

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

**July 26, 2006
9:00 a.m.**

**City Council Committee Room
2nd floor Durham City Hall**

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

ACTION ITEMS

- 4. Approval of June 28, 2006 TCC Meeting Minutes
(Attachment 4)**

A copy of the June 28, 2006 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the June 28, 2006 TCC meeting.

- 5. 2006-2012 MTIP Amendment #3
(Attachment 5, 5A, 5B)
Felix Nwoko, LPA Staff
Alison Carpenter, LPA Staff**

On November 29, 2005, the City of Durham received notification from the North Carolina Department of Transportation regarding receipt of approximately \$3,600,000 in federal SAFETEA-LU earmarks for the acquisition of rail corridors for and construction of bicycle and pedestrian trails in Durham and Durham County (see Attachment 5 and 5A). These earmarks include a \$1.6 million earmark specifically allocated for completion of the American Tobacco Trail, as well as an additional \$1.6 million earmark available for general bicycle and pedestrian project use.

The American Tobacco Trail is a top priority for the City of Durham and Durham County, as indicated in the FY 2006 – FY 2012 and FY 2007 – FY 2013 Regional Priority Lists for NCDOT Division 5. Transportation Improvement Program (TIP) Amendment #3 directs the \$1.6 million American Tobacco Trail earmark (SEC. 1702 HPP No. 2863) and \$1 million of the General Bicycle/Pedestrian Earmark (SEC. 1702 HPP No. 3454) to use toward completion of the American Tobacco Trail Phase E project in Durham County. This amendment is being requested immediately, instead of awaiting completion of the FY 2007 –

FY 2013 TIP, so that the City of Durham may proceed with a contract for planning and design of the project in FY 2006 for construction as soon as possible.

A draft TAC resolution (Attachment 5B) indicating adjustments to the FY 2006 – FY 2012 TIP funding amount for project #E-2921E is included as an attachment for TCC review.

TCC Action: Consider the amendment and make a recommendation to the TAC.

**6. Draft 2007-2013 Metropolitan Transportation Improvement Program (MTIP)
(Attachment 6)**

Felix Nwoko, LPA Staff

David Bonk, TCC TIP Subcommittee Chair

The TCC TIP Subcommittee met on July 12, 2006, to create a draft 2007-2013 MTIP. Attachment 6 reflects the subcommittee's recommendation. This spreadsheet does not include a complete list of transit projects. A draft State TIP is expected to be released in August or September.

TCC Action: Review the draft 2007-2013 MTIP; provide comments and revisions.

**7. 2035 Long Range Transportation Plan (LRTP) and Comprehensive Transportation Plan (CTP) Schedule
(Attachment 7)**

Felix Nwoko, LPA Staff

Andy Henry, LPA Staff

Draft schedule for the development of the 2035 LRTP and the CTP has been developed and is being presented to the TCC for review and comment. The main guiding principle is to afford the TAC adequate opportunity for the input and review of plan products and deliverables. Essentially, the main concept is that the TAC always gets two-meeting review of anything that is to be approved, substantial public involvement, and concurrent development and review of Comprehensive Transportation Plan (CTP). Attachment 7 illustrates the draft schedule.

TCC Action: Review the draft LRTP schedule and provide comments as appropriate.

**8. MPO Public Involvement Policy (PIP)
(Attachment 8, 8A)**

Felix Nwoko, LPA Staff

The DCHC MPO Public Involvement Policy needs to be revised to reflect the new requirements of SAFETEA-LU, provisions of the Environmental Justice (EJ) and Limited English Proficiency (LEP) Executive Orders, comments from the federal Certification Team, and to address the TAC's concerns on LPA efficiency. Attachment 8 is a memo describing the proposed revisions. Attachment 8A is the updated DCHC MPO Public Involvement Policy.

TCC Action: Review proposed revisions to the MPO Public Involvement Policy, provide comments, and make a recommendation to the TAC.

9. Establish Standing MPO Citizen Advisory Committee
(Attachment 9, 9A, 9B)
Felix Nwoko, LPA Staff
Ellen Beckmann, LPA Staff

The TAC requested that a Citizens Advisory Committee be established to review all major MPO documents and reports. Attachment 9 is a draft plan and schedule for creating this committee. Attachment 9A is a document that overviews preliminary guidelines for the committee. Attachment 9B is a sample advertisement for the committee. The name of the committee will need to be changed because there is already a committee named the "Citizens Advisory Committee" associated with the City of Durham.

TCC Action: Review CAC memo and guidelines, provide comments and revisions as needed.

10. Draft Household Survey Results
(Attachment 10)
Felix Nwoko, LPA Staff
Chao Wang, LPA Staff

The draft version of the Greater Triangle Travel Study Household Travel Survey is now available. The Executive Summary is distributed with this agenda and the full document will be available from the DCHC MPO website. The TCC should review the survey results and provide comments to LPA staff.

TCC Action: Review report and provide comments to LPA Staff.

REPORTS FROM STAFF:

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

TCC Action: Receive Report from staff

12. Report from the Chair
Mark Ahrendsen, TCC Chair

TCC Action: Receive Report from TCC Chair

13. NCDOT Report
(Attachment 13)
Jon Nance, Division 5 – NCDOT
Mike Mills, Division 7 – NCDOT

Progress Reports for current Division 5 and 7 construction work are provided as Attachment 13.

TCC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS

14. **Recent Newspaper Articles/Legislative Update**
(Attachment 14)
15. **Letter from TCC to NCDOT re Policy on Projects Selected by Entities Other than the State Board of Transportation – July 5, 2006**
(Attachment 15)
16. **Letter from NCDENR re MVEB Budgets – June 21, 2006**
(Attachment 16)
17. **Letter from TCC to Mulkey Engineering re Triangle Parkway – July 18, 2006**
(Attachment 17)
18. **Information on 2006-2007 SAFETEA-LU Federal Recision**
(Attachment 18)

PENDING ITEMS

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

Adjourn

Next meeting: August 23, 2006

TECHNICAL COORDINATING COMMITTEE

June 28, 2006

MINUTES OF MEETING

*Mark Ahrendsen	City of Durham/Transportation (TCC Chair)
*Ellen Beckmann	City of Durham/Transportation
*Mike Cowan	NCDOT - Division 7 Engineer
*John Hodges-Copple	TJCOG
*Karen Lincoln	Orange County Planning
*Dale McKeel	Town of Carrboro
*Jon Nance	NCDOT-Division 5 Engineer
*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
Alison Carpenter	City of Durham/Transportation
Elizabeth Pratt	City of Durham/Transportation
Frost Rollins	Town of Chapel Hill
Brian Rhodes	City of Durham/Transportation
John Tallmadge	Triangle Transit Authority
Chao Wang	City of Durham/Transportation

*Voting Member

Mark Ahrendsen, TCC Chair, called the meeting to order at 9:07 a.m.

Preliminaries:

Adjustments to the Agenda

John Hodges Copple will provide an Air Quality update.

Public Comments

There were no public comments.

Action Items:

Approval of May 24, 2006 TCC Meeting Minutes (Attachment 4)

Karen Lincoln made an amendment to the May 24, 2006 TCC Meeting Minutes.

On line 31; "can refer" should be removed and "referred" added in its place. On line 234; it should read "Bonk stated that the last he heard, Orange County Greenhouse Gas Committee will adopt a 2002 base year." A motion was made by Karen Lincoln and seconded by Felix Nwoko to approve the May 24, 2006 TCC Meeting Minutes. The motion carried unanimously.

Southwest Durham/Southeast Chapel Hill Collector Street Plan

Mark Ahrendsen provided an update on the Southwest Durham/Southeast Chapel Hill Collector Street Plan. The public hearing was held during the June 14, 2006 TAC meeting and comments were received from the public. Chapel Hill indicated that they were also scheduling a public hearing for October to receive citizen comment and asked that the TAC not take action prior to that time. The TAC referred the public comments to the TCC for development of a revised collector street plan that will be brought back either at the TAC August or September meeting. The TAC will consider making any changes to the plan prior to Chapel Hill's October public hearing so that the hearing will be on the revised plan. The expectation is that the revised plan will incorporate and address some of the comments that were raised at the TAC public hearing. The technical subcommittee met last week to discuss possible changes to the plan as a result of some of the citizen comments. Andy Henry is working with the consultant on revisions to the Plan.

