

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

**May 24, 2006
9:00 a.m.**

**Public Works Conference Room
3rd floor Durham City Hall**

- 1. Preliminaries**
- 2. Adjustments to the Agenda**
- 3. Public Comments**

ACTION ITEMS

- 4. Approval of April 26, 2006 TCC Meeting Minutes
(Attachment 4)**

A copy of the April 26, 2006 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the April 26, 2006 TCC meeting.

- 5. Federal Transit Administration (FTA) Job Access Reverse Commute (JARC) and New Freedom Funds
(Attachment 5, 5A)
Felix Nwoko, LPA Staff
John Tallmadge, TTA, TCC Transit Subcommittee Chair**

The TCC and TCC transit subcommittee have discussed the procedure for allocating Job Access Reverse Commute (JARC) and New Freedom Funds. JARC funding is currently used, under an earlier set of rules, to provide transit service to the Brier Creek off US 70. DCHC MPO can apply to continue funding that project in FFY 2006, but must designate a recipient for the funds. Projects to be funded in FFY 2007 and beyond must be selected competitively and must be based on a coordinated plan developed with the participation of human service agencies.

At the 5/10/2006 TAC meeting the TAC recommended that the state designate the City of Durham as the recipient of JARC and New Freedom funds, in its role as fiscal agent of the DCHC MPO, and with the understanding that planning requirements and the competitive project selection process will be administered by the DCHC MPO. The TAC also instructed staff to prepare and present for adoption by the TAC a process for creating a coordinated human services transportation plan, including a competitive grantmaking criteria and procedures that meet the requirements of the JARC and New Freedom programs. This process will reflect the equity concerns of the MPO as identified.

DATA has submitted a proposal to use a portion of the FFY 2006 JARC allocation to continue funding the service to Brier Creek. DATA has prepared an amendment to the 2006-2013 TIP that reflects their request (Attachment 5). A memo describing this request is Attachment 5A. The TCC needs to take action on this item in order to continue the service beyond FFY 2006.

TCC Action:

1. Review the request from DATA for funding the Brier Creek service, take action as appropriate.
2. Discuss the preparation of the coordinated human services transportation plan.

6. 2007-2013 Metropolitan Transportation Improvement Program (MTIP) Development (Attachment 6, 6A, 6B)

Mark Ahrendsen, TCC Chair
Felix Nwoko, LPA Staff

NCDOT has not announced when they will release a draft of the 2007-2013 TIP. In order for the MPO to provide input in this process, the creation of the 2007-2013 MTIP should begin shortly. The STP-DA allocations also need to be considered in this process.

Attachment 6 is the approved FY 2006-2012 MTIP. Attachment 6A is the flagged issues provided at the one-on-one meetings with NCDOT in 2005. Attachment 6B is the differences between the STIP and the originally submitted (but ultimately not approved) MTIP.

TCC Action: Initiate the creation of the 2007-2013 MTIP, take action as appropriate.

7. Transportation Demand Management Update

Mark Ahrendsen, TCC Chair
Felix Nwoko, LPA Staff
John Tallmadge, TTA

John Tallmadge, Director of the Triangle Transit Authority's Commuter Resources Department, will give an update on regional Transportation Demand Management (TDM) efforts, including the upcoming SmartCommute Challenge and other Triangle-wide initiatives.

TCC Action: Receive update, take action as appropriate

8. 2035 Long Range Transportation Plan Update

Felix Nwoko, LPA Staff
Jeremy Raw, LPA Staff
Andy Henry, LPA Staff

As mandated by SAFETEA-LU and federal regulations, the MPO is required to adopt a conforming long range transportation plan by June 15, 2009. The LPA staff is updating the schedule for the 2035 LRTP that includes full implementation of SAFETEA-LU requirements for long range plans. The schedule will also include the development of the Comprehensive Transportation Plan required by North Carolina General Statute. An update of the base year data collection analysis will be provided at the meeting.

TCC Action: Receive update.

REPORTS FROM STAFF:

- 9. Reports from Staff**
(Attachment 9)
Felix Nwoko, LPA Staff

TCC Action: Receive Report from staff

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

TCC Action: Receive Report from TCC Chair

- 11. NCDOT Report**
(Attachment 11)
Jon Nance, Division 5 – NCDOT
Mike Mills, Division 7 – NCDOT

Progress Reports for current Division 5 and 7 construction work is provided as Attachment 11.

TCC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS

- 12. Recent Newspaper Articles/Legislative Update**
(Attachment 12)
- 13. NCDOT 2003-2004 Transit Operating Statistics Report**
(Attachment 13)
- 14. Bicycle Friendly Communities: Carrboro**
(Attachment 14)

PENDING ITEMS

MAB Boundary/MPO Expansion
MPO Functional Classification of Streets and Roadways
Regional Priority List Ranking Methodology

Adjourn

Next meeting: June 28, 2006

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TECHNICAL COORDINATING COMMITTEE

April 26, 2006

MINUTES OF MEETING

- *Mark Ahrendsen City of Durham/Transportation (TCC Chair)
- *David Bonk Town of Chapel Hill (TCC Vice Chair)
- *Mike Cowan NCDOT - Division 7 Engineer
- *Andy Henry City of Durham/Transportation
- *Claire Kane UNC
- *Karen Lincoln Orange County Planning
- *Dale McKeel Town of Carrboro
- *Felix Nwoko City of Durham/Transportation
- *Pierre Osei-Owusu City of Durham/DATA
- *Liz Rooks Research Triangle Foundation
- *Tamra Shaw NCDOT/PTD
- *Jill Stark FHWA
- *Scott Walston NCDOT/TPB
- *Barbara Weigel Triangle Transit Authority
- Ellen Beckmann City of Durham/Transportation
- Laura Boothe NC Department of Air Quality
- Alison Carpenter City of Durham/Transportation
- Eddie Dancausse FHWA
- Jeremy Raw City of Durham/Transportation
- Steve Spade Town of Chapel Hill/Transit Director
- Pat Strong TJCOG
- John Tallmadge Triangle Transit Authority

*Voting Member

Mark Ahrendsen, TCC Chair, called the meeting to order at 9:09 a.m.

Preliminaries:

Adjustments to the Agenda

Mark Ahrendsen requested to move agenda item #8 regarding the Triangle Ozone Redesignation after the approval of the minutes. David Bonk would like an update on the progress of the two greenhouse gas audit projects, in particular the issue of transportation information they need from the MPO for the Orange County project.

37 **Public Comments**

38 There were no public comments.

39 **Action Items:**

40 **Approval of March 22, 2006 and April 3, 2006 TCC Meeting Minutes (Attachment 4**
41 **and 4A)**

42
43 A motion was made by Dale McKeel and seconded by Pierre Osei-Owusu to
44 approve the March 22, 2006 TCC Meeting Minutes. The motion carried unanimously.

45 A motion was made by Karen Lincoln and seconded by Pierre Osei-Owusu to
46 approve the April 3, 2006 TCC Meeting Minutes. The motion carried unanimously.

47 **Introduction**

48 David Bonk introduced the new Town of Chapel Hill Transit Director, Steve
49 Spade. Steve came to the Town of Chapel Hill from Des Moines, Iowa and was involved
50 in the MPO process in Iowa.

51 **2006-2007 Unified Planning Work Program (UPWP) (Attachment 5 and 5A)**

52 Mark Ahrendsen provided an introduction for the 2006-2007 Unified Planning
53 Work Program (UPWP), along with the attachments. Felix Nwoko stated the draft
54 UPWP is attached. Felix raised a question about TTA's figure of \$1.2 million. It is
55 higher than what the TAC approved and we need clarification. John Tallmadge stated
56 that we need to break it out or show that CAMPO is the source for part. The other
57 information that is incomplete is Chapel Hill and TJCOG. We do not have the staff
58 allocation for Chapel Hill. David Bonk stated all information requested was provided.
59 TJCOG's information is also incomplete.

60 A motion was made by Felix Nwoko and seconded by David Bonk to recommend
61 approval of the UPWP to the TAC. David Bonk stated that he was working off of the

62 document that was sent out for public comment, but apparently the document that was
63 distributed for this meeting has different information. Dale McKeel stated the package
64 on the website did not have page numbers. It was determined that some versions of
65 Acrobat did not print page numbers. Dale stated that if the MPO is not able to address all
66 the projects in the next year, we need to determine what the MPO's priorities would be.
67 Dale stated regarding the collector street plan, Carrboro and Chapel Hill both stated that
68 there is not a need to do a collector street plan in their jurisdictions. The table on page 35
69 shows a local match. David Bonk asked why Durham County and Chatham County
70 aren't shown as providing a local match for any of these projects. This needs to be
71 addressed. The subcommittee will meet in June to discuss all these projects. Dale stated
72 that Carrboro has had a collector street plan since 1986.

73 Jeremy Raw stated he has a question on project 3.10 on page 13, which is the
74 Chapel Hill Transit Master Plan which has \$160,000 allocated. There is no description of
75 what the funds are going to be spent on and in the absence of the description, it needs to
76 be removed from the UPWP. David Bonk stated that if there is no information it is
77 because the MPO chose not to put it in because they have been sent everything. Felix
78 stated it is not a technical error because there is no scope. David stated everything was
79 sent to the MPO. David pointed out that there is \$40,000 in the UPWP for the Farrington
80 Road study and he was under the understanding that the TCC decided to put it in the
81 collector street plan. Felix stated if Chapel Hill provides the narrative, it will be included.
82 David Bonk stated he would like to see all the new initiatives have some kind of
83 description, including the regional vision plan, Farrington/Stagecoach Road Study, and
84 the regional TDM project. They are also not described here. Mark Ahrendsen stated the

85 narratives included were associated with Table 2: Special Emphasis Projects and Other
86 STP-DA Projects. Mark stated that narratives are needed for New Requests also.

87 Mark Ahrendsen stated he agrees with John Tallmadge that the stakeholders
88 involved in the transit initiatives need to get together to clearly identify how they will
89 advance the initiatives in coordination with one another. The transit initiatives are the
90 Chapel Hill Master Plan, Regional Transit Vision Plan, and the Transit element of the
91 LRTP. We need to clearly identify the scope of each, the time line associated with each,
92 and how they relate to one another. David Bonk stated this needs to be added to the
93 transit subcommittee agenda. Mark stated there needs to be a reasonable commitment of
94 staff resources to some of the special initiatives to make sure they are properly managed
95 and the knowledge is transferred.

96 Dale McKeel stated that David asked about the Farrington Road Study and there
97 is a statement in the April 3, 2006 minutes on page 3 that says "the
98 Farrington/Stagecoach Road Study could be part of the MPO wide collector street plan",
99 so there was discussion about it. Felix stated it was a request made by Alice Gordon.
100 David Bonk stated that he understands that Alice Gordon requested it, but he is not sure
101 what special status that carries in terms of the way we approach it. Jeremy Raw made a
102 suggestion that we formulate a summary table of new requests and initiatives and that we
103 move the Farrington/Stagecoach Road project adjacent to the collector street plan and
104 make a footnote stating these could merge into a single project and leave it to the TAC to
105 decide how they will proceed. Mark Ahrendsen stated it makes more sense to consider
106 the Farrington/Stagecoach Road project part of the LRTP. David Bonk stated he doesn't
107 think the TCC has ever gone back to the TAC and said that we can accommodate this

108 item through the LRTP. David thinks Alice Gordon would be fine with this. Mark
109 Ahrendsen stated he does not think it should be a part of the collector street plan.

110 The motion carried unanimously.

111 **US 15-501 Transit Corridor – Memorandum of Agreement (MOA) Attachment 6,**
112 **6A, and 6B)**

113
114 Mark Ahrendsen provided an introduction for the US 15-501 Transit Corridor-
115 Memorandum of Agreement (MOA), along with the attachments. It was approved by
116 Durham County and was considered by TTA and Chapel Hill but no action was taken. In
117 reviewing the MOA for consideration, the City of Durham identified some issues . Those
118 concerns were expressed to the TAC at their last meeting. The TAC asked that the MOA
119 be referred back to the TCC to address the concerns and to develop a revised MOA to
120 bring back to the TAC for consideration.

121 David Bonk stated that TAC wanted some revisions. There are two issues, one is
122 the proposed changes and the other is the status of the corridor. The proposed changes
123 are an issue between Chapel Hill and Durham in terms of acceptability of the language. It
124 needs the attention of a smaller group. The TCC will not be productive in getting the
125 language corrected today. It would be inappropriate for us to either give a subcommittee
126 the authority to bring back another draft to the TAC without it coming back to the TCC.
127 Mark stated we need to identify the concerns in general and let the TCC decide how we
128 want to proceed. Jeremy Raw stated that the MOA is not necessary to consider the
129 corridor. It is a convenience to the municipalities to ensure that their expectations about
130 what is going to happen with the corridor are being taken. David Bonk stated that we
131 need to determine what the status is of the action taken by the TAC. They adopted
132 something that does not meet the criteria for a change to the LRTP and as far as David is

133 concerned, it is a recommendation of the TAC for a preference for the corridor but does
134 not carry the same weight as the line on the map in the LRTP. Jeremy stated that all the
135 lines on the map do not carry any weight; they are all subject to environmental impact
136 assessments, etc. David stated the change that was adopted by the TAC goes outside of
137 what staff would view as the normal tolerance with flexibility. Jeremy stated if we accept
138 that this actually constitutes a substantial alternation to the LRTP, then we are also
139 accepting that the LRTP no longer has a valid status for the purposes of air conformity.
140 We are putting ourselves in a position where even if we don't voluntarily amend the
141 LRTP, we could find ourselves under legal challenge from an environmental group.
142 David Bonk stated that the MOA was an attempt to formalize the modification of the
143 corridor as it related to the two agencies that are responsible for protecting the corridor,
144 the City of Durham and the Town of Chapel Hill, without going through an entire plan
145 revision. That is why David thinks the MOA is related to the issue of revising the LRTP.
146 The MOA has a real effect on our ability to assure that the corridor is protected in the
147 absence of a change to the plan. Mark Ahrendsen stated this will be referred to the
148 subcommittee to continue discussing and defining the changes.

149 Andy Henry stated that the City Attorney said there would not have to be a
150 separate action at the local level in order to change the corridor. The rest of the points the
151 City Attorney had concerned legislative authority. David Bonk said the City Attorney's
152 response on the issue of the impact statement and the inability for us to require a
153 developer to do an impact assessment change is somewhat of a misinterpretation. The
154 intent was that the jurisdiction that contained the proposed change had to follow some
155 process to do an analysis. The MPO is simply saying that someone has to do it and it

156 makes sense for the jurisdiction in which the change is occurring to do the analysis.
157 Andy stated that something needs to be in the development ordinance to ensure the
158 development review process allows adequate time to complete any prescribed study.

159 Mark Ahrendsen suggested that the City Attorney meet with the transit
160 subcommittee for further action and bring back to the TCC.

161 A motion was made by David Bonk and seconded by Liz Rooks to refer this item
162 to the transit subcommittee to explore all the issues and bring a recommendation back to
163 the TCC. In the interim, we are unable to report back to the TAC at their next meeting.
164 The motion carried.

165 **Southwest Durham/Southeast Chapel Hill Collector Street Plan (Attachment 7, 7A,**
166 **7B, 7C, 7D, 7E, 7F, 7G, 7H, and 7I)**

167
168 Andy Henry provided an update on the Southwest Durham/Southeast Chapel Hill
169 Collector Street Plan, along with the attachments. There is a lot of opposition to
170 Southwest Durham Drive being connected to Meadowmont Lane. Changing the
171 alignment of the Southwest Durham Drive is out of the scope of the collector street plan.
172 The Technical Steering Committee met and agreed to recommend that the collector street
173 plan not be approved until we have more certainty about the alignment of the Southwest
174 Durham Drive, what the NC-54 corridor is going to look like, how it is going to be
175 designed, and whether there will be an interchange at I-40 and Farrington Road.

176 David Bonk stated we should move forward. There are going to be individuals
177 that are upset. If there are technical reasons why we are not moving forward, that is fine.

178 Jeremy Raw made a suggestion that we modify the recommendation slightly.
179 Rather than say that we defer the plan adoption, say that this plan establishes
180 requirements for connectivity that we want to be implemented in this area. We fully

181 expect to see the Southwest Durham Drive corridor be reassessed as part of the LRTP
182 process but we are recommending that this collector street plan be the basis for evaluating
183 connectivity in the secondary road network in that area. Even though we know this is not
184 exactly the way it will be built, nevertheless this will form the basis for discussing what
185 the connectivity will be. David Bonk stated we need to make it clear to the TAC that
186 Meadowmont Lane and Southwest Durham Drive is not part of the collector street
187 system. It is an approved part of the LRTP, and if they want to change it during the next
188 update they can, but this is not the time to do it or even a reason not to adopt a collector
189 street plan.

190 A motion was made by Felix Nwoko and seconded by Karen Lincoln to receive
191 this report and use as a guide in making land use decisions in Southwest Durham
192 /Southeast Chapel Hill. This motion was superseded by the motion below.

193 A motion was made by Jeremy Raw and seconded by Dale McKeel to
194 recommend adoption of the collector street plan with the understanding that it is a
195 conceptual plan and with the further understanding that Southwest Durham Drive will be
196 under reconsideration as part of the LRTP. The collector street plan illustrates where we
197 want the connections to be and how we actually get these connections built when
198 developers come forward with proposals. When we reconsider the LRTP and when we
199 look at the NC 54 corridor study, we may change our mind about some of the details and
200 we will amend the plan accordingly at that point. The motion carried.

201 **Triangle Ozone Redesignation (Attachment 8 and 8A)**

202 Mark Ahrendsen provided an introduction for the Triangle Ozone Redesignation,
203 along with the attachment. Mark stated that there was discussion regarding this item a

204 few months ago as we were developing our comments. There were three different
205 options, the Triangle region based budget, two MPO based budgets, and county level
206 budgets. Ultimately, the recommendation that was approved by the TAC was to support
207 the continued use of county level budgets. CAMPO's recommendation was to go with a
208 MPO based budget. The recommendations were forwarded to DAQ. In the meantime, we
209 became a maintenance area which changes how the SIP is developed and how the
210 emissions budgets are prepared. Laura Boothe, with DAQ, will elaborate on the
211 differences between the SIP associated with the non-attainment versus a maintenance
212 area. Because it is a little different, we want to provide the opportunity to bring the
213 matter back before the TCC and the TAC to either affirm the earlier decision or consider
214 modifying it. Mark stated his concern that we try to place ourselves in the best position
215 possible to ensure that we won't become non-conforming. Mark's understanding is with
216 the budgets associated with the maintenance plan, in which there are other opportunities
217 to set safety margins in the budgets to counteract the risk that if our growth projections in
218 a small county are off by a relatively small amount we miss our target. This could affect
219 the entire area. Laura may be able to elaborate a little bit on how that concern might be
220 addressed while still maintaining the county level budgets.

221 Laura stated that with an attainment demonstration we can't really allow for a
222 safety margin in the budgets because it is through modeling and we would have to model
223 whatever additional budget we would add. With a redesignation request in the
224 maintenance SIP, it is a little different. We are doing an emissions inventory comparison,
225 calculating the year that you obtain the standard and into the future at least ten years. The
226 difference between those two inventories is what is termed as the safety margin – the

227 margin by which we obtain the standard and will continue to obtain the standard into the
228 future. We are allowed to apply a portion or the entire safety margin to the MVEB. Most
229 of the concerns that DAQ has heard about the MVEB have all pointed toward the smaller
230 counties. We can apply a larger percentage of the safety margin to the smaller counties
231 where we have less confidence in the data and a smaller percentage to the larger counties
232 where there is more confidence in the data. In a maintenance SIP, we can address those
233 types of concerns by adding additional emissions.

234 Andy Henry asked if there is a certain amount in the safety margin that can be
235 applied to a couple of single counties or do you have to spread it around. Laura stated
236 that as an agency, we will look at what the safety margin is and will definitely take input
237 from our transportation partners.

238 David Bonk asked as a follow up if the data that will be used to do the assessment
239 is the data we already used for the 2030 plan or if it is going to be part of our LRTP
240 update. Laura stated that because we are on the time table we are right now, her
241 understanding is the new travel demand data won't be available in time to submit to EPA
242 and that FHWA will use the data that is on hand and try to take into account safety
243 margins to address changes that may be coming in the new model. FHWA has also made
244 a commitment to look at the new model when it comes out. If it is drastically different
245 and could cause a problem, we can do an update to the maintenance plan to address the
246 concerns. It is easier to get an update to the approved plan than it is to get the entire plan
247 approved. An entire plan approval takes much longer. We want to get the plan submitted
248 now to elevate the new requirements on the stationary sources. David stated that the
249 reason he asked is specifically related to Chatham County. If we are dealing with the data

250 we already have, it is clear that the data is not very good. Laura stated from the
251 interagency meeting we had with the transportation partners including EPA back in
252 March, it does not have to be approved by everyone. She stated that if new data is
253 available now that would influence the VMT, then FHWA can take that into
254 consideration. FHWA has asked the transportation partners to provide the VMT speeds
255 to use and we are not going to pull data out of the existing conformity determination.
256 There is an opportunity to make changes and, as long as we justify to the EPA, they can
257 be made. David Bonk asked when FHWA would need the new data. Jeremy Raw stated
258 staff is already developing the updated data.

259 Mark Ahrendsen stated a memo is attached from Jason Sullivan, Chatham
260 County, who is also concerned about this issue. David Bonk stated that a process is
261 already in place that will give us better data than we have now and the level of comfort
262 with this should be higher. Laura stated we want the data from the transportation partners
263 by next week.

264 David Bonk asked since we are in compliance pending the EPA's approval based
265 on the latest set of measured data in the three year rolling average, what happens if we
266 have a bad summer. Laura stated that is one reason why when the schedule was
267 developed we will submit the final plan to the EPA at the end of August or the first part
268 of September because July and August are our worst months. We will know by the end
269 of August whether or not we will still be obtaining the standard. David stated in John
270 Hodges-Copple's memo he lists three issues that need to be addressed. The third one has
271 to do with the inclusion of voluntary mitigation measures or mandatory TCMs in the SIP.
272 This has been an issue that we really have not received answers to in terms of asking

273 what role does the TCC play in the development of the measures, who makes the final
274 decisions, and what is the time table. Laura stated TCMs are more appropriate when we
275 are having trouble showing attainment and we need to try something else. Because we
276 don't need reductions at this time, we won't put TCMs in the SIP. David stated we are
277 not sure why we are in the position we are in now anyway. Laura stated there have been
278 significant emission reductions. Eddie Dancausse stated that just because you can't use a
279 measure you can take credit for it on the conformity side. Eddie stated that if you use it
280 in the SIP, you can't use it on the conformity side.

281 Mark Ahrendsen asked where Person County comes into this - can it be handled
282 the same way under the maintenance SIP with the safety margin. Laura stated yes. Mark
283 stated in attachment 8A there were safety margins recommended for all the counties
284 except Person County. Laura stated they did all counties not covered by the travel
285 demand model. Laura will go back and check, but she is pretty sure it was applied to all
286 the non-attainment area counties that were not covered by travel demand model. But,
287 what will be used in the maintenance plan is what is provided next week. Mark stated if
288 we fall out of compliance and don't have the option of developing emission budgets
289 under a maintenance plan, then we lose some of the flexibility in terms of being able to
290 set safety margins.

291 Andy Henry stated if we have a big change in the VMT because of the new model
292 we might still have the opportunity to adjust. Laura stated everything will have to be
293 remodeled. We have to submit a plan by June 2007 regardless of what we do because it
294 has to be submitted to EPA by June 2007.

295 Karen Lincoln asked about the status of getting a monitor in Orange County. If

296 we go to the county level budget, how do we establish the conformity for Orange
297 County? Laura stated conformity is based upon an emission estimation not monitoring
298 data. It is only compared to the emissions inventory for conformity. Whether or not we
299 obtain the standard is based upon monitoring data and whether or not we maintain that
300 standard into the future is based upon monitoring data. Laura is not in that section, but
301 can take back to the director and the section chief of the monitoring section the inquiry
302 about a monitor in Orange County. Laura thinks the concern the state has right now with
303 adding monitors is resources because EPA is cutting the funding.

304 Eddie Dancausse stated that if something were to happen, it could be addressed
305 during the public comment period. Laura stated if it was significant we would have to go
306 back out for public comment. About a month before the public hearing there will be a
307 document out for review and during the public comment period there is the availability to
308 make comments on what has been done.

309 David Bonk stated he does not see any compelling reason to leave county level
310 budget, particularly in the light of the recalculation of the Chatham County data which
311 has always been the one that concerned him the most. To the degree that Chatham
312 County is in agreement that realistic projections need to be used for Chatham County,
313 David doesn't have a problem as the safety margins make sense. Karen Lincoln stated
314 she would not feel comfortable changing the recommendation until it went back to the
315 county to get their approval. Karen stated Orange County has finally established a
316 Transportation Board and they will have their first meeting in May. Andy Henry stated
317 he feels that if we stay with the county level budgets, we are not putting ourselves in the
318 best position possible. He thinks that having a MPO wide budget gives us more

319 flexibility. Barbara Weigel stated that originally she voted for the county level budgets
320 and now after hearing all the new information, she would like to consider the MPO wide
321 budget. David Bonk stated that since Chatham County is going to be open to a realistic
322 growth projection then he does not have a lot of concern that we will have problems with
323 Chatham County. Mark Ahrendsen stated there is support for applying a reasonable
324 safety margin under the continued use of county level budgets. Karen Lincoln asked if
325 TCC must make a recommendation today and Mark stated yes. David Bonk stated we
326 are on record with county level budgets. Mark stated the reason this item was brought
327 back was we are looking at developing a maintenance budget versus an attainment budget
328 and the process is different.

329 A motion was made by Andy Henry and seconded by Tamra Shaw to recommend
330 to the TAC that the State DAQ consider the use of a MPO based geography in setting the
331 emissions budget for the maintenance SIP. The motion carried. Voting for the motion
332 was: Mike Cowan, Mark Ahrendsen, Andy Henry, Tamra Shaw, Jeremy Raw, Claire
333 Kane, Liz Rooks, Pierre Osei-Owusu, and Barbara Weigel. Voting against the motion
334 was: Dale McKeel, Karen Lincoln, David Bonk, and Scott Walston. David Bonk wanted
335 the record to reflect that in essence Durham County voted in favor of the motion and
336 Orange County voted against the motion.

337 **STP-DA Amendment in Chapel Hill (Attachment 9)**

338 Mark Ahrendsen provided an introduction for the STP-DA Amendment in Chapel
339 Hill.

340 A motion was made by Felix Nwoko and seconded by Andy Henry to approve the
341 STP-DA amendment for Chapel Hill as illustrated in attachment 9. The motion carried

342 unanimously.

343 **Request by NC Turnpike Authority for Non-voting TAC Membership (Attachment**
344 **10 and 10A)**

345 Mark Ahrendsen provided an introduction for the Request by NC Turnpike
346 Authority for Non-voting TAC Membership, along with the attachments.
347

348 Ellen Beckmann stated staff has reviewed their application and are recommending
349 that the NCTA be given Non-voting TAC membership.

350 A motion was made by Felix Nwoko and seconded by Andy Henry to recommend
351 to the TAC that Non-voting TAC Membership status be extended to the NC Turnpike
352 Authority. The motion carried. David Bonk opposed the motion.

353 **Job Access Reverse Commute (JARC) and New Freedom Funds (Attachment TBD)**

354 Mark Ahrendsen provided an introduction for the Job Access Reverse Commute
355 (JARC) and New Freedom Funds, along with the attachment. Mark stated the
356 subcommittee has met regarding this item and everyone should have received
357 information regarding this in an email.

358 John Tallmadge stated all the information regarding this item is in the attached
359 memorandum and he recommends that we adopt the recommendation provided by the
360 subcommittee.

