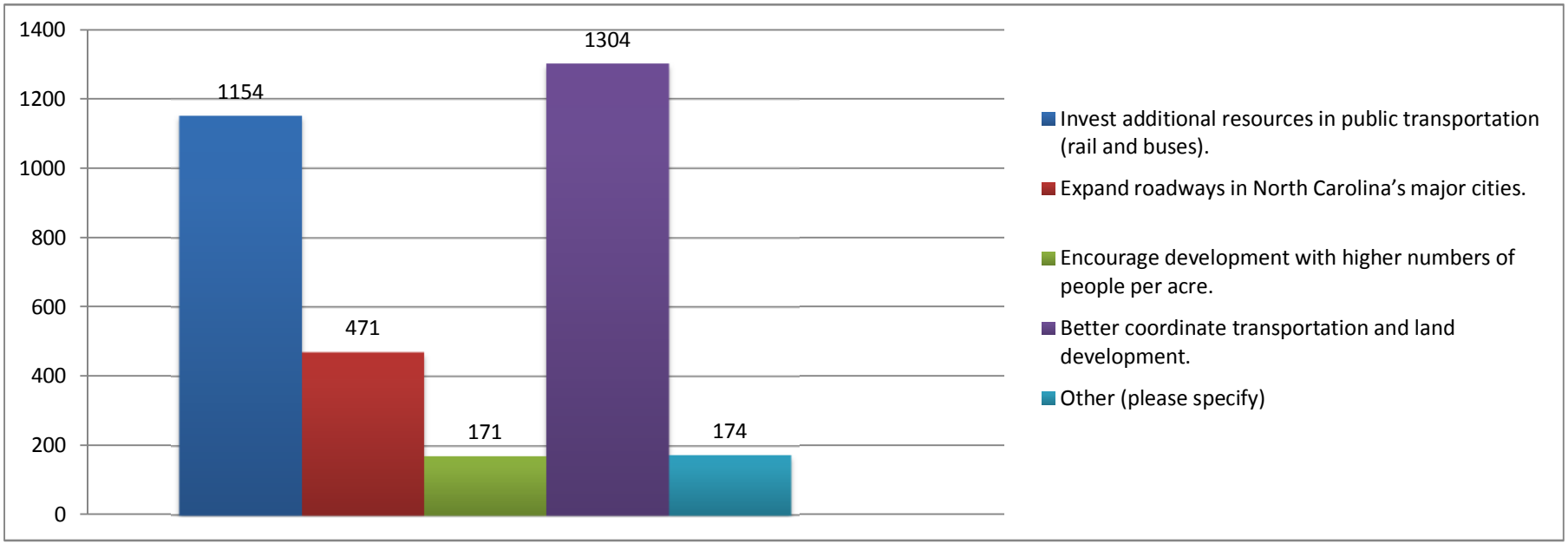
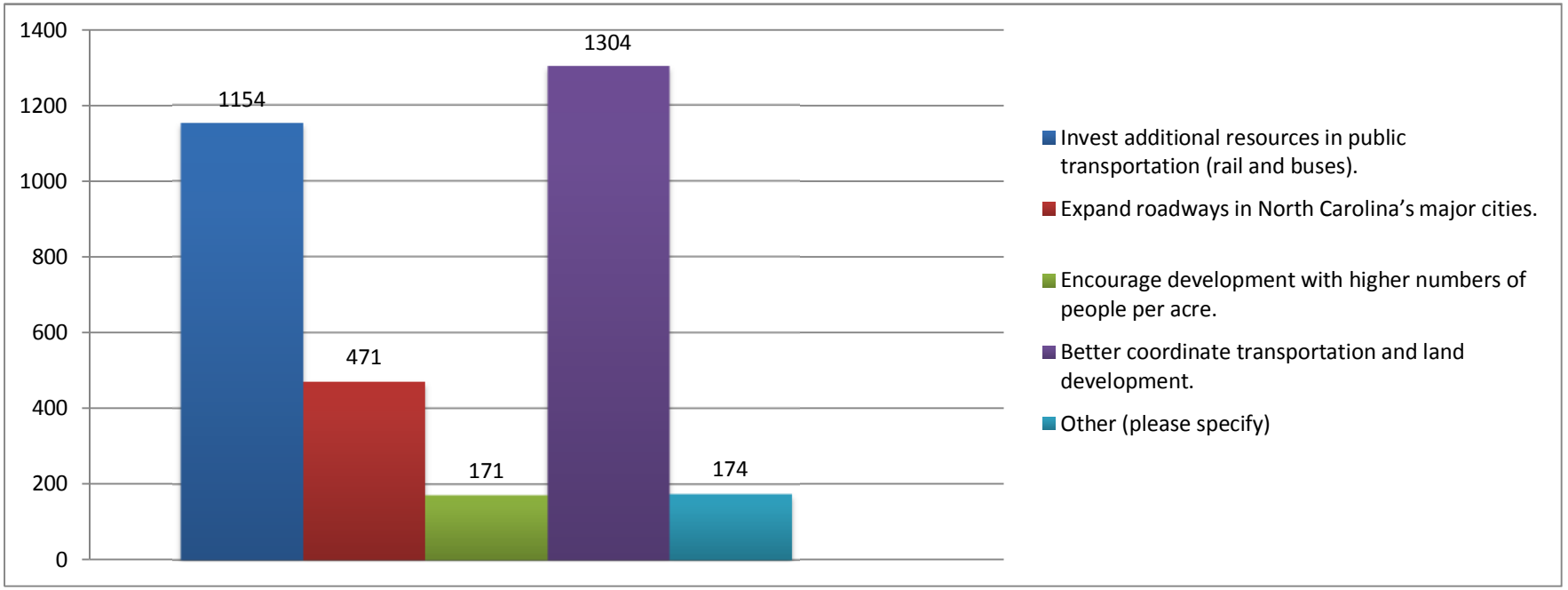