Transportation Demand Management Update

John Tallmadge provided a PowerPoint Presentation on the Transportation Demand Management Update. August 15 through September 30, 2006 is the Smart Commute Challenge. Alison Carpenter asked John to expand on the new hire packets. It comes in two types, one is the generic packet which is a one page flyer that shares

63 general information, welcomes them, congratulates them on their new job, and asks how
64 they get to work. It encourages the employee to see their employer representative if they
65 want to get two free bus passes that can be used on any system. The other packet will
66 contain some additional information about specific benefits that the employer provides.
67 All this is incorporated into the new hire process. The new hire packets will begin with
68 employers that TTA has established relationships with. Mark Ahrendsen asked if the
69 RedefineTravel.org is relatively new. John stated that it started last August and that it has
70 a different look that is aimed at the student population. It allows students to get specific
71 information about their college. The bus information gives them options to click on to
72 see how to get where they want to go. Mark also asked if they were going to be doing
73 something with DDI this summer with a downtown focus. John stated yes, but the date
74 for the initial kickoff has not been confirmed. A meeting will be set to discuss downtown
75 transportation problems of interest, and how a TDM program might help alleviate some
76 of these issues for downtown businesses. Mark stated that perhaps some of the results
77 would help to quantify the modeling assumptions.

78 **Coordinated Human Services Transportation Plan**

79 Mark Ahrendsen provided an introduction for the Coordinated Human Services
80 Transportation Plan. The TAC approved the Job Access Reverse Commute funding to
81 continue the Brier Creek service for another year subject to the successful performance of
82 the service after six months. However, any future JARC funding or New Freedom
83 funding requires funded projects be derived from a plan. The creation of this plan is
84 something that the staff and transit operators will be working on in the next months.

85 Felix Nwoko stated that there was considerable discussion about the Brier Creek
86 service that the TAC approved. Now that the TAC has approved the JARC program, we

87 need to move forward.

88 Felix Nwoko recommended asking the transit subcommittee to work on bringing
89 a draft 2007 plan for JARC and New Freedom funds to the TAC to show how we intend
90 to proceed with the programs.

91 John Tallmadge asked for clarification whether the MPO will work on the process
92 for developing the plan before working on the plan itself. Felix stated that it is important
93 to lay out the process before developing the plan. Pierre Osei-Owusu stated that the
94 MPO needs to involve outside stakeholders as well.

95 Mark Ahrendsen asked if the transit subcommittee could work on the process for
96 putting the Human Services Plan together and bring information back to the TCC in
97 August. Then it would be shared with the TAC in September.

98 Felix Nwoko stated that the LPA will coordinate setting up a meeting with the
99 TCC Transit/TDM Subcommittee to begin working on the process and scope for
100 developing a Coordinated Human Services Plan.

101 **NCDOT Policy on Projects Selected by Entities Other than the State Board of**
102 **Transportation (Attachments 8, 8A, 8B, and 8C)**

103
104 Mark Ahrendsen provided an introduction for the *NCDOT Policy on Projects*
105 *Selected by Entities Other than the State Board of Transportation*, along with the
106 attachments. This policy addresses how projects selected by groups other than the State
107 BOT (generally using STP-DA or CMAQ funds) are handled and how the project match
108 will be provided. The policy seems to indicate that if projects that are not in the TIP are
109 selected by the MPO using STP-DA or CMAQ funds, it will be up to the MPO to provide
110 the match and do all the preconstruction work associated with the projects.

111 Felix Nwoko stated that the attached resolution is amended from the resolution

that the CAMPO TAC passed and sent to the Board of Transportation. The MPO should consider taking action one way or the other in reference to the policy. Jon Nance stated that this is a continuation on the state level of a policy to address federal earmark projects. John Hodges-Copple stated that the policy is confusing and not well written - the language is unclear and it is difficult to determine how this policy would be applied to MPO projects.

After extensive discussion on the *NCDOT Policy on Projects Selected by Entities Other than the State Board of Transportation*, a motion was made by Liz Rooks and seconded by John Hodges-Copple that the TCC Chair submit a letter to the Board outlining the concerns that have been expressed over the policy. These concerns, as stated in the motion, include a request that the Board provide examples of the practical application of the policy to different projects, clarify the language and intent of the policy, and delay action on the policy until the clarifications are presented to DCHC and other interested MPOs. Dale McKeel recommended that the CAMPO resolution be attached as well for information so it is clear that concern extends beyond just the DCHC MPO. The motion carried.

Triangle Parkway Update (Attachments 9, 9A, and 9B)

Mark Ahrendsen provided an introduction for the Triangle Parkway Update, along with the attachments. There was a public meeting on June 20, 2006 and information related to this project is attached.

Ellen Beckmann stated that comments are due by July 18, 2006. Mark Ahrendsen stated that the LPA staff will forward comments provided by members to NCTA through a letter from the TCC Chair. Barbara Weigel stated that TTA will be providing comments that reiterate some of their concerns such as desire to see physical structures

that can accommodate HOV lanes, bus lanes, managed traffic lanes, and how those implications might affect the ridership and financial models that are being used to predict the financial planning.

Liz Rooks asked the TCC to request the Turnpike Authority to place the Triangle Parkway in the right-of-way that has been reserved and offered by RTF for the project section within RTP. Mark Ahrendsen stated that we could offer that comment in the letter for NCTA consideration.

STP-DA Amendments (Attachment 10)

Mark Ahrendsen provided an introduction for the STP-DA amendments, along with the associated attachment. These amendments have come from the TIP/STP-DA Subcommittee. Mark suggested that we include these changes as part of our 2007-2013 MTIP development.

Felix Nwoko stated that the draft MTIP schedule is attached, and the subcommittee has begun working on the MTIP. The LPA received preliminary cost data from NCDOT that generally shows projected cost increases. The subcommittee is taking this into consideration and information will be presented to the TCC that compares the current TIP with any changes in cost as well as issues identified by the TCC. John Hodges-Copple stated that the subcommittee should ensure consistency with the LRTP. The conformity report on the TIP needs to be referenced in the schedule.

Reports from Staff:

Reports from Staff (Attachment 11)

Felix Nwoko provided an update on the on the LPA Staff Report.

Report from the Chair

Mark Ahrendsen stated there is some turnpike legislation that is being introduced

160 in the General Assembly. One bill has to do with providing funding to make up the
161 difference between what tolls will generate and what the project actually needs for
162 construction. Another bill concerns requiring that the revenue associated with the
163 turnpike stays with the project or the area. A third bill allows the Turnpike Authority to
164 toll existing roads. This is of concern to the MPO because there is no MPO role or
165 involvement required in making this decision.

166 Ellen Beckmann stated that newsletters have been sent out regarding the East End
167 Connector and presentations are being made to community groups. There will be a
168 public meeting later in the year. Mark Ahrendsen also reported on a citizen's workshop
169 on the South Columbia Street project in Chapel Hill last night.

170 **NCDOT Report**

171 Jon Nance, NCDOT Division 5 Engineer, provided an update on various projects.
172 Jon stated that there is a five month delay on letting for all projects, which is caused by
173 construction cost increases. I-85 should be complete by August. Bids will be reopened
174 for the NC 54 and I-40 interchange on July 11, 2006.

175 Brian Rhodes asked when I-85 widening at Guess Road and the Washington
176 Street Bridge would be open. Jon stated that the Washington Street Bridge should be
177 open any time. Guess Road will be open at the last minute.

178 Mike Cowan, NCDOT Division 7 Engineer, provided an update on projects. The
179 Superstreet contract has been awarded. No bids were received on the Homestead project
180 because of issues with utility relocation. NCDOT is looking at doing an intersection
181 improvement at the high school as part of this project to at least move the project along
182 while the utilities are being relocated.

183 John Tallmadge asked about the duration of the Superstreet project. Mike

184 answered that typically the contractor begins work forty-one days after the board
185 approves it.

186 Alison Carpenter asked if a design was presented for South Columbia Street at
187 last night's meeting and Mark Ahrendsen stated that it was. Mike Cowan will try to get a
188 map and bring it to the next meeting.