361 A motion was made by John Tallmadge and seconded by Pierre Osei-Owusu to
362 adopt the recommendation provided by the subcommittee. Karen Lincoln asked if that is
363 the report regarding the service for Brier Creek and Mark stated yes. David Bonk wanted
364 to address the minority position which is not represented here because David stated that
365 he would provide it later. David stated he sees three issues related to this; one is the
366 designation of the designated recipient, the second is the possible sub-allocation of funds

367 in a development of a plan that is required by the Federal Regulations, and the third is the
368 interim funding for the on-going Brier Creek project through the 2006 JARC allocation.
369 There are two sets of money; one is JARC and the other is New Freedom (which is only
370 for the handicapped). We can't do anything with New Freedom money until we have a
371 plan. The issue of the designated recipient is one that Chapel Hill believes is unclear in
372 regards to what the actual statute says versus what the FTA opinion is at this point.
373 Chapel Hill believes, in order to give the most flexibility of this process, we should
374 designate both Chapel Hill and Durham as the designated recipient until we are definitely
375 told by the FTA that we can not have two designated recipients. We need to clear up the
376 role of the MPO because at this point it is unclear who actually has the final authority to
377 designate the approval of projects if either Durham or Chapel Hill is named as a
378 designated recipient. Reading the regulations it seems to David that whoever receives the
379 funds would also act in that role so the Durham City Council would actually have the
380 ultimate authority, not the TAC. The TAC could only make a recommendation to the
381 City Council. David stated that he does not see any reason why we should not approach
382 this the same way we approach the normal stream of 5307 funds which is for the MPO to
383 delineate how the funds should be divided between the two entities and designate that on
384 a year-by-year basis. The second issue is the development of a plan. There is a
385 presumption here that we should do a regional plan for the MPO. David believes that
386 these type of plans are best developed in a smaller geographic area. We should do two
387 county plans that include an agreed upon set of principals such as the criteria to be used
388 for project selection, the target audiences to be served, and other things. The process of
389 gathering public comment in developing a plan that is somewhat unique to the local area

390 really needs to be a part of the process. The third issue is in regards to the funding for the
391 on-going Brier Creek service. When this was discussed in the preliminary stage at the
392 subcommittee meeting, we did not have the information that we have now. David did ask
393 questions about the manner in which the project was selected and was told that it was not
394 part of the plan. David doubts there are any criteria with regard to the intended targets
395 and goals to be achieved in terms of ridership and area served by the service. After
396 receiving this financial information, David is concerned that even if there were standards
397 set, the service would not be meeting them. We have service through the first two
398 quarters that equates to \$25 per trip to get someone to Brier Creek. There doesn't seem
399 to be a process to perform a follow-up to survey the riders to find out if they even fall
400 into the low income or the welfare recipient category that seems to be the focus of this
401 project. David thinks we need to step back from a blanket endorsement of continuing this
402 project until we get more information about it. What are some realistic goals and how
403 soon could they be achieved? Chapel Hill may be interested in trying to access part of
404 the FY 2006 funding for a project that would meet the criteria. David stated that even if
405 the issues could be resolved, he is not sure why we are ready to endorse the allocation of
406 \$90,000 to this project at this time.

407 Pierre Osei-Owusu stated we need to move forward regarding the designee issue
408 as there are several other issues that need to be resolved but can't be addressed until we
409 resolve the designee issue.

410 John Tallmadge stated these funds are not earmarked for any transit agency; they
411 are earmarked for particular purposes which is extending service to the handicapped. At
412 the human service level in this region there are conversations about if it makes sense to

413 work cooperatively or consolidate into a single agency because there is travel that is
414 between jurisdictions and the added efficiency in doing things once rather than splitting it
415 down to multiple county agencies. These are the principals that are driving this report.
416 The efficiencies of a single designee rather than developing multiple plans, multiple
417 selection criteria, and a multiple selection process which would require someone that
418 wants to do a region-wide project to serve people in multiple jurisdictions to go through
419 multiple processes which would require staff from different agencies. The suggestion is
420 to have a single agency responsible for doing it. To address the control issue about where
421 the funds get used, the recommendation is there is an equitable distribution formula that
422 everyone agrees on. In reference to David's point on if the designated recipient would
423 actually make the selection of the projects, the discussion at the subcommittee level was,
424 it is not different from the UPWP. There is an agreed upon process, there is an
425 identification of all the work to be completed, and then it goes through the City of
426 Durham as the funding agency for the STP-DA and PL funds. The third process is
427 referenced under efficiency. Requiring non-profit organizations and service agencies that
428 are dealing with regional travel issues to go through two different processes does not
429 simplify it on their end. We should not complicate the process just because we have
430 concerns about the control of the funding.

431 David Bonk stated we should not sacrifice local efficiencies on the altar of
432 regional correctness. Steve Spade, Chapel Hill Transit, stated he agrees with many of the
433 points presented. One of Steve's concerns is if the JARC plan is required for new
434 services. He agrees we are discussing spending a small amount of funds, but one thing he
435 has noticed in this region is that there are a lot of people that could benefit from the

436 money. The efficient administration under a single plan being developed depends on
437 how much you are going to rely on the local systems and the local governments to
438 provide data for the plan. You will still gather data on a local basis, and the MPO is the
439 best place to put the data. But a lot of our needs are local and are going to require a great
440 deal of input to create a good plan. Even though you are taking 10% of the JARC funds
441 and putting it into the MPO for planning, you are going to require a substantial amount of
442 effort and time to be put forward by the local governments to get good input. Steve has
443 trouble understanding how you can say lets move ahead with funding projects when part
444 of what is being discussed is the equal distribution formula and the selection process for
445 projects. To Steve this seems to be contradictory. You can come up with all kinds of
446 ways of equitably distributing the money such as population and size of system. When
447 you get to the selection process, you have to have some kind of objective data by which
448 you will review the projects. Steve stated in looking at the current project, you are
449 providing a fixed route service carrying about 2.5 passengers per hour. What if someone
450 came forward and said they have a project that will carry 25 passengers per hour, is there
451 a process that says we should spend the money effectively and serve a greater number of
452 people so the money should be moved from one application to another? Steve does not
453 see that addressed and is concerned if we move forward now, what happens with the
454 development of the process. The other thing staff needs to keep in mind is if you are
455 going to involve social service agencies, there is also the United We Ride emphasis area
456 of coordinating with human service agencies. That coordination is best done at the
457 ground level. Steve asked what the MPO is doing to ensure coordination at that level and
458 what is being done to be sure there is no duplication of service.

459 Tamra Shaw stated she has been told that if there are multiple designees then the
460 criteria that are used for applications have to be identical. They prefer not to have
461 multiple designees. The plan has not been developed. We are discussing an existing
462 JARC service and CAMPO is also involved.

463 Pierre Osei-Owusu stated Steve made some good points. However, we are not
464 even to that point, we are still trying to establish who the recipient should be at this time.

465 Steve Spade questioned that if you have one designee then you have a central
466 body that decides what project is best. We then collectively have to develop some kind
467 of a competition to determine what service is best. That is going to go back to the market
468 we are serving, the needs of the population, and we are also going to throw in some
469 objective factor that says are you serving more people per dollar than this service. So all
470 of a sudden that puts two (i.e. Chapel Hill and City of Durham) two completely different
471 services competing with each other and one may have a distinct advantage over the other.
472 If there are two recipients, you could have an identical process to go through, the same
473 criteria, but the projects would not be competing with each other.

474 Jeremy Raw stated that we will be doing a disservice to transit planning in this
475 region if we accept that there will be more than one planning process that JARC funds
476 will be allocated through. We need to have a single unified process. The second thing is,
477 as demonstrated by the Briar Creek project, the JARC funds have a potentially large
478 application on transit needs that are not currently being served within the service areas of
479 a single agency. Jeremy stated there are many details still to be worked out.

480 John Tallmadge spoke specifically to Tamra's point and David's follow-up. At
481 the subcommittee meeting, he specifically asked the majority be respectful of the FTA

482 recommendation.

483 David Bonk stated that it is clear that Brier Creek service is not performing at the
484 level it should be.

485 Jeremy Raw stated there is a motion on the floor and the question needs to be
486 called.

487 Mark Ahrendsen restated the motion, to recommend to the TAC consideration of
488 the majority report. The motion carried. David Bonk and Dale McKeel opposed the
489 motion.

490

491 **2007-2013 TIP Project Description Sheets for Bicycle and Pedestrian Regional**
492 **Priorities (Attachment 12, 12A, and 12B)**

493

494 Mark Ahrendsen provided an introduction for the 2007-2013 TIP Project
495 Description Sheets for Bicycle and Pedestrian Regional Priorities, along with the
496 attachments.

497 Felix Nwoko stated staff would like for members to review and make comments
498 so it can be forwarded to the NCDOT.

499 **Reports from Staff:**

500 **Reports from Staff (Attachment 13)**

501 The Staff Report is attached.

502 **Report from the Chair**

503 There was no report.

504 **NCDOT Report**

505 There were no updates to the attached reports.

506 **Informational Items:**

507 **Recent Newspaper Articles/Legislative Update (Attachment 16)**

508 Attached are the recent newspaper articles and legislative updates.

509 **Bike Education Materials (Attachment 17, 17A, 17B, and 17C)**

510 Attached are the bike education materials.

511 **Bicycle/Pedestrian Planning Strategies Teleconference 5/4/2006 (Attachment 18)**

512 Attached is the bicycle/pedestrian planning strategies teleconference information
513 for May 4, 2006.

514 **Adjournment**

515 There being no further business before the Technical Coordinating Committee,
516 the committee adjourned at 12:13 p.m.

Add Funded

I.D. No.	System	Description	Funding	FFY	
XXXX	Durham Area Transit Authority	Downtown Durham to Brier Creek Transit Service	JARC	\$96,876	2006
			STATE	\$0	
			LOCAL	\$96,876	
				\$193,752	

MEMORANDUM

TO: Technical Coordinating Committee (TCC)

From: The Durham Area Transit Authority

Date: May 15, 2006

RE: Request for 2006 JARC funds for transit service

Purpose

The Durham Area Transit Authority (DATA) is requesting JARC funds in the amount of \$96,876 for FY 2006, in order to continue offering transportation services to select job sites in accordance with the JARC program.

Background

Last year, DATA, Triangle Transit Authority (TTA) and Raleigh's Capital Area Transit (CAT) received JARC funds from NCDOT to begin regional transit service designed to provide job access and reverse commuting opportunities for low income residents in Durham and Raleigh. The service began in November 2005. From Durham, the route serves The Village Shopping Center, Hwy 70 East, Page Road and the Brier Creek Shopping Center. DATA currently provides 9 trips daily, Monday through Saturday—3 trips during the a.m. peak, 3 midday and 3 in the evening—via a satellite route # 15. CAT also operates the same number of trips from Raleigh along Hwy 70 to the Brier Creek Shopping Center. The two systems pulse at the Brier Creek Shopping Center so that passengers have the opportunity to transfer between the DATA and CAT systems.

Service Patronage

Patronage information for this route from November 7, 2005 to April 30 2006 is provided below.

Table 1

	Oct-Dec 2005	Jan- Mar 2006	April 2006
Ridership	1240	2193	685
Total hrs	845	1386	225
Pass/Hr	1.5	1.6	3.0
DATA Pass/Hr System-wide			26.66

According to the ridership numbers, the patronage on the current Brier Creek route is substantially less than the DATA System-wide ridership standards. However, there are several factors that account for the initial low ridership, and DATA is currently in the process of amending the service to boost the ridership.

The following are factors that have attributed to the current ridership level:

- Service planning effort for this route went on with little or no marketing strategy because DATA did not have marketing personnel during most of the planning phase of the project last year. DATA hired a marketing person in November of 2005 and that individual has since made a number of marketing recommendations that are expected to be implemented in July 2006 when DATA is schedule to make its annual service changes.
- The service was designed as a satellite route, starting from the Village Shopping Center. Shortly after the route implementation, a number of patrons expressed concern about the number of transfers that a rider has to make to get to Brier Creek. It has been determined that many people have to make three or more transfers in order to use the service. DATA is therefore responding to the concerns by changing the route in July to originate at the downtown transfer center where the majority of the transfers occur. (See route map)
- DATA's service standards require that new routes perform at a minimum 30% of the average ridership per hour of the system's ridership average after 6 months of service. As indicated in table 1 above, in April the system-wide patronage averaged 26.66 passengers per hour while the Brier Creek service was 3 passengers per hour. Based on established service standard the minimum acceptable patronage level should have been approximately 7.9 passengers per hour for the Brier Creek route. DATA's service standards require steps to be taken to improve the ridership on this route. If the ridership is not improved to 50% of the system's average ridership after 12 months of operation, the service will be discontinued. Therefore, in July 2006, staff is planning to implement a number of service improvements to be that will increase patronage on the route.
- According to the 2004 DATA Ridership survey, approximately 63 percent of DATA riders use transit to commute to work and 76 percent have annual household incomes of less than \$20,000. About 50 percent of the riders that completed the survey indicated that they have used DATA for 4 years or more, it is clear residents of Durham rely on DATA to commute to work. The JARC funds provide necessary financial assistance to improved mobility and economic opportunities to low income residents in Durham.

Purpose

The purpose of this request is to ask the TCC to approve DATA's request for funding for the 2006 JARC funds (now to be considered by the City of Durham) to enable DATA to continue to provide job-related transportation for the low income and disabled workers in Durham.

The service improvements to the Brier Creek route scheduled to take place in July 2006 will make the route more accessible and convenient to Durham residents and will therefore increase the ridership. The proposed changes to the service include:

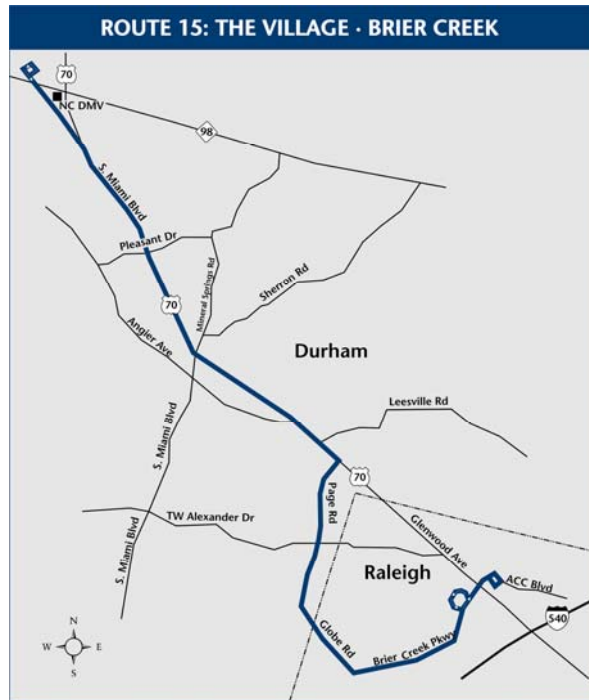
- Originate the route from the Downtown Transfer Center which will make the route more visible and decrease the number of transfers necessary.
- Amend the routing to include new service areas that are heavily populated by low income and Hispanic communities that are currently not served by any DATA routes .(See attached route map)
- Increase marketing efforts which include an increase in advertising efforts and working closely with the department of social services to identify additional Work First Program participants to patronize the service.

Requested TCC/TAC Action:

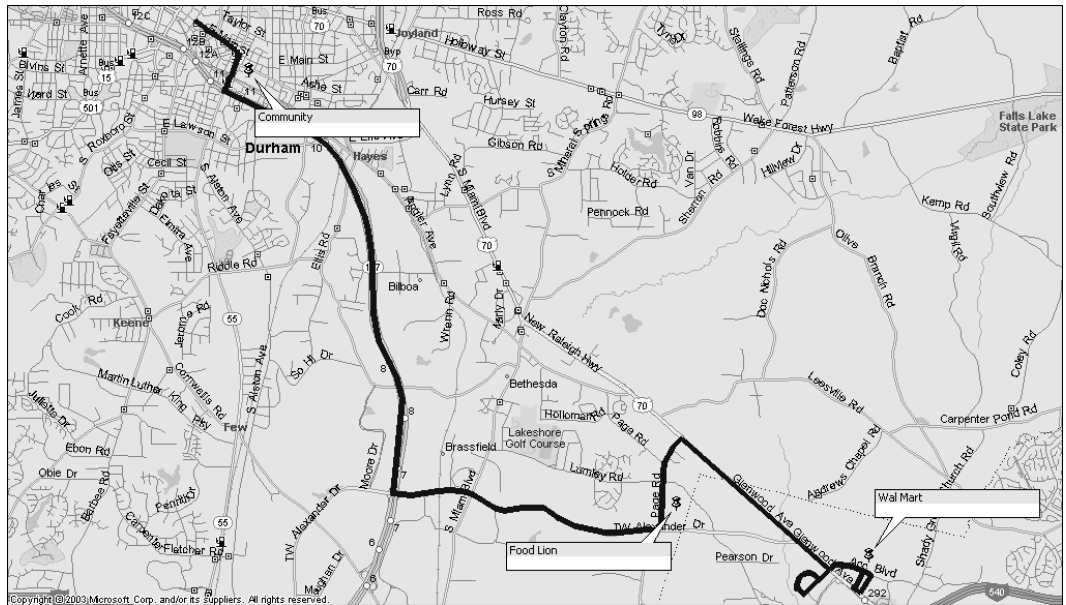
DATA is requesting the TCC and the TAC to approve the request for 2006 JARC funds in the amount of \$96,876 to enable DATA to continue to provide job access transportation service under the JARC program. If patronage of the proposed new route and service does not measure up to the expected level set by the DATA system after 6 months, DATA would be prepared to discontinue the service and shift resources elsewhere.

Attachments

1. Map of the current Route 15



2. Map of the proposed Route 15



3. TIP Amendment (add funds) for FY 2006-2012

**FY 2006 – FY 2012 MTIP AMENDMENT
TRANSIT ELEMENT
TCC MEETING: MAY 24, 2006; TAC MEETING: JUNE 14 2006**

Add- Funded

Number	SYSTEM	DESCRIPTION	FUNDING SOURCE	AMOUNT	FISCAL YEAR
XXXX	Durham Area Transit Authority	Transit service from Downtown Durham thru Main St, Alston Ave, Page Rd, Hwy 70 to Brier Creek	JARC	\$96,876	2006
			STATE	\$0.	
			LOCAL	<u>\$96,876</u>	
			Total	\$193,752	

Explanation: 312 days of service x 9 hours of service per day x \$69.00/2 \$96,876

Revised FY 2006-2012 Metropolitan Transportation Improvement Program (MTIP)

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ID NO.	COUNTY	ROUTE/CITY	LOCATION AND DESCRIPTION	LENGTH (MI) (KM)	TOTAL EST. COST (THOU.)	PRIOR YRS. COST (THOU.)	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU.)	SCHEDULE (FISCAL YEARS)
I-3306	ORANGE DURHAM	I-40	I-85 IN ORANGE COUNTY TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM COUNTY. ADD ADDITIONAL LANES.	20.7	87750	40750	CONSTRUCTION	IM	18800	POST YEARS
							CONSTRUCTION	NHS	28200	POST YEARS
							<i>STRATEGIC HIGHWAY CORRIDOR PROJECT</i>			
I-4716	ORANGE	I-40	I-85 TO DURHAM COUNTY LINE. GRIND AND RESEAL JOINTS	11.0	1500		CONSTRUCTION	IM	1500	FFY 07
I-0305 *	ORANGE	I-85	I-40 AT HILLSBOROUGH TO DURHAM COUNTY LINE. RECONSTRUCT INTERCHANGES AND STRUCTURES.	7.5	52010	1800	PLANNING/DESIGN			IN PROGRESS
							RIGHT-OF-WAY	NHS	1210	FFY 10 12
							CONSTRUCTION	IM	3413	FFY 12
							CONSTRUCTION	NHS	5120	FFY 12
							CONSTRUCTION	IM	16187	POST YEARS
							<i>STRATEGIC HIGHWAY CORRIDOR PROJECT</i>			
I-0306 *	DURHAM	I-85	ORANGE COUNTY LINE TO EAST OF MIDLAND TERRACE ROAD ON I-85 AND EAST OF CHEEK ROAD ON US 70 BYPASS. WIDEN TO EIGHT LANES, US 15-501 TO US 70, ADD LIGHTING.	9.7	270352	270352	UNDER CONSTRUCTION - PART COMPLETE <i>STRATEGIC HIGHWAY CORRIDOR PROJECT</i>			
I-4743	DURHAM	DURHAM	I-85, US 70 TO RED MILL ROAD.	6.4	THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS.					
R-2000 *	WAKE DURHAM	I-540	NORTHERN WAKE FREEWAY, NC 55 WEST OF MORRISVILLE TO US 64 EAST NEAR KNIGHTDALE. FREEWAY ON NEW LOCATION.	29.0	757500	718882	CONSTRUCTION	NHS	38618	FFY 06
							<i>STRATEGIC HIGHWAY CORRIDOR PROJECT</i>			
R-0942	CHATHAM ORANGE	US 15-501	PROPOSED PITTSBORO BYPASS (R-2219) TO CHAPEL HILL BYPASS. WIDEN TO MULTI-LANES.	12.8	75403	75403	PART COMPLETE - PART UNDER CONSTRUCTION <i>STRATEGIC HIGHWAY CORRIDOR PROJECT</i>			
R-4403	ROCKINGHAM CASWELL GUILFORD ORANGE	US 15-501, US 29, US 158, US 220, US 421, NC 68	NATIONAL HIGHWAY SYSTEM GUARDRAIL REHABILITATION. UPGRADE SUBSTANDARD GUARDRAIL, END TREATMENTS AND BRIDGE ANCHOR UNITS.		350		CONSTRUCTION	NHS	350	FFY 06
R-4404	PERSON GRANVILLE DURHAM WAKE	US 15-501, US 64, US 70, US 158, NC 147	NATIONAL HIGHWAY SYSTEM GUARDRAIL REHABILITATION. UPGRADE SUBSTANDARD GUARDRAIL, END TREATMENTS AND BRIDGE ANCHOR UNITS.		2040	2040	UNDER CONSTRUCTION			
R-2904	DURHAM	NC 54 SR 1973	NC 54, SR 1999 (DAVIS DRIVE) TO SR 1959 (MIAMI BOULEVARD) AND SR 1973 (PAGE ROAD), NC 54 TO I-40. WIDEN TO MULTI-LANES AND REPLACE RAILROAD STRUCTURE.	1.1	6217	925	PLANNING/DESIGN			IN PROGRESS
							MITIGATION	STP	327	FFY 07
							CONSTRUCTION	O	4965	FFY 08
							UNDER CONSTRUCTION - CONSTRUCTION SHOWN AS PAYBACK IN FFY 08			

* INDICATES INTRASTATE PROJECT

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

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R-2906	WAKE DURHAM	NC 55	US 64 IN WAKE COUNTY TO SR 1121 (CORNWALLIS ROAD) IN DURHAM COUNTY. WIDEN TO MULTI-LANES.	13.0	63399	45832	PLANNING/DESIGN			IN PROGRESS
							CONSTRUCTION	STP	219	FFY 07
							CONSTRUCTION	O	17348	FFY 07
							ADVANCE CONSTRUCTED IN FFY 03 WITH PAYBACK IN FFY 07 AS PROGRAMMED			
R-2825	ORANGE	SR 1009 (SOUTH CHURTON STREET)	I-40 TO ENO RIVER. WIDEN TO MULTI-LANES AND WIDEN BRIDGE NO. 240 OVER SOUTHERN RAILROAD.	1.8	19300		RIGHT-OF-WAY	STP	4400	POST YEARS
							CONSTRUCTION	STP	14900	POST YEARS
							UNFUNDED PROJECT			
R-4752	DURHAM	SR 1362-2602, SR 1794 AND SR 1004	I-85 TO THE MERCK PHARMACEUTICAL PLANT. STRENGTHEN, RESURFACE, ADD TURN LANES AT THREE LOCATIONS AND INSTALL THERMO-PLASTIC PAVEMENT MARKINGS.		2100		CONSTRUCTION	S	2100	SFY 06
R-3438	ORANGE	NEW ROUTE	HILLSBOROUGH WESTERN BYPASS, US 70 TO NC 57. TWO LANES ON NEW LOCATION.	2.9	7450		RIGHT-OF-WAY	STP	200	POST YEARS
							CONSTRUCTION	STP	7250	POST YEARS
							UNFUNDED PROJECT			
U-2803	ORANGE	CARRBORO	SR 1919 (SMITH LEVEL ROAD), ROCK HAVEN ROAD TO BRIDGE NO. 88. CORRIDOR UPGRADE TO INCLUDE BIKE AND TRANSIT FACILITIES AND SIDEWALKS.	0.6	5175	1825	PLANNING/DESIGN			IN PROGRESS
							RIGHT-OF-WAY	S	600	SFY 07
							CONSTRUCTION	S	2750	SFY 09
U-2909	ORANGE	CARRBORO	ESTES DRIVE CORRIDOR UPGRADE CONSTRUCTED IN TWO PHASES: A) UPGRADE WITH BIKE AND TRANSIT ACCOMMODATIONS AND SIDEWALKS FROM SR 1772 (GREENSBORO STREET) TO SEAWELL SCHOOL RD; B) UPGRADE WITH BIKE LANES AND SIDEWALKS FROM SEAWALL SCHOOL ROAD TO NC 86.	1.7	7600	1000	PLANNING/DESIGN			IN PROGRESS
							RIGHT-OF-WAY	STP	1600	POST YEARS
							CONSTRUCTION	STP	5000	POST YEARS
							PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY			
U-3100	ORANGE	CARRBORO	SR 1009 (HILLSBOROUGH ROAD), LORRAINE STREET TO SR 1107 (OLD FAYETTEVILLE ROAD) AND ALONG SR 1107 TO NC 54. ADD BIKE LANES AND TRANSIT ACCOMMODATIONS ON BOTH SIDES, AND ADD SIDEWALKS ON EAST SIDE FROM MCDUGLE SCHOOL TO NC 54.	1.9	7233	4633	PLANNING/DESIGN			SFY 06
							RIGHT-OF-WAY	S	300	SFY 12
							CONSTRUCTION	S	2300	POST YEARS
							PART COMPLETE			
U-0624	ORANGE	CHAPEL HILL	NC 86 (SOUTH COLUMBIA STREET), SR 1906 (PUREFOY ROAD) TO SR 1902 (MANNING DRIVE). CORRIDOR UPGRADE TO INCLUDE BICYCLE LANES AND SIDEWALKS.	0.7	4400	250	PLANNING/DESIGN			IN PROGRESS
							RIGHT-OF-WAY	STP	2200	FFY 07
							CONSTRUCTION	STP	1950	FFY 09
U-2805	ORANGE	CHAPEL HILL	SR 1777 (HOMESTEAD ROAD), SR 1834 (HIGH SCHOOL ROAD) TO NC 86. CORRIDOR UPGRADE TO INCLUDE BIKE LANES AND SIDEWALKS. ORIGINAL \$6.9 FUNDING TRANSFERRED TO TD-4711C, VIA U-4723, TO CONSTRUCT CHAPEL HILL MAINTENANCE FACILITY	1.4	10600	300	RIGHT-OF-WAY	STP	4000	POST YEARS
							CONSTRUCTION	STP	6300	POST YEARS
							UNFUNDED PROJECT			