5. By 2040 there will be 3 million more people living in North Carolina - equal to the entire population of Iowa. Our residents will be older and more diverse, and more people will reside in and near large cities. Which of the following is the most important to address the transportation needs of our changing population? Please select only one.

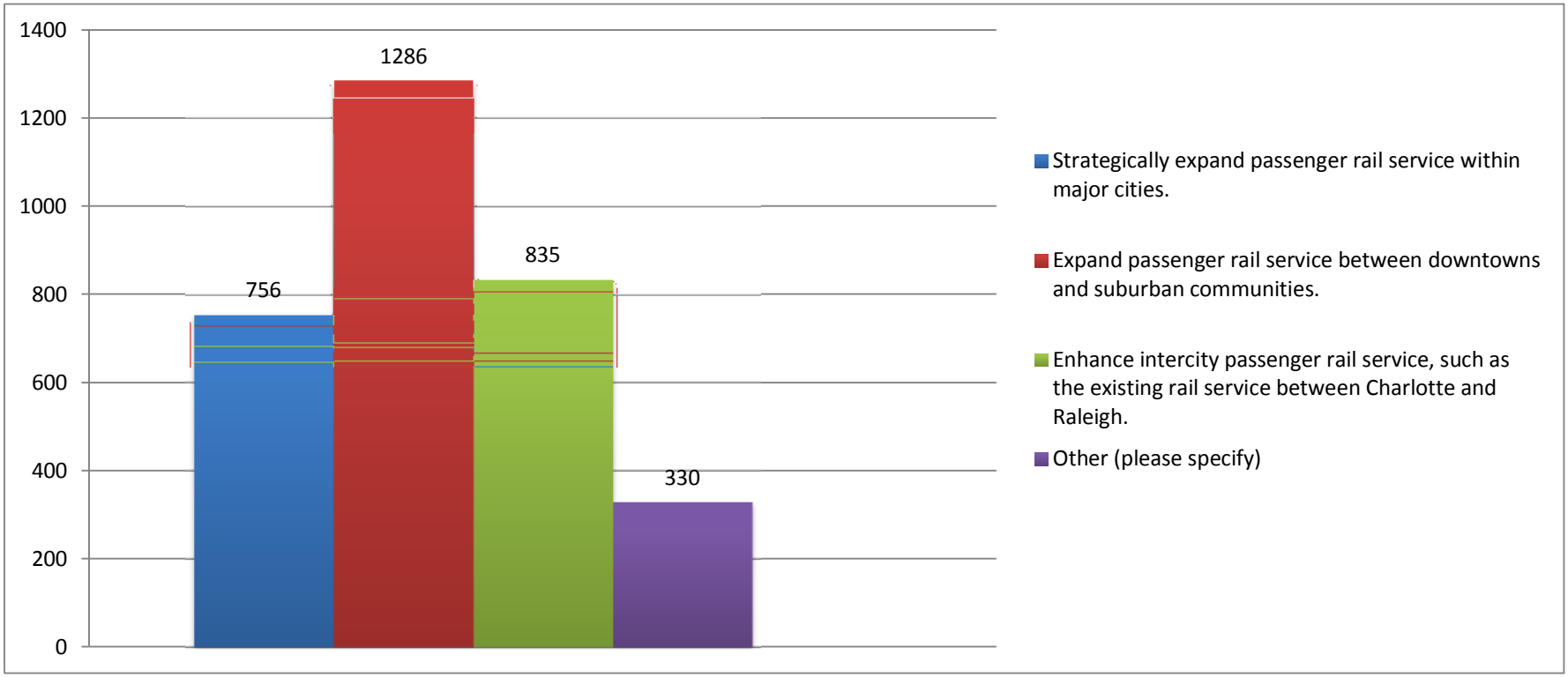
Answer Options	Response Percent	Response Count
Invest additional resources in public transportation (rail and buses).	35.2%	1154
Expand roadways in North Carolina's major cities.	14.4%	471
Encourage development with higher numbers of people per acre.	5.2%	171
Better coordinate transportation and land development.	39.8%	1304
Other (please specify) Equity/Rural 15, Land Use/Density 20, Other/Survey Comment 60, Specific Mode Comment 68, Status Quo/Maintenance 11	5.3%	174