189 Mark Ahrendsen stated that he understands there is a cash flow problem with
190 NCDOT that is causing the delays, but rather than delay all projects for five months,
191 asked if NCDOT could distinguish which projects are ready to go and/or are higher
192 priorities. Jon Nance stated that NCDOT has provided comments on tweaking the
193 schedule.

194 **Informational Items:**

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

196 The recent newspaper articles/legislative updates are attached.

197 **June 2006 Safe Routes to School Newsletter (Attachment 15)**

198 The June 2006 Safe Routes to School Newsletter is attached.

199 **Adjournment**

200 There being no further business before the Technical Coordinating Committee,
201 the meeting was adjourned at 11:19 a.m.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

November 29, 2005

Mr. Patrick Baker, City Manager
City of Durham
101 City Hall Plaza
Durham, North Carolina 27702

Dear Mr. Baker:

The United States Congress Transportation Reauthorization Bill (SAFETEA-LU) included approximately \$3,600,000 in funding through Federal Fiscal Year 2009 for acquisition of rail corridors for and construction of bicycle and pedestrian trails in Durham and Durham County. It is our understanding that the City is interested in pursuing these projects. We will be happy to make the funds available through our normal federal aid reimbursement procedures. The City will be responsible for all matching funds required, in addition to any other costs associated with the project. We further anticipate the City will be responsible for all planning, design, right-of-way acquisition and construction activities.

Prior to the City incurring any expenses on this project, the State Transportation Improvement Program (TIP) must be amended and a municipal agreement executed. Please send us information regarding the proposed projects including a description, map, and a project timeline so that we may begin this process. Federal and state fiscal constraints may affect the effective amount of funding and the timing with which reimbursements can be made.

If we can provide you with additional information, please contact Mike Stanley at (919) 733-2039 or myself. Thank you.

Sincerely,


Calvin Leggett, PE
Manager, Program Development Branch

CWL/ms

cc: ✓ Mark Ahrendsen, City of Durham
✓ Alison Carpenter, City of Durham
Kenneth Spaulding, Member, Board of Transportation
Jon Nance, PE, Division Engineer, NCDOT Division 5
Caitlin Rayman, Federal Programs Coordinator
Laurie Smith, CPA, Funds Administration Section

PROGRAM DEVELOPMENT BRANCH
Room 146, Transportation Building
1542 Mail Service Center
Raleigh, NC 27699-1542

Demo ID	SEC. 1702 HPP No.	State	Project Description	SAFETEA-LU Section 1702 5-Year Authorized Amount	FY 2005 Allocation 20%	FY 2005 availability	FY 2006 Allocation 20%	FY 2006 availability
NC113	2863	North Carolina	Durham and Chatham Counties, NC Completion of American Tobacco Trail	\$1,600,000	\$320,000	\$273,751	\$316,800	\$275,768
NC122	3454	North Carolina	Construct bicycle and pedestrian trails, Durham and Durham County.	\$1,600,000	\$320,000	\$273,751	\$316,800	\$275,768
NC155	4456	North Carolina	Acquisition of rail corridors for use as bicycle and pedestrian trails, Durham	\$2,000,000	\$400,000	\$342,189	\$396,000	\$344,710

DRAFT
RESOLUTION TO AMEND THE
2006-2012 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE DURHAM-CHAPEL HILL-CARRBORO URBAN AREA

AMENDMENT #3
August 9, 2006

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

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

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

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

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

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

WHEREAS, The North Carolina Department of Transportation and the Transportation Advisory Committee have determined it to be in the best interest of the Urban Area to amend the FY 2006-2012 Metropolitan Transportation Improvement Program as described in the attached sheet; and

WHEREAS, There has been no change in the MTIP project schedule or project design concept and scope with regard to the air quality conformity finding made by the Durham-Chapel Hill-Carrboro Transportation Advisory Committee on June 15, 2005; and

Now, therefore, be it resolved that:

The Durham-Chapel Hill-Carrboro Transportation Advisory Committee hereby amends the FY 2006-2012 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on October 12, 2005, and as described in the "Attachment to Resolution for Amendment #3 to DCHC 2006-2012 MTIP."

I, _____, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of the excerpt from the minutes of a meeting of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, duly held on the 9th day of August 2006.

Signature of the TAC Chair
Durham-Chapel Hill-Carrboro Transportation Coordinating Committee

STATE of: North Carolina
COUNTY of _____

I, _____, Notary Public of _____ County, North Carolina do hereby certify that _____ personally appeared before me on the _____ day of _____ 2003 to affix his signature to the foregoing document.

Notary Public
My Commission expires: _____

Attachment to Resolution for Amendment #3 to DCHC 2006-2012 MTIP

TCO 07/26/06 Attachment 5B

Current FY 2006-FY 2012 TIP:

I.D. No.	System	Description	Funding		FFY
E-2921E	City of Durham	American Tobacco Rail Trail; I-40 Bridge and Multi-Use Trail from NC54 to Chatham County line	C (2004 Earmark)	\$496,000	2006
			STP-DA	\$1,181,000	2006
			Local	\$295,000	2006
			TOTAL	\$1,972,000	

Revised FY 2006-FY 2012 TIP:

I.D. No.	System	Description	Funding		FFY
E-2921E	City of Durham	American Tobacco Rail Trail; I-40 Bridge and Multi-Use Trail from NC54 to Chatham County line	Planning & Design	\$457,228	2006
			Construction	\$2,057,526	2007
			Construction	\$2,057,526	2008
			TOTAL	\$4,572,280	

Detailed funding table:

I.D. No.	System	Description	Funding		FFY
E-2921E	City of Durham	American Tobacco Rail Trail; I-40 Bridge and Multi-Use Trail from NC54 to Chatham County line	2005 SAFETEA-LU Earmark - ATT	\$1,600,000	2006
			2005 SAFETEA-LU Earmark - General	\$1,000,000	2006
			2004 Earmark	\$496,000	
			STP-DA	\$1,181,000	
			State	\$0	
			Local	\$295,000	
			TOTAL	\$4,572,280	

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
Draft 2007-2013 MTIP - Incomplete Listing of Transit Projects

TCC 07/26/06 Attachment 6

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)	MPO Flagged issues
I-0305	ORANGE	I-85	I-40 AT HILLSBOROUGH TO DURHAM COUNTY LINE, RECONSTRUCT INTERCHANGES AND STRUCTURES	7.5	70,907	1,800	PLANNING/DESIGN			IN PROGRESS	
							RIGHT-OF-WAY	NHS	1,210	FFY 10 12	
							CONSTRUCTION	IM	3,413	FFY 12	1) Provide interim and long-term improvements at NC 86, Old NC 86, and US 70
							CONSTRUCTION	NHS	5,120	FFY 12	interchanges. Phase 1 should include the NC 86 interchange.
							CONSTRUCTION	IM	16,187	POSTYEARS	2) Delay widening project and move funds to the Elizabeth Brady Extension and
							CONSTRUCTION	NHS	24,280	POSTYEARS	Churton Street projects.
I-0306	DURHAM	I-40	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.		270,352	UNDER CONSTRUCTION - PART COMPLETE STRATEGIC HIGHWAY CORRIDOR PROJECT					
I-3306	DURHAM ORANGE	I-40	I-85 IN ORANGE COUNTY TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM COUNTY. ADD ADDITIONAL LANES.	20.7	108,452	CONSTRUCTION	IM	18,800	POST YEARS		
						CONSTRUCTION	NHS	28,200	POST YEARS		
						PART COMPLETE - PART UNFUNDED STRATEGIC HIGHWAY CORRIDOR PROJECT				1) BREAK INTO PHASES: A = I-85 TO US 15-501, B = US 15-501 TO NC 147 2) WHAT IS THE COST OF THE PAVING ERROR?	
I-4716	ORANGE	I-40	I-85 TO DURHAM COUNTY LINE. GRIND AND RESEAL JOINTS	11	1,500	CONSTRUCTION	IM	1500	FFY 07		
I-4743	DURHAM	DURHAM	I-85, US 70 TO RED MILL ROAD.		-	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.					
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	90,285	5,849	MITIGATION			611 SFY 09	
							RIGHT-OF-WAY			19,325 SFY 10 11	
							CONSTRUCTION	T	T	20,600 SFY 12	1) Completion of NEPA and other planning tasks as soon as possible;
							CONSTRUCTION	T	T	43,900 SFY 13	2) Fully funding the project in the 2006-2012 STIP;
							STRATEGIC HIGHWAY CORRIDOR PROJECT				3) Provide a detailed timeline for the planning process.
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	4,400	250	PLANNING/DESIGN			IN PROGRESS	
							RIGHT-OF-WAY			2,200 FFY 07	
							CONSTRUCTION	STP		1,950 FFY 09	
U-2405	DURHAM	DURHAM	M. L. KING, JR. PARKWAY AND NC 55. CONSTRUCT INTERCHANGE.		25,800	RIGHT-OF-WAY	STP		12000 POST YEARS		
						CONSTRUCTION	STP		13800 POST YEARS		
						UNFUNDED PROJECT				REQUEST FEASIBILITY STUDY FOR LOWER COST ALTERNATIVE.	
U-2708	DURHAM	DURHAM	SR 1321 (HILLANDALE ROAD), I-85 TO CLUB BOULEVARD.		4,740	RIGHT-OF-WAY	STP		1040 POST YEARS		
						CONSTRUCTION	STP		3700 POST YEARS		
						UNFUNDED PROJECT				BICYCLE/PEDESTRIAN PROJECT AND FEASIBILITY STUDY	
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	5,175	1,825	PLANNING/DESIGN			IN PROGRESS	
							RIGHT-OF-WAY	S		600 SFY 08	1) Resolve cross section with the Town of Carrboro; and,
							CONSTRUCTION	S		2,750 SFY 09	2) Provide information on the reasons for the cost increase and schedule delay.
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.	1.4	10,600	300	RIGHT-OF-WAY	STP		4,000 POSTYEARS	
							CONSTRUCTION	STP		6,300 POSTYEARS	
							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	124,653	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 TC SO-HI DRIVE AND NORTHEAST CREEK PARKWAY, CORNWALLIS ROAD TO ELLIS ROAD. TWO LANES ON MULTI-LANE RIGHT OF WAY.	1.6	10333	RIGHT-OF-WAY	S		1200 POST YEARS		
						CONSTRUCTION	S		3300 POST YEARS		
						PART COMPLETE - PART UNFUNDED					