* INDICATES INTRASTATE PROJECT

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

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U-3306	ORANGE	CHAPEL HILL	SR 1733 (WEAVER DAIRY ROAD), NC 86 TO SR 1734 (ERWIN ROAD). CORRIDOR UPGRADE, PART ON NEW LOCATION.	2.8	13845	450	PLANNING/DESIGN			IN PROGRESS	
							MITIGATION	STP	1195	FFY 07	
							RIGHT-OF-WAY	STP	4200	FFY 07	
							CONSTRUCTION	STP	8000	FFY 09	
U-4008	ORANGE	CHAPEL HILL	US 15-501/ERWIN ROAD. INTERSECTION IMPROVEMENT.		4255	555	CONSTRUCTION	NHS	3700	FFY 06	
U-4449	ORANGE	CHAPEL HILL	REAL-TIME TRANSPORTATION INFORMATION SYSTEM.		1248	1248	IN PROGRESS				
U-4704	ORANGE	CHAPEL HILL	CHAPEL HILL/CARRBORO COMPUTERIZED TRAFFIC SIGNAL SYSTEM.		4600		CONSTRUCTION	C	400	FFY 09	
							CONSTRUCTION	STP	4200	FFY 09	
U-4723	ORANGE	CHAPEL HILL	ORIGINAL PROJECT U-2805 (HOMESTEAD RD. IMPROVEMENTS); FUNDING SUBSEQUENTLY "FLEXED" FOR CHAPEL HILL TRANSIT MAINTENANCE FACILITY (SEE TIP PROJECT TD-4711C)		4000	4000					
U-0071 *	DURHAM	DURHAM	EAST END CONNECTOR, NC 147 (BUCK DEAN FREEWAY) TO NORTH OF NC 98. MULTI-LANE DIVIDED, PART ON NEW LOCATION.	2.5	90285	5849	RIGHT-OF-WAY	T	19325	SFY 10 11	
							CONSTRUCTION	T	20600	SFY 12	
							MITIGATION	T	611	SFY 09	
							CONSTRUCTION	T	43900	POST YEARS	
							STRATEGIC HIGHWAY CORRIDOR PROJECT				
U-2405	DURHAM	DURHAM	M. L. KING, JR. PARKWAY AND NC 55. CONSTRUCT INTERCHANGE.		25800		RIGHT-OF-WAY	STP	12000	POST YEARS	
							CONSTRUCTION	STP	13800	POST YEARS	
							UNFUNDED PROJECT				
U-2708	DURHAM	DURHAM	SR 1321 (HILLDALE ROAD), I-85 TO CLUB BOULEVARD. WIDEN TO MULTI-LANES.	0.9	4740		RIGHT-OF-WAY	STP	1040	POST YEARS	
							CONSTRUCTION	STP	3700	POST YEARS	
							UNFUNDED PROJECT				
U-2807	DURHAM ORANGE	DURHAM CHAPEL HILL	US 15-501, SR 1010 (FRANKLIN STREET) IN CHAPEL HILL TO US 15-501 BYPASS IN DURHAM. MAJOR CORRIDOR UPGRADE.	3.8	124653	1653	RIGHT-OF-WAY	STP	25000	POST YEARS	
							CONSTRUCTION	STP	98000	POST YEARS	
							UNFUNDED PROJECT				
							STRATEGIC HIGHWAY CORRIDOR PROJECT				
U-2831	DURHAM	DURHAM	BRIGGS AVENUE EXTENSION, RIDDLE ROAD TOSO-HI DRIVE AND NORTHEAST CREEK PARKWAY, CORNWALLIS ROAD TO ELLIS ROAD. TWO LANES ON MULTI-LANE RIGHT OF WAY.	1.6	10333	5833	RIGHT-OF-WAY	S	1200	POST YEARS	
							CONSTRUCTION	S	3300	POST YEARS	
							PART COMPLETE - PART UNFUNDED				
U-3308	DURHAM	DURHAM	NC 55 (ALSTON AVENUE), NC 147 (I.L. "BUCK" DEAN FREEWAY) TO US 70 BUS.-NC 98 (HOLLOWAY STREET). WIDEN TO FOUR LANE DIVIDED FACILITY AND REPLACE NORFOLK-SOUTHERN RAILROAD BRIDGES.	1.0	19915	300	PLANNING/DESIGN				IN PROGRESS
							MITIGATION	STP	315	FFY 08	
							RIGHT-OF-WAY	STP	800	FFY 07	
							CONSTRUCTION	STP	18500	FFY 09	

* INDICATES INTRASTATE PROJECT

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

Revised FY 2006-2012 Metropolitan Transportation Improvement Program (MTIP)

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ID NO.	COUNTY	ROUTE/CITY	LOCATION AND DESCRIPTION	LENGTH (MI) (KM)	TOTAL EST. COST (THOU.)	PRIOR YRS. COST (THOU.)	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU.)	SCHEDULE (FISCAL YEARS)
U-3309	DURHAM	DURHAM	SR 2028 (T.W. ALEXANDER DRIVE), SR 1121 (CORNWALLIS ROAD) TO SR 1959 (MIAMI BOULEVARD). WIDEN TO A FOUR LANE DIVIDED FACILITY.	1.7	14707	4684	PLANNING/DESIGN			IN PROGRESS
							MITIGATION	STP	1623	FFY 07
							RIGHT-OF-WAY	STP	500	FFY 08
							CONSTRUCTION	STP	7900	FFY 09
						PART COMPLETE				
U-3475	CHATHAM DURHAM ORANGE	DURHAM CHAPEL HILL	DCHC UNIFIED PLANNING WORK PROGRAM - SPECIAL PROJECTS SUPPLEMENT. SEE ATTACHED STP-DA TABLE		4256	1124	CONSTRUCTION	STP	2506	FFY 06 07 08 09 10
							CONSTRUCTION	O	626	FFY 06 07 08 09 10
							IN PROGRESS			
U-3804	DURHAM	DURHAM	SR 1321 (HILLANDALE ROAD), I-85 TO CARVER STREET. WIDEN TO MULTI-LANES.	0.7	6898	248	PLANNING/DESIGN			IN PROGRESS
							RIGHT-OF-WAY	STP	3000	FFY 07
							CONSTRUCTION	STP	3650	FFY 08
U-4009	DURHAM	DURHAM	SR 1126 (SERVICE ROAD) PARALLEL TO US 15-501. RELOCATE SERVICE ROAD.	0.3	3126	1426	PLANNING/DESIGN			IN PROGRESS
							RIGHT-OF-WAY			IN ACQUISITION
							CONSTRUCTION	S	1500	SFY 06
							CONSTRUCTION	O	200	FFY 06
U-4010	DURHAM	DURHAM	NC 98 (HOLLOWAY STREET), EAST OF US 70 TO EAST OF JUNCTION ROAD. WIDEN FOR CENTER TURN LANE.	0.3	3960	1510	PLANNING/DESIGN			IN PROGRESS
							RIGHT-OF-WAY			IN ACQUISITION
							CONSTRUCTION	STP	2450	FFY 06
U-4011	DURHAM	DURHAM	SR 1959 (SOUTH MIAMI BOULEVARD), SOUTH OF SR 2112 (METHODIST STREET) TO NORTH OF SR 1960 (BETHESDA AVENUE). WIDEN TO FIVE LANES TO PROVIDE CENTER TURN LANE.	0.7	2118	150	PLANNING/DESIGN			IN PROGRESS
							MITIGATION	STP	118	FFY 07
							RIGHT-OF-WAY	STP	875	FFY 07
							CONSTRUCTION	STP	975	FFY 08
U-4012	DURHAM	DURHAM	US 15-501, NORTH OF MT. MORIAH ROAD TO SOUTH OF GARRETT ROAD. ADD AN ADDITIONAL NORTH AND SOUTHBOUND LANE AND CONSTRUCT AN ADDITIONAL RIGHT TURN LANE IN THE SOUTHEAST QUADRANT OF INTERCHANGE AT I-40 (EXIT 270).	0.9	10809	1309	PLANNING/DESIGN			IN PROGRESS
							RIGHT-OF-WAY			IN ACQUISITION
							CONSTRUCTION	NHS	9500	FFY 07
U-4445	DURHAM	DURHAM	NC 147 (DURHAM FREEWAY), NEAR ALSTON AVENUE. CONSTRUCT PEDESTRIAN BRIDGE OVER NC 147 AND REMOVE EXISTING SUBSTANDARD PEDESTRIAN BRIDGE.		2188	188	PLANNING/DESIGN			IN PROGRESS
							CONSTRUCTION	DP	2000	FFY 06
U-4446	DURHAM	DURHAM	NC 147 (DURHAM FREEWAY), I-40 TO I-85. INSTALL ITS INFRASTRUCTURE IMPROVEMENTS.		1502	1502	UNDER CONSTRUCTION			
U-4716	DURHAM	DURHAM	SR 1978 (HOPSON ROAD) AND SR 1980 (CHURCH STREET). CONSTRUCT A GRADE SEPARATION, EXTEND CHURCH STREET AND CLOSE CHURCH STREET CROSSING 734 748M OF THE NORFOLK SOUTHERN-NORTH CAROLINA RAILROAD.		6500		CONSTRUCTION UNFUNDED PROJECT	RR	6500	POST YEARS

* INDICATES INTRASTATE PROJECT

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

Revised FY 2006-2012 Metropolitan Transportation Improvement Program (MTIP)

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ID NO.	COUNTY	ROUTE/CITY	LOCATION AND DESCRIPTION	LENGTH (MI) (KM)	TOTAL EST. COST (THOU.)	PRIOR YRS. COST (THOU.)	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU.)	SCHEDULE (FISCAL YEARS)
U-4720 *	DURHAM	DURHAM	US 70, LYNN ROAD TO THE PROPOSED NORTHERN DURHAM PARKWAY.	7.8	1000		PLANNING THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS. <i>STRATEGIC HIGHWAY CORRIDOR PROJECT</i>	STP	1000	FFY 07
U-4721 *	DURHAM WAKE	DURHAM	NORTHERN DURHAM PARKWAY, I-540 TO ROXBORO ROAD.	29.4	1000		PLANNING THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS. <i>STRATEGIC HIGHWAY CORRIDOR PROJECT</i>	STP	1000	FFY 07
U-4722 *	DURHAM	DURHAM	ROXBORO ROAD, DUKE STREET TO GOODWIN ROAD.	4.4			THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS. <i>STRATEGIC HIGHWAY CORRIDOR PROJECT</i>			
U-4724	DURHAM	DURHAM	CORNWALLIS ROAD, SOUTH ROXBORO ROAD TO UNIVERSITY DRIVE. BIKE AND PEDESTRIAN FEATURES.		2270		CONSTRUCTION CONSTRUCTION	STP O	1816 454	FFY 06 FFY 06
U-4725	DURHAM	DURHAM	EIGHTEEN (18) EXPANSION BUSES.		5400		CONSTRUCTION CONSTRUCTION	STP O	4320 1080	FFY 08 09 10 FFY 08 09 10
U-3435	ORANGE	HILLSBOROUGH	SR 1156 (NASH STREET), SR 1150 (KING STREET) TO US 70 BUSINESS (REVERE STREET). IMPROVE VERTICAL ALIGNMENT.	0.7	4600		RIGHT-OF-WAY CONSTRUCTION UNFUNDED PROJECT	STP STP	1700 2900	POST YEARS POST YEARS
U-3436	ORANGE	HILLSBOROUGH	SR 1148 (ENO MOUNTAIN ROAD) AND SR 1192 (MAYO STREET) AT SR 1006 (ORANGE GROVE ROAD). REALIGN INTERSECTION AND MAKE SAFETY IMPROVEMENTS.		2350		RIGHT-OF-WAY CONSTRUCTION UNFUNDED PROJECT	STP STP	600 1750	POST YEARS POST YEARS
U-3808	ORANGE	HILLSBOROUGH	ELIZABETH BRADY ROAD EXT., SOUTH OF US 70 BUSINESS TO NORTH OF US 70 BYPASS AT SR 1002 (ST. MARY'S ROAD). MULTI-LANES WITH A NEW CROSSING OF ENO RIVER.	1.4	16949	400	PLANNING/DESIGN MITIGATION RIGHT-OF-WAY CONSTRUCTION	STP STP STP	1049 1400 14100	IN PROGRESS FFY 09 FFY 09 FFY 11 12
U-4026	WAKE DURHAM	RESEARCH TRIANGLE PARK	SR 1613-SR 1999 (DAVIS DRIVE), SR 3014 (MORRISVILLE-CARPENTER ROAD) IN WAKE COUNTY TO NC 54 IN DURHAM COUNTY. WIDEN TO MULTI-LANES.	5.7	35918	8518	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION CONSTRUCTION CONSTRUCTION	C S O	5300 18100 4000	IN PROGRESS IN ACQUISITION SFY 06 SFY 06 SFY 06
U-4763	WAKE DURHAM	TRIANGLE PARKWAY	I-40 TO MCCRIMMON PARKWAY. MULTI-LANE FACILITY ON NEW LOCATION.				NORTH CAROLINA TURNPIKE AUTHORITY PROJECT - PROGRAMMED FOR PLANNING / ENVIRONMENTAL STUDY ONLY <i>STRATEGIC HIGHWAY CORRIDOR PROJECT</i>			

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ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

Revised FY 2006-2012 Metropolitan Transportation Improvement Program (MTIP)

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ID NO.	COUNTY	ROUTE/CITY	LOCATION AND DESCRIPTION	LENGTH (MI) (KM)	TOTAL EST. COST (THOU.)	PRIOR YRS. COST (THOU.)	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU.)	SCHEDULE (FISCAL YEARS)
U-4726	DURHAM ORANGE CHATHAM	VARIOUS	DCHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION.		2000	250	CONSTRUCTION	STP	1400	FFY 06 07 08 09 10 11 12
							CONSTRUCTION	O	350	FFY 06 07 08 09 10 11 12
							IN PROGRESS			
U-4727	DURHAM ORANGE CHATHAM	VARIOUS	DCHC URBAN AREA PLANNING ALLOCATION AND UNIFIED WORK PROGRAM - ONGOING ACTIVITIES		2677	290	CONSTRUCTION	STP	1911	FFY 06 07 08 09 10 11 12
							CONSTRUCTION	O	476	FFY 06 07 08 09 10 11 12
							IN PROGRESS			
U-9999A	CHATHAM DURHAM ORANGE	VARIOUS	DCHC DA FUNDS.		26836	19794	CONSTRUCTION IN PROGRESS	STP	7042	FFY 08 09 10 11 12
FS-0307A	ORANGE	CHAPEL HILL	RELOCATED MASON FARM ROAD, NC 86 (SOUTH COLUMBIA STREET) TO US 15-501.				FEASIBILITY STUDY IN PROGRESS			
B-3638	DURHAM	US 70 BUSINESS	CAMPUS DRIVE. REPLACE BRIDGE NO. 316		1280	120	RIGHT-OF-WAY CONSTRUCTION	FA FA	260 900	FFY 07 FFY 08
B-4962	ORANGE	US 70	ENO RIVER. REPLACE BRIDGE NO. 46		3300		RIGHT-OF-WAY CONSTRUCTION	FA FA	300 3000	FFY 10 FFY 11
B-4216	ORANGE	SR 1002	STROUDS CREEK. REPLACE BRIDGE NO. 66		1350	150	RIGHT-OF-WAY CONSTRUCTION	FA FA	100 1100	FFY 06 FFY 07
B-2963	DURHAM	SR 1107	NEW HOPE CREEK. REPLACE BRIDGE NO. 111		1954	1954	UNDER CONSTRUCTION			
B-3450	DURHAM	SR 1116	NEW HOPE CREEK. REPLACE BRIDGE NO. 217, SANDY CREEK. REPLACE BRIDGE NO. 122.		3068	268	CONSTRUCTION	FA	2800	FFY 07
B-4109	DURHAM	SR 1303	MUD CREEK. REPLACE BRIDGE NO. 120		1265	150	RIGHT-OF-WAY CONSTRUCTION	NFA NFA	115 1000	FFY 06 FFY 07
B-3451	DURHAM	SR 1306	PRONG OF MUD CREEK. REPLACE BRIDGE NO. 119		1842	1842	UNDER CONSTRUCTION			
B-3169	DURHAM	SR 1402	CREEK. REPLACE BRIDGE NO. 158		524	150	RIGHT-OF-WAY CONSTRUCTION	FA FA	24 350	FFY 06 FFY 07
B-4592	ORANGE	SR 1561	ENO RIVER. REPLACE BRIDGE NO. 64		1380	200	RIGHT-OF-WAY CONSTRUCTION	NFA NFA	80 1100	FFY 06 FFY 07
B-4110	DURHAM	SR 1616	MOUNTAIN CREEK. REPLACE BRIDGE NO. 5		1175	125	RIGHT-OF-WAY CONSTRUCTION	NFA	1050	IN ACQUISITION FFY 06
B-4943	DURHAM	SR 1616	SANDY CREEK. REPLACE BRIDGE NO. 20		1100		RIGHT-OF-WAY CONSTRUCTION	NFA NFA	100 1000	FFY 11 FFY 12
B-4218	ORANGE	SR 1730	NEW HOPE CREEK. REPLACE BRIDGE NO. 108		925	150	RIGHT-OF-WAY CONSTRUCTION	NFA NFA	50 725	FFY 07 FFY 08

* INDICATES INTRASTATE PROJECT

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

Revised FY 2006-2012 Metropolitan Transportation Improvement Program (MTIP)

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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B-3837	DURHAM	SR 1945	NORTHEAST CREEK. REPLACE BRIDGE NO. 94		1962	1962	UNDER CONSTRUCTION			
B-4698	DURHAM	DURHAM	APEX STREET OVER AMERICAN TOBACCO TRAIL. REPLACE BRIDGE NO. 242.		500	60	RIGHT-OF-WAY CONSTRUCTION	NFAM NFAM	40 400	FFY 06 FFY 07
B-4905	DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	VARIOUS	ENVIRONMENTAL MITIGATION FOR BRIDGE PROJECTS IN DIVISION 5.		5168	5168	IN PROGRESS			
B-4907	ROCKINGHAM CASWELL GUILFORD ALAMANCE ORANGE	VARIOUS	ENVIRONMENTAL MITIGATION FOR BRIDGE PROJECTS IN DIVISION 7.		3994	3994	IN PROGRESS			
C-4402	DURHAM	NC 54	I-40 WEST OF NC 751 TO TRIANGLE DRIVE IN RESEARCH TRIANGLE PARK. CONSTRUCT ON-ROAD BICYCLE FACILITY.		1035		RIGHT-OF-WAY CONSTRUCTION	CMAQ CMAQ	125 910	FFY 07 FFY 08
C-4931	ORANGE	CARRBORO	OPERATIONAL FUNDING FOR SHARED RIDE SERVICE		78		OPERATIONS OPERATIONS	CMAQ L	39 39	FFY 06 07 08 FFY 06 07 08
C-4930	ORANGE	CHAPEL HILL	CAPITAL AND OPERATIONAL FUNDING FOR PURCHASE OF FOUR HYBRID ELECTRIC BUSES.		2405		CAPITAL CAPITAL	CMAQ O	1410 995	FFY 06 07 08 FFY 06 07 08
C-4927	DURHAM	DURHAM	FIVE (5) - HYBRID BUSES.		2250		CAPITAL CAPITAL	CMAQ O	1762 488	FFY 06 07 08 FFY 06 07 08
C-4932	ORANGE	HILLSBOROUGH	CAPITAL AND OPERATIONAL FUNDING FOR CONSTRUCTION OF PARK AND RIDE, AND OPERATION OF BUS ROUTES TO SERVE FACILITY		337		CAPITAL CAPITAL	CMAQ L	210 127	FFY 07 08 FFY 07 08
C-4928	DURHAM	MORREENE RD.	BICYCLE-PEDESTRIAN FACILITY; CONSTRUCT BIKE LANES AND SIDEWALKS FROM NEAL RD. TO ERWIN RD.		556		CONSTRUCTION CONSTRUCTION	CMAQ O	444 112	FFY 09 10 FFY 09 10
C-4924B	DURHAM ORANGE	VARIOUS	TRANSPORTATION DEMAND MANAGEMENT PROGRAM COORDINATION FOR BEST WORKPLACES FOR COMMUTERS PROGRAM		150		PLANNING PLANNING	CMAQ O	120 30	FFY 06 07 08 FFY 06 07 08
C-4929	DURHAM	VARIOUS	PURCHASE AND INSTALLATION OF BICYCLE PARKING RACKS THROUGHOUT DURHAM		48		CONSTRUCTION CONSTRUCTION	CMAQ O	38 10	FFY 06 07 08 FFY 06 07 08

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ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

Revised FY 2006-2012 Metropolitan Transportation Improvement Program (MTIP)

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ID NO.	COUNTY	ROUTE/CITY	LOCATION AND DESCRIPTION	LENGTH (MI) (KM)	TOTAL EST. COST (THOU.)	PRIOR YRS. COST (THOU.)	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU.)	SCHEDULE (FISCAL YEARS)
E-4980	ORANGE	SR 1006 (ORANGE GROVE ROAD)	CONSTRUCT PEDESTRIAN BRIDGE OVER I-40.				SCHEDULED FOR FEASIBILITY STUDY			
E-4008	ORANGE	CARRBORO	ROBESON PLACE BIKE PATH: RAND ROAD TO WESLEY STREET. CONSTRUCT BICYCLE PATH.	0.3	157	157	UNDER CONSTRUCTION			
E-4545	ORANGE	CARRBORO	OLD FAYETTEVILLE ROAD, JONES FERRY ROAD TO AUTUMN WOODS APARTMENTS AND CAROLINA SPRING APARTMENTS TO CARRBORO PLAZA PARK AND RIDE LOT. CONSTRUCT SIDEWALK ALONG EAST SIDE.		73	9	CONSTRUCTION CONSTRUCTION	STP O	47 17	FFY 06 FFY 06
E-4780	ORANGE	CARRBORO	CONSTRUCT A FIVE-FOOT SIDEWALK ON THE NORTH SIDE OF JONES FERRY ROAD AND LANDSCAPE.		24	2	CONSTRUCTION CONSTRUCTION	STP O	18 4	FFY 06 FFY 06
E-4781	ORANGE	CARRBORO	CONSTRUCT A FIVE-FOOT SIDEWALK ALONG PORTIONS OF WESLEY STREET, HARGRAVES STREET, BREWER LANE AND LANDSCAPE.		98	9	CONSTRUCTION CONSTRUCTION	STP O	74 15	FFY 06 FFY 06
E-4828	ORANGE	CARRBORO	MORGAN CREEK GREENWAY (WEST). SMITH LEVEL ROAD TO UNIVERSITY LAKE. CONSTRUCT GREENWAY.				SCHEDULED FOR PLANNING AND DESIGN ONLY USING DCHC STPDA FUNDS			
E-4942	ORANGE	CARRBORO	MAIN STREET, CARRBORO POST OFFICE TO NC 54. CONSTRUCT SIDEWALKS.		7		CONSTRUCTION CONSTRUCTION	STP O	6 1	FFY 06 FFY 06
E-3807B	ORANGE	CHAPEL HILL	LOWER BOOKER CREEK GREENWAY. CONSTRUCT BICYCLE/PEDESTRIAN FACILITIES, CONNECT EXISTING SIDEWALKS AND IMPROVE LANDSCAPING ADJACENT TO US 15-501 BYPASS (FORDHAM BOULEVARD) AND BOOKER CREEK.		481	44	CONSTRUCTION CONSTRUCTION	STP O	350 87	FFY 06 FFY 06
E-4601	ORANGE	CHAPEL HILL	MORGAN CREEK GREENWAY (EAST). US 15-501-CULBETH ROAD TO SMITH LEVEL ROAD. TEN FOOT MULTI-USE ASPHALT PATH INCLUDING ACCESS TO MERRITT PASTURE.		89	89	SCHEDULED FOR PLANNING AND DESIGN ONLY USING DCHC STPDA FUNDS			
E-4710	ORANGE	CHAPEL HILL CARRBORO	SEAWELL SCHOOL ROAD BICYCLE IMPROVEMENTS, HOMESTEAD ROAD TO ESTES DRIVE	1.9	650		CONSTRUCTION	STP	650	FFY 07
E-3606	ORANGE	COUNTYWIDE	BICYCLE ROUTE MAPPING AND SIGNING.		50	50	IN PROGRESS			
E-2921E	DURHAM	DURHAM	AMERICAN TOBACCO TRAIL. NC 54 TO SOUTH OF I-40. CONSTRUCT A MULTI-PURPOSE TRAIL.		1972		CONSTRUCTION CONSTRUCTION CONSTRUCTION	C DP STP	295 496 1181	FFY 06 FFY 06 FFY 06

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ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

Revised FY 2006-2012 Metropolitan Transportation Improvement Program (MTIP)

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ID NO.	COUNTY	ROUTE/CITY	LOCATION AND DESCRIPTION	LENGTH (MI) (KM)	TOTAL EST. COST (THOU.)	PRIOR YRS. COST (THOU.)	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU.)	SCHEDULE (FISCAL YEARS)
E-4529	DURHAM	DURHAM	WEST POINT ON THE ENO PARK TO PENNY'S BEND NATURE RESERVE. CONSTRUCT OFF-ROAD MULTI-USE TRAIL.		719	53	CONSTRUCTION		666	FFY 06
E-4530	DURHAM	DURHAM	FAYETTEVILLE STREET BETWEEN EXISTING END OF SIDEWALK JUST SOUTH OF CORNWALLIS ROAD AND BUXTON DRIVE. CONSTRUCT SIDEWALK ON WESTERN SIDE.		264	264	UNDER CONSTRUCTION			
E-4707	DURHAM	DURHAM	OLD DURHAM/CHAPEL HILL ROAD BICYCLE IMPROVEMENTS.	1.5	1980		CONSTRUCTION CONSTRUCTION CONSTRUCTION	STP STPDA O	400 1200 380	FFY 09 FFY 09 FFY 09
E-4924	DURHAM	DURHAM	CLUB BOULEVARD, OVAL DRIVE TO OAKLAND AVENUE AT THE INTERSECTIONS OF WEST CLUB BOULEVARD WITH OVAL DRIVE AND OAKLAND AVENUE. CONSTRUCT A PEDESTRIAN MEDIAN AND A REFUGE ISLAND.		95		CONSTRUCTION CONSTRUCTION	STP O	76 19	FFY 06 FFY 06
E-4779	ORANGE	ORANGE	SCENIC EASEMENT ON ST. MARY'S ROAD		169		CONSTRUCTION CONSTRUCTION	STP O	141 28	FFY 06 FFY 06
E-2913B	WAKE DURHAM	TRIANGLE REGION	INCLUDES RESEARCH TRIANGLE PARK, DURHAM AND WAKE COUNTIES. ON-ROAD IMPROVEMENTS AND SIGNING.		900	900	UNDER CONSTRUCTION			
E-2921F	CHATHAM		AMERICAN TOBACCO RAIL TRAIL. DURHAM COUNTY LINE TO WAKE COUNTY LINE. CONSTRUCT A MULTI-PURPOSE TRAIL.		1396		CONSTRUCTION CONSTRUCTION	DP STP	496 900	FFY 06 FFY 06
P-2908	WAKE MECKLENBURG GUILFORD DURHAM NASH EDGEcombe ROWAN CABARRUS WILSON ALAMANCE JOHNSTON	AMTRAK	CAPITAL AND OPERATIONS COST OF TRAIN 79/80 BETWEEN CHARLOTTE AND ROCKY MOUNT.		40253	23634	OPERATIONS IN PROGRESS	S(5)	16619	SFY 06 07 08 09 10

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ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

Revised FY 2006-2012 Metropolitan Transportation Improvement Program (MTIP)

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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P-2918	WAKE DURHAM ALAMANCE GUILFORD ROWAN CABARRUS MECKLENBURG	AMTRAK	TRAIN 73/74 OPERATIONS BETWEEN CHARLOTTE AND RALEIGH AND CAPITAL YARD MAINTENANCE FACILITY.		51908	28079	OPERATIONS OPERATIONS IN PROGRESS	S(5) T2001	8381 15448	SFY 06 07 08 09 10 FFY 06 07 08 09 10
P-3802	DURHAM	DURHAM	STATION CONSTRUCTION.		3000	3000	UNDER CONSTRUCTION			
Z-4007B	ORANGE	CARRBORO	SR 1927 (BREWER ROAD) IN CARRBORO AT NORFOLK SOUTHERN RAILWAY CROSSING 735 179M. SAFETY IMPROVEMENTS.		95	95	FUNDED - CONSTRUCTION NOT AUTHORIZED			
SI-4807	ORANGE	SR 1548 SCHLEY ROAD	SR 1538 (NEW SHARON CHURCH ROAD). INSTALL CENTER ISLAND WITH STOP SIGN.		60		RIGHT-OF-WAY CONSTRUCTION	SG SG	5 55	FFY 06 FFY 06
W-4811	DURHAM GRANVILLE	I-85, US 70, US 15-501 AND NC 147	SECTIONS OF I-85 (DURHAM AND GRANVILLE COUNTIES), US 70, US 15-501 AND NC 147 (DURHAM COUNTY). INSTALL MILLED RUMBLE STRIPS ON THE INSIDE AND OUTSIDE PAVED SHOULDERS.		200		CONSTRUCTION	HES	200	FFY 06
W-4817	ALAMANCE ORANGE	I-85	GUILFORD COUNTY LINE NORTHWARD THROUGH ORANGE COUNTY TO THE DURHAM COUNTY LINE. INSTALL SHOULDER RUMBLE STRIPS.		200	200	UNDER CONSTRUCTION			
W-4814	DURHAM WAKE	I-540, SR 3097 AVIATION PARKWAY	I-540, I-40 EASTWARD TO EAST OF US 1 (CAPITAL BOULEVARD) AND SR 3097 (AVIATION PARKWAY), TERMINAL BOULEVARD NORTHWARD TO SR 1644 (GLOBE ROAD). INSTALL MILLED RUMBLE STRIPS ON THE INSIDE AND OUTSIDE PAVED SHOULDERS.		150		CONSTRUCTION	HES	150	FFY 06
TJ-4931	DURHAM	DURHAM COUNTY	PROVIDE OPERATING ASSISTANCE TO COUNTIES AND COMMUNITY TRANSPORTATION SYSTEMS TO MEET WORK FIRST AND EMPLOYMENT TRANSPORTATION NEEDS.		28		OPERATIONS	OAWF	28	FFY 06 07
TL-4931	DURHAM	DURHAM COUNTY	PROVIDE OPERATING ASSISTANCE FOR ADDITIONAL TRANSPORTATION SERVICES TO THE ELDERLY AND DISABLED.		176		OPERATIONS	EDTAP	176	FFY 06 07
TR-4931	DURHAM	DURHAM COUNTY	PROVIDE MAINTENANCE ASSISTANCE FOR COMMUNITY TRANSPORTATION SYSTEMS TO SERVE THE RURAL GENERAL PUBLIC.		54		OPERATIONS	RGP	54	FFY 06 07
OBSOLETE	ORANGE	CHAPEL HILL	MAINTENANCE/OPERATION FACILITY--CONSTRUCTION FUNDS RECEIVED FROM STP TRANSFER FROM PROJECT U-4723 AND STP-DA		3900		CAPITAL CAPITAL CAPITAL	STAT L FUZAC	390 390 3120	FFY 06 FFY 06 FFY 06