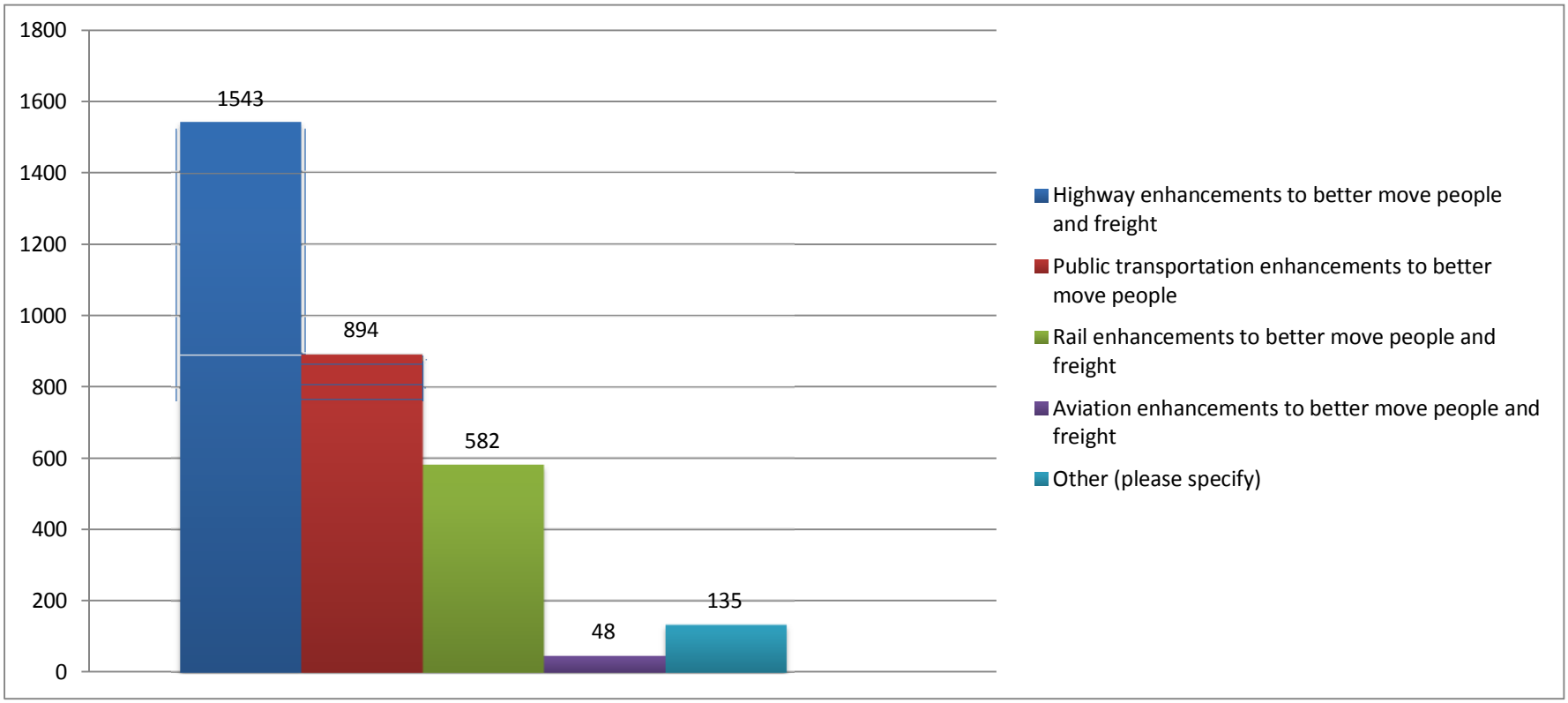
6. Which of the following contributes most to your quality of life and should be a priority for future transportation investments? Please select only one.		
Answer Options	**Response Percent**	**Response Count**
Improved air and water quality	24.0%	777
Shorter commute times	26.3%	851
Communities that accommodate walking and bicycling	20.8%	672
Easily accessible public transportation (bus and rail) options	23.0%	747
Enhanced aviation or ferry facilities	1.1%	37
Other (please specify) Combination 32, Non Road Modes 9, Other/Survey Comment 61, Roadway Specific 57	4.8%	156