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U-2909	ORANGE	CHAPEL HILL CARRBORO	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	7,600	1,000	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION <i>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY</i>	STP STP	1,600 5,000	IN PROGRESS POST YEARS POST YEARS	1) Phase the project as listed above; 2) Begin planning for construction of Phase I in the 2007-2013 TIP
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 MC DOUGAL TO NC 54.	1.9	7,233	4,633	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION PART COMPLETE	S S -	SFY 06 300 2,300	SFY 12 POST YEARS -	
U-3306	ORANGE	CHAPEL HILL	SR 1733 (WEAVER DAIRY ROAD), NC 86 TO SR 1734 (ERWIN ROAD). CORRIDOR UPGRADE, PART ON NEW LOCATION.		13,941		PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION	STP	SFY 07 566	IN PROGRESS SFY 09	DEFER TO DRAFT STIP
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	19,200		MITIGATION RIGHT-OF-WAY CONSTRUCTION	STP STP STP	315 800 18500	SFY 08 SFY 07 SFY 09	AQ ISSUE
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	13,084		PLANNING/DESIGN MITIGATION RIGHT-OF-WAY CONSTRUCTION PART COMPLETE	STP STP STP -	SFY 07 SFY 08 SFY 09	IN PROGRESS	POSSIBLE DELAY; SAFETY ISSUES
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.		2,350		RIGHT-OF-WAY CONSTRUCTION UNFUNDED PROJECT	STP STP	600 1750	POST YEARS POST YEARS	
U-3475	CHATHAM DURHAM ORANGE	DURHAM CHAPEL HILL	DCHC UNIFIED PLANNING WORK PROGRAM SUPPLEMENT. SEE ATTACHED STP-DA TABLE.		4,256	1,124	CONSTRUCTION CONSTRUCTION IN PROGRESS	STP O	2,506 626	FFY 07 08 09 10 11 12 13 FFY 07 08 09 10 11 12 13	
U-3804	DURHAM	DURHAM	SR 1321 (HILLANDALE ROAD), I-85 TO CARVER STREET. WIDEN TO MULTI-LANES.	0.7	7,748		PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION	STP STP	3000 3650	FFY 07 FFY 08	DELAY STP-DA FUNDS ALONG WITH STIP FUNDING AS NECESSARY
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	16,949	400	PLANNING/DESIGN MITIGATION RIGHT-OF-WAY CONSTRUCTION	STP STP STP	1,049 1,400 14,100	FY 09 FY 09 FFY 12 13	1) Provide information on the reasons for the cost increase and schedule delay; and, 2) Fully fund this project in the 2006-2012 TIP.
U-4008	ORANGE	CHAPEL HILL	US 15-501/ERWIN ROAD. INTERSECTION IMPROVEMENT.		5,355		CONSTRUCTION			IN PROGRESS	
U-4009	DURHAM	DURHAM	SR 1126 (SERVICE ROAD) PARALLEL TO US 15-501. RELOCATE SERVICE ROAD.	0.3	3,126		CONSTRUCTION CONSTRUCTION	S O	1500 200	SFY 06 FFY 06	HAS 228,000 IN STP-DA FUNDS BEEN SPENT IN 03? IF NOT, MOVE TO 07
U-4010	DURHAM	DURHAM	NC 98 (HOLLOWAY STREET), EAST OF US 70 TO EAST OF JUNCTION ROAD. WIDEN FOR CENTER TURN LANE.	0.3	4,210		CONSTRUCTION	STP	2450	FFY 07	

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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	4,042		PLANNING/DESIGN MITIGATION RIGHT-OF-WAY CONSTRUCTION	STP STP STP		IN PROGRESS 118 FFY 07 875 FFY 07 975 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	13,609		CONSTRUCTION	NHS	9500	FFY 07	
U-4026	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	41,318		CONSTRUCTION			IN PROGRESS	LINKED TO R-2904 FOR BIDDING PURPOSES
U-4445	DURHAM	DURHAM	NC 147 (DURHAM FREEWAY), NEAR ALSTON AVENUE. CONSTRUCT PEDESTRIAN BRIDGE OVER NC 147 AND REMOVE EXISTING SUBSTANDARD PEDESTRIAN BRIDGE.		2,238		PLANNING/DESIGN CONSTRUCTION			IN PROGRESS FFY 07	
U-4446	DURHAM	DURHAM	NC 147 (DURHAM FREEWAY), I-40 TO I-85. INSTALL ITS INFRASTRUCTURE IMPROVEMENTS.		1,502		UNDER CONSTRUCTION				
U-4449	ORANGE	CHAPEL HILL	REAL-TIME TRANSPORTATION INFORMATION SYSTEM.		1,248		CONSTRUCTION			IN PROGRESS	
U-4704	ORANGE	CHAPEL HILL	CHAPEL HILL/CARRBORO COMPUTERIZED TRAFFIC SIGNAL SYSTEM.		4,600		CONSTRUCTION CONSTRUCTION	C STP	400 FFY 08 4,200 FFY 08		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.
U-4716	DURHAM	DURHAM	SR 1987 (HOPSON ROAD) AND SR 1980 (CHURCH STREET). CONSTRUCT A GRADE SEPARATION, EXTEND CHURCH STREET AND LOSE CHURCH STREET CROSSING 734 748M OF THE NORFOLK SOUTHERN-NORTH CAROLINA RAILROAD.		6,500		CONSTRUCTION UNFUNDED PROJECT	RR -	6500 --	POST YEARS	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).
U-4720	DURHAM	DURHAM	US 70, LYNN ROAD TO PROPOSED NORTHERN DURHAM PARKWAY	7.8			PLANNING <i>STRATEGIC HIGHWAY CORRIDOR PROJECT</i>	STP	1,000	FFY 07	1) Initiate the planning process for the Northern Durham Parkway and US 70 projects; 2) Provide a detailed schedule for this process; and, Fund US 70 in the 2007-2013 STIP.
U-4721	DURHAM WAKE	DURHAM	NORTHERN DURHAM PARKWAY, I-540 TO ROXBORO ROAD.	29.4			PLANNING <i>STRATEGIC HIGHWAY CORRIDOR PROJECT</i>	STP	1,001	FFY 08	1) Initiate the planning process for the Northern Durham Parkway and US 70 projects; 2) Provide a detailed schedule for this process; and, Fund Northern Durham Parkway in the 2007-2013 STIP.
U-4722	DURHAM	DURHAM	ROXBORO ROAD, DUKE STREET TO GOODWIN ROAD.	4.4	-		<i>STRATEGIC HIGHWAY CORRIDOR PROJECT</i>				
U-4723	ORANGE	CHAPEL HILL	PUBLIC TRANSIT IMPROVEMENTS (TRANSIT MAINTENANCE FACILITY) SEE TIP PROJECT TD-4711C		4,000		CONSTRUCTION	STP-DA	1,671	FFY 07	
U-4724	DURHAM	DURHAM	CORNWALLIS ROAD, SOUTH ROXBORO ROAD TO UNIVERSITY DRIVE. BIKE AND PEDESTRIAN FEATURES.		2,270		CONSTRUCTION CONSTRUCTION	STP O	1,816 454	FFY 10 FFY 10	
U-4725	DURHAM	DURHAM	THIRTEEN (13), EXPANSION BUSES		4,030		CONSTRUCTION CONSTRUCTION	STP O	3,120 910	FFY 08 09 FFY 07 08 09	