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ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

**Revised FY 2006-2012 Metropolitan Transportation Improvement Program (MTIP)
DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ID NO.	COUNTY	ROUTE/CITY	LOCATION AND DESCRIPTION	LENGTH (MI) (KM)	TOTAL EST. COST (THOU.)	PRIOR YRS. COST (THOU.)	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU.)	SCHEDULE (FISCAL YEARS)
TA-4726	ORANGE	CHAPEL HILL	EXPANSION BUSES		3000		CAPITAL	STAT	240	FFY 09
							CAPITAL	L	270	FFY 09
							CAPITAL	FED	2490	FFY 09
							UNFUNDED PROJECT			
TA-4744A	ORANGE	CHAPEL HILL	EXPANSION SEDANS/WAGONS/4X4		58		CAPITAL	L	12	FFY 06
							CAPITAL	FED	46	FFY 06
							UNFUNDED PROJECT			
TA-4744B	ORANGE	CHAPEL HILL	EXPANSION VANS		122		CAPITAL	STAT	12	FFY 06
							CAPITAL	L	12	FFY 06
							CAPITAL	FED	98	FFY 06
							UNFUNDED PROJECT			
TA-4744C	ORANGE	CHAPEL HILL	REPLACEMENT SEDANS/WAGONS/4X4		117		CAPITAL	L	23	FFY 06
							CAPITAL	FED	94	FFY 06
							UNFUNDED PROJECT			
TA-4745A	ORANGE	CHAPEL HILL	CHAPEL HILL TRANSIT BUS REPLACEMENT		6810		CAPITAL	L	613	FFY 06
							CAPITAL	STATU	545	FFY 06
							CAPITAL	FED	5652	FFY 06
							UNFUNDED PROJECT			
TA-4745B	ORANGE	CHAPEL HILL	REPLACEMENT VANS		120		CAPITAL	STAT	12	FFY 07
							CAPITAL	L	12	FFY 07
							CAPITAL	FED	96	FFY 07
							UNFUNDED PROJECT			
TA-4745C	ORANGE	CHAPEL HILL	CHAPEL HILL TRANSIT BUS REHABILITATION		814		CAPITAL	STAT	65	FFY 06
							CAPITAL	L	73	FFY 06
							CAPITAL	FED	676	FFY 06
TA-4746A	ORANGE	CHAPEL HILL	EXPANSION VAN		46		CAPITAL	STAT	5	FFY 07
							CAPITAL	L	5	FFY 07
							CAPITAL	FED	36	FFY 07
							UNFUNDED PROJECT			
TA-4746C	ORANGE	CHAPEL HILL	EXPANSION VAN		45		CAPITAL	STAT	4	FFY 08
							CAPITAL	L	4	FFY 08
							CAPITAL	FED	37	FFY 08
							UNFUNDED PROJECT			
TA-4746D	ORANGE	CHAPEL HILL	REPLACEMENT BUSES		3521		CAPITAL	STAT	282	FFY 06
							CAPITAL	L	317	FFY 06
							CAPITAL	FED	2922	FFY 06
							UNFUNDED PROJECT			

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ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

**Revised FY 2006-2012 Metropolitan Transportation Improvement Program (MTIP)
DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

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TA-4748A	ORANGE	CHAPEL HILL	REPLACEMENT VAN		46		CAPITAL	STAT	5	FFY 10
							CAPITAL	L	5	FFY 10
							CAPITAL	FED	36	FFY 10
							UNFUNDED PROJECT			
TA-4748C	ORANGE	CHAPEL HILL	REPLACEMENT VANS		360		CAPITAL	STAT	36	FFY 09
							CAPITAL	L	36	FFY 09
							CAPITAL	FED	288	FFY 09
							UNFUNDED PROJECT			
TA-4825	ORANGE	CHAPEL HILL	EXPANSION BUSES		3200		CAPITAL	STAT	256	FFY 06
							CAPITAL	L	288	FFY 06
							CAPITAL	FED	2656	FFY 06
							UNFUNDED PROJECT			
TA-4826	ORANGE	CHAPEL HILL	EXPANSION BUSES		3200		CAPITAL	STAT	256	FFY 09
							CAPITAL	L	288	FFY 09
							CAPITAL	FED	2656	FFY 09
							UNFUNDED PROJECT			
TA-4940	ORANGE	CHAPEL HILL	REPLACEMENT VAN		180		CAPITAL	STAT	18	FFY 11
							CAPITAL	L	18	FFY 11
							CAPITAL	FED	144	FFY 11
							UNFUNDED PROJECT			
TA-4941	ORANGE	CHAPEL HILL	REPLACEMENT VAN		46		CAPITAL	STAT	5	FFY 12
							CAPITAL	L	5	FFY 12
							CAPITAL	FED	36	FFY 12
							UNFUNDED PROJECT			
TD-4709A	ORANGE	CHAPEL HILL	MULTI-MODAL TRANSPORTATION CENTER--DESIGN AND LAND ACQUISITION		1200		CAPITAL	STAT	120	FFY 06
							CAPITAL	L	120	FFY 06
							CAPITAL	FED	960	FFY 06
							UNFUNDED PROJECT			
TD-4709B	ORANGE	CHAPEL HILL	MULTI-MODAL TRANSPORTATION CENTER-- CONSTRUCTION		8000		CAPITAL	STAT	800	FFY 07
							CAPITAL	L	800	FFY 07
							CAPITAL	FED	6400	FFY 07
							UNFUNDED PROJECT			
TD-4710A	ORANGE	CHAPEL HILL	PARK AND RIDE LOT--DESIGN AND LAND ACQUISITION		2000		CAPITAL	STAT	200	FFY 06
							CAPITAL	L	200	FFY 06
							CAPITAL	FED	1600	FFY 06
							UNFUNDED PROJECT			

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ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

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TD-4710B	ORANGE	CHAPEL HILL	PARK AND RIDE LOT--CONSTRUCTION		2000		CAPITAL	STAT	200	FFY 07
							CAPITAL	L	200	FFY 07
							CAPITAL	FED	1600	FFY 07
							UNFUNDED PROJECT			
TD-4711C	ORANGE	CHAPEL HILL	MAINTENANCE/OPERATION FACILITY -- STP FUNDS TRANSFERRED FROM PROJECT U-4723 (originally U-2805); STP-DA "FLEXED" TO TRANSIT		4900		CAPITAL	STP	2320	FFY 06
							CAPITAL	STPDA	1600	FFY 06
							CAPITAL	L	490	FFY 06
							CAPITAL	STATU	490	FFY 06
TD-4711D	ORANGE	CHAPEL HILL	MAINTENANCE/OPERATION FACILITY -- STP CONSTRUCTION FUNDS TRANSFERRED FROM PROJECT U-4723 AND STP-DA		2088		CAPITAL	STPDA	1670	FFY 07
							CAPITAL	L	209	FFY 07
							CAPITAL	STATU	209	FFY 07
							UNFUNDED PROJECT			
TD-4909A	ORANGE	CHAPEL HILL	PARK AND RIDE LOT NC 54--DESIGN AND LAND ACQUISITION		2000		CAPITAL	STAT	200	FFY 11
							CAPITAL	L	200	FFY 11
							CAPITAL	FED	1600	FFY 11
							UNFUNDED PROJECT			
TD-4909B	ORANGE	CHAPEL HILL	PARK AND RIDE LOT NC 54--CONSTRUCTION		2000		CAPITAL	STAT	200	FFY 12
							CAPITAL	L	200	FFY 12
							CAPITAL	FED	1600	FFY 12
							UNFUNDED PROJECT			
TG-4729A	ORANGE	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.		1663		CAPITAL	FUZ	1330	FFY 06
							CAPITAL	L	333	FFY 06
TG-4729B	ORANGE	CHAPEL HILL	REPLACEMENT VAN		28		CAPITAL	L	6	FFY 06
							CAPITAL	FED	22	FFY 06
							UNFUNDED PROJECT			
TG-4730A	ORANGE	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.		1862		CAPITAL	FUZ	1490	FFY 07
							CAPITAL	L	372	FFY 07
TG-4730B	ORANGE	CHAPEL HILL	REPLACEMENT SUPPORT VEHICLES		42		CAPITAL	L	8	FFY 07
							CAPITAL	FED	34	FFY 07
							UNFUNDED PROJECT			
TG-4731A	ORANGE	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.		2086		CAPITAL	FUZ	1669	FFY 08
							CAPITAL	L	417	FFY 08

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Revised FY 2006-2012 Metropolitan Transportation Improvement Program (MTIP)

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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TG-4731B	ORANGE	CHAPEL HILL	REPLACEMENT SUPPORT VEHICLES		42		CAPITAL	L	8	FFY 08
							CAPITAL	FED	34	FFY 08
							UNFUNDED PROJECT			
TG-4732	ORANGE	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.		2336		CAPITAL	FUZ	1869	FFY 09
							CAPITAL	L	467	FFY 09
TG-4733	ORANGE	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.		2616		CAPITAL CAPITAL	FUZ L	2093 523	FFY 10 FFY 10
TG-4925A	ORANGE	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.		2930		CAPITAL CAPITAL	FUZ L	2344 586	FFY 11 FFY 11
TG-4925B	ORANGE	CHAPEL HILL	REPLACEMENT SUPPORT VEHICLES		47		CAPITAL CAPITAL	L FED	9 38	FFY 11 FFY 11
							UNFUNDED PROJECT			
TG-4926A	ORANGE	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.		3282		CAPITAL CAPITAL	FUZ L	2626 656	FFY 12 FFY 12
TG-4926B	ORANGE	CHAPEL HILL	REPLACEMENT SUPPORT VEHICLES		87		CAPITAL CAPITAL	L FED	17 70	FFY 12 FFY 12
							UNFUNDED PROJECT			
TA-4751	DURHAM	DURHAM	32 REPLACEMENT BUSES		11200		CAPITAL CAPITAL CAPITAL	S L FED	1120 1120 8960	SFY 12 FFY 12 FFY 12
							UNFUNDED PROJECT			
TA-4753	DURHAM	DURHAM	REPLACEMENT VANS		630		CAPITAL CAPITAL CAPITAL	STAT L FED	63 63 504	FFY 06 FFY 06 FFY 06
							UNFUNDED PROJECT			
TA-4754	DURHAM	DURHAM	EXPANSION VANS		210		CAPITAL CAPITAL CAPITAL	STAT L FED	21 21 168	FFY 06 FFY 06 FFY 06
							UNFUNDED PROJECT			

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Revised FY 2006-2012 Metropolitan Transportation Improvement Program (MTIP)
DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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TA-4755	DURHAM	DURHAM	EXPANSION BUSES		5400		CAPITAL	STAT	540	FFY 06
							CAPITAL	L	540	FFY 06
							CAPITAL	FED	4320	FFY 06
							UNFUNDED PROJECTS			
TA-4756	DURHAM	DURHAM	REPLACEMENT VANS		900		CAPITAL	STAT	90	FFY 08
							CAPITAL	L	90	FFY 08
							CAPITAL	FED	720	FFY 08
							UNFUNDED PROJECT			
TA-4757	DURHAM	DURHAM	EXPANSION VANS		226		CAPITAL	STAT	23	FFY 08
							CAPITAL	L	23	FFY 08
							CAPITAL	FED	180	FFY 08
							UNFUNDED PROJECT			
TA-4923	DURHAM	DURHAM	11 REPLACEMENT BUSES		3920		CAPITAL	L	392	FFY 12
							CAPITAL	STATU	392	FFY 12
							CAPITAL	FED	3136	FFY 12
							UNFUNDED PROJECT			
TG-4736	DURHAM	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS--SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.		2605		CAPITAL	FUZ	2084	FFY 06
							CAPITAL	L	521	FFY 06
TG-4737	DURHAM	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS--SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.		2737		CAPITAL	FUZ	2190	FFY 07
							CAPITAL	L	547	FFY 07
TG-4738	DURHAM	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS--SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.		2847		CAPITAL	FUZ	2299	FFY 08
							CAPITAL	L	548	FFY 08
TG-4739	DURHAM	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS--SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.		3018		CAPITAL	FUZ	2414	FFY 09
							CAPITAL	L	604	FFY 09
TG-4740	DURHAM	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS--SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.		3169		CAPITAL	FUZ	2535	FFY 10
							CAPITAL	L	634	FFY 10
TG-4907	DURHAM	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS--SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.		3169		CAPITAL	FUZ	2535	FFY 11
							CAPITAL	L	634	FFY 11
TG-4908	DURHAM	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS--SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.		3169		CAPITAL	FUZ	2535	FFY 12
							CAPITAL	L	634	FFY 12

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TA-4797	DURHAM ORANGE WAKE	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUSES.		2400		CAPITAL	STAT	240	FFY 09
							CAPITAL	L	240	FFY 09
							CAPITAL	FED	1920	FFY 09
							UNFUNDED PROJECT			
TA-4818	DURHAM ORANGE WAKE	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUSES.		6900		CAPITAL	STAT	690	FFY 08
							CAPITAL	L	690	FFY 08
							CAPITAL	FED	5520	FFY 08
							UNFUNDED PROJECT			
TA-4819	DURHAM ORANGE WAKE	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUSES.		4500		CAPITAL	STAT	450	FFY 11
							CAPITAL	L	450	FFY 11
							CAPITAL	FED	3600	FFY 11
							UNFUNDED PROJECT			
TA-4945	DURHAM ORANGE WAKE	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUSES		3600		CAPITAL	STAT	360	FFY 12
							CAPITAL	L	360	FFY 12
							CAPITAL	FED	2880	FFY 12
							UNFUNDED PROJECT			
TE-4705B	DURHAM WAKE	TRIANGLE TRANSIT AUTHORITY	PHASE I REGIONAL RAIL SERVICE		692000		CAPITAL	STAT	138000	FFY 06
							CAPITAL	FNS	416000	FFY 06
							CAPITAL	L	138000	FFY 06
TE-4706A	DURHAM ORANGE	TRIANGLE TRANSIT AUTHORITY	FIXED GUIDEWAY PROJECT FOR US 15-501--PE/DEIS		2751		CAPITAL	STAT	688	FFY 06
							CAPITAL	L	688	FFY 06
							CAPITAL	FED	1375	FFY 06
							UNFUNDED PROJECT			
TE-4706B	DURHAM ORANGE	TRIANGLE TRANSIT AUTHORITY	FIXED GUIDEWAY PROJECT FOR US 15-501--PE/DEIS		2751		CAPITAL	STAT	688	FFY 07
							CAPITAL	L	688	FFY 07
							CAPITAL	FED	1375	FFY 07
							UNFUNDED PROJECT			
TE-4706C	DURHAM ORANGE	TRIANGLE TRANSIT AUTHORITY	FIXED GUIDEWAY PROJECT FOR US 15-501-- ENGINEERING, DESIGN		6207		CAPITAL	STAT	1552	FFY 08
							CAPITAL	L	1552	FFY 08
							CAPITAL	FED	3103	FFY 08
							UNFUNDED PROJECT			
TE-4706D	DURHAM ORANGE	TRIANGLE TRANSIT AUTHORITY	FIXED GUIDEWAY PROJECT FOR US 15-501--LAND ACQUISITION		3760		CAPITAL	STAT	940	FFY 09
							CAPITAL	L	940	FFY 09
							CAPITAL	FED	1880	FFY 09
							UNFUNDED PROJECT			
TG-4811	DURHAM ORANGE WAKE	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS		171		CAPITAL	FUZ	137	FFY 06
							CAPITAL	L	34	FFY 06

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TG-4812	DURHAM ORANGE WAKE	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS		171		CAPITAL	FUZ	137	FFY 07
							CAPITAL	L	34	FFY 07
TG-4821	DURHAM ORANGE WAKE	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS		171		CAPITAL	FUZ	137	FFY 08
							CAPITAL	L	34	FFY 08
TG-4822	DURHAM ORANGE WAKE	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS		171		CAPITAL	FUZ	137	FFY 09
							CAPITAL	L	34	FFY 09
TG-4823	DURHAM ORANGE WAKE	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS		171		CAPITAL	FUZ	137	FFY 10
							CAPITAL	L	34	FFY 10
TG-4927	DURHAM ORANGE WAKE	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS		171		CAPITAL	FUZ	137	FFY 11
							CAPITAL	L	34	FFY 11
TG-4928	DURHAM ORANGE WAKE	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS		171		CAPITAL	FUZ	137	FFY 11
							CAPITAL	L	34	FFY 12
TP-4725	DURHAM ORANGE WAKE	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE---UPWP		1329		PLANNING	STAT	133	FFY 07
							PLANNING	FUZ	1063	FFY 07
							PLANNING	L	133	FFY 07
TP-4732	DURHAM ORANGE WAKE	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE---UPWP		1329		PLANNING	STAT	133	FFY 08
							PLANNING	FUZ	1063	FFY 08
							PLANNING	L	133	FFY 08
TP-4733	DURHAM ORANGE WAKE	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE---UPWP		1329		PLANNING	STAT	133	FFY 09
							PLANNING	FUZ	1063	FFY 09
							PLANNING	L	133	FFY 09
TP-4734	DURHAM ORANGE WAKE	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE---UPWP.		1329		PLANNING	STAT	133	FFY 10
							PLANNING	FUZ	1063	FFY 10
							PLANNING	L	133	FFY 10
TP-4914	DURHAM ORANGE WAKE	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE---UPWP		1329		PLANNING	STAT	133	FFY 11
							PLANNING	FUZ	1063	FFY 11
							PLANNING	L	133	FFY 11
TP-4915	DURHAM ORANGE WAKE	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE---UPWP		1329		PLANNING	STAT	133	FFY 12
							PLANNING	FUZ	1063	FFY 12
							PLANNING	L	133	FFY 12

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TP-4724	DURHAM	TRIANGLE TRANSIT APLANNING ASSISTANCE--UPWP			1329		CONSTRUCTION	S	133	SFY 07
	ORANGE						CONSTRUCTION	L	133	FFY 07
	WAKE						CONSTRUCTION	FUZAC	1063	FFY 07
CMAQ-001	DURHAM ORANGE CHATHAM	VARIOUS	CONGESTION MITIGATION AIR QUALITY PROGRAM		4936		CONSTRUCTION	CMAQ	4936	FFY 09 10 11 12

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ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

General Issues
Durham-Chapel Hill-Carrboro MPO
Draft 2006-2012 Transportation Improvement Program

No.	Project	Issues & Requests	Response/Comments
G-1	Bicycle and Pedestrian Facilities	<p><u>Issue</u> Bicycle and pedestrian projects are important components of the DCHC MPO overall transportation system. The 2030 LRTP has identified approximately \$133 million for bicycle and pedestrian improvements over 20 years. Bicycle and pedestrian facilities have historically not been a fundamental part of the design of NCDOT highway projects.</p> <p><u>Requests</u> <u>1 -- Bicycle/Pedestrian Features Incorporated Into Projects</u> NCDOT should assume responsibility for planning, design, right-of-way, and construction of bicycle and pedestrian facilities associated with new roadway construction and capacity increases to Federal-aid routes and numbered state routes. Bicycle and pedestrian facilities should be considered as a fundamental part of the design of every highway project.</p> <p>This policy is supported by resolutions from the N.C. Board of Transportation (dated 9/8/00), the N.C. Association of MPOs and the Federal Highway Administration's policy statement "Guidance on the Bicycle and Pedestrian Provisions of the Federal-aid Program."</p> <p>Like highway projects, no local matches should be required for pedestrian and bicycle facilities provided as part of a highway project.</p> <p>The MPO will identify projects during discussion.</p> <p><u>2 - Resurfacing Projects</u> Incorporate additional road width while completing NCDOT resurfacing projects</p>	<p><u>Response/Comment</u> NCDOT will continue to utilize the pedestrian and bicycle policies that are currently in place.</p> <p><u>Response/Comments --</u></p>

No.	Project	Issues & Requests	Response/Comments
		<p>to accommodate bicycle travel.</p> <p><u>3 – MPO Role with Enhancement & Bike/Pedestrian Projects</u></p> <p>How can the MPO have a greater role in the selection of Bicycle/Pedestrian and Enhancement projects?</p>	<p><u>Response/Comments --</u></p> <p>See following websites:</p> <p>Bicycle policy: http://www.ncdot.org/transit/bicycl e/laws/laws_bikepolicyv.html</p> <p>Pedestrian policy: http://www.ncdot.org/transit/bicycl e/laws/laws_pedpolicyv.html</p> <p>Enhancements program: http://www.ncdot.org/planning/development/Enhancement/contact/</p>
G-2	Flexible Funding	<p><u>Issue</u></p> <p>The 2030 LRTP has over \$3 billion in public transportation projects. The TIP is the mechanism to meet the MPO LRTP goals and ensure that our transportation priorities are achieved.</p> <p>During the last federal Certification Review, the Certification Team advised the MPO and NCDOT that a large portion of STP funding can be flexed as provided by ISTEA and TEA-21.</p> <p><u>Request</u></p> <p>A larger portion of STP and other FHWA administered funding needs to be “flexed,” as provided for by ISTEA and TEA-21, to public transportation.</p> <p>The MPO will identify specific projects in need of flexed funding.</p>	<p><u>Response/comments --</u></p> <p>The MPO has STP-DA funds available to them. We are willing to discuss the opportunity to flex other federal funds subject to MPO/NCDOT agreement on priorities.</p>
G-3	I-40 HOV Lanes	<p><u>Issue</u></p> <p>Traffic conditions on I-40 are deteriorating. The NCDOT traffic count data shows that the average daily traffic volume on this segment of I-40 jumped to approximately 144,000 in 2003 from 90,000 in 1995, a 60 percent increase. In addition, forecasted traffic volumes far exceed the design roadway capacity.</p> <p>The MPO’s 2030 LRTP includes HOV lanes. Previous studies have</p>	

No.	Project	Issues & Requests	Response/Comments
		<p>demonstrated the feasibility of a 100-mile HOV system in the Triangle. A financial opportunities study is presently being conducted for a 27-mile segment of I-40 between Chapel Hill and Raleigh. However, the Draft FY2006-2012 STIP does not include funding for the NEPA process.</p> <p>Timing for this project is crucial as traffic congestion on I-40 is getting worse and the adverse impact on air quality and economic vitality of the region from increased congestion on I-40 will only get worse.</p> <p><u>Request</u></p> <ol style="list-style-type: none"> 1) Include funding for I-40 HOV/CMS NEPA process in the 2006-2012 STIP; and, 2) Take appropriate next steps to advance this project. 	<p><u>Response/comments --</u> Your request will be included in the Candidate Projects List for the 2007-2013 Draft TIP. This list is made available to Board of Transportation Members for their consideration as they review funding priorities.</p>
G-4	Costs for Mitigation	<p><u>Issues</u></p> <p>The Draft 2006-12 STIP includes costs for mitigation in some projects. Some of these projects are in established urban setting with no apparent wildlife or other environmental conditions. Yet, the costs for mitigation as shown in the draft STIP seemed to quite high.</p> <p><u>Request</u></p> <p>The MPO is requesting an explanation and clarification on mitigation costs and why, on some projects, the costs appear to be high.</p>	<p><u>Response/comments --</u> The costs shown in the draft TIP constituted estimates pending receipt of updated information on distribution of impacts by individual TIP project, and are representative of the mitigation cost for those overall types of project. The Department has received the updated data regarding impacts,</p>

No.	Project	Issues & Requests	Response/Comments
			<p>and these data are now being processed by PDEA and Fiscal staff to work out cost assignments for EEP purposes, within the constraints of DOT's cash flow models. They intend to assign annual mitigation costs by Division; therefore the TIP Unit will not receive updated information based on individual projects.</p>
G-5	<p>Cost Increases</p>	<p><u>Issue</u> Several projects in the draft 2006-12 STIP experienced cost increases from the 2004-10 STIP. Cost increases in some projects are nearly up to 50%. Several years ago, NCDOT implemented measures (including reflecting inflation) to address cost increases and fluctuations in cost from one STIP period to another. However, cost overrun continues to be a problem.</p> <p><u>Request</u> The MPO is requesting information and an explanation of the reasons for cost overruns and project cost increases in the TIP.</p>	<p><u>Response/comments –</u> Your request will be forwarded to appropriate staff for response.</p>
G-6	<p>Trust Fund Urban Loop Funding</p>	<p><u>Issue</u> The 2003-2004 legislative amendments to the Highway Trust Fund Urban Loops added 18 new highway projects, including five new loop projects for Durham. Of these 18 new projects, only new projects in Durham, Greenville and Fayetteville projects received funding in the draft 2006-12 STIP, approximately \$20 million, \$25 million, and \$167 million respectively. Durham has been eligible for Loop funding from the Highway Trust Fund since 1989. Greenville and Fayetteville became eligible in just the past two years yet are receiving more Loop funding in the draft 2006-2012 STIP than Durham. The</p>	

No.	Project	Issues & Requests	Response/Comments
		<p>number one MPO priority and Loop project, the East End Connector, has been planned for over 40 years.</p> <p><u>Request</u> Explain the decision-making process regarding the allocation of the Loop funds in the draft 2006-2012 STIP.</p>	<p><u>Response/comments</u> -- The Urban Loop Program is currently budgeted as 25.05% of the project funds assigned to the State Highway Trust Fund. This stream of revenue is decreased by the amount needed to retire the debt on the 1996 bond issue, a portion of the funds required to match federal aid, and the anticipated cost of preliminary engineering. The remaining funds (\$ 80 to \$ 100 million per year) are assigned to acquire right of way and build portions of the 10 eligible loop projects as defined by the General Assembly. Staff will make recommendations on funding loop projects in the upcoming TIP based on (1) paying for cash flow projects that were started in prior years, (2) avoiding lapse of planning documents and permits, (3) air quality considerations, (4) building usable segments, and (5) applying funds to areas that have received little or no loop funds previously. These recommendations will be made to the Secretary for his review and input prior to being included in the draft 2007 – 2013 TIP.</p>

No.	Project	Issues & Requests	Response/Comments
			<p>Once the draft document is released additional input will be received from local entities and Board members prior to the final TIP being developed.</p>
G-7	<p>2005 completion date</p>	<p><u>Issue</u> The 2006-12 draft STIP contains projects with 2005 completion dates.</p> <p><u>Requests</u> The MPO requests information as to the rationale for including projects with 2005 completion dates in the 2006-12 TIP. The MPO would like to know if 2005 funding is included in the 2006-12 program totals.</p>	<p><u>Response/comments --</u> The FY 2005 projects were included in the draft 2006-2012 TIP during initial development, for continuity purposes. Under normal circumstances, the 2006-2012 Draft TIP would have been released in June 2004, in which case not listing the FY 2005 projects would have resulted in them being “lost” to the public, from a tracking standpoint.</p>

Division 5
Durham-Chapel Hill-Carrboro MPO
Draft 2006-2012 Transportation Improvement Program