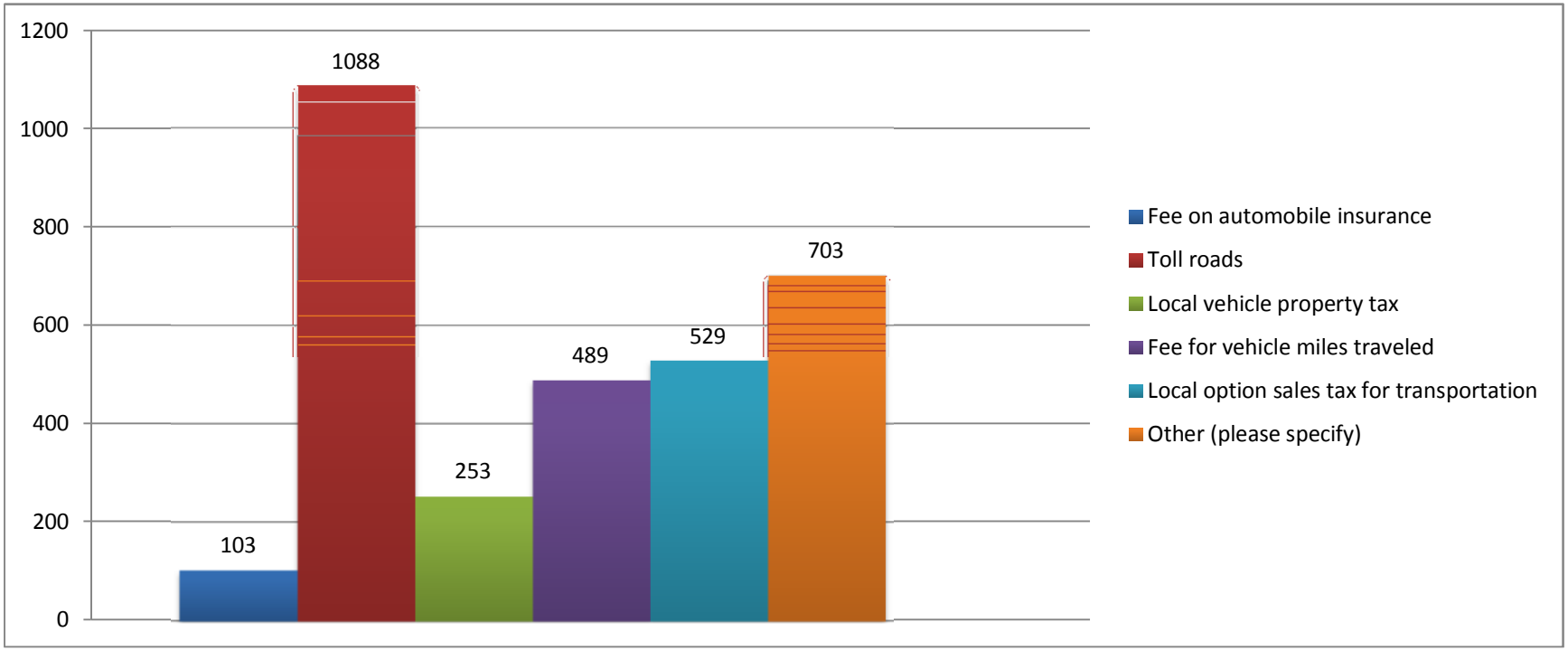
7. Passenger rail is expensive, and North Carolina has limited funds to dedicate to rail. If additional funding can be found, which of the following should be the focus for future rail service? Please select only one.		
Answer Options	**Response Percent**	**Response Count**
Strategically expand passenger rail service within major cities.	23.6%	756
Expand passenger rail service between downtowns and suburban communities.	40.1%	1286
Enhance intercity passenger rail service, such as the existing rail service between Charlotte and Raleigh.	26.0%	835
Other (please specify) Forget Rail 138, Freight Focus 13, Intercity Rail 58, Intra-city Rail 22, Other/Survey Comment 108	10.3%	330