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				TOTAL	PRIOR	COST						
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U-4726	DURHAM	ORANGE CHATHAM	VARIOUS				CONSTRUCTION	STP	1,400	FFY 07 08 09 10 11 12 13		
	CONSTRUCTION						O	350	FFY 07 08 09 10 11 12 13			
	IN PROGRESS						-	-				
U-4727	DURHAM	ORANGE CHATHAM	VARIOUS				CONSTRUCTION	STP	1,911	FFY 07 08 09 10 11 12 13		
	CONSTRUCTION						O	476	FFY 07 08 09 10 11 12 13			
	IN PROGRESS						-	-				
U-4763	DURHAM	TRIANGLE	I-40 TO MCCRIMMON PARKWAY. MULTI-LANE									
	WAKE	PARKWAY	FACILITY ON NEW LOCATION.		-		STRATEGIC HIGHWAY CORRIDOR PROJECT					
U-9999A	DURHAM	ORANGE CHATHAM	VARIOUS				IN PROGRESS					
	CONSTRUCTION						STP	7042	FFY 08 09 10 11 12			
R-0942	ORANGE	CHATHAM	US 15-501				PART COMPLETE - PART UNDER CONSTRUCTION					
							STRATEGIC HIGHWAY CORRIDOR PROJECT					
R-2000	DURHAM	WAKE	I-540				CONSTRUCTION	NHS	38618	FFY 06		
							PART COMPLETE - PART UNDER CONSTRUCTION					
							STRATEGIC HIGHWAY CORRIDOR PROJECT					
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.				RIGHT-OF-WAY	STP	4400	POST YEARS		
							CONSTRUCTION	STP	14900	POST YEARS		
							UNFUNDED PROJECT					
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.				PLANNING/DESIGN			IN PROGRESS		
							MITIGATION	STP	327	FFY 07		
							CONSTRUCTION	O	4965	FFY 08		
							RTF ADVANCED FUNDS FOR THE PORTION IN RTP - NOT THE WHOLE					
							UNDER CONSTRUCTION - CONSTRUCTION SHOWN AS PAYBACK IN FFY PROJECT. DOES THIS COST REFLECT THE PROJECT EXPANSION?					
R-2906	DURHAM	WAKE	NC 55				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 PROG					
R-3438	ORANGE	NEW ROUTE	HILLSBOROUGH WESTERN BYPASS, US 70 TO NC 57. TWO LANES ON NEW LOCATION.				RIGHT-OF-WAY	STP	200	POST YEARS		
							CONSTRUCTION	STP	7250	POST YEARS		
							UNFUNDED PROJECT					
R-4403	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.				CONSTRUCTION	NHS	350	FFY 06		
R-4404	DURHAM	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.		2,040		UNDER CONSTRUCTION					
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.				CONSTRUCTION	S	2100	SFY 06		
B-2963	DURHAM	SR 1107	NEW HOPE CREEK. REPLACE BRIDGE NO. 111		2,091		UNDER CONSTRUCTION					
B-3169	DURHAM	SR 1402	CREEK. REPLACE BRIDGE NO. 158		549		CONSTRUCTION	FA	350	FFY 07		
B-3450	DURHAM	SR 1116	NEW HOPE CREEK. REPLACE BRIDGE NO. 217, SANDY CREEK. REPLACE BRIDGE NO. 122.		3,568		CONSTRUCTION	FA	2800	FFY 07		

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B-3528		?	?		1,687						
B-3638	DURHAM	US 70 BUSINESS	CAMPUS DRIVE. REPLACE BRIDGE NO. 316		1,355		RIGHT-OF-WAY CONSTRUCTION	FA FA	260 900	FFY 07 FFY 08	
B-4109	DURHAM	SR 1303	MUD CREEK. REPLACE BRIDGE NO. 120		1,023		CONSTRUCTION	NFA	1000	FFY 07	
B-4110	DURHAM	SR 1616	MOUNTAIN CREEK. REPLACE BRIDGE NO. 5		1,325		CONSTRUCTION	NFA	1050	IN PROGRESS	
B-4216	ORANGE	SR 1002	STROUDS CREEK. REPLACE BRIDGE NO. 66		1,125		CONSTRUCTION	FA	1100	FFY 07	
B-4218	ORANGE	SR 1730	NEW HOPE CREEK. REPLACE BRIDGE NO. 108		950		RIGHT-OF-WAY CONSTRUCTION	NFA NFA	50 725	FFY 07 FFY 08	
B-4592	ORANGE	SR 1561	ENO RIVER. REPLACE BRIDGE NO. 64		1,455		CONSTRUCTION	NFA	1100	FFY 07	
B-4698	DURHAM	DURHAM	APEX STREET OVER AMERICAN TOBACCO TRAIL. REPLACE BRIDGE NO.242 WITH PEDESTRIAN BRIDGE.		500	60	CONSTRUCTION	NFAM	400.00	FFY 07	
B-4943	DURHAM	SR 1616	SANDY CREEK. REPLACE BRIDGE NO. 20		1,100		RIGHT-OF-WAY CONSTRUCTION	NFA NFA	100 1000	FFY 11 FFY 12	
B-4962	DURHAM	US 70	ENO RIVER. REPLACE BRIDGE NO. 46		3,300		CONSTRUCTION	FA FA	300 3000	FFY 10 FFY 11	
C-4402	DURHAM	NC 54	I-40 WEST OF NC 751 TO TRIANGLE DRIVE IN RESEARCH TRIANGLE PARK. CONSTRUCT ON-ROAD BICYCLE FACILITY.		1,035		RIGHT-OF-WAY CONSTRUCTION	CMAQ CMAQ	125 910	FFY 07 FFY 08	
C-4924	DURHAM ORANGE	VARIOUS	TRANSPORTATION DEMAND MANAGEMENT PROGRAM COORDINATION FOR BEST WORKPLACES FOR COMMUTERS PROGRAM		300		PLANNING PLANNING	CMAQ O	120 30	FFY 07 08 FFY 07 08	
C-4927	DURHAM	DURHAM	FIVE (5)- HYBRID BUSES		2,250		CAPITAL CAPITAL	CMAQ O	1762 488	FFY 07 08 FFY 07 08	
C-4928	DURHAM	MORREENE RD.	PROVISION OF 5-FOOT BIKE LANES AND SIDEWALKS EACH SIDE, FROM NEAL RD. TO ERWIN RD.		556		CONSTRUCTION CONSTRUCTION	CMAQ O	444 112	FFY 07 08 FFY 07 08	
C-4929	DURHAM	VARIOUS	PURCHASE AND INSTALLATION OF BICYCLE PARKING RACKS THROUGHOUT DURHAM		48		CONSTRUCTION CONSTRUCTION	CMAQ O	38 10	FFY 07 08 FFY 07 09	
C-4930	ORANGE	CHAPEL HILL	CAPITAL AND OPERAIONAL FUNDING FOR PURCHASE OF FOUR HYBRID ELECTRIC BUSES		2,405		CAPITAL CAPITAL	CMAQ O	1410 995	FFY 07 08 FFY 07 08	
C-4931	ORANGE	CARRBORO	OPERATIONAL FUNDING FOR SHARED RIDE SERVICE		78		CAPITAL CAPITAL	CMAQ O	39 39	FFY 07 08 FFY 07 09	
C-4932	ORANGE	HILLSBOROUGH	CAPITAL AND OPERAIONAL FUNDING FOR CONSTRUCTION OF PARK ANDRIDE, 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 07 08 FFY 07 09	
C-4974		?	?		90						
C-4975		?	?		9						
E-2913B	DURHAM WAKE	TRIANGLE REGION	INCLUDES RESEARCH TRIANGLE PARK, DURHAM AND WAKE COUNTIES. ON-ROAD IMPROVEMENTS AND SIGNING.		900		UNDER CONSTRUCTION				
E-2921E	DURHAM	DURHAM	AMERICAN TOBACCO RAIL TRAIL.NC 54 TO SOUTH OF I-40. CONSTRUCT A MULTI-USE TRAIL.		4,561		CONSTRUCTION CONSTRUCTION CONSTRUCTION	CMAQ O STP		FFY 07 08 FFY 07 08 FFY 07 08	