No.	Project	Issues and Requests	Response/Comments
D-1	East End Connector (U-71) -- Six-lane freeway	<p><u>Issue</u> This project is the MPO's number one priority (and the top priority of both the City of Durham and Durham County). This project also emerged as the number one Highway Trust Fund project as part of the community consensus process that led to the adoption of the 2025 LRTP. The project was previously funded using STP funds but became eligible for Loop funds two years ago. However, the NEPA process has still not begun and the MPO is not aware of any schedule for completing the NEPA process.</p> <p>Instead of moving forward, major components of the project have been delayed in the draft 2006-2012 STIP: 1) Construction initiation slipped from FY10 to Post year; and, 2) Completion of right-of-way purchasing slipped from FY09 to FY12.</p> <p><u>Request</u> 1) Completion of NEPA and other planning tasks as soon as possible; 2) Fully funding the project in the 2006-2012 STIP; 3) Provide a detailed timeline for the planning process.</p>	<p><u>Response/comments --</u> The NEPA process is underway. The schedule remains as before, with a Record of Decision anticipated in early 2008.</p>
D-2	US 70 (U-4720) – Six-lane freeway; Lynn Rd to Wake County Line	<p><u>Issue</u> This is the MPO's second priority among Highway Trust Fund projects as part of the community consensus process that led to the adoption of the 2025 LRTP. It is the MPO's 23rd priority overall, and the fifth priority for both the City of Durham and Durham County. In discussions with NCDOT and FHWA officials, it was determined that the planning for the US 70 and Northern Durham Parkway could be combined into one process. It was also determined</p>	

No.	Project	Issues and Requests	Response/Comments
		<p>that the planning process for these two projects could be completed simultaneously with the planning for the East End Connector.</p> <p><u>Request</u></p> <ol style="list-style-type: none"> 1) Initiate the planning process for the US 70 and Northern Durham Parkway projects; 2) Provide a detailed schedule for this process; and, 3) Fund US 70 project in the 2006-2012 STIP. 	<p><u>Response/comments</u> --</p> <p>See G-6 response. Your request will be included in the Candidate Projects List for the 2007-2013 Draft TIP. This list is made available to Board of Transportation Members for their consideration as they review funding priorities.</p>
D-3	<p>Northern Durham Parkway (U-4721) – two- and four-lane new alignment; US 70 to Roxboro Road</p>	<p><u>Issue</u></p> <p>This is the MPO’s fourth priority among Highway Trust Fund projects as part of the community consensus process that led to the adoption of the 2025 LRTP. It is the MPO’s 29th priority overall, and the seventh priority for both the City of Durham and Durham County. In discussions with NCDOT and FHWA officials, it was determined that the planning process for the Northern Durham Parkway and US 70 projects could be combined into one process. It was also determined that the planning process for these two projects could be completed simultaneously with the planning for the East End Connector.</p> <p><u>Request</u></p> <ol style="list-style-type: none"> 1) Initiate the planning process for the Northern Durham Parkway and US 70 projects; 2) Provide a detailed schedule for this process; and, 3) Fund Northern Durham Parkway in the 2006-2012 STIP. 	<p><u>Response/comments</u> --</p> <p>See G-6 response. Your request will be included in the Candidate Projects List for the 2007-2013 Draft TIP. This list is made available to Board of Transportation Members for their consideration as they review funding priorities.</p>
D-4	<p>I-85 (I-4743) – widening; US</p>	<p><u>Issue</u></p> <p>This is the MPO’s third priority among Highway Trust Fund projects as part of</p>	

No.	Project	Issues and Requests	Response/Comments
	70 to Red Mill Rd.)	<p>the community consensus process that led to the adoption of the 2025 LRTP. It is the MPO's 28th priority overall, and the sixth priority for both the City of Durham and Durham County.</p> <p><u>Request</u></p> <ol style="list-style-type: none"> 1) Initiate the planning process for the I-85 project and coordinate, as necessary, with planning for the Northern Durham Parkway and US 70 projects; and, 2) Provide a detailed schedule for this process. 	<p><u>Response/comments --</u> See G-6 response. Your request will be included in the Candidate Projects List for the 2007-2013 Draft TIP. This list is made available to Board of Transportation Members for their consideration as they review funding priorities.</p>
D-5	NC 54 -- widening to four-lane divided; I-40 to NC 55	<p><u>Issue</u> This is the MPO's 9th priority overall, and the second priority for both the City of Durham and Durham County. A recent transportation study identified the need to widen NC 54 to accommodate the tremendous growth that has (and continues) to occur in south Durham and the RTP. Congestion in this corridor very likely contributes significantly to air quality problems.</p> <p><u>Request</u></p> <ol style="list-style-type: none"> 1) Fund the widening of this segment of NC 54; and, 2) Initiate the planning process for this project as soon as possible. 	<p><u>Response/comments --</u> Your request will be included in the Candidate Projects List for the 2007-2013 Draft TIP. This list is made available to Board of Transportation Members for their consideration as they review funding priorities.</p>
D-6	US 15-501 (U-4012) -- Widening to six-lane divided; north of Mt. Moriah Rd. to South of Garrett Rd.	<p><u>Issue</u> The construction completion slipped from FY05 to FY06 and the cost increased from \$8.4 million to \$10.8 million, a 29% increase. The MPO has requested the provision of pedestrian improvements at the intersections of US 15-501/Mt. Moriah and US 15-501 and Garrett Rd.</p>	

No.	Project	Issues and Requests	Response/Comments
		<p><u>Request</u></p> <ol style="list-style-type: none"> 1) Include pedestrian facilities at Garrett Rd. and Mt. Moriah Rd.; 2) Provide reasons for the schedule delay and cost increase; and, 3) Coordinate public dissemination of construction and detour information with the City of Durham. 	<p><u>Response/comments --</u></p> <p>Your requests will be forwarded to appropriate staff for response.</p>

D-7	US 15-501 Service Rd. (U-4009) -- Relocate existing service road	<p><u>Issue</u> The construction completion slipped from FY04 to FY06 and the cost increased from \$2.9 million to \$4 million, a 38% increase.</p> <p><u>Request</u> Provide reasons for the schedule delay and cost increase.</p>	<p><u>Response/comments</u> -- Your request will be forwarded to appropriate staff for response.</p>
D-8	NC 55 (R-2906) -- widening to multi-lane; US 64 in Wake County to Cornwallis Road in Durham County	<p><u>Issue</u> The construction completion slipped from FY05 to FY07 and cost increased from \$46.7 million to \$63.4 million, a 36% increase.</p> <p><u>Request</u> Provide reasons for the schedule delay and cost increase.</p>	<p><u>Response/comments</u> -- The project has not been delayed. The amount programmed in FFY 2007 is reimbursement to the Town of Cary for funds loaned for segment A that is currently under construction.</p>
D-9	NC 55 (Alston Ave.) (U-3308) -- widening to four lane divided; NC 147 to Holloway Street	<p><u>Issue</u> The construction completion slipped from FY09 to FY12. This is inconsistent with the 2030 LRTP air quality completion date of 2010. Also, the cost increased from \$16 million to \$19.9 million, a 25% increase.</p> <p>This project is connected to the TTA Phase I Regional Rail project, therefore further delay will affect the rail project.</p> <p><u>Request</u></p> <ol style="list-style-type: none"> 1) Keep completion date for this project as 2010 to be consistent with the 2030 LRTP air quality date and to avoid conflict with air quality conformity requirements. 2) Provide reasons for the schedule delay and cost increase. 	<p><u>Response/comments</u> --</p> <ol style="list-style-type: none"> 1) Start of construction was advanced one year, from FY 2010 to FY 2009, in final 2006-2012 TIP. The time needed to complete the planning document and acquire right-of-way precludes any further schedule acceleration. 2) Your request will be

			forwarded to appropriate staff for response.
D-10	T.W. Alexander Drive (U-3309) -- widen to four-lane divided; Cornwallis Rd. to Miami Blvd.	<p><u>Issue</u> The construction completion slipped from FY08 to FY10 and the cost increased from \$7 million to \$13.1 million, an 87% increase.</p> <p><u>Request</u> Provide reasons for the schedule delay and cost increase.</p>	<p><u>Response/comments</u> -- Your request will be forwarded to appropriate staff for response.</p>
D-11	NC 98 (U-4010) -- widening; Holloway St. to Junction Rd.	<p><u>Issue</u> The construction completion slipped from FY04 to FY06 and the cost increased from \$2 million to \$3 million, a 50% increase.</p> <p><u>Request</u> Provide reasons for the schedule delay and cost increase.</p>	<p><u>Response/comments</u> -- Your request will be forwarded to appropriate staff for response.</p>
D-12	Davis Drive (U-4026) -- widening to multi-lane; NC 54 in Durham County to Morrisville-Carpenter Rd. in Wake County	<p><u>Issue</u> The construction completion slipped from FY05 to FY07 and the cost increased from \$24 million to \$35.9 million, a 36% increase.</p> <p><u>Request</u> Provide reasons for the schedule delay and cost increase.</p>	<p><u>Response/comments</u> -- This project involved negotiations and coordination with approximately 20 separate utility providers to account for utilities conflicts. Also letting was delayed pending completion of necessary right-of-way acquisition by the Town of Cary.</p>
D-13	Old Durham-Chapel Hill Road (E- 4707) -- Bike/Ped Improvements	<p><u>Issue</u> This project is the MPO's 10th priority overall and fourth for both the City of Durham and Durham County. Some funding (\$400,000) was provided in the 2004-2010 TIP for bicycle improvements on Old Durham-Chapel Hill Road.</p>	

		<p>The MPO is conducting a study to determine the scope of these improvements.</p> <p><u>Request</u> Provide sufficient funding in the 2006-2012 TIP to complete bicycle improvements to Old Durham-Chapel Hill Road.</p>	<p><u>Response/comments --</u> Your request will be included in the Candidate Projects List for the 2007-2013 Draft TIP. This list is made available to Board of Transportation Members for their consideration as they review funding priorities.</p>
D-14	<p>Miami Blvd (U-4011) – widening; south of Methodist St. and north of Bethesda Ave.</p>	<p><u>Issue</u> This project widens the existing four lane road to five lanes to connect to the five lane sections on either end. The five-lane section will reduce congestion from left turning vehicles and improve safety (particularly at Bethesda Elementary School).</p> <p>The project is fully funded in the 2004-2010 TIP with right-of-way in FFY 07 (\$875,000) and construction in FFY 08 (\$975,000).</p> <p><u>Request</u></p> <ol style="list-style-type: none"> 1) Provide schedule for planning documents; and, 2) Accelerate construction to occur at the earliest possible date. 	<p><u>Response/comments --</u> The NEPA process is underway, and is scheduled to be completed in 2007. The time required for completion of planning documents and right-of-way acquisition, along with near-term cash management constraints, makes it unlikely construction can start sooner than is currently programmed.</p>
D-15	<p>Triangle Parkway (NC 147 extension) -- I-40 to I-540</p>	<p><u>Issue</u> This project is the MPO’s 14th priority overall and the eleventh priority for the City of Durham and Durham County. CAMPO has listed this project as priority number 7. This project would provide a free flow alternative to congested routes such as Davis Drive and NC 55 and could</p>	

		<p>also serve as an alternate route to I-40 between NC 147 and I-540.</p> <p>The 2025 LRTP estimated cost of this project is \$100,471,560.</p> <p>Due to limited financial resources recent discussions have focused on the need to identify alternative funding sources for transportation projects. The N.C. Turnpike Commission has identified the Triangle Parkway as a possible tollroad.</p> <p><u>Request</u></p> <ol style="list-style-type: none"> 1) Consider use of tolls for financing this project; and, 2) Initiate the planning process. 	<p><u>Response/comments</u> --</p> <p>This is a North Carolina Turnpike Authority (NCTA) project. Study of Purpose & Need is underway. For more information, contact Mr. David Joyner, NCTA Executive Director, at 733-2520.</p>
D-16	Phase I Regional Rail	<p><u>Issue</u></p> <p>This project is the MPO's number 2 priority. It is a critical part of the MPO's 2030 LRTP and the MPO supports the funding of this project.</p> <p><u>Request</u></p> <ol style="list-style-type: none"> 1) Maintain financial commitment to the State's 25% share of this project; and, 2) Support efforts to seek federal funding for 50%, or more, of the project costs. 	<p><u>Response/comments</u> --</p> <p>Your requests will be shared with the appropriate staff.</p>
D-17	Fixed Guideway Improvement -- Duke to UNC	<p><u>Issue</u></p> <p>This project is the MPO's 8th priority overall and a critical part of the MPO's 2030 LRTP. This project represents Phase II of TTA's Fixed Guideway System. The estimated project cost is \$180 million to \$300 million.</p> <p><u>Request:</u></p> <p>Work with TTA and NCDOT to seek funding for this project.</p>	<p><u>Response/comments</u> --</p> <p>Your requests will be shared with the appropriate staff.</p>
D-18	Durham	<u>Issue</u>	

	<p>Multimodal Transfer Center</p>	<p>This project is the MPO’s 11th priority overall. Commitments from the various funding partners (FTA, NCDOT, City) are in place to fully fund this project (\$15.3 million).</p> <p><u>Request</u> Maintain commitments to fund project.</p>	<p><u>Response/comments</u> – Your requests will be shared with the appropriate staff.</p>
<p>D-19</p>	<p>Bus Replacement/ Expansion</p>	<p><u>Issue</u> This project represents the needs of DATA and TTA to replace and expand their bus fleets over the next several years to provide the transit service planned for in the MPO’s 2030 LRTP.</p> <p><u>Request</u> Fund bus replacement and expansion needs of DATA and TTA.</p>	<p><u>Response/comments</u> – Your request will be included in the Candidate Projects List for the 2007-2013 Draft TIP. This list is made available to Board of Transportation Members for their consideration as they review funding priorities.</p>
<p>D-20</p>	<p>American Tobacco Trail – Phase IV (E-2921); SouthPoint Mall to Chatham County</p>	<p><u>Issue</u> This project is the MPO’s 4th priority and represents the southern extension of the trail that is to connect to the trail in Wake County. The City and County are seeking federal earmark funds for this project. Estimated cost to complete the section of the Trail in Durham County is \$2.5 million.</p> <p><u>Request</u> Support efforts to seek earmark funding for the American Tobacco Trail project.</p>	<p><u>Response/comments</u> – An earmark for this project was included in SAFETEA-LU in the amount of \$1,600,000. This earmark will be applied to the project as directed. Due to the approach taken in the bill to fund the earmark, it impacts the state equity allocation. Therefore, unless the project already has non-</p>

			<p>earmarked funds programmed in the TIP at, or in excess of, this amount, funding will have to be taken down from one or more other projects currently in the TIP in order to maintain equity balance.</p>
D-21	<p>Hopson Rd Grade Crossing Separation (U-4716)</p>	<p><u>Issue</u> Extensive development is occurring in the vicinity of Hopson Road, from NC 54 to Davis Drive (Imperial Center, Keystone, Metro Center, Metro South, Metro West) causing traffic volumes to increase significantly on this two lane road. The scheduled introduction of regional passenger rail service in 2007 will significantly increase grade conflicts and delays at this crossing.</p> <p><u>Request</u> Work with NCRR and Norfolk Southern to provide a grade separated crossing at this location (including the realignment of Church Street and the closing of the Church Street Crossing).</p>	<p><u>Response/comments</u> – Your request will be included in the Candidate Projects List for the 2007-2013 Draft TIP. This list is made available to Board of Transportation Members for their consideration as they review funding priorities.</p>
D-22	<p>Martin Luther King Jr. Parkway and NC 55 Interchange (U-2405)</p>	<p><u>Issue</u> The construction of Martin Luther King Jr. Parkway from US 15-501 to NC 55 nears completion and the widening of NC 55 in two years will be completed in two years. As a result, the traffic volumes through this intersection will increase significantly. The extension of MLK, Jr. Parkway across NC 55 would provide a continuous route into the Research Triangle Park.</p> <p><u>Request</u> Conduct a feasibility study to consider lower cost alternatives to the current plans for extending MLK, Jr. Parkway form NC 55 to Cornwallis Road.</p>	<p><u>Response/comments</u> – Your request will be included in the Candidate Projects List for the 2007-2013 Draft TIP. This list is made available to Board of Transportation Members</p>

			for their consideration as they review funding priorities.
D-23	<p>Sidewalk Projects --</p> <p>Hillandale Rd. (I-85 to Club Blvd)</p> <p>Hillsborough Rd. (US 15-501 to Cole Mill Rd)</p> <p>Holloway St. (Junction Rd. to Lynn Rd. and Miami Blvd. to US 70)</p>	<p><u>Issue</u> Pedestrian improvements are a significant part of the DCHC MPO's 2030 LRTP. The three sidewalk projects described here provide important pedestrian connections to major traffic generators and serve demonstrated pedestrian activity (as evidenced by worn paths).</p> <p>A proposal has been developed to fund the Hillsborough Road project and a segment of the Holloway Street project (from Miami Blvd. to US 70) from the Small Urban Program.</p> <p><u>Request</u> Fund sidewalk improvements on Hillandale Rd, Hillsborough Rd, and Holloway St.</p>	<p><u>Response/comments –</u> Your request will be included in the Candidate Projects List for the 2007-2013 Draft TIP. This list is made available to Board of Transportation Members for their consideration as they review funding priorities.</p>
D-24	<p>Durham Signal System (U-2927)</p>	<p><u>Issue</u> This \$9,300,000+ project to upgrade the Durham signal system was begun in 1998 and originally scheduled to be completed in October 2001. Several different project schedules have been developed but project deadlines continue to be unmet. There currently is no firm completion date for this project.</p> <p><u>Request:</u></p> <ol style="list-style-type: none"> 1) Provide and adhere to a schedule to complete this project at the earliest possible date (no later than the end of calendar year 2004). 2) Ensure that the contractor complies fully with all requirements of the contract and delivers a complete and fully functional signal system. 	<p><u>Response/comments –</u> Your request will be forwarded to appropriate staff for response.</p>
D-25	<p>I-40 widening at the NC 147 Merge (I-3306) (I-2204)</p>	<p><u>Issue</u> As part of the widening of I-40 to six lanes between US 15-501 and NC 147 and the widening of I-40 to eight lanes between NC 147 and Wade Avenue, the two southbound lanes on NC 147 have been merged into one lane before NC 147</p>	

		<p>joins I-40 eastbound. This has caused recurring congestion, backups and safety concerns on NC 147.</p> <p><u>Request</u> Examine alternatives to the current NC 147 SB/I-40 EB merge and recommend and implement improvements to mitigate the existing congestion and safety concern.</p>	<p><u>Response/comments</u> – Your request will be forwarded to appropriate staff for response.</p>
D-26	Project Schedule Adherence	<p><u>Issue</u> Based on an NCDOT Division 5 report, Durham County has a relatively high rate of delayed project completions.</p> <p><u>Request</u></p> <ol style="list-style-type: none"> 1) Continue to closely monitor delayed projects by identifying delayed projects and providing the reasons for the delay, measures taken to avoid or mitigate delays and any penalties imposed. 2) Include substantial penalties for not completing a project on schedule and/or incentives for completing a project early in construction contracts. 3) Take pro-active measures to ensure that projects are completed on schedule. 	<p><u>Response/comments</u> – Your requests will be shared with the appropriate staff.</p>
D-27	I-40 Interchange lighting (I-3306)	<p><u>Issue</u> Interchange lighting was recently provided at the interchange of I-40 and Fayetteville Road. This lighting has greatly improved night time illumination at this interchange.</p> <p><u>Request</u> Provide similar interchange lighting at interchanges along I-40 between NC 147 and US 15-501.</p>	<p><u>Response/comments</u> – The lighting at the Fayetteville Road interchange was installed as part of a developer-funded project to reconstruct the interchange. The NCDOT normally evaluates lighting needs at the time of design for Interstate construction / reconstruction projects</p>

			<p>programmed in the TIP. Beyond this, installation of lighting would be considered a stand-alone TIP project, and would need to be prioritized along with all other candidate TIP projects. Your request will be included in the Candidate Projects List for the 2007-2013 Draft TIP. This list is made available to Board of Transportation Members for their consideration as they review funding priorities.</p>
D-28	<p>Litter control / mowing in construction zones</p>	<p><u>Issue</u> The City of Durham has taken over the mowing responsibility (and associated litter control) of several State routes inside the City limits to improve the visual aspect of those thoroughfares and “gateways” to Durham. In so doing, the City has doubled the frequency of mowing on these routes. Unfortunately, several thoroughfares and “gateways” to the City are under construction (I-85, I-40, NC 55, Guess Road, etc.) and outside of City control. These routes are not receiving the appropriate level of mowing and litter control, thereby creating a visual blight.</p> <p><u>Request</u> Improve appearance of roadway construction zones including more frequent mowing and litter control.</p>	<p><u>Response/comments –</u> Your request will be shared with the appropriate staff.</p>
D-29	<p>Resurfacing</p>	<p><u>Issue</u> Several streets on the State system in Durham are in dire need of resurfacing and yet are not programmed for resurfacing.</p> <p><u>Request</u> 1) Provide methodology by which streets are ranked / selected for resurfacing. 2) Provide current priority ranking of</p>	<p><u>Response/comments –</u> Your request will be forwarded to appropriate staff for response.</p>

		<p>resurfacing projects.</p> <p>3) Provide ample opportunity for input from MPO and local staff in the selection of streets scheduled for resurfacing (e.g., before the bid process).</p> <p>4) Consider accommodating bicycling needs in the resurfacing program (e.g., Erwin Road.)</p>	
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Division 7
Durham-Chapel Hill-Carrboro MPO
Draft 2006-2012 Transportation Improvement Program

No.	Project	Issues & Requests	Response/Comments
O-1	Weaver Dairy Road (U-3306) – widen; Erwin Rd. to NC 86	<p><u>Issue</u> The construction completion slipped from FY07 to FY09 and cost increased from \$11.3 million to \$13.8 million, a 22% increase. The cross section and project cost issues of this project need to be resolved. Project cost reductions resulting from cross-section modifications should result in the transfer of funding to one of two high priority projects named below.</p> <p><u>Request</u></p> <ol style="list-style-type: none"> 1) Provide information on the reasons for the cost increase and schedule delay; 2) Resolve cross section issue with Town of Chapel Hill; and, 3) Savings from cost reductions should be made available to either – a) Chapel Hill Signal System (priority #2 for the Division), or b) Chapel Hill Transit Capital projects (priority #4 for the Division) 	<p><u>Response/comments –</u></p> <p>1) 2) Your request will be forwarded to appropriate staff for response.</p> <p>3) Funds applied to U-3306 are subject to the state equity formula. All such funds are distributed by funding region, not by individual locality, and are subject to the normal TIP prioritization process.</p>
O-2	Smith Level Road (U-2803) – widen; Rock Haven Rd. to NC 54 Bypass	<p><u>Issue</u> The construction completion slipped from FY05 to FY10 and cost increased from \$3.5 million to \$5.2 million, a 49% increase. The cross section and project cost issues of this project need to be resolved.</p> <p><u>Request</u></p> <ol style="list-style-type: none"> 1) Resolve cross section with the Town of Carrboro; and, 2) Provide information on the reasons for the cost increase and schedule delay. 	<p><u>Response/comments –</u></p> <p>1) This project will proceed as a three-lane section with accommodations for bicycles and pedestrians, consistent with what we understand to be the wishes of the Town.</p> <p>2) Costs will be updated for the three-lane section.</p>

No.	Project	Issues & Requests	Response/Comments
			Additional time is required to accommodate the steps necessary to complete the planning document.
O-3	Estes Drive Extension (U-2909) – widen; Greensboro St. to NC 86	<p><u>Issue</u> The Town of Carrboro is requesting that this project be constructed in two phases. Phase 1 would be from Greensboro to Seawell School Road and would begin construction as soon as possible. Phase 2 would be from Seawell School Road to NC 86 and would be postponed until the Town of Chapel Hill and the University of North Carolina complete discussions on Carolina North.</p> <p><u>Request</u> 1) Phase the project as listed above; and, 2) Begin planning for construction of Phase I in the 2006-2012 TIP.</p>	<p><u>Response/comments</u> – Your request will be included in the Candidate Projects List for the 2007-2013 Draft TIP. This list is made available to Board of Transportation Members for their consideration as they review funding priorities.</p>
O-4	Elizabeth Brady Road (U-3808) – new alignment; US 70 Bus to US 70 Bypass	<p><u>Issue</u> The construction completion slipped from FY09 to FY11 and cost increased from \$12 million to \$16.9 million, a 41% increase</p> <p>This project is the #5 priority for Division 7 in the MPO and the #1 priority for the Town of Hillsborough. We realize that special consideration must be used in crossing the Eno River and overall impact of the road on the neighboring properties, but we urge NCDOT to work diligently to move this project forward.</p> <p><u>Request</u> 1) Provide information on the reasons for the cost increase and schedule delay; and, 2) Fully fund this project in the 2006-2012 TIP.</p>	<p><u>Response/comments</u> – 1) Your request will be forwarded to appropriate staff for response. 2) Your request will be included in the Candidate Projects List for the 2007-2013 Draft TIP. This list is</p>

No.	Project	Issues & Requests	Response/Comments
			made available to Board of Transportation Members for their consideration as they review funding priorities.
O-5	South Churton St. (R-2825) -- US 70 to I40; capacity and aesthetic improvements	<p><u>Issue</u> Churton Street is a critical transportation corridor and a gateway to the Town of Hillsborough.</p> <p><u>Request</u> Implement congestion management, limited access, multi-modal capacity and aesthetic improvements on Churton Street</p>	<p><u>Response/comments</u> – Your request will be included in the Candidate Projects List for the 2007-2013 Draft TIP. This list is made available to Board of Transportation Members for their consideration as they review funding priorities.</p>
O-6	I-85 (I-0305) – widen to six lanes; I-40 to Durham County line	<p><u>Issue</u> The construction initiation slipped from FY10 to FY12, completion of right-of-way purchasing slipped from FY08 to FY12 and cost increased from \$43.5 million to \$52 million, a 20% increase.</p> <p>This is not a high priority project for the MPO.</p> <p><u>Request</u> 1) Provide interim and long-term improvements at NC 86 and I-85 interchange. 2) Delay widening project and move funds to the Elizabeth Brady Extension and Churton Street projects.</p>	<p><u>Response/comments</u> – 1) More information is needed on what is proposed. If provided, your request will be included in the Candidate Projects List for the 2007-2013 Draft TIP. This list is made available to Board of Transportation Members for their consideration as they review funding priorities. 2) Funds applied to I-305 are subject to the state equity formula. All such funds are distributed by funding region, not by</p>

No.	Project	Issues & Requests	Response/Comments
			individual locality, and are subject to the normal TIP prioritization process.
O-7	South Columbia Street (U-0624) – capacity improvement; NC 54 to Manning Dr.	<p><u>Issue</u> The construction completion slipped from FY07 to FY09. The project is categorized as Regionally Significant, and therefore must be operational by 2010 to avoid air quality conformity problems. For example, the MPO, NCDOT and partner agencies could be required to perform air quality conformity analyses on the long-range plan and current TIP.</p> <p><u>Request</u> 1) Provide information on reasons for cost increase and schedule delay; and, 2) Provide information on NCDOT strategy for dealing with possible air quality conformity problems.</p>	<p><u>Response/comments</u> – Your requests will be forwarded to the appropriate staff for response.</p>
O-8	Old Durham-Chapel Hill Road (E-4707) -- bike/ped improvements; Garrett Rd. to US 15-501	<p><u>Issue</u> This project is the MPO's 10th priority overall (Number 7 in Division 5) and 4th for Durham and Durham County. Some funding (\$400,000) was provided in the 2004-2010 TIP for bicycle improvements on Old Durham-Chapel Hill Road.</p> <p>The MPO is conducting a planning study to determine the scope of these improvements.</p> <p><u>Request</u> Provide sufficient funding in the 2006-2012 TIP to complete bicycle improvements to Old Durham-Chapel Hill Road.</p>	<p><u>Response/comments</u> – Your request will be included in the Candidate Projects List for the 2007-2013 Draft TIP. This list is made available to Board of Transportation Members for their consideration as they review funding priorities.</p>
O-9	Airport Road	<p><u>Issue</u> The Town of Chapel Hill has made pedestrian improvements on Airport Road. Pedestrian refuge features are needed to leverage the benefits of these</p>	