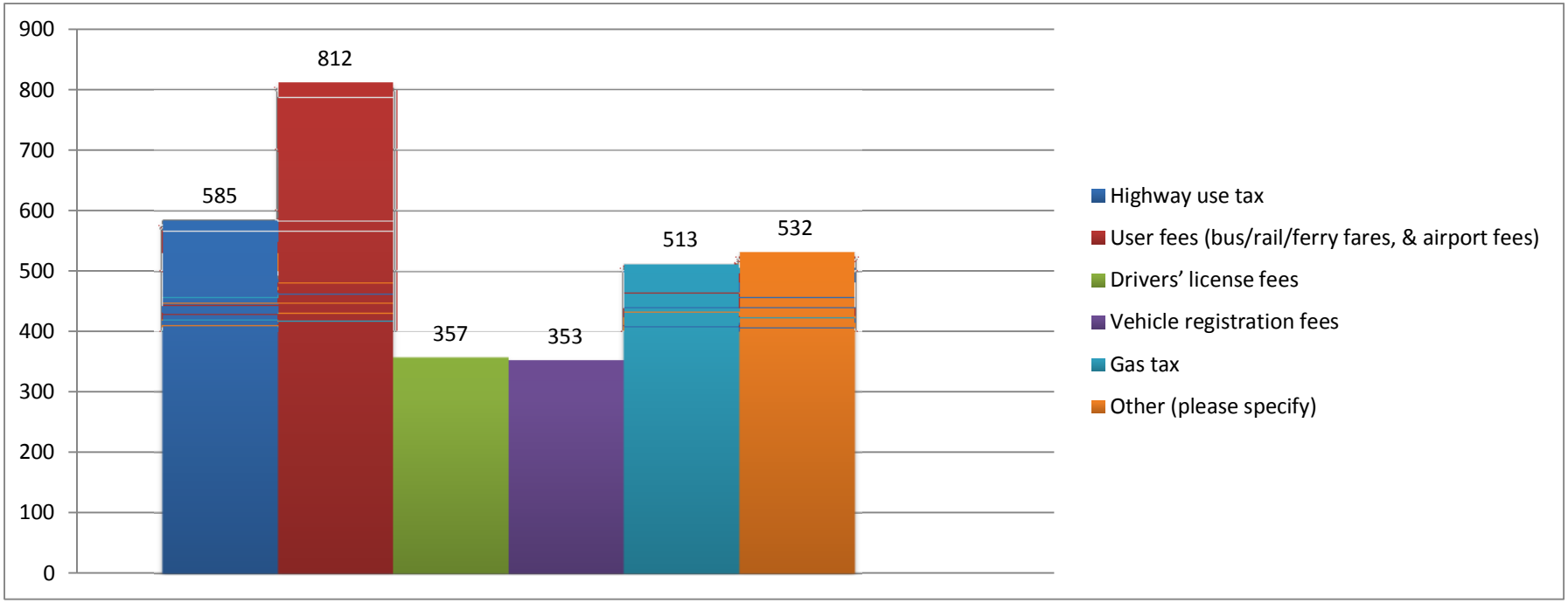
8. Investments in _____ will be the greatest benefit to economic prosperity. Please select only one of the following to fill in the blank.		
Answer Options	**Response Percent**	**Response Count**
Highway enhancements to better move people and freight	48.2%	1543
Public transportation enhancements to better move people	27.9%	894
Rail enhancements to better move people and freight	18.2%	582
Aviation enhancements to better move people and freight	1.5%	48
Other (please specify) Existing Infrastructure 11, Jobs 5, Mode Specific 61, Other/Survey Comment 57, Technology 2	4.2%	135