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E-2921F	CHATHAM	CHATHAM	AMERICAN TOBACCO RAIL TRAIL. DURHAM COUNTY LINE TO WAKE COUNTY LINE. CONSTRUCT A MULTI-PURPOSE TRAIL.		2,337		UNDER CONSTRUCTION				
E-3606	ORANGE	COUNTYWIDE	BICYCLE ROUTE MAPPING AND SIGNING.		50		IN PROGRESS				
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		UNDER CONSTRUCTION				
E-4008	ORANGE	CARRBORO	ROBESON PLACE BIKE PATH: RAND ROAD TO WESLEY STREET. CONSTRUCT BICYCLE PATH.		157		UNDER CONSTRUCTION				
E-4529	DURHAM	DURHAM	WEST POINT ON THE ENO PARK TO PENNY'S BEND NATURE RESERVE. CONSTRUCT OFF-ROAD MULTI-USE TRAIL.		719		UNDER CONSTRUCTION				
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		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		UNDER CONSTRUCTION				
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		PLANNING/DESIGN	STP-DA	640 FFY 07		
E-4707	DURHAM	DURHAM	OLD DURHAM CHAPEL HILL ROAD BICYCLE IMPROVEMENTS.	1.5	3,828		CONSTRUCTION	STP-DA O	2,400 FFY 09 10 380 FFY 09		Provide sufficient funding in the 2007-2013 TIP to complete bicycle improvements to Old Durham-Chapel Hill Road.
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-4779	ORANGE	ORANGE	SCENIC EASEMENT ON ST. MARY'S ROAD		169		IN PROGRESS				
E-4780	ORANGE	CARRBORO	CONSTRUCT A FIVE-FOOT SIDEWALK ON THE NORTH SIDE OF JONES FERRY ROAD AND LANDSCAPE.		24		UNDER CONSTRUCTION				
E-4781	ORANGE	CARRBORO	CONSTRUCT A FIVE-FOOT SIDEWALK ALONG PORTIONS OF WESLEY STREET, HARGRAVES STREET, BREWER LANE AND LANDSCAPE.		98		UNDER CONSTRUCTION				
E-4828	ORANGE	CARRBORO	MORGAN CREEK GREENWAY (WEST). SMITH LEVEL ROAD TO UNIVERSITY LAKE. CONSTRUCT GREENWAY.		-		PLANNING/DESIGN	STP-DA	480 FFY 07		

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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.		105		UNDER CONSTRUCTION				
E-4942	ORANGE	CARRBORO	MAIN STREET, CARRBORO POST OFFICE TO NC 54. CONSTRUCT SIDEWALKS.		7		UNDER CONSTRUCTION				
E-4980	ORANGE	SR 1006 (ORANGE GROVE ROAD)	CONSTRUCT PEDESTRIAN BRIDGE OVER I-40.		-		SCHEDULED FOR FEASIBILITY STUDY				
FS-0307A	ORANGE	CHAPEL HILL	RELOCATED MASON FARM ROAD, NC 86 (SOUTH COLUMBIA STREET) TO US 15-501.				FEASIBILITY STUDY IN PROGRESS				
P-2908	AMTRAK	AMTRAK	CAPITAL AND OPERATIONS COST OF TRAIN 79/80 BETWEEN CHARLOTTE AND ROCKY MOUNT.		42,995		OPERATIONS	S(5)	16619	SFY 07 08 09 10	
P-2918	AMTRAK	AMTRAK	TRAIN 73/74 OPERATIONS BETWEEN CHARLOTTE AND RALEIGH AND CAPITAL YARD MAINTENANCE FACILITY.		77,352		OPERATIONS	S(5)	8381	SFY 07 08 09 10	
P-3802	DURHAM	DURHAM	STATION CONSTRUCTION.		3,000		UNDER CONSTRUCTION	T2001	15448	SFY 07 08 09 10	
SI-4807	ORANGE	SR 1548 (SCHLEY ROAD)	SR 1538 (NEW SHARON CHURCH ROAD). INSTALL CENTER ISLAND WITH STOP SIGN.		60		UNDER CONSTRUCTION				
W-4811	DURHAM	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		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		UNDER CONSTRUCTION				
Z-4007B	ORANGE	CARRBORO	SR 1927 (BREWER ROAD) IN CARRBORO AT NORFOLK SOUTHERN RAILWAY CROSSING 735 179M. SAFETY IMPROVEMENTS.		95		FUNDED - CONSTRUCTION NOT AUTHORIZED				
TJ-4931	DURHAM	DURHAM	PROVIDE OPERATING ASSISTANCE TO COUNTIES AND COMMUNITY TRANSPORTATION SYSTEMS TO MEET WORK FIRST AND EMPLOYMENT TRANSPORTATION NEEDS.		28		OPERATIONS	OAWF	28	FFY 07	
TL-4931	DURHAM	DURHAM	PROVIDE OPERATING ASSISTANCE FOR ADDITIONAL TRANSPORTATION SERVICES TO THE ELDERLY AND DISABLED.		176		OPERATIONS	EDTAP	176	FFY 07	
TR-4931	DURHAM	DURHAM	PROVIDE MAINTENANCE ASSISTANCE FOR COMMUNITY TRANSPORTATION SYSTEMS TO SERVE THE RURAL GENERAL PUBLIC.		54		OPERATIONS	RGP	54	FFY 07	
							CAPITAL	STAT	240	FFY 09	

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
Draft 2007-2013 MTIP - Incomplete Listing of Transit Projects

ID NO.	COUNTY	ROUTE/CITY	LOCATION AND DESCRIPTION	LENGTH (MI) (KM)	TOTAL	PRIOR	WORK TYPE	FUNDING SOURCE	COST	SCHEDULE (FISCAL YEARS)	MPO Flagged issues	
					EST.COST (THOU.)	YRS.COST (THOU.)			ESTIMATES (THOU.)			
TA-4726	ORANGE	CHAPEL HILL	EXPANSION BUSES		3,000		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		
TA-4744C	ORANGE	CHAPEL HILL	REPLACEMENT SEDANS/WAGONS/4X4		117		UNFUNDED PROJECT					
							CAPITAL	L	613	FFY 06		
							CAPITAL	STATU	545	FFY 06		
TA-4745A	ORANGE	CHAPEL HILL	CHAPEL HILL TRANSIT BUS REPLACEMENT		6810		CAPITAL	FED	5652	FFY 06		
							UNFUNDED PROJECT					
							CAPITAL	STAT	12	FFY 07		
TA-4745B	ORANGE	CHAPEL HILL	REPLACEMENT VANS		120		CAPITAL	L	12	FFY 07		
							CAPITAL	FED	96	FFY 07		
							UNFUNDED PROJECT					
TA-4746A	ORANGE	CHAPEL HILL	EXPANSION VAN		46		CAPITAL	STAT	5	FFY 07		
							CAPITAL	L	5	FFY 07		
							CAPITAL	FED	36	FFY 07		
TA-4746C	ORANGE	CHAPEL HILL	EXPANSION VAN		45		UNFUNDED PROJECT					
							CAPITAL	STAT	4	FFY 08		
							CAPITAL	L	4	FFY 08		
TA-4751	DURHAM	DURHAM	32 REPLACEMENT BUSES		11,200		CAPITAL	FED	37	FFY 08		
							UNFUNDED PROJECT					
							CAPITAL	STAT	1120	POSTYEARS		
TA-4755	DURHAM	DURHAM	18 EXPANSION BUSES		5,400		CAPITAL	L	1120	POSTYEARS		
							CAPITAL	FED	8960	POST YEARS		
							CAPITAL	STAT	4320	FFY 06		
TA-4923	DURHAM	DURHAM	11 REPLACEMENT BUSES		3,850		CAPITAL	L	540	FFY 06		
							CAPITAL	FED	540	FFY 06		
							UNFUNDED PROJECT					
							CAPITAL	STAT	385	FFY 11		
							CAPITAL	L	385	FFY 11		
							CAPITAL	FED	3080	FFY 11		
UNFUNDED PROJECT												