No.	Project	Issues & Requests	Response/Comments
		<p>investments and increase safety.</p> <p><u>Request</u> Construct pedestrian refuges along Airport Road in Chapel Hill.</p>	<p><u>Response/comments</u> – Your request will be included in the Candidate Projects List for the 2007-2013 Draft TIP. This list is made available to Board of Transportation Members for their consideration as they review funding priorities.</p>
O-10	Homestead Road Sidewalks	<p><u>Issue</u> The Town of Carrboro is seeking assistance with funding the construction of sidewalks along Homestead Road.</p> <p><u>Request</u> Provide information on possible funding available for sidewalks along Homestead Road.</p>	<p><u>Response/comments</u> – See following website: http://www.ncdot.org/transit/bicycle/laws/laws_pedpolicy.html</p>
O-11	Chapel Hill Signal System (U-4704) – upgrade signal system	<p><u>Issue</u> This is the third and second priority project for the MPO and Division 7, respectively. The estimated cost is \$5 million. Traffic signal upgrades are cost-effective solutions to congestion and air quality problems.</p> <p><u>Request</u> 1) Use savings from cost reductions in the Weaver Dairy Road widening project (U-3306) to fund the signal project; and, 2) Identify additional funding sources for this project.</p>	<p><u>Response/comments</u> – Funds applied to U-3306 are subject to the state equity formula. All such funds are distributed by funding region, not by individual locality, and are subject to the normal TIP prioritization process.</p>
O-12	US 15-501 Corridor Study -- I-40 (Exit 270) west to Willow Drive	<p><u>Issue</u> Local (Chapel Hill) corridor study of US 15-501 with goal of reconfiguring intersections as necessary, and extending disconnected sections of service road. The Erwin Rd./US 15-501 “Superstreet” project should be constructed by 2007. This section of the roadway accommodates Chapel Hill Transit and TTA bus service, which are both</p>	

No.	Project	Issues & Requests	Response/Comments
		<p>hampered by severe congestion. The Manning Drive intersection (which is a major southern entrance to UNC-CH) also warrants study.</p> <p>Request</p> <ol style="list-style-type: none"> 1) Initiate corridor study of US 15-501 from I-40 to Willow Drive; and, 2) Initiate intersection study at Manning Drive. 	<p><u>Response/comments</u> –</p> <p>1) The NCDOT does not plan to participate financially in further US 15-501 corridor studies.</p> <p>2) Your request will be shared with the appropriate staff.</p>
O-13	I-40 HOV Lanes	<p>Issue</p> <p>Traffic conditions on I-40 are deteriorating. The NCDOT traffic count data shows that the average daily traffic volume on this segment of I-40 jumped to approximately 140,000 in 2001 from 90,000 in 1995, a 56 percent increase. In addition, forecasted traffic volumes far exceed the design roadway capacity. The MPO’s 2030 LRTP includes HOV lanes. Previous studies have demonstrated the feasibility of a 100-mile HOV system in the Triangle. A financial opportunities study is presently being conducted for a 27-mile segment of I-40 between Chapel Hill and Raleigh. However, the Draft FY2006-2012 STIP does not include funding for the NEPA process.</p> <p>Timing for this project is crucial as traffic congestion on I-40 is getting worse and the adverse impact on air quality and economic vitality of the region from increased congestion on I-40 will only get worse.</p> <p>Request</p> <ol style="list-style-type: none"> 1) Include funding for I-40 HOV/CMS NEPA process in the 2006-2012 STIP; and, 2) Take appropriate next steps to advance this project. 	<p><u>Response/comments</u> –</p> <p>See G-3 response.</p>
O-14	Fixed Guideway Improvement	<p>Issue</p> <p>This project is the MPO’s 8th priority overall and a critical part of the MPO’s</p>	

No.	Project	Issues & Requests	Response/Comments
	-- Duke to UNC	<p>2030 LRTP. This project represents Phase II of TTA's Fixed Guideway System. The estimated project cost is \$180 million to \$300 million.</p> <p>Request Work with TTA and NCDOT to seek funding for this project.</p>	<p><u>Response/comments</u> – Your request will be shared with the appropriate staff.</p>
O-15	Bicycle and Pedestrian Facilities	<p>Issue Bicycle and pedestrian projects are important components of the DCHC MPO overall transportation system. The 2030 LRTP has identified approximately \$133 million for bicycle and pedestrian improvements over 20 years. Bicycle and pedestrian facilities have historically not been a fundamental part of the design of NCDOT highway projects.</p> <p>Requests <u>1 -- Bicycle/Pedestrian Features Incorporated Into Projects</u> NCDOT should assume responsibility for planning, design, right-of-way, and construction of bicycle and pedestrian facilities associated with new roadway construction and capacity increases to Federal-aid routes and numbered state routes. Bicycle and pedestrian facilities should be considered as a fundamental part of the design of every highway project.</p> <p>This policy is supported by resolutions from the N.C. Board of Transportation (dated 9/8/00), the N.C. Association of MPOs and the Federal Highway Administration's policy statement "Guidance on the Bicycle and Pedestrian Provisions of the Federal-aid Program."</p> <p>Like highway projects, no local matches should be required for pedestrian and bicycle facilities provided as part of a highway project.</p> <p>The MPO will identify projects during</p>	<p><u>Response/Comment</u> See G-1 comments.</p>

No.	Project	Issues & Requests	Response/Comments
		<p>discussion.</p> <p><u>2 - Resurfacing Projects</u> Incorporate additional road width while completing NCDOT resurfacing projects to accommodate bicycle travel.</p> <p><u>3 – MPO Role with Enhancement & Bike/Pedestrian Projects</u> How can the MPO have a greater role in the selection of Bicycle/Pedestrian and Enhancement projects?</p>	<p><u>Response/Comments --</u></p> <p><u>Response/Comments –</u> See G-1 comments.</p>
O-16	Flexible Funding	<p><u>Issue</u> The 2030 LRTP has about \$133 million of bicycle and pedestrian improvements over 20 years. In order to meet this goal, the MPO should be investing approximately \$5 million/year for these projects. The TIP is the vehicle or mechanism to meet the MPO LRTP goals and ensure that our transportation priorities are achieved.</p> <p>During the last federal Certification Review, the Certification Team advised the MPO and NCDOT that a large portion of STP funding can be flexed as provided by ISTEA and TEA-21.</p> <p><u>Request</u> A larger portion of STP and other FHWA administered funding needs to be “flexed,” as provided for by ISTEA and TEA-21, to transit, TDM and bicycle/pedestrian projects. Many high priority non-roadway projects remain unfunded.</p> <p>The MPO will identify specific projects in need of flexed funding.</p>	<p><u>Response/comments –</u> See G-2 comments.</p>

**Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
Differences Between FY 2006-2012 STIP and MTIP**

ID NO.	COUNTY	ROUTE/ CITY	LOCATION AND DESCRIPTION	LENGTH (MI) (KM)	TOTAL EST. COST (THOU.)	PRIOR YRS. COST (THOU.)	WORK TYPE	FUNDING SOURCE	COST EST. (THOU.)	SCHEDULE (FISCAL YEARS)
I-0305	ORANGE	I-85	I-40 AT HILLSBOROUGH TO DURHAM COUNTY LINE, WIDEN TO SIX LANES AND RECONSTRUCT INTERCHANGES AND STRUCTURES	7.5	52010	1800	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION CONSTRUCTION CONSTRUCTION	NHS IM NHS IM NHS	1210 3413 5120 16187 24280	IN PROGRESS FFY 10 12 FFY 12 FFY 12 POST YEARS POST YEARS
U-2803	ORANGE	CARRBORO	SR 1919 (SMITH LEVEL ROAD), ROCK HAVEN ROAD TO BRIDGE NO.88 WIDEN TO MULTILANES <u>CORRIDOR UPGRADE TO INCLUDE BIKE AND TRANSIT FACILITIES AND SIDEWALKS</u>	0.6	5175	1825	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION	S S	600 2750	IN PROGRESS SFY 07 SFY 10 SFY 09
U-3100	ORANGE	CARRBORO	SR 1009 (HILLSBOROUGH ROAD), LORRAINE STREET TO SR 1107 (OLD FAYETTEVILLE ROAD) AND ALONG SR 1107 TO NC 54. WIDEN TO A THIRTY SIX FOOT CURB AND GUTTER FACILITY <u>ADD BIKE LANES AND TRANSIT ACCOMMODATIONS ON BOTH SIDES, AND ADD SIDEWALKS ON EAST SIDE FROM MC DOUGAL TO NC 54.</u>	1.9	7233	4633	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION	S S	300 2300	SFY 05 SFY 06 SFY 12 POST YEARS
U-0624	ORANGE	CHAPEL HILL	NC 86 (SOUTH COLUMBIA STREET), SR 1906 (PUREFOY ROAD) TO SR 1902 (MANNING DRIVE). CORRIDOR UPGRADE TO INCLUDE BICYCLE LANES AND SIDEWALKS.	0.7	4400	250	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION	STP STP	2200 1950	IN PROGRESS FFY 07 FFY 06 FFY 09 FFY 08
U-2805	ORANGE	CHAPEL HILL	SR 1777 (HOMESTEAD ROAD), SR 1834 (HIGH SCHOOL ROAD) TO NC 86. WIDEN TO THREE LANE SHOULDER SECTION. <u>CORRIDOR UPGRADE TO INCLUDE BIKE LANES AND SIDEWALKS.</u>	1.4	10600	300	RIGHT-OF-WAY CONSTRUCTION UNFUNDED PROJECT	STP STP	4000 6300	POSTYEARS POSTYEARS

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ID NO.	COUNTY	ROUTE/ CITY	LOCATION AND DESCRIPTION	LENGTH (MI) (KM)	TOTAL EST. COST (THOU.)	PRIOR YRS. COST (THOU.)	WORK TYPE	FUNDING SOURCE	COST EST. (THOU.)	SCHEDULE (FISCAL YEARS)
U-2909	ORANGE	CHAPEL HILL CARRBORO	SR 1780 (ESTES DRIVE), SR 1722 (GREENSBORO STREET) TO NC 86. WIDEN TO THREE LANES WITH FOUR FOOT PAVED SHOULDERS CORRIDOR UPGRADE CONSTRUCTED IN TWO PHASES: A) UPGRADE WITH BIKE AND TRANSIT ACCOMMODATIONS AND SIDEWALKS FROM SR 1772 (GREENSBORO ST.) TO SEAWELL SCHOOL RD.; B) UPGRADE WITH BIKE LANES AND SIDEWALKS FROM SEAWELL SCHOOL RD. TO NC 86	1.7	7600	1000	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION	STP STP	1600 5000	IN PROGRESS POST YEARS POST YEARS
							<i>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY</i>			
U-4704	ORANGE	CHAPEL HILL	CHAPEL HILL/CARRBORO COMPUTERIZED TRAFFIC SIGNAL SYSTEM.		4600		CONSTRUCTION CONSTRUCTION UNFUNDED PROJECT	C STP	400 4200	POST YEARS FFY 08 POST YEARS FFY 08
U-4723	ORANGE	CHAPEL HILL	PUBLIC TRANSIT IMPROVEMENTS (TRANSIT MAINTENANCE FACILITY) SEE TIP PROJECT TD-4711C		6900	4000	CONSTRUCTION	STP	2900	FFY 06
U-0071	DURHAM	DURHAM	EAST END CONNECTOR, NC 147 (BUCK DEAN FREEWAY) TO NORTH OF NC 98. MULTILANE DIVIDED, PART ON NEW LOCATION.	2.5	90285	5849	MITIGATION RIGHT-OF-WAY CONSTRUCTION CONSTRUCTION CONSTRUCTION	T T F T T	611 19325 64500 20600 43900	SFY 09 SFY 10 42 <u>11</u> POST YEARS SFY 12 POST YEARS
							<i>STRATEGIC HIGHWAY CORRIDOR PROJECT</i>			
U-3475	CHATHAM DURHAM ORANGE	DURHAM CHAPEL HILL	DCHC UNIFIED PLANNING WORK PROGRAM SUPPLEMENT. SEE ATTACHED STP-DA TABLE.		4256	1124	CONSTRUCTION CONSTRUCTION IN PROGRESS	STP O	2506 626	FFY 06 07 08 09 10 <u>11</u> <u>12</u> FFY 06 07 08 09 10 <u>11</u> <u>12</u>
U-4716	DURHAM	DURHAM	SR 1987 (HOBSON HOPSON ROAD) AND SR 1980 (CHURCH STREET). CONSTRUCT A GRADE SEPARATION, EXTEND CHURCH STREET AND CLOSE CHURCH STREET CROSSING 734 748M OF THE NORFOLK SOUTHERN- NORTH CAROLINA RAILROAD.		6500		CONSTRUCTION UNFUNDED PROJECT	RR	6500	POST YEARS
U-4720	DURHAM	DURHAM	US 70, LYNN ROAD TO PROPOSED NORTHERN DURHAM PARKWAY	7.8			PLANNING	STP	1000	FFY 07

ID NO.	COUNTY	ROUTE/ CITY	LOCATION AND DESCRIPTION	LENGTH (MI) (KM)	TOTAL EST. COST (THOU.)	PRIOR YRS. COST (THOU.)	WORK TYPE	FUNDING SOURCE	COST EST. (THOU.)	SCHEDULE (FISCAL YEARS)
U-4721	DURHAM WAKE	DURHAM	NORTHERN DURHAM PARKWAY, I-540 TO ROXBORO ROAD.	29.4			PLANNING	STP	1000	FFY 07
U-3808	ORANGE	HILLSBOROUGH	ELIZABETH BRADY ROAD EXT., SOUTH OF US 70 BUSINESS TO NORTH OF US 70 BYPASS AT SR 1002 (ST. MARY'S ROAD), MULTI- LANES WITH A NEW CROSSING OF ENO RIVER.	1.4	16949	400	PLANNING/DESIGN MITIGATION RIGHT-OF-WAY CONSTRUCTION CONSTRUCTION	STP STP STP STP STP	1049 1400 9400 4700 14100	IN PROGRESS FY09 FY09 FY11 POST YEARS FFY 11 12
U-4725	DURHAM	DURHAM	EIGHTEEN (18), EXPANSION BUSES		4320 5400		CONSTRUCTION CONSTRUCTION	STP O	3457 4320 863 1080	FFY 07 08 09 10 FFY 07 08 09 10
U-4726	DURHAM ORANGE CHATHAM	VARIOUS	DCHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION.		2250	500	CONSTRUCTION CONSTRUCTION IN PROGRESS	STP O	1600 1400 400 350	FFY 06 07 08 09 10 11 12 FFY 06 07 08 09 10 11 12
U-4727	DURHAM ORANGE CHATHAM	VARIOUS	DCHC URBAN AREA PLANNING ALLOCATIONS AND UNIFIED WORK PROGRAM - ONGOING ACTIVITIES		2677	290	CONSTRUCTION CONSTRUCTION IN PROGRESS	STP O	1600 1911 400 476	FFY 06 07 08 09 10 11 12 FFY 06 07 08 09 10 11 12
U-4729	DURHAM	VARIOUS	CONGESTION MANAGEMENT STUDY FOR DURHAM COUNTY. DELETE		100	100	IN PROGRESS			
B-4698	DURHAM	DURHAM	APEX STREET OVER AMERICAN TOBACCO TRAIL. REPLACE BRIDGE NO.242 WITH PEDESTRIAN BRIDGE.		500	60	RIGHT-OF WAY CONSTRUCTION	NFAM NFAM	40 400	FFY 06 FFY07
C-4927	DURHAM	DURHAM	FIVE (5)- HYBRID BUSES		2250		<u>CAPITAL</u> <u>CAPITAL</u>	<u>CMAQ</u> <u>O</u>	<u>1762</u> 488	<u>FFY 06 07 08</u> <u>FFY 06 07 08</u>
C-4928	DURHAM	<u>MORRENE RD.</u>	<u>PROVISION OF 5-FOOT BIKE LANES AND SIDEWALKS EACH SIDE. FROM NEAL RD. TO ERWIN RD.</u>		556		<u>CONSTRUCTION</u> <u>CONSTRUCTION</u>	<u>CMAQ</u> <u>O</u>	<u>444</u> <u>112</u>	<u>FFY 07 08</u> <u>FFY 07 08</u>
C-4929	DURHAM	VARIOUS	<u>PURCHASE AND INSTALLATION OF BICYCLE PARKING RACKS THROUGHOUT DURHAM</u>		48		<u>CONSTRUCTION</u> <u>CONSTRUCTION</u>	<u>CMAQ</u> <u>O</u>	<u>38</u> <u>10</u>	<u>FFY 06 07 08</u> <u>FFY 06 07 09</u>
C-4930	ORANGE	CHAPEL HILL	<u>CAPITAL AND OPERATIONAL FUNDING FOR PURCHASE OF FOUR HYBRID ELECTRIC BUSES</u>		2405		<u>CAPITAL</u> <u>CAPITAL</u>	<u>CMAQ</u> <u>O</u>	<u>1410</u> 995	<u>FFY 06 07 08</u> <u>FFY 06 07 08</u>
C-4931	ORANGE	CARRBORO	<u>OPERATIONAL FUNDING FOR SHARED RIDE SERVICE</u>		78		<u>CAPITAL</u> <u>CAPITAL</u>	<u>CMAQ</u> <u>O</u>	<u>39</u> 39	<u>FFY 06 07 08</u> <u>FFY 06 07 09</u>

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C-4932	ORANGE	HILLSBOROUGH	CAPITAL AND OPERATIONAL FUNDING FOR CONSTRUCTION OF PARK AND RIDE, AND OPERATION OF BUS ROUTES TO SERVE FACILITY		337		CAPITAL CAPITAL	CMAQ O	210 127	FFY 07 08 FFY 07 08
C-4933	DURHAM ORANGE	VARIOUS	TRANSPORTATION DEMAND MANAGEMENT PROGRAM COORDINATION FOR BEST WORKPLACES FOR COMMUTERS PROGRAM		150		CAPITAL CAPITAL	CMAQ O	120 30	FFY 06 07 08 FFY 06 07 09
C-4704	DURHAM	DURHAM	FIVE (5) HYBRID EXPANSION BUSES.		2275		MITIGATION	CMAQ	2275	FFY08
C-4702	DURHAM	DURHAM	TEN (10) REPLACEMENT REGULAR EXPANSION BUSES.		3000		MITIGATION	CMAQ	3000	FFY09
E-4710	ORANGE	CHAPEL HILL CARRBORO	SEAWELL SCHOOL ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS, HOMESTEAD ROAD TO ESTES DRIVE.	1.9	650		CONSTRUCTION	STP-E	650	FFY 07
E-2921E	DURHAM	DURHAM	AMERICAN TOBACCO RAIL TRAIL.NC 54 TO SOUTH OF I-40. CONSTRUCT A MULTI-USE TRAIL TRAIL.		4972 3972		CONSTRUCTION CONSTRUCTION CONSTRUCTION	C DP STP	295 496 2496 1181	FFY 06 FFY 06 FFY 06
E-4707	DURHAM	DURHAM	OLD DURHAM CHAPEL HILL ROAD BICYCLE IMPROVEMENTS.	1.5	1980		CONSTRUCTION CONSTRUCTION CONSTRUCTION	STP STP-DA O	400 1200 380	FFY 06 FFY 09 FFY 06 09
E-4779	ORANGE	HILLSBOROUGH ORANGE	NC 68 (CHURTON STREET), KING STREET TO MARGARET LANE. STREETSCAPING. SCENIC EASEMENT ON ST. MARY'S ROAD		169		CONSTRUCTION CONSTRUCTION	STP O	76 19	FFY 06 FFY 06
TA-4751	DURHAM	DURHAM	EXPANSION 32 REPLACEMENT BUSES		3500 11200		CAPITAL CAPITAL CAPITAL UNFUNDED PROJECT	STAT L FED	350 1120 350 1120 2800 8960	FFY-06 POST YEARS FFY-06 POST YEARS FFY-06 POST YEARS
TA-4755	DURHAM	DURHAM	18 EXPANSION BUSES		5400		CAPITAL CAPITAL CAPITAL UNFUNDED PROJECT	STAT L FED	4320 540 540	FFY 06 FFY 06 FFY 06
TA-4923	DURHAM	DURHAM	11 REPLACEMENT BUSES		3920 3850		CAPITAL CAPITAL CAPITAL UNFUNDED PROJECT	STAT L FED	392 385 392 385 3136 3080	FFY 42 11 FFY 42 11 FFY 42 11

~~Strikethrough~~ = Delete text from STIP

Underline = Add text to STIP

ID NO.	COUNTY	ROUTE/ CITY	LOCATION AND DESCRIPTION	LENGTH (MI) (KM)	TOTAL EST. COST (THOU.)	PRIOR YRS. COST (THOU.)	WORK TYPE	FUNDING SOURCE	COST EST. (THOU.)	SCHEDULE (FISCAL YEARS)
TA-4752	DURHAM	DURHAM	5 HYBRID EXPANSION BUSES. <u>DELETE</u>		1650		CAPITAL CAPITAL CAPITAL UNFUNDED PROJECT	STAT L FED	165 165 1320	FFY-06 FFY-06 FFY-06

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: May 10, 2006

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

This memorandum provides a summary status of tasks for projects in the FY 2005-2006 Unified Planning Work Program.

- ✓ Indicates that task is complete.
- Indicates that task is ongoing or not complete.

2005-06 Unified Planning Work Program (UPWP) Emphasis Projects

Collector Street Plan

- ✓ First public workshop, October 11, 5PM to 8PM.
- ✓ Draft current and future collector street network to be completed in November 2005.
- ✓ Evaluation of draft network to be completed in December 2005.
- ✓ Public workshop conducted on January 10, 2006
- ✓ Draft collector street network and report complete by March 8.
- ✓ Final public workshop set for March 21.
- Final Plan likely to be ready in late April.
- Plan adoption (City of Durham, Durham County, Town of Chapel Hill and TAC) in June.

Greenhouse Gas (GHG) Emission Inventory and Action Plan

- ✓ Execute contract and give consultant Notice-to-Proceed – March 2006 (delayed due to contract issues)
- ✓ Formation of Technical Committee finalized in February 2006.
- ✓ Formation of stakeholder committee (Advisory Committee) finalized in February 2006.
- ✓ Kick off meeting for the study held March 23, 2006
- ✓ Establish Project Team List serve in February 2006
- Base Year data Collection and Information Gathering to be completed in March-April 2006.
- Data Analysis and Projection likely to be completed in April 2006.

- Determine and quantify historic and existing measures likely to be completed in April 2006.
- Identify new measures to be completed in April 2006.
- Identify GHG target and model reduction targets anticipated to be completed in May 2006.
- Criteria Air Pollutant (CAP) Analysis anticipated to be completed in May 2006.
- Formulate Action Plan anticipated to be completed in June 2006.
- Recommend reduction targets, strategies and action plan anticipated to be done by June 2006.
- Draft Report likely to be done in June 2006.
- Final Plan anticipated to be finalized in July 2006.
- Plan Adoption (Carrboro, Chapel Hill, Durham City, Durham County, Orange County and TAC) anticipated occurring during the months of July and August 2006.

Congestion Management System (CMS)/Mobility Report Card

- ✓ Consultants selected for the study.
- ✓ Data collection for the Mobility Report Card underway
- ✓ Data Collection for the Durham study to commence in early November. Temporary staffing hired for the data collection effort.
- Data Collection and field inventory to be completed by fall 2006.
- Level of Service analysis anticipated to be completed by fall 2006.
- Development of CMS performance measures and guidelines likely to be completed in June 2006.
- Evaluation of congestion management strategies and development of cost-effective mitigation measures expected to be done by fall 2006.
- Draft CMS State of System Report likely to be done in spring 2007.
- Public Comment and local review in spring 2007.
- Adoption anticipated in spring 2007.

Travel Demand Model Update – Model Revision to Incorporate FTA New Start enhancement

- ✓ Consultant has been selected to assist the Triangle Regional Model (TRM) Service Bureau at ITRE in the model update.
- ✓ Data collection is currently underway.
- ✓ Migration of model from Tranplan to TransCad has been completed.
- ✓ Phase 1 (TTA new start model revision) completed in October 2005.
- Phase II TTA New Start model converted to TransCad in June 2006.
- Calibration of 2002 model in TransCad anticipated to be completed in June 2006.
- Validation of 2002 model against 2005 count data anticipated to be completed in December 2006

Travel Behavior (household) Survey

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations have been completed.
- ✓ Public involvement planning meeting on November 14, 2005
- ✓ Pilot and pre-test field data gathering completed.
- ✓ Pre-test statistical analysis and data summary to be finalized in December 2005.
- Survey is underway with completion expected in June 2006.

Transit On-Board Survey

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations have been completed.
- Survey to take place in Fall of 2006.

Transit Boarding and Alighting Counts

- ✓ Survey counts to be done in-house by the Lead Planning Agency (LPA) and MPO Transit operators.
- ✓ Counts have been completed by all agencies.
- Data entry is being completed, with analysis and tabulation expected to be completed in May 2006

Travel Time Survey/Speed Study

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations completed.
- Field reconnaissance and data collection has been delayed and now expected to commence in February 2006.
- Survey to be completed in Spring of 2006.

Data Automation and Integration

- LPA staff is developing work scope and Request for Proposal (RFP).
- Consultant's solicitation is expected in May 2006.

Land-use Model development

- LPA staff is developing work scope and Request for Proposal (RFP)
- Consultant's solicitation is expected in May 2006

Non-Motorized Model development

- LPA staff is developing work scope and Request for Qualifications (RFQ)
- Consultant's solicitation is expected in May 2006
- First phase of project to be complete in parallel with validated Triangle Regional Model (December 2006)

Comprehensive Pedestrian Plan for Durham

- ✓ Comprehensive sidewalk inventory currently underway
- ✓ Five (5) public workshops held July 11-22.

- ✓ Website established for the study – www.durhamwalks.org
- ✓ Fifth stakeholder meeting held on December 8.
- ✓ First newsletter released
- ✓ Policy and program review completed
- ✓ Pedestrian facility inventory 100% complete
- ✓ Analysis of existing codes and standards 100% complete.
- ✓ Focus group meetings scheduled held November 2005 – January 2006.
- ✓ Feedback compiled for project prioritization process; method of project prioritization completed in January 2006; refinement of prioritization in February and March (with new comments, etc)
- ✓ Analysis and evaluation of ancillary programs anticipated to be completed in March 2006.
- ✓ Draft Pedestrian Plan available online
- ✓ Funding analysis expected to be finalized by March 2006.
- ✓ Intersection and corridor studies scheduled for completion by March 2006
- ✓ Final Plan will be presented to Council for adoption on May 1, 2006.

Comprehensive Bicycle Plan for Durham County

- ✓ Consultant selected for the study
- ✓ Contract has been executed.
- ✓ Steering committee formation has been completed.
- ✓ Kick off meeting held on November 16, 2005.
- ✓ Review of existing data, including GIS base mapping, completed in February 2006.
- ✓ Analysis and evaluation of existing codes and policies completed in March 2006.
- ✓ Bicycle facility guideline draft to be completed by April 2006.
- Four advisory committee meetings planned for the study.
- Three (3) public open house meetings planned. First public workshop held on January 31. Second public workshop held for March 23, 4-8pm. Third public workshop to be held on May 30, 5-7pm, at Durham City Hall.
- Three Newsletters planned. First newsletter distributed in November, second newsletter distributed in February/March.
- Bicycle route network plan anticipated to be completed in May 2006.
- Draft Comprehensive Bicycle Master Plan anticipated to be completed in June 2006.
- Final Plan, presentation and adoption likely to occur in the months of July/August 2006.

Old Durham-Chapel Hill Road Bicycle and Pedestrian Feasibility Study

- ✓ Technical analysis and evaluation of alternatives are completed
- ✓ Draft report being reviewed by the technical team and TCC.
- ✓ Meeting held between NCDOT and LPA staff to discuss project recommendations.

- ✓ LPA staff working to gather comments on the draft Plan from NCDOT, local jurisdictions and policy committee.
- ✓ Draft report has been reviewed by local governments.
- ✓ TCC Bicycle and Pedestrian subcommittee refined project scope and details, referred to TIP subcommittee to make final funding recommendation for the TCC.
- ✓ TAC approval anticipated in February 2006.

ITS Deployment Plan

- LPA working on the project scope
- Triangle regional stakeholder meeting scheduled to review scope and next steps.

2005-06 Unified Planning Work Program (UPWP) – Routine and Other Special Projects

MPO Environmental Justice (EJ) and Limited English Proficiency (LEP) Plan Integration

- Mandated by federal regulations
- Draft plan to be provided to the TAC in the fall 2006.

Update of the MPO Public Involvement Policy

- Suggested by the federal Certification Team
- To incorporate changes (public dissemination process) approved by the TAC at its June 2006 meeting.
- Draft to be ready for September 2006 TAC meeting.

MPO Expansion for the next LRTP Update

- Initiated dialogue with Person County, Granville County, Butner, Roxboro and Pittsboro
- Scheduling meeting with governing bodies of these jurisdictions.
- MPO expansion and revision of MOU expected to be completed as part of the 2035 LRTP update.