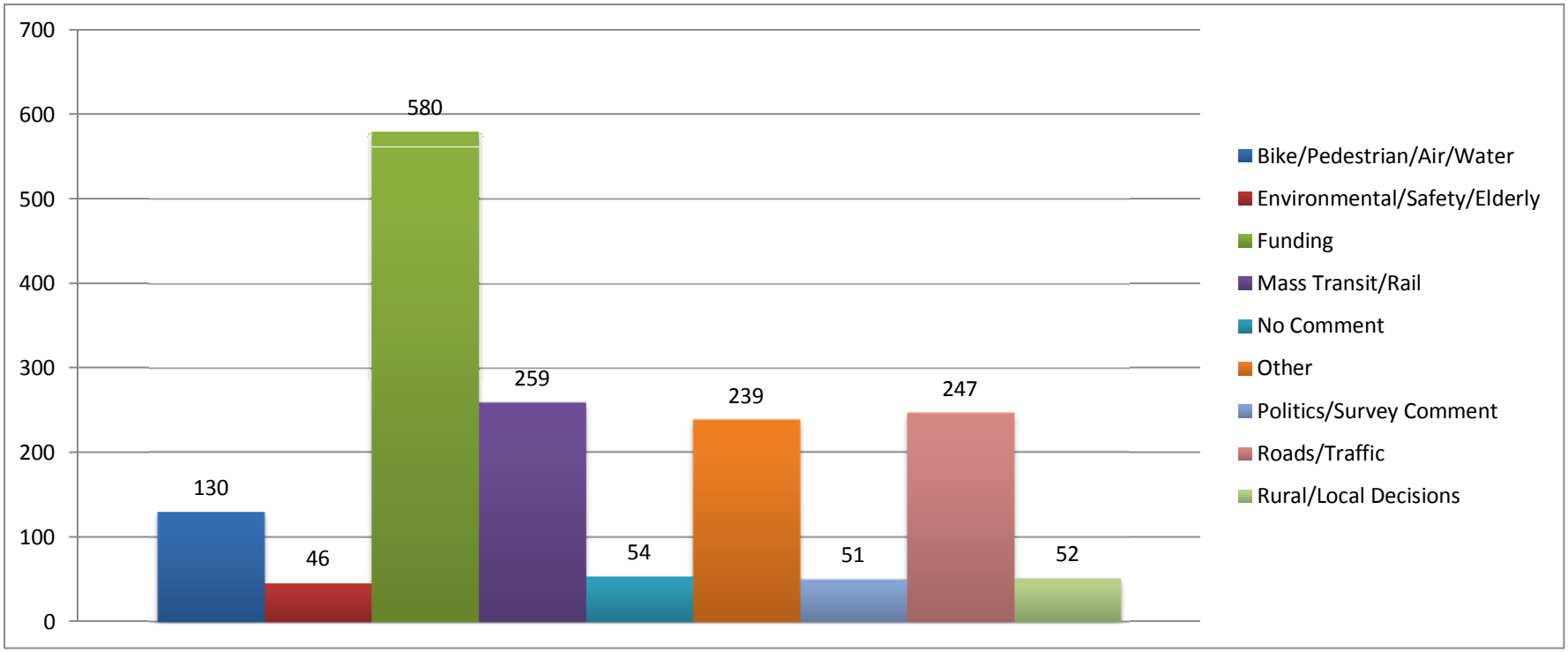
9. The state's gasoline tax is a primary source of funding for roads and highways in North Carolina. More fuel-efficient vehicles and electric vehicles are reducing the amount of fuel consumed, which is reducing the funding for transportation. Of the following, which do you believe the state should consider as a new source to help make up for the loss of revenues? Please select the one you feel is most acceptable.		
Answer Options	**Response Percent**	**Response Count**
Fee on automobile insurance	3.3%	103
Toll roads	34.4%	1088
Local vehicle property tax	8.0%	253
Fee for vehicle miles traveled	15.4%	489
Local option sales tax for transportation	16.7%	529
Other (please specify) Combination 27, Gas Tax 48, No new/streamline/efficient 208, Other fees/taxes/sources 205, Other/Survey Comment 225	22.2%	703