DCHC MPO CTP 2035 LRTP
Development Schedule

Public Involvement Activities		
C =	CAC Meeting	W = Public Workshops/meetings
N =	LRTP Newsletter	H = Public Hearings
M =	Mailing List - mailing of flyers, information, materials	Other Public Involvement Activities
O =		

Bold/Blue Script = Description of TAC task/action
(bold/blue block) = Calendar Length of TAC task/action
(light/blue block) = First TAC review or action
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Task ID#	Plan Tasks	Pub. Involve.	2006 Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2007 Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2008 Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2009 Jan	Feb	Mar	Apr	May	Jun
1	Work Plan & Schedule																																								
1.1	Develop 2035 LRTP/CTP work plan and schedule																																								
1.2	TAC receives 2035 LRTP Work Plan and Schedule																																								
1.3	TAC endorses 2035 LRTP Work Plan and Schedule																																								
2	Update Public Involvement/Outreach Program																																								
2.1	Update Public Involvement Policy to reflect SAFETEA-LU requirements, comments and TAC requests approved in Jan 05.																																								
2.2	TAC releases updated Public Involvement Policy (PIP) for 45-day comment period																																								
2.3	TAC approves updated MPO Public Involvement Policy																																								
2.4	Develop LRTP Public Involvement Plan (including CAC structure)																																								
2.5	TAC reviews 2035 LRTP Public Involvement Plan																																								
2.6	Solicitation, nomination, and establishment of CAC	M																																							
2.7	TAC approves 2035 LRTP Public Involvement Plan																																								
2.8	Public input/outreach for LRTP/TP																																								
3	Goals & Objectives and Targets																																								
3.1	Conduct public workshops to generate Community Vision	M, W,O																																							
3.2	Identify measures of effectiveness (MOE) for Goals and Objectives																																								
3.3	Summarize and tabulate Community Vision																																								
3.4	Develop draft LRTP Goals & Objects, MOEs, Policies and Targets																																								
3.5	TAC receives Goals and Objectives, MOEs and Targets																																								

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3.6	TAC releases Goals and Objectives, MOEs, and Targets for 42-day comment period	C, N, M,O																																							
3.7	TAC conducts public hearing on Goals and Objectives, MOEs, and Targets	W, H																																							
3.8	TAC adopts Goals and Objectives, MOEs, and Targets																																								
4	Socio-economic Data (SE Data)																																								
4.1	Review and correct 2002 SE Data for Model Calibration																																								
4.2	Collect, analyze and tabulate Base Year (2005) SE Data																																								
4.3	Forecast Horizon Years (5-year increments 2010-2035)																																								
4.4	Develop alternative land use scenario and document existing land use plans (dovetail with Task 7.1)																																								
4.5	TAC receive preliminary summary of SE Data																																								
4.6	TAC releases draft SE Data for 42-day public comment period	C, N, M,O																																							
4.7	TAC conducts public hearing; local governments provide comments	W,H																																							
4.8	TAC approves SE Data																																								
5	Triangle Regional Model (TRM)																																								
5.1	Service Bureau completes TransCad Model update, including QC, base year validation and future year consistency checks																																								
5.2	TRM Service Bureau completes 2005 Base Year validation including performance measures, generate maps, tables, etc																																								
5.3	TAC accepts model and TRM validation (performance measures) from TRM Executive Committee																																								
5.4	Prepare Horizon Year & AQ years models																																								
6	Deficiency Analysis and Needs Assessment																																								

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6.1	Generate Deficiency Analysis: 1- Base year; 2- existing plus committed																																								
6.2	Develop Needs Assessment/linkage to Goals and Objectives																																								
6.3	TAC receives Deficiency Analysis and Needs Assessment																																								
7	Land Use Analysis																																								
7.1	Collate and map existing landuse plans, policies and zoning (integrated MPO GIS maps).																																								
7.2	Develop and test land use scenarios and transportation impacts (generate indicators to test and compare scenario).																																								
7.3	TAC receives Land Use Scenarios & provides input and feedback																																								
7.4	Land use impacts (and features) of transportation preferred option -																																								
8	Alternatives Analysis																																								
8.1	Establish LRTP Alternatives Evaluation Criteria																																								
8.2	Generate Alternatives																																								
8.3	TAC provides inputs and comment on alternatives																																								
8.4	Evaluate Alternatives (environmental screening, EJ, financial analysis)																																								
8.5	TAC comments on Alternatives and evaluation results																																								
8.6	TAC receives alternative evaluation results and selects Preferred Option	C, M, W																																							
9	Development of Comprehensive Transportation (Vision) Plan																																								
9.1	Development of unconstrained CTP components (Highway, transit, rail, ITS, TDM, bike & pedestrian, etc)																																								
9.2	Environmental mitigation, consideration of planning factors and description of purpose & need of major Plan projects.																																								

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9.3	Interagency consultation/Concurrence with NCDOT																																								
9.4	TAC endorses draft CTP - unstrained transportation vision plan																																								
10	Financial Plan																																								
10.1	Refine cost estimates and revenue forecasts from traditional sources.																																								
10.2	Develop non-traditional revenue strategies and revenue projects & develop Financial Plan based on traditional and non-traditional sources (including strategies for ensuring availability)																																								
11	Adoption of CTP and 2035 LRTP																																								
11.1	Preparation of Draft fiscally-constrained 2035 LRTP																																								
11.2	TAC comments on and releases draft CTP & 2035 LRTP for 42-day public comment period	C, N, W																																							
11.3	TAC conducts public hearing on draft CTP & 2035 LRTP	H																																							
11.4	Local jurisdictions take action on the Draft LRTP and CTP																																								
11.5	TAC receives and considers public comments and input from local govt.	O																																							
11.6	Final modifications to draft 2035 LRTP																																								
11.7	TAC endorses CTP & 2035 LRTP pending AQ Conformity Determination																																								
12	AQ Conformity Determination																																								
12.1	Prepare air quality networks and modeling analysis																																								
12.2	Generate emissions factors																																								
12.3	Conduct emissions analysis (VOC, NOX, CO)																																								
12.4	Prepare draft Air Quality Conformity Report and Unified Conformity Report/Interagency consultation																																								

DCHC MPO CTP 2035 LRTP
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13	Final LRTP AQ Conformity Adoption																																								
13.1	TAC releases draft Unified Conformity Report for 30-day public comment period	C, M																																							
13.2	TAC conducts public hearing	H																																							
13.3	TAC approves Air Quality Conformity Report on the 2035 LRTP																																								
13.4	Federal approval Air Quality Conformity Report																																								
▶	Conformity Lapse Date -- June 15, 2009																																								
14	CTP Adoption process																																								
14.1	Prepare draft CTP reports and maps																																								
▶	BOT approves CTP for DCHC MPO																																								

Memorandum

To: Technical Coordinating Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Subject: Amendment to the MPO Public Involvement Policy

Date: July 26, 2006

The memo presents an amendment to the MPO Public Involvement Policy (PIP). The PIP has been revised and updated to reflect the new requirements of SAFETEA-LU, comments from federal Certification Team, federal Environmental Justice (EJ) and Limited English Proficiency (LEP) provisions, and to address TAC's concerns and request.