Public Outreach for the East End Connector Planning and Environmental Study

- ✓ LPA working on the Public Involvement and Outreach Program for the East End Connector Planning and Environmental Study (NEPA).
- ✓ Development of mailing list database about 90% complete.
- ✓ Received project schedule and time line from NCDOT.

Project proposed to be undertaken in the 2006-07 Work Program

Farrington Road/Stagecoach Road Corridor Study

This study would involve the following tasks:

1. Data collection and analysis
2. Traffic circulation plan (including a collector street system plan)
3. Sub-area modeling analysis and forecast of future demand
4. Alternative evaluation
5. Recommendation

NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 5/1/2006

County	TIP #	Route	Location Description	Contract Amount	Length	Contractor Name	Resident Engineer	RE Ph. #	Contract Completion	Scheduled Progress	Actual Progress	Estimated Completion
Durham	I-3306B	I-40	WIDENING OF I-40 FROM ORANGE CO LINE TO DURHAM FREEWAY.	\$ 44,790,284.74	10.837 miles	Granite Construction Company	Phillip R. Johnson, PE, PLS	(919) 678-0444	12/14/2003	100%	99.9%	08/24/2006
Durham, Chatham	B-2963	STAGECOACH RD	BRIDGE ON STAGECOACH RD OVER NEW HOPE CREEK	\$ 2,012,486.60	0.528 miles	C C Mangum Company LLC	Phillip R. Johnson, PE, PLS	(919) 678-0444	9/27/2005	100%	99.1%	3/31/2006
Durham	R-4752	RED MILL RD	WIDENING AND RESURF OF RED MILL RD FROM SOUTH OF I-85 TO TEKNIKA PKWY.	\$ 1,787,196.00	4.37 miles	Rea Contracting, LLC	Aaron V. Earwood, PE	(919) 560-6857	12/12/2005	100.0%	93.1%	4/5/2006
Durham	U-4446	DURHAM FRWY	ITS WORK ON DURHAM FREEWAY FROM I-40 TO I-85.	\$ 1,245,283.29	22 miles	Viasys Services, Inc	Bob Shultes	(919) 840-0914	10/15/2005	100%	76.8%	5/15/2006
Durham	I-306DB	I-85	WIDENING OF I-85 FROM WEST OF BROAD STREET TO WEST OF CAMDEN AVE.	\$ 73,297,064.77	4.093 km	Granite Construction Company	Aaron V. Earwood, PE	(919) 560-6857	12/31/2004	95%	94.4%	6/30/2006
Durham	I-306C	I-85	WIDENING OF I-85 FROM EAST OF COLE MILL RD TO WEST OF BROAD STREET.	\$ 66,628,382.65	3.416 km	Granite Construction Company	Aaron V. Earwood, PE	(919) 560-6857	12/31/2006	92.0%	80.5%	12/31/2006
Durham, Wake	R-2906A/C	NC-55	WIDENING OF NC-55 FROM NORTH OF US-64 IN WAKE COUNTY TO CORNWALLIS RD.	\$ 34,668,947.33	11.634 miles	Blythe Development Co	Phillip R. Johnson, PE, PLS	(919) 678-0444	06/01/2006	90%	73.6%	11/30/2006
Durham, Wake	R-2000AB/AC	I-540	CONSTRUCTION OF I-540 FROM RESEARCH TRIANGLE PARK EAST LIMITS TO I-40.	\$ 68,368,301.43	5.346 km	The Lane Construction Corp.	Phillip R. Johnson, PE, PLS	(919) 733-9499	08/01/2007	68%	70.5%	08/01/2007
Durham, Gran, Pers, Wake	R-4404	US-64	DIVISIONWIDE GUARDRAIL - US-15 / 501, US-64, US-70, US-158 & NC-147.	\$ 1,138,560.10	28.5 miles	Elderlee Inc	Phillip R. Johnson, PE, PLS	(919) 733-9499	6/6/2006	54.0%	58.1%	6/6/2006
Durham	2006-RESURF	US-70	1 SECTION OF US-70, AND 27 SECTIONS OF SECONDARY ROADS (2006-DURHAM)	\$ 2,812,923.19	23.42 miles	C C Mangum Company LLC	Bob Shultes	(919) 840-0914				
DURHAM	B-4110	BAHAMA ROAD	BRIDGE NO. 5 OVER MOUNTAIN CREEK ON BAHAMA ROAD	\$ 1,274,113.68	0.152 miles	Dellinger, Inc.	Aaron V. Earwood, PE	(919) 560-6857				4/18/2006

NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 5/1/2006

County	TIP #	Route	Location Description	Contract Estimate	Length	Contact Engineer	Phone #	Contract Let Date
DURHAM / WAKE	U-4026A/B 2904	R DAVIS DRIVE / NC-54	WIDENING OF DAVIS DRIVE FROM MORRISVILLE-CARPENTER ROAD TO NC 54, WIDENING OF NC-54 FROM DAVIS DRIVE TO MIAMI BLVD	\$ 33,100,000.00	5.7 miles	D. TAYLOR	(919) 250-4016	7/18/2006
DURHAM	U-4010	NC 98	WIDENING OF NC 98 (HOLLOWAY ST) FROM EAST OF US 70 TO EAST OF JUNCTION ROAD	\$ 2,700,000.00	0.369 miles	J. MOORE	(919) 250-4016	11/21/2006
DURHAM	B-3450 / U-4009 / U-4012	GARRETT ROAD	TWO BRIDGES ON GARRETT RD; SERVICE ROAD NEAR US 15-501 AND GARRETT RD INTERSECTION; US 15-501 FROM NORTH MT. MORIAH RD SOUTH OF GARRETT RD	\$ 17,100,000.00	1.708 miles	C. HOUSER	(919) 250-4016	2/20/2007

12 MONTH TENTATIVE LET LIST MAY BE FOUND ONLINE AT: <http://www.ncdot.org/planning/development/ProjectMgmt/12month/>

PROGRESS REPORTS MAY BE FOUND ONLINE AT: <http://apps.dot.state.nc.us/constructionunit/proglocreport/ProgLocSearch.aspx>

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - 1/30/06

County	TIP #	Route	Location Description	Contract Amount	Length	Completion Date	Revised Completion Date	Scheduled Progress	Estimated Completion Date	Remarks
Orange		US-70	US-70 FROM ALAMANCE COUNTY TO NC-86 AT HILLSBOROUGH.	\$ 3,235,518.45	9.79 miles	11/15/2006		54%	11/15/2006	
Orange		NC-86	2 SECTIONS OF NC-86 AND 9 SECTIONS OF SECONDARY ROADS.	\$ 1,321,891.11	16.424 miles	09/15/2006				Work to Begin April 2006
Orange	R-942	US-15	Us-15/501 from SR 1599 in Chatham Co to SR 1008 in Orange Co	\$ 41,884,597.59	20.49 km	5/31/2006		100%	5/31/2006	
NCDOT PROJECTS IN ORANGE COUNTY CURRENTLY IN 12 MONTH LETTING LIST										
County	TIP #	Route	Location Description	TIP Estimate	Length	Est. Let Date				
Orange	U-4008	US 15-501	Super Street Project @ Erwin Road	\$ 3,700,000.00	0.392 miles	5/16/2006				

Poll: 70% of Triangle residents back rail

BY GREGORY PHILLIPS, The Herald-Sun
April 27, 2006 12:17 am

DURHAM -- As many as 70 percent of Triangle residents still support a commuter rail link between Durham and Raleigh, and 61 percent think the federal government should help pay for it, according to poll results released Wednesday.

Of the 811 randomly sampled Durham, Orange and Wake County residents questioned April 12 by OnPoint Polling and Research of Raleigh, 70 percent said a variety of transportation options -- including regional rail -- ought to be part of the solution to traffic congestion.

"No matter how you slice up the demographic, people are in support of a rail system," said Chris Shigas, the publicist who presented the results Wednesday to the Triangle Transit Authority. The TTA commissioned the poll to gauge support for its plan to build an \$810 million, 28-mile commuter rail line with 12 stops between Durham and Raleigh.

The TTA is currently working toward meeting cost-effectiveness standards by a Sept. 30 deadline to get \$485 million in next year's federal budget. President Bush didn't include the project in his budget proposal, but the TTA is currently working to increase its ridership projections as it awaits a meeting with Federal Transit Administration officials to discuss the proposal.

The poll found 56 percent of people believing a rail system would spur economic development and 52 percent said they'd be more likely to vote for a political candidate who supported regional rail, with 22 percent less likely and 25 percent unsure.

The TTA has incorporated the poll results, which officials said have a 3 percent margin of error, into a video presentation that will form part of a campaign for elected leaders and the community to shore up support for the project.

"We need to be thinking 10, 15, 20 years out," said Durham County Chairwoman and TTA board member Ellen Reckhow. "I'm not necessarily seeing that mindset at other levels of government."

TTA General Manager John Claflin said the "noisy minority" opposing the project has focused on its struggles to meet federal guidelines rather than the need for the system, "which is a different issue entirely," he said.

"It's a quality of life issue," Claflin said.

David Hartgen, professor of transportation at UNC-Charlotte, didn't dispute the poll's results for the most part but called them irrelevant and said they "reflect people's misunderstanding of what transit can do."

Hartgen said widespread support for rail is why the FTA tightened its standards for projects to get funded -- which has steepened TTA's uphill climb to the federal mountaintop. He called the TTA proposal a "colossal waste of money" and said his studies suggest rail ridership would account for only one quarter of one percent of regional travel.

Missing out on federal funds for the rail project would be an opportunity for Triangle planners to refocus their efforts on relieving congestion on roads, Hartgen said. He suggested identifying and relieving bottlenecks by adding lanes and expanding busy interchanges would do far more to ease congestion than a rail system.

While planners continue to focus on rail systems, "the glue is thickening around our ankles," Hartgen said.

As the debate continues, TTA is pushing ahead with land acquisition along the proposed route and agreed Wednesday to pay \$3.67 million for 1.31 acres of land in Raleigh for the terminus there. Through last Friday, TTA has spent \$22.6 million to acquire 56.7 acres needed for the project and has about 93 percent of the land it needs, officials said.

Along with agreements finalized this week with Norfolk Southern for sharing of the N.C. Railroad corridor, "This gives us two big pops this week," TTA spokesman Brad Schulz said.

URL for this article: <http://www.herald-sun.com/durham/4-728828.html>

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Free bus rides in Durham suggested

By Ray Gronberg, The Herald-Sun
May 5, 2006 10:06 pm

DURHAM -- A conservative think tank has published a report urging the Durham Area Transit Authority and the Triangle Transit Authority to consider following the example of Chapel Hill's bus system and offering riders fare-free service.

Authored by UNC Charlotte transportation studies professor David Hartgen and published by the John Locke Foundation, the report noted that Chapel Hill Transit's 2002 move to eliminate fares helped it boost ridership dramatically. Officials in the town believe a system that was serving just under 3 million riders a year before the switch is closing in on serving 6 million.

The ridership increase has helped make Chapel Hill Transit one of the most financially efficient bus systems in North Carolina, and led Hartgen to muse about the possibilities fare-free service might have for other systems in the Triangle.

His report said that DATA -- which is also more efficient than most of the state's bus systems -- could benefit from making the change too. Most of its riders earn less than \$20,000 a year, and have to rely on buses to get to work.

Durham officials would have to find a way to replace about \$2.2 million in fare-box revenue, but the effort might be worth it, Hartgen said in an interview on Friday.

"What you would get out of that is a significant increase in mobility for individuals who choose to use this particular service," the professor said. "The result would be a considerable gain in economic activity as a result of that expenditure."

Hartgen also recommended that the Triangle Transit Authority "seriously consider" adopting some sort of fare-free service, perhaps by targeting the offer to unemployed job seekers and clients of the area's social-service agencies "as a way of moving them into the workforce."

The support for fare-free service was perhaps the most surprising aspect of Hartgen's study, given its sponsorship by the Locke Foundation. The Raleigh-based group has been one of the most vocal critics of local and state policies that it says channel too many dollars into transit networks that serve too few people.

Much of Hartgen's report echoed that point, and in fact called for limiting state and federal subsidies to local bus systems. Most systems in the state, he said, tout their ability to reduce traffic congestion and air pollution despite evidence that says that they're having little effect on either problem.

Chapel Hill's system is doing better than any other in the state in addressing congestion, but its success in that is due mainly to the fact that parking is scarce on and around the UNC campus, and that the center of the community is compact and walkable, Hartgen said.

Most other cities and towns in the state don't have those advantages, and their bus systems have trouble attracting riders because they can't move people as fast as people can move themselves in a car, he said.

The professor argued that instead of styling themselves as an alternative to the automobile, transit systems should concentrate on serving people who for reasons of age, health or income can't drive.

The report was especially scathing about TTA's plan for an inter-city rail link between Raleigh and Durham. Hartgen noted that the estimated cost of the project has escalated dramatically even as officials have had trouble pinning down a firm ridership estimate.

He recommended scrapping the rail plan and looking instead at using car-pool lanes, toll lanes and "bus rapid transit" -- express bus service, offered in some cases on roads reserved exclusively for buses.

Durham officials said Friday that they've thought about converting DATA to fare-free service, but have held off because they don't have one of the advantages Chapel Hill did when it made the switch.

The key for Chapel Hill was the fact that UNC -- one of the partners in Chapel Hill Transit -- offered to pick up much of the bill for the conversion. The money came from parking-permit revenues and an increase in student fees approved in a referendum by the student body.

Durham doesn't have so obvious a coalition so near at hand, said Steve Mancuso, the city's transit administrator.

DATA has collaborated with N.C. Central University to offer a fare-free route, the No. 14, in the NCCU area, and has talked with Duke University officials about the possibilities on the west side of town, Mancuso said.

"But on a Durham-wide basis, I don't know who the partner would be," Mancuso said. "I guess the first choice would be the government. It's a question of whether or not the city could do that."

To the contrary, DATA's finances are likely to be a focus of the City Council's upcoming budget debate. Administrators say the system has exhausted its trust fund and needs an infusion of revenue, perhaps from a fare increase, to balance its books.

Hartgen's suggestion that DATA consider fare-free service appeared in a section of his report that offered suggestions for Chapel Hill. In the Durham section, he advised making it a policy that riders cover 25 percent of the system's operating costs.

Durham's 2005-06 budget indicates that fares are covering about 19 percent of the bill for DATA and the city's paratransit service.

Asked about the discrepancy, Hartgen said DATA could go either way, as there's a case to be made for raising fares or eliminating them entirely.

"In the case of DATA, it's a judgment call," he said. "One would be that the riders pay 25 percent. As an alternative, if DATA would have serious discussions with Chapel Hill about free-to-ride service for a portion of the market and perhaps all of it, we're not talking a lot of money. That's an option we hope Durham would explore."

URL for this article: <http://www.heraldsun.com/durham/4-732107.html>

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The News & Observer

Road Worrier: Published: May 09, 2006 12:30 AM

Modified: May 09, 2006 03:12 AM

Gas prices overlooked in report

Bruce Siceloff, Staff Writer

The John Locke Foundation has done a big number on public transit service in North Carolina. But its critique rests on numbers that are a few years out of date.

It overlooks painful numbers that loom large in daily life for North Carolinians: record high gas prices that have forced many people to look for help in cutting the cost of transportation.

David T. Hartgen, a UNC-Charlotte professor associated with the conservative Raleigh-based spin tank, favors more state control and less state money for urban transit agencies. He warns that costs are growing out of control and that bus riders are paying a shrinking share of the tab.

By 2010, Hartgen concludes in a 145-page study released last week, operating costs will exceed \$200 million for the state's 10 biggest transit agencies. Riders will grow only half as fast -- and actually will decline in some cities, he says, including Raleigh.

That's surprising news to Raleigh's Capital Area Transit. It is the reverse of reality.

Far from losing 46,500 annual riders since 2003, as foretold by Hartgen and the Locke Foundation, CAT buses have gained an estimated 871,500 -- to reach a projected headcount of 4.1 million for the fiscal year that will end June 30.

Locke to the contrary, taxpayers are not being saddled with a bigger share of CAT costs. They're paying a little less, lately, because the farebox return has grown from 17 to 19 percent.

Ditto for the Durham Area Transit Authority, where rider numbers are growing faster than predicted, costs are growing more slowly, and the fare share has bumped up -- not down -- to just under 25 percent.

Hartgen backs his projections for 2010 with analysis of performance statistics from 1997 through mid-2003. While he adds the latest updates on ballooning costs and dwindling hopes for the Triangle's \$810 million rail transit project, he misses the impact of high gas prices on thousands of North Carolinians who have turned more to public transit as they cut back on driving.

His statistics stop on June 30, 2003 -- when Raleigh motorists paid \$1.40 for a gallon of regular gasoline. Today, a little more than 22 months later, the price is more than double: an average \$2.856 as of Monday, according to AAA.

"It's biggest weakness, I think, is that it makes assumptions from 2003 forward," said David W. Eatman, Raleigh transit administrator. "Obviously, a lot of those variables have changed."

The report makes critical points that Hartgen, the Locke Foundation and many Triangle residents have pressed for several years. They say public transit costs taxpayers much more than it benefits the public.

They argue that transit advocates make wildly exaggerated claims that buses and the proposed commuter trains eventually will reduce highway congestion, clean up polluted air and help guide the region to more efficient land use.

"In fact, [ridership numbers] are way too small to produce any of those effects," Hartgen said in an interview Monday. "The truth is way out of variance with their visions."

CAT, DATA and the Triangle Transit Authority can serve the region better if they drop their lofty ideas and focus on the small, transit-dependent audience they really serve, he said.

"They need to have a very serious, objective, sober look in the mirror," Hartgen said.

Hartgen said statistics were available for all 10 agencies only through mid-2003, although some local agencies provided numbers to The News & Observer for three more years. His report mentioned gas prices only in a note that said bus ridership would see little impact because prices appeared to be falling in summer 2005.

Like Durham and Raleigh, the Triangle Transit Authority reports that rider numbers have grown faster than predicted and riders pay a growing share of the cost -- now 12.8 percent at TTA. TTA and other transit agencies say their goals include recovering a bigger share of the cost from passengers and reducing expenses while improving service.

Hartgen said he was glad to hear that the picture has improved for Triangle agencies since gas prices grew so high. But he stood by his warnings.

"I don't see the prices as really affecting the conclusion," Hartgen said. "I wish I could come back in 2010 and see 2 million or 3 million riders on the TTA system. But even if it is that high, it will still be less than 1 percent of all travel in the region."

Hartgen's transit study, "Policy versus Performance," is available from the John Locke Foundation at www.johnlocke.org/policy_reports.

Enlighten the Road Worrier with comments, questions or tips: bruce.siceloff@newsobserver.com or 829-4527.

Toll roads, HOV lanes may help commuters

BY GREGORY PHILLIPS, The Herald-Sun
May 5, 2006 8:04 pm

DURHAM -- A new toll road to speed up the commute for Research Triangle Park workers may also be a high-profile herald of new approaches to reducing traffic.

High-occupancy vehicle lanes and improved traffic messaging are already under way or being planned locally, and researchers say developing technology will continue to aid efforts to streamline commutes and ease gridlock on existing roads.

With the state projecting Triangle traffic increasing by 300 percent over the next 35 years as capacity increases by only 50 percent, the help can't come soon enough.

The 3.5-mile Triangle Parkway toll road would link Interstate 40 with the stretch of Interstate 540 currently under construction south of Research Triangle Park in Wake County. There's also the possibility of a 1-mile extension to Cary's McCrimmon Parkway.

Although land was set aside by RTP founders 50 years ago, the road could still cost up to \$148 million to build. The Turnpike Authority hopes to start work in 2008 and have the road open by 2010, but is currently waiting on a complete financial analysis of the project's feasibility. Preliminary findings suggest two-thirds of the cost could be covered by revenue from an initial \$1 toll, but the authority still has to figure out where to come up with the rest of the money.

"That's going to be the hard part," said David Joyner, director of the N.C. Turnpike Authority, set up by the state in 2002 to build toll roads and bridges. "It's sort of a Rubik's cube."

Technology could play into how tolls are collected. Plans call for three collection stations -- including one each at interchanges with Hopson Road and Davis Drive -- but Joyner said the authority is looking at alternatives to traditional toll booths that could involve electronic tagging of vehicles passing toll points.

"We certainly hope the day is rapidly approaching when you won't have to stop to put coins in a bucket," he said.

However the money's collected, the road's success is contingent upon drivers' actually using it. Jamie Toren works all over RTP calibrating instruments for a variety of companies, but said if the Triangle Parkway is built, he'll avoid it.

"I would never use it," Toren said. "They should focus on getting the roads they have out here straight. We have more pot holes around the RTP than I'd ever like to see."

Toren said he could envisage using a toll road in about 10 years, if roads are busier, which is of course the point of the exercise.

Kib Young, who said he's spent 10 years working throughout RTP, said he didn't mind using toll roads when he lived in Florida and would accept them here.

"Main roads are too busy," he said. "Any new road is a help."

But he's not entirely optimistic how it will turn out.

"We're probably 10 years behind (in building roads)," Young said. "By the time we catch up on that 10 years, we'll be another 10 years behind."

Other options

Nagui Roupail, director of the Institute for Transportation Research and Education at N.C. State University in Raleigh, said with construction costs escalating, he expects planners to "focus more on using what we have as opposed to building new roads. I don't think what we have today is properly utilized."

Getting the most out of existing roads means using technology to keep things moving, and some systems with that are already starting to bloom in the Bull City.

By the end of the summer, Durham's 320 signaled intersections will be connected by fiber optic cable and coordinated from city hall.

Traffic cameras have been installed along the Durham Freeway to monitor congestion and based on what they see, electronic overhead message signs currently being tested will soon advise drivers on what's ahead of them.

And speed sensors on I-40 between Durham and Raleigh will soon start updating drivers on congestion in real time as part of the state's 511 system. By the end of 2007, the service may be able to send personalized updates to commuters via cell phone.

Rouphail said drivers should expect to see more high technology helping to ease congestion and pollution:

-- High-Occupancy Vehicle lanes, additional lanes restricted to use by mass transit and carpooling commuters are already planned for I-40 over the next 20 years -- subject to funding, of course. But Rouphail said dynamic lane marking technology already in use in continental Europe could squeeze more use out of existing road capacity here.

Some roads in Germany and the Netherlands are marked with streams of lights instead of paint, rendering the lane patterns flexible.

"You could maybe add a lane and make them narrower, depending on the conditions," Rouphail said.

-- Rouphail said technology could also result in driver-specific charges, speculating that black boxes could be installed in cars to measure their emissions.

"That black box could eventually be looked at to charge you on that basis," he said.

The technology exists for such measurements, but Rouphail conceded the invasion of privacy involved and resistance to new tolls -- just like those on roads -- would probably slow its introduction.

"A lot of these new technologies require some infringements based on things you do," he said. "That would prove to be a headache."

URL for this article: <http://www.herald-sun.com/durham/4-732071.html>

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Highway delays ahead Funding falls flat as costs soar

BRUCE SICELOFF, Staff Writer

More highway project delays are coming as the state Department of Transportation adjusts to a bleak new forecast for flat state and federal funding along with unrelenting increases in construction costs.

North Carolina will have about \$920 million less than it needs for the road-building, maintenance and other transportation work planned for the next three years, said Lyndo Tippet, state transportation secretary, on Wednesday.

He pegged most of the gap to a projected \$720 million shortfall in federal allocations and \$115 million less than previously expected from the state Highway Trust Fund. Tax revenues are flat because gas consumption and new car sales have declined. Construction costs have risen by 45 percent in the past three years.

"There's simply not enough to go around. Adversity brings pain to us," Tippet told members of the state Board of Transportation. "And gain for others," he added, citing record profit reports from Chevron, Exxon and other petroleum firms.

Mark L. Foster, DOT's chief financial officer, outlined ways to find revenues and cut spending to keep the department from running into the red as soon as October.

"We obviously don't want to have to shoulder this by ourselves," he told board members. "But if we did, we know what we'd have to do."

Foster said North Carolina would have to look increasingly for money from tolls and other highway user fees.

Two legislative committees will discuss transportation spending needs next week. Some General Assembly leaders have promised to stop the practice of taking \$80 million from the Highway Trust Fund for nontransportation needs each year. Foster said he hopes the legislature also will agree to repay \$125 million transferred from the trust fund in 2002.

There's no single solution, he said, short of drastic action such as a 12-month construction halt.

"We're a construction business," Foster said in an interview. "You're not going to shut down all new construction for a year. That would turn us into a maintenance shop."

DOT leaders are expected to delay a number of projects when they update the state's seven-year transportation plan late this summer.

State officials thought they had done enough to balance the books last year when they cut construction spending from about \$1.3 billion to \$650 million annually for the next three years. Later in the year, a four-month delay in construction schedules provided further savings.

ROADS TAKE A HIT GOING AND COMING

FEDERAL FUNDING: Congress promised a boost in transportation funds when it passed a six-year spending plan last year. North Carolina's return on every \$1 in gas tax revenues it sends to Washington was supposed to rise from 90.5 to 92 cents. Instead, state officials are seeing about 86 cents.

STATE GAS TAXES: Gasoline sales have fallen by 1 percent in the past year. Gas tax revenues are up slightly because of recent increases in the tax rate but still about 2 percent below the levels expected in this year's budget.

CONSTRUCTION COSTS: Steel, concrete, asphalt and other construction prices have risen 45 percent in the past three years. The cost estimated for projects scheduled to start over the next three years has risen by \$120 million in the past six months.

(NCDOT)

The delays and a separate cut in Triangle funding set back major local projects including Durham's East End Connector, extensions to Interstate 540 in Wake County and the widening of U.S. 401 from Raleigh to Franklin County.

Joe Bryan of Knightdale, a Wake County commissioner who is chairman of the county's transportation planning agency, said Triangle residents will have a hard time accepting further setbacks.

"We've got gas prices at an all-time high in the United States, and now we're hearing this unbelievable news of a shortfall in revenues to meet our transportation needs," Bryan said.

He said it is unacceptable to hear that North Carolina's return on federal gas taxes is getting worse instead of better. Wake and other urban counties also pay more than their share of state transportation taxes, he said.

"It is more bad news piling up for us, particularly for urban areas that are becoming more congested," Bryan said.

Staff writer Bruce Sicheloff can be reached at 829-4527 or bruce.sicheloff@newsobserver.com.

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Easley: Gas tax is high enough Freeze sought as pump prices rise

BRUCE SICELOFF, Staff Writer

CORRECTION

A report on Page 1B on Saturday about the state's gas tax gave the wrong amount for the state's fuel quality inspection fee. The fee is one-fourth of a cent.

Gov. Mike Easley said Friday he will ask the legislature to block the state gas tax from rising higher than its current record level, 29.9 cents per gallon, and to allocate more money for road building and maintenance.

The governor's call for a tax freeze came after government analysts predicted that the gas tax would stay unchanged or decline slightly July 1. That is when it is scheduled by state law to be adjusted automatically according to changes in wholesale fuel prices.

State legislators who wrote the tax law in 1992 did not foresee the huge price spikes in September 2005 that helped push the state tax 2.8 cents higher in January -- its biggest single jump ever. Easley blamed the federal government and "big gas companies" for high prices and high taxes.

"Nobody ever anticipated that Washington would let gas prices get this high," Easley said in a news release late Friday afternoon. "I believe that it is appropriate to put a freeze in place. Even if gas prices continue to rise, the state tax will not."

A freeze might not satisfy thousands of North Carolinians who have been clamoring since January for a rollback of the state tax. In Washington, some Senate Democrats proposed recently to eliminate the 18.4-cent federal tax for 60 days. Easley and Democratic legislative leaders declined to join other states that have cut their gas taxes in the past year.

The gas tax is North Carolina's biggest single source of transportation money. High prices have led to a decline in gas consumption and new car sales, which also provide state funds. The higher gas tax rate has produced only a small increase in revenues from the fuel tax. State and federal transportation funds have fallen recently while road building costs grow by 14 percent a year.

Legislators are expecting a revenue surplus this year, and Easley said his proposed budget will provide an extra \$200.7 million for highway construction, and \$18 million for maintenance and repaving.

North Carolina has a flat tax on gasoline of 17.5 cents per gallon plus a variable rate equal to 7 percent of the average wholesale price and an inspection fee of 0.25 cent. The July 1 rate adjustment will be based on wholesale prices from Oct. 1 through March 31.