10. Which of the following existing revenue sources should the state consider increasing to fund transportation? Please select the one you feel is most acceptable.		
Answer Options	**Response Percent**	**Response Count**
Highway use tax	18.6%	585
User fees (bus/rail/ferry fares, & airport fees)	25.8%	812
Drivers' license fees	11.3%	357
Vehicle registration fees	11.2%	353
Gas tax	16.2%	513
Other (please specify) Combination 23, No Raise/None/Efficiency 314, Other 90, Other fees/taxes 87, Toll Roads 24	16.9%	532



11. Please provide additional comments about how North Carolina should prioritize transportation needs or raise additional transportation funding.	
Answer Options	**Response Count**
Bike/Pedestrian/Air/Water	130
Environmental/Safety/Elderly	46
Funding	580
Mass Transit/Rail	259
No Comment	54
Other	239
Politics/Survey Comment	51
Roads/Traffic	247
Rural/Local Decisions	52



NCDOT
From Policy to Projects
2040 Plan

Modal Needs Summary

Mode	Backlog	Accruing	30-Yr Total
Aviation	$682 M	$1,360 M	$2,042 M
Rail	$310 M	$11,144 M	$11,454 M
Bike/Ped	$1,129 M	$252 M	$1,381 M
Public Transportation	$13,875 M	$10,532 M	$24,407 M
Ferry	$271 M	$1,496 M	$1,767 M
Ports	$66 M	$1,554 M	$1,620 M
Highways	$42,777 M	$86,775 M	$129,552 M
Grand Total	**$59,101 M**	**$113,121 M**	**$172,222 M**

Highway estimate may change pending coordination with Prioritization 2.0.