Mark Foster, chief financial officer for the state Department of Transportation, told transportation board members Wednesday that the tax probably would not change in July. March wholesale figures aren't in yet, but analysts say the tax probably will stay at 29.9 cents or fall by one- or two-tenths of a cent.

"It almost surely won't go up," Bob Weiss of the legislature's fiscal research staff said Friday.

The latest spurt in gas prices, which sent North Carolina averages to nearly \$3 per gallon for regular, began in April.

Unless the legislature changes the tax law, high prices this summer could give North Carolina another tax jolt next January.

Staff writer Bruce Sicheloff can be reached at 829-4527 or bruce.sicheloff@newsobserver.com.

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Editorial:

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A transit choice On top of declining funds for N.C. roads, the upward shift in energy costs strengthens the case for public transit

If there were a deck of transportation cards, it sure would seem to be stacked against commuters lately. Gasoline prices are making driving more expensive at the same time that highway economics is making it less fun.

Especially in the fast-growing Triangle area, commuters need alternatives. An expansion of public transportation, including rail, makes more sense here all the time. In cities with a mass transit alternative, as USA Today reports, commuters across the country are increasingly choosing it over their cars. Ridership was up 50 percent last month in Salt Lake City, has reversed a sharply downward trend in San Francisco and set records in Washington, D.C.

Here, there is no such choice, beyond a bare-bones bus system that is difficult for working people to use. Yet today's lack of choice results from past choices to revel in suburban lifestyles and transportation freedom.

Roads are key to making those choices work and, unfortunately, the news isn't good. As The N&O's Bruce Sicheloff reports, North Carolina is expected to come up \$920 million short of the money needed to build and maintain needed roads over the next three years. Gas-wasting traffic congestion stands to get worse unless something is done.

The reasons behind the revenue shortfall call into question the region's heavy reliance on roads. For starters, the cost of building roads has risen by 45 percent since 2003, driven by higher prices for steel, concrete and other construction materials. Energy prices can be counted on to prop up those prices in the short run.

Meantime, revenue going into the state's Highway Trust Fund has leveled off because new car sales and gas consumption have dropped. There's also less federal revenue coming from Washington to pay for new roads and maintenance.

In fact, for every dollar North Carolina pays in federal gas taxes, it has traditionally seen only 90.5 cents come back to benefit North Carolina's transportation system. Local officials are right to protest Congress's renegeing on a promise to raise that to 92 cents over six years, since the state has seen federal revenue instead decline to 86 cents. Some new roads are needed, to be sure, and many existing ones need repairs.

Yet only half of the federal transit taxes paid by North Carolinians come back to the state. Triangle leaders ought to be protesting that, too.

If global oil supply remains tight, the price of gas could well be changing the relationship between Americans and their cars. When it's too expensive to drive, a highway-centric transportation system is bound to limit the freedom of some people. Mass transit restores some choice.

For the greater good, Triangle politicians ought to exercise the clout that belongs to one of the state's premier economic engines. Together, they should call on the legislature and the state's congressional delegation to help expand transit choices for commuters.

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Point of View:

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With telecommuting, we can manage

KAY MURPHY, Correspondent

RALEIGH - With the recent failure of the Triangle Transit Authority to justify more federal funding for a regional rail system, the grim picture for gasoline prices and our ever-growing population, it's time to look at our transportation problems differently.

Broadband access is becoming universally available, and the communication tools that come with high speed Internet access are sophisticated and easy to use.

Instead of worrying about more ways to get people from A-to-B in rush hour, why not focus on getting as many people out of the commuting nightmare as possible?

Granted, there are plenty of people in trades and professions who have to be physically at their work site, but there are also plenty of people who could effectively work from a home office.

Resistance to letting workers use a home office seems to be mostly about trust. But good business practices hold people accountable for what they produce, not the hours they put in. Tax incentives could make this even more attractive for local companies. They could cover investment costs in office setup and inspection, Internet access, training and process improvement programs designed to make the arrangement equally beneficial to employee and employer.

Companies could benefit by paying for less office space or by refocusing how they use space to get the most value. They might set up more and better conference facilities and fewer full-size offices.

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Supervision does not go away, it just evolves. With instant messaging, managers can "tap the shoulder" of their employee any time of the day to see how things are progressing. With Web conferencing, presentations and training can be done online, including interaction between presenter and participants. These sessions can also be recorded and used as a reference.

Do people in a home office do other things besides work? Of course, but as long as they meet the performance goals established with their manager and they are responsive to requests, why is this a problem? In an office, people congregate in the break room, gossip, leave for errands, use the Internet for personal purposes and pursue any number of non-productive activities.

Face-to-face interaction in an office is important for good communication, but daily interaction often isn't necessary. In fact, as a consulting manager, I see more clients becoming comfortable with my staff providing assistance from their home offices, in order to keep travel costs down. On-site office visits still happen, but much less frequently.

I work in a home office, and yes, it is nice to be there to let the plumber in. But I also have no commute, so I am available earlier in the morning and later in the day for calls. I am not creating a traffic hazard during rush hour by talking on my cell phone. I never come in late due to traffic and I rarely have a sick day, since I am not around to catch those "bugs" during flu season. Many of my colleagues will work well past normal hours to get things done, if it means they can be there when their kids are home.

Will people try to abuse this? The same people who goof off in the office need to be managed at home. The key is measuring and holding people accountable for performance, not punching a clock. The challenge is to develop good policy and management. It is a lot harder to develop useful measures and to hold people accountable for productivity than it is to make sure they show up for work. On the other hand, avoiding loss of home office "privileges" for some period of time can be a significant motivator for slackers.

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So, are any legislators willing to think progressively? Any companies see an advantage in recruiting if a job qualifies for home office work, at least part of the time? Any environmentally conscious folks see an advantage in not having so many cars on the road?

Am I missing a downside here?

(Kay Murphy manages consultants for MRO Software, Inc., and is also the Carolinas director of the Executive Women's Golf Association.)

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Southwest Durham residents wary of street development plan

BY GREGORY PHILLIPS : The Herald-Sun

gphillips@heraldsun.com; 419-6636

May 10, 2006 : 9:18 pm ET

DURHAM -- A controversial plan to guide street development in southwest Durham came under fire from residents of the affected area Wednesday, even though a public hearing on the proposal won't take place until next month.

Residents are concerned the Southwest Durham Collector Street Plan will bring more traffic to their sleepy neighborhoods. Officials say the proposal has been misunderstood and will only have an impact if the area is redeveloped, but the worried residents say that development is already happening piecemeal and the plan will only add traffic where it isn't wanted.

Collector streets are designed to gather traffic in residential areas and guide it toward arterial roads by being wider and having fewer stop signs. They are typically less than two miles long, have sidewalks and possibly cycle lanes and medians. The idea is to plan ahead of development in southwest Durham by having builders install the streets according to the plan, but only as they develop property.

"It could happen in the next month, it could happen in 20 years, it could never happen," said Roger Henderson of Kimley-Horn and Associates, the consultants paid almost \$50,000 by the county to develop the plan.

"That's not the way it is, in fact it's already happening as we speak," said Chris Selby, who lives off N.C. 54 on Celeste Circle -- highlighted as a collector street in the draft plan. "We have a nice neighborhood. You can't replace that," he said.

The Transportation Advisory Committee of the Durham-Chapel Hill-Carrboro Municipal Planning Organization received the draft plan Wednesday morning and will hold a public hearing -- after which the committee could approve it -- at 7 p.m. June 14 at City Hall.

Opposition to the plan grew out of three public workshops held over the last six months. The first drew 40 people, but that had grown to about 150 by the last workshop in March. Henderson said adjustments were made in light of objections raised at the workshop, including protection of an arboretum on George King Road.

"We were responsive to the public where we could be," he said.

Apparently, that wasn't responsive enough for the several indignant residents who spoke at Wednesday's meeting and the several hundred Meadowmont residents who signed a petition opposing the plan.

"The quality of the recommendation is quite poor," said Everett Kemp of Newcastle Place. Kemp said the consultants' presentation on the value of collector streets was impressive, but "when it was applied to the area, I think very little thought was put into it."

Kemp suggested that if the plan won't be needed until the development occurs, let it lie until then.

"I urge this group not to put good money after bad," he said. "Wait until the issue becomes urgent."

Bill Sax of Helmsdale Drive said the plan's intent could be subverted by builders who won't build the streets until after they've sold houses and made money, leading to traffic problems during the interim.

"If they're done piecemeal, it's going to create all sorts of oddball traffic patterns through our neighborhood that wasn't envisaged by anybody."

Henderson said the plan amounts to general expectations for streets as the area grows and would remain flexible. But developer Whit Morrow, who said he plans to bring

construction plans for undeveloped property within a year that would reflect the principles of the collector street plan, said it could tie his hands if it's too specific.

"I'm a skeptic," he said. "These kinds of plans get put on paper and become the rule rather than something subject to change."

Committee member and Chapel Hill Town Councilman Ed Harrison lives in the area. Although his neighborhood would be affected, he remains in favor of the proposal.

"Overall the plan has so many needed elements in it," Harrison said. "That's so critical to keep in mind."

Cyclists have incentives for Bike to Work Week

BRUCE SICELOFF, Staff Writer

If you ever thought about riding your bicycle to work for a change, there's no better time than National Bike to Work Week -- today through Friday.

Commuting cyclists qualify for free coffee, free bus travel (along with their bikes) and discounts on bike repair and maintenance. Experienced cyclists are volunteering as mentors for rookies.

Friday is National Bike to Work Day, and celebratory breakfasts are planned in Raleigh and Durham.

Perks for cyclists

You'll need your bike helmet, which identifies you as a bicycle commuter and qualifies you for:

- Free rides on TTA and C-Tran (Cary) buses, today through Friday. On-bus bike racks hold two bikes. If the rack is full, you can lock your bike nearby or wait for the next bus.
- Free coffee at Forks Cafeteria, Wake Forest, today through Friday.
- Free coffee at participating area Starbucks, Friday.
- Discounts on bike maintenance and repair at Flythe Cyclery in Raleigh and SpinCycle in Cary, and coffee at Cup A Joe.

Morning celebrations

Enjoy breakfast Friday morning with other cyclists:

- Raleigh. Bicentennial Mall at N.C. History Museum downtown, 7-10 a.m.
- Durham. MadHatter's Cafe, 1802 W. Main St., 7-10 a.m.

Finding a mentor

Nervous about getting to work safely on your bike and looking professional after you get there? Veteran bike commuters have volunteered to answer questions and to ride with you.

Go to www.gotriangle.org to find a cycling mentor and other Bike to Work Week resources and schedules. For more information, call Amy Armbruster, TTA, 485-7478; Alison Carpenter, City of Durham, 560-4366; or Jake Petrosky, Capital Area Metropolitan Planning Organization, 807-8515.



Durham Cycle Center mechanic Timothy Herzog does a bit of free maintenance for commuter Teddy Salazar, right.

Staff Photo by Harry Lynch

The Cycling Commute Gets Chic

To Encourage Biking, Cities Add Paths, Racks and Lockers; To Shower or Not to Shower?

By **KEVIN HELLIKER**, *May 11, 2006; Page D1, Wall Street Journal*

Commuting to work by bike has renewed appeal right now. On top of health benefits -- like offering a chance to exercise without taking extra time -- it saves on the growing cost of fuel and even carries a certain cachet at the office.

A growing number of cities are making it easier to ride your bike to work -- erasing hurdles big and small, from securing bikes safely downtown, to taking bikes on public transit, to finding a discreet place to shower.

Eager to reduce traffic jams and pollution, cities including Chicago; Louisville, Ky.; and Portland, Ore. are adding biking-policy departments at city hall, constructing bike lanes or building bike stations where riders can park and shower. A 2004 survey of American cities found that more than 80% planned to build new bikeways. A new contest over which American cities are friendliest to cyclists has attracted 160 municipal contestants, each bragging about its bike lanes and lock-up racks.

Nationally, a bill introduced in the Senate last month would give employers a tax incentive to offer employees \$40 to \$100 a month to cycle to work, and a similar bill is pending in the House.

Buses and trains are allowing bikes to come on board in cities including Albuquerque; Washington, D.C.; and Boulder, Colo. In Chicago, Allison Krueger, a 26-year-old botanist, now can ride three miles to Union Station, catch a train to the suburbs, then cycle three more miles to her office. "The best part of cycling is the sheer joy of riding past people stuck in traffic," she says. Plus, she adds, "Biking is definitely fashionable in Chicago."

There are other signs that the cities' efforts are working. New York City opened a 17-mile bike trail on the West Side of Manhattan, along with bike paths on the bridges connecting the island to Brooklyn, in 2003 -- and has seen a 50% increase in cyclists since 2000, to 120,000 cyclists a day, according to advocacy group Transportation Alternatives. A three-year-old bike station in Chicago is poised to sell out 500 memberships for the third year in a row.

Since Louisville installed bike racks on its buses four years ago, cyclist boardings have nearly doubled to 91,000 in 2005 from 48,000 in 2002. And the percentage of commuters using bikes rises a point for every mile of bike lane added per square mile of American cities, said a 2003 study on bike lanes in the journal *Transportation Research Record*. The name of the study: "If You Build Them, Commuters Will Use Them."

One of the newest urban innovations: bike stations, which an increasing number of downtowns from various California cities to Washington, D.C., have added or are considering adding. Bike stations offer a safe place to park, along with lockers, showers and repair shops. The Chicago bike station, built and owned by the city, is run by a private company, which charges members \$99 a year for showers, towel service and a personal locker. Denver, Seattle and Berkeley, Long Beach and Palo Alto, Calif., all have similar bike stations.

The rising price of gas is adding to the appeal of cycling. Shipments of bicycles in the last year have been extraordinarily strong -- one of the two best years in the past two decades, says Tim Blumenthal, director of an industry coalition called Bikes Belong. "There's a lot of buzz right now about high gas prices," he says.

"The 5,000 miles I'll cycle this year are 5,000 miles I'm not putting on my car's odometer and fueling with high-priced gas," says Eric Carter, an attorney in Portland whose two-wheeled commute has helped him knock off 30 pounds.



Getty Images

In a trend reminiscent of previous public-health fashions, affluent professionals seem to be leading the charge of commuters on bikes, just as they were among the first groups to embrace organic food, to stop smoking and to return to feeding babies healthier breast milk rather than formula. "So far, it's a white-collar movement," says Dave Growacz, a Chicago biking official and author of the book "The Urban Bikers' Tricks & Tips."

Cycling has some serious disadvantages. A cyclist may arrive at work dripping sweat and with helmet-mashed hair -- and that's in good weather. J.P. Morgan Chase Vice President Luz Byrne no longer cycles on rainy days. "I got tired of washing the mud out of my hair in a sink," she says.

The rising price of gas is adding to cycling's appeal.

Managing the logistics of work-out clothes and office apparel is difficult. Jerry Roscoe, a cycling attorney in Washington, D.C., arrives each morning in biking clothes, grabs a shirt and suit from his office, goes to a nearby gym to shower, then returns to the office ready to work. "It's complicated," he says.

Of course, many bikers don't shower upon arriving at the office. Mr. Growacz's book offers tips on how to wear a helmet without messing up your hair.

The biggest downside of cycling is wrecks, particularly with cars. Per kilometer traveled, a cyclist in America is 12 times likelier than a car occupant to be killed, according to a 2003 American Journal of Public Health article.

Yet the number of cyclists killed in America fell nearly 10% to 724 during the decade that ended in 2004, according to federal statistics. And studies show that as the number of cyclists increase, collisions with automobiles decline because motorists become more alert to bikers' presence. As cycling in London increased 100% from 2000 to 2005, the accident rate for cyclists fell 40%, according to Transport for London.

The danger of cycling is far outweighed by the benefits, says Rutgers University's John Pucher, a professor of urban planning specializing in cycling issues. Cycling builds muscle, deepens lung capacity, lowers heart rate and burns calories. "The health benefits of cycling outweigh the health risks by two to one, if not something like five to one," says Dr. Pucher, whose voice mail describes him as "car-free John."

Write to Kevin Helliker at kevin.helliker@wsj.com

Corrections & Amplifications:

Dave Glowacz is a Chicago biking official. This article misspelled his last name as Growacz.



FY2003-2004
Operating Statistics Summary

EXECUTIVE SUMMARY

N.C. Department of Transportation
 Public Transportation Division

Transit Ridership on the Increase

*Fueled by New Systems,
 Expanded and Fare-Free Service*

Starting in the late 1990s and continuing today, transit ridership has been growing, reversing a slight downward trend during the mid- to late 1990s. Transit ridership statewide has increased 29 percent since 1999, due in part to the implementation of four urban transit systems in cities that were without public transportation (Cary, Concord, Goldsboro and Jacksonville), the creation of a regional transit system in the Piedmont Triad, significantly expanded service in a number of cities, and fare-free service initiated in Chapel Hill. This period of increased ridership has coincided with the continuing growth of state operating funding for rural and urban area systems. The majority of the rural systems report that there would not have been service expansion without the additional operating assistance. The cities with existing transit systems that implemented significant service expansions include Chapel Hill, Charlotte, Durham, Greensboro and Wilmington. Many urban areas have increased their level of service, providing expanded weekend and night service. Increased ridership also has coincided with a growing

interest in transit among both elected officials and the business sector because of transit's role in maintaining mobility, mitigating air quality degradation, supporting a positive economic development climate and providing alternatives for growing numbers of elderly and disabled citizens.

Urban System Ridership Trends

Small Systems: Ridership has remained remarkably stable over the last 11 years for these systems as a whole. Services provided in many areas also have remained fairly stable.

Mid-Size Systems: After declining in the late 1990s, ridership has begun to increase, a trend expected to continue. Greensboro and Wilmington have made significant service enhancements in recent years, and Greensboro opened a new transfer facility in the city's historic railroad station. A strong positive trend is expected in Greensboro and Wilmington when the final FY2005 operating statistics are compiled.

Large Systems: Although ridership dipped slightly in the mid-1990s, it has begun to increase. Chapel Hill expanded service and became fare free. Durham expanded both hours and days of service. Raleigh initiated a vigorous U-Pass program with universities and state and local government that attracted more riders.

Very Large System: Charlotte is the largest transit system in the state. In the late 1990s, Charlotte adopted a 2025 plan that called for major increases in transit services as part of a comprehensive plan that included related highway and land use goals. In response to the plan, Mecklenburg County voters approved a one-half percent sales tax to fund transit service expansion. The Charlotte transit system plan is in full implementation, resulting in substantial ridership increases.

Regional Transit Systems: During the 1990s, there was steady growth in both the ridership and the number of services provided by the sole regional transit system – the Triangle Transit Authority (TTA). In 2003, the new regional system in the Triad, the Piedmont Authority for Regional Transportation (PART), started service.

Rural System Ridership Trends

Small Urban Systems: Only a very slight increase (3 percent) in operating performance was realized in FY2004 as compared to FY2003. Passengers per mile and passengers per hour increased due to expanded general public service. Cost per mile, passenger trip and hour increased in association with increased operational costs.

Regional Systems: An average increase of 0.38 percent occurred in systems that are regionalized (serving more than one county). The average passengers per mile decreased by 0.54 percent, and passengers per hour decreased an average of 2.13 percent. Cost per mile increased a slight 1.71 percent, and cost per passenger trip increased 2.65 percent. Increases in costs were slight in comparison to single county systems.

Single County Community Transportation Systems: The average increase in operational performance for single county systems was 10.15 percent. Passengers per mile increased by 3.71 percent, and passengers per hour increased by 5.56 percent. The increases appear to be due primarily to the single county systems making concerted efforts to expand their general public transit routes and services. Cost per mile, hour and passenger trip showed significant increases (11.09 percent, 16.87 percent and 13.55 percent, respectively). Single county systems operate at greater cost per trip, hour and mile than regional systems.

Human Service Transportation Systems: Human service transportation systems are continuing to provide safe and reliable transportation for human-service agency clients in an efficient and cost-effective manner.

The Future of Transit

As in the past, transit service of the future will evolve from the needs of North Carolina's citizens. The type and level of "mobility options" will continue to grow to reflect the character of the population and changing life patterns.

North Carolina is quickly becoming one of the most attractive places to retire in the country. The number of persons over the age of 60 in North Carolina is expected to increase from the current level of 16.4 percent of our state's total population to over 22 percent by 2025. The need for mobility will only grow as our state's senior population increases, placing a greater demand on transit systems to provide choices and flexible service.

Life patterns are changing also. Individuals are willing to travel farther on a routine basis. Residents of the state's rural areas travel to urban centers for employment because of job loss in rural areas, frequently crossing one or more county lines. A regional medical center provides services for clients who live within a region that might be comprised of a half-dozen counties. Regional transit agencies, including both rural and urban, are expected to play an increasing role in the state's public transportation arena. They are more efficient and effective at providing trips that cross jurisdictional lines. The trend toward regional systems that has begun in North Carolina will likely continue because of projected strong population growth and subsequent increase in demand for services from public transit systems.



Bicycle Friendly Communities



ENHANCING CITIES THROUGH CYCLING

What is a “bicycle-friendly” community? Where are they?

How can I make my own community a better place to ride a bike? The League of American Bicyclists’ Bicycle Friendly Community program is answering these questions. Inside this, our second case study of bicycle friendly communities, you’ll find answers from communities of all shapes and sizes. While there isn’t a magic bullet solution to turn your community into Davis, Calif., the recipient of our platinum level award (see facing page), each of these case studies proves that change is possible. Study these communities, learn from their success and if it isn’t already, get your community involved.

The Bicycle Friendly Community program is supported with a generous grant from the Bikes Belong Coalition.

For more on the League of American Bicyclists and the Bicycle Friendly Community program, visit www.bikeleague.org or contact the League at 202-822-1333.



Andy Clarke

Executive Director
League of American Bicyclists

Award Level

- Platinum
- Gold
- Silver
- Bronze

■ Davis, CA	1
■ Boulder, CO	3
■ Corvallis, OR	4
■ Palo Alto, CA	5
■ Portland, OR	6
■ Chicago, IL	7
■ Eugene, OR	8
■ Folsom, CA	9
■ Fort Collins, CO	10
■ Gainesville, FL	11
■ Olympia, WA	12
■ Santa Barbara, CA	13
■ Scottsdale, AZ	14
■ Tempe, AZ	15
■ Tucson, AZ	16
■ Ada County, ID	17
■ Albuquerque, NM	18
■ Ann Arbor, MI	19
■ Arlington, VA	20
■ Ashland, OR	21
■ Auburn, AL	22
■ Beaverton, OR	23
■ Bend, OR	24
■ Bloomington, IN	25
■ Boca Raton, FL	26
■ Brunswick, ME	27
■ Burlington, VT	28
■ Carrboro, NC	29
■ Cary, NC	30
■ Chandler, AZ	31
■ Chattanooga, TN	32
■ Chico, CA	33
■ Denver, CO	34
■ Gilbert, AZ	35
■ Lawrence, KS	36
■ Longmont, CO	37
■ Mesa, AZ	38
■ Mountain View, CA	39
■ Orlando, FL	40
■ Portage, MI	41
■ Redmond, WA	42
■ Rockville, MD	43
■ Schaumburg, IL	44
■ Shawnee, KS	45
■ Vancouver, WA	46
■ Washington, DC	47

Carrboro NORTH CAROLINA



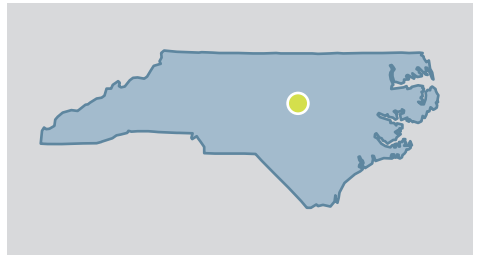
Level Awarded: Bronze

Date Awarded: May 2004

Population: 17,648

Square Miles (land): 5.0

Location:



MOST SIGNIFICANT ACCOMPLISHMENT

Incorporating bike lanes on many arterial and collector streets in the town.

HIGHLIGHTS

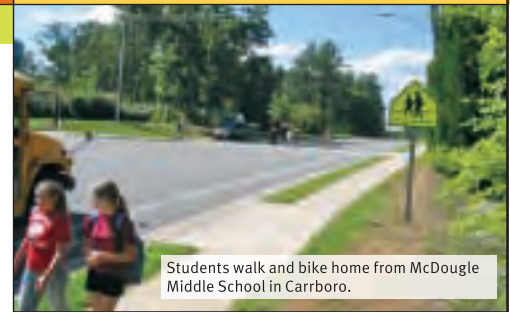
Since the early 1970s, Carrboro has considered bicycles in all parts of its planning, and the result is a comprehensive system of on- and off-street bicycle facilities. Over the past 25 years, the town has utilized its bonding authority to develop bike lanes and shared-use paths, has worked cooperatively to include bike lanes in all state road improvement projects, and has amended its street standards to include bike lanes as a requirement on all collector roads.

The provision of these facilities has improved conditions for bicycle use. According to the 2000 Census, 5.2 percent of residents in Carrboro bike to work. In recognition of these achievements, Carrboro has received the Outstanding Government Award from the North Carolina Department of Transportation's Bicycle Committee for "its significant advances in bicycle facility development."

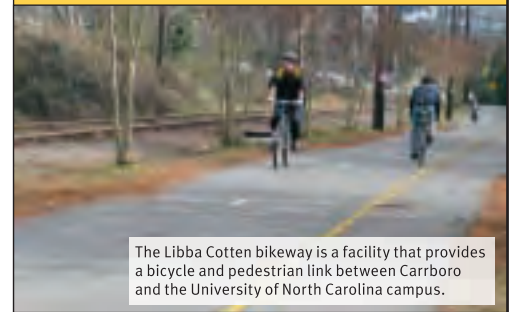
Carrboro has adopted ordinance and policy provisions regarding bicycle safety and to promote bicycle use. To promote low-speed streets, Carrboro developed and implemented a residential traffic-calming program. All transit buses are equipped with bicycle racks. The town has also promoted higher density development along transit and bicycle commuting routes. Employees in the town's planning department have access to town-owned bicycles for use in making site visits and carrying out other duties.

Carrboro spends at least \$1 per capita on bicycle facilities and events. Currently, the town's transportation planner allocates approximately one-fifth of his time to bicycle facility planning. Carrboro publishes bicycling information, identifying routes and stressing safety.

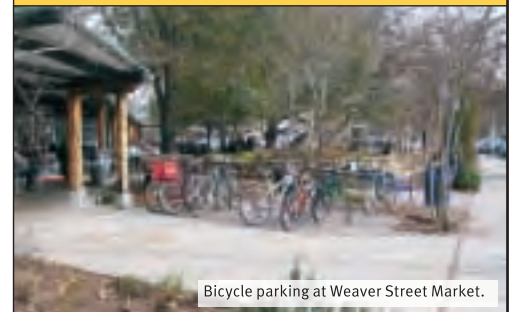
Carrboro's Transportation Advisory Board (TAB) studies and makes recommendations regarding transportation matters, including bicycles. The TAB recently concluded a review of design standards for bicycle parking and recommended changes to the Carrboro Land Use Ordinance.



Students walk and bike home from McDougle Middle School in Carrboro.



The Libba Cotten bikeway is a facility that provides a bicycle and pedestrian link between Carrboro and the University of North Carolina campus.



Bicycle parking at Weaver Street Market.

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COALITION

Page 3 of 6

The League of American Bicyclists



The League of American Bicyclists, supported by thousands of cyclists, works through innovative programs like Bicycle Friendly Communities to encourage cycling across America. You can help by joining the League at www.bikeleague.org.

The League uses membership dues and donations to advocate on behalf of bicyclists at the federal, state, and local levels, helping to bring more than \$5 billion dollars to bicycling in the next five years. The League also promotes bicycling newspapers and magazines nationwide and sponsors National Bike Month each May.

The League's educational program is the most respected and advanced in the country, offering courses and curriculum, for everyone from new cyclists to expert riders.

To find out more about how joining the League of American Bicyclists makes a difference in your community, visit www.bikeleague.org or call 202-822-1333.

Join today!



The League of American Bicyclists
1612 K Street NW
Suite 800
Washington, DC 20006

bikeleague@bikeleague.org

www.bikeleague.org

202-822-1333

Fax: 202-822-1334



Bikes Belong, the lead sponsor of the Bicycle Friendly Community program, is the national coalition of bicycle suppliers and retailers working together to put more people on bicycles more often. Through national leadership, grassroots support, and promotion, Bikes Belong works to make bicycling safe, convenient, and fun.



WWW.BIKELEAGUE.ORG



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1612 K Street, NW | Suite 800 | Washington, DC 20006