All costs millions, in 2011 $

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NCDOT 2040 Plan

SUMMARY of MODAL NEEDS ESTIMATION METHODS

10/20/2011

Mode / Mode Element	**2006 Mid-Cycle STP**		**2011 Estimate for 2040 STP**		
	Estimation Method	***Current Deficiencies Noted***	***Estimation Method***	***Current Deficiencies Noted***	***Lead Estimator***
HIGHWAYS				Yes	NCDOT
Pavement	Estimated using sampling of road segments applied to roadway characteristics database using HERS-ST software.	Yes	10-year estimate developed with pavement management system software and pavement inventory database.	Yes	NCDOT
Bridges	Estimate developed with bridge management system software and bridge database.	Yes	Estimate developed with bridge management system software and bridge database.	Yes	Atkins
Maintenance	Developed from maintenance needs estimate for annual maintenance report.	Yes	Developed from maintenance needs estimate for annual maintenance report.	Yes	Atkins
Expansion	Estimated using sampling of road segments and traffic growth rates applied to roadway characteristics database using HERS-ST software.	Yes	Developed from analysis of roadway characteristics database in GIS format, applying traffic growth rates and segment capacities developed by the SPOT office, and applying cost improvement matrix - for non-metro areas. MPOs provided listing of highway needs per most recent LRTPs for metro areas Coordinated with listing of costs to complete for Loops and Intrastate road improvements.	Yes	MPOs and Atkins
Modernization	Estimated using sampling of road segments and traffic growth rates applied to roadway characteristics database using HERS-ST software.	Included under "Roadways"	Developed from analysis of roadway characteristics database in GIS format, screened against minimum tolerable standards, and applying cost improvement matrix.	Yes	NCDOT
Safety	Included with other roadway costs; estimation method not evident.	No	Developed through estimates formulated for Prioritization 2.0 estimates, extended to 30-year period.	Yes	NCDOT
ITS	Estimated using regional ITS program requirements.		Developed from updated ITS program requirements, including both capital and operating costs.	None identified	NCDOT

Mode / Mode Element	2006 Mid-Cycle STP		2011 Estimate for 2040 STP		
	Estimation Method	*Current Deficiencies Noted*	*Estimation Method*	*Current Deficiencies Noted*	*Lead Estimator*
PUBLIC TRANSIT	Transit 2001 Study and other needs assumptions, with costs applied.	None	Developed from review and analysis of historic department funding role and review of programmatic needs; coordinated with Prioritization 2.0 estimates.	Yes	NCDOT
BICYCLE/PED	Programmatic doubling of historic investment level.	None	Developed from review of nearly 100 planning reports and review of programmatic needs; coordinated with Prioritization 2.0 estimates.	Yes	NCDOT
RAIL	North Carolina Rail Plan 2000 and other inputs, costed out.	None	Developed from listing of freight and passenger projects identified in new Rail system Plan, with costing of capital and operating requirements.	Yes	NCDOT
FERRIES	2001 Ferry Capacity Analysis and other inputs; infrastructure assets and operating costs estimated for each facility/service.	None	Developed from listing of infrastructure assets and operating costs estimated for each facility/service.	Yes	NCDOT
PORTS	Not estimated.	N/A	Developed from 10-year capital needs estimate, and historical operating budget, allocated to goals, and extrapolated to 30 years; excludes any major new strategic investments to ports.	Yes	Atkins
AVIATION	2004 Airport Development Plan Initiative and 1995 Statewide Aviation System Master Plan as inputs to cost estimating.	None	Developed from current listing of project needs and state funding participation.	Yes	NCDOT

DCHC MPO TAC/TCC Meeting Dates 2012

Durham City Hall, Committee Room

Transportation Advisory Committee (TAC) 2nd Wednesday of the month, 9 am	Technical Coordinating Committee (TCC) 4th Wednesday of the month, 9 am
11-Jan-12	25-Jan-12
08-Feb-12	22-Feb-12
14-Mar-12	28-Mar-12
11-Apr-12	25-Apr-12
09-May-12	23-May-12
13-June-12	27-June-12
No July TAC meeting	25-July-12
08-Aug-12	22-Aug-12
12-Sept-12	26-Sept-12
10-Oct-12	24-Oct-12
14-Nov-12	28-Nov-12
12-Dec-12	19-Dec-12*

Tentative Joint TAC Meeting Dates (locations and times TBD)

30-May-12 (conflict for Durham City Council, if meeting is needed, may try to identify an alternate date)
31-Oct-12

* One week earlier than usual (3rd Wednesday of the month) to avoid conflict with a holiday

TAC meetings are occasionally moved to 7 pm to accommodate public hearings. Appropriate notice will be provided for schedule changes.