A new section, titled General Policy Framework has been added. Summary of changes is provided as follows:

- a. Introduction – no change
- b. Purpose – no change
- c. Objectives – no change
- d. General Policy Framework – new section added. No major substantive changes.
- e. Special Elements – no change
- f. Access to MPO Public Documents – no change
- g. Review procedure – minor wording changes

Sub-Policies

- 1. TAC - minor changes to update federal legislation and requirements.
- 2. Transportation Plan - minor changes to update federal legislation and requirements.
- 3. MTIP - minor changes to update federal legislation and requirements.
- 4. Air Quality Conformity – minor changes
- 5. MIS - minor changes to update current federal legislation.
- 6. UPWP – changed to reflect TAC requests (LPA Efficiency)
- 7. ADA – no change



Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Member Governments:

**Town of Carrboro
Town of Chapel Hill
County of Chatham
City of Durham
County of Durham
Town of Hillsborough
N.C. Department of
Transportation
County of Orange**

Public Involvement Policy

July 19, 2006

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

(919) 560-4366

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I. Introduction

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's (DCHC MPO's) Public Involvement Policy is an umbrella policy, encompassing the plans and programs of the Urban Area's transportation planning process. Public involvement is an integral part of the DCHC MPO's planning efforts. The Public Involvement Policy is comprised of the public involvement programs for all the major planning activities, including the Transportation Plan, Metropolitan Transportation Improvement Program (MTIP), the Air Quality Conformity Determination, the Major Investment Study (MIS), the Unified Planning Work Program (UPWP), MPO's provisions for the American with Disabilities Act (ADA), and on-going transportation planning (3C) process. The policy decision making body, the Transportation Advisory Committee (TAC), also has a standing public process as part of its monthly meetings. The planning activities mentioned above are, therefore, subject to the TAC's process for public involvement. The Policy also contains a review component to assess the value of the MPO programs on a tri-annual basis. The framework of the Public Involvement Policy is illustrated in Exhibit 1.

The DCHC MPO will seek public input through a menu of techniques, including public notices, comment periods, workshops, charrettes, public hearings, newsletters, surveys, media relations and the formation of citizen advisory committees (CAC's). The techniques employed will vary, depending on the specific planning task. The MPO will hold a forty five (45) day public comment period for amendments to the Policy and will hold a public hearing every three years to seek input and feedback on the MPO's public involvement efforts. The DCHC MPO's Public Involvement Policy will be consistent with the requirements of the Intermodal Surface Transportation Efficiency Act (ISTEA), the National Environmental Policy Act (NEPA) and the Interim FTA/FHWA Guidance on Public Participation.

II. Purpose

The purpose of the DCHC MPO Public Involvement Policy is to create an open decision making process whereby citizens have the opportunity to be involved in all stages of the transportation planning process. This Policy is designed to ensure that transportation decisions will reflect public priorities.

III. Objectives

1. Bring a broad cross-section of the public into the public policy and transportation planning decision-making process.

2. Maintain public involvement from the early stages of the planning process through detailed project development.
3. Use different combinations of public involvement techniques to meet the diverse needs of the general public.
4. Determine the public's knowledge of the metropolitan transportation system and the public's values and attitudes concerning transportation.
5. Educate citizens and elected officials in order to increase general understanding of transportation issues.
6. Make technical and other information available to the public using the MPO website and other electronically accessible formats and means as practicable.
7. Employ visualization techniques to MPO long range transportation plans, MTIPs and other project planning activities.
8. Consult with federal and State agencies responsible for land management, natural resources, environmental protection, conservation, historic preservation and economic development in the development of long range transportation plans MTIPs and project planning.
9. Establish a channel for an effective feedback process.

Evaluate the public involvement process and procedures to assess their success at meeting requirements specified in the ISTEA, NEPA and the Interim FTA/FHWA Guidance on Public Participation.

IV. General Policy Framework

It is the policy of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organizations (DCHC MPO) to have a proactive public involvement process that provides complete information, timely public notice, and full public access to DCHC MPO activities at all key stages in the decision making process. It is also DCHC-MPO policy to involve the public early in the planning process, and to actively seek out the involvement of communities most affected by particular plans or projects. Furthermore, it is a goal of the PIP that the MPO's MTIP, UPWP and transportation plans and programs, be developed in a manner that assures that the public, and affected communities in particular, are afforded ample opportunity to participate in the development of such plans.

IV.A Activities Subject to Public Involvement.

DCHC MPO shall provide early and continuing public involvement opportunities throughout the transportation planning and programming process.

IV.A.1. Planning Activities: Special emphasis shall be given to engage the public in planning studies that form the basis for later programming decisions. Planning activities include corridor studies and special regional studies, environmental assessment studies, development of the DCHC MPO Long Range Transportation Plan and Comprehensive Transportation Plan. The MPO shall make effort to involve the affected community through methods such as local direct mailing, standing citizen advisory committee, public information meetings, and newsletters.

IV.A.2. Programming Activities: Opportunities for the public to participate shall also be provided through the project selection, programming, NEPA Process and project development phases. These activities include the development of the Regional Priority List and the Metropolitan Transportation Improvement Program (MTIP), and the adoption or amendment of Regional Priority List and MTIP.

IV.B Definition of public and Stakeholders.

DCHC-MPO shall make an effort to inform and engage both the general public and stakeholders as appropriate.

IV.B.1 General Program. As part of its general planning and programming process, DCHC MPO will try to involve the following: citizens, member municipalities, affected public agencies, representatives of neighborhood groups, public and private providers of transportation, and other parties who express an interest in the process.

IV.B.2 Special Studies. For special studies that DCHC MPO conducts, it shall make an effort to identify and involve persons and groups that might be affected by potential changes to the particular transportation service or facility under review. Examples include the following; abutting property owners, neighborhoods associations, environment groups, appropriate federal, State and local agencies responsible for land-use, environmental and economic development and businesses within the study area.

IV.B.3 Outreach to Special Groups – The DCHC MPO shall also make a special effort to seek out and consider the needs of groups or communities traditionally not well served by existing transportation systems. These include, but are not limited to low-income households and minority households. To assure adequate participation of these groups, the MPO shall use tools such as, Advisory Board (whose members shall be either low-income or minority individuals, or represent low-income or minority groups), target mailing list, workshops, public notices in minority or low income targeted media outlets, etc.

The MPO's efforts in this regard shall be consistent with the Environmental Justice Executive Order (EO 12898) dated February 11, 1994, and other related guidance from the Federal Highway Administration and Federal Transit Administration.

The MPO shall also make a special effort to seek out and consider the needs of individuals or communities with Limited English Proficiency. DCHC-MPO efforts in this regard shall be consistent with the signed Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency" dated August 11, 2000, and other related guidance from the Federal Highway Administration and Federal Transit Administration.

Federal regulations define Persons with Limited English Proficiency as individuals with a primary or home language other than English who must, due to limited fluency in English, communicate in that primary or home language if the individuals are to have an equal opportunity to participate effectively in or benefit from any aid, service or benefit in federally funded programs and activities.

IV.C Adequate Time for Public Comment.

The MPO shall allow reasonable time for public review and comment at key decision points. These include, but are not limited to, action on the Long Range Transportation Plan and the Transportation Improvement Program (TIP). Minimum notification periods shall be as follows:

- Amendments to DCHC-MPO's Public Participation Policy – 45 days
- Adoption of the MTIP & major MTIP amendments – 21 days
- Adoption of the TIP Regional Priority List & major amendments – 21 days
- Adoption of the LRTP/CTP & major amendments – 42 days
- Adoption of the Air Quality Conformity Determination – 30 days
- Adoption of the UPWP & major amendments – 21 days
- Policy Board (TAC) & Technical Committee (TCC) meetings – 7 days

IV.D Method of Notifying the Public

The MPO shall use appropriate methods to notify the public of its activities and of opportunities for public involvement. Determination of which methods to use must be done for each individual transportation planning program or study. However, the minimum requirements are listed below:

- Legal notices in minimum of four newspapers
- MPO website
- Mailing lists

- Targeted mailings to neighborhood and advocacy groups
- Press Releases
- Periodic MPO newsletters

IV.D. 1 Schedule of Meetings.

For regularly scheduled meetings (Transportation Advisory Committee - TAC and the Technical Coordinating Committee -TCC), the annual schedule of meetings shall be filed with the City of Durham (the Lead Planning Agency) clerks office and each town clerk's office at the beginning of each calendar year.

IV.D.2 Meeting Notices.

A notice of each TCC and TAC meeting shall be filed with every town clerk's office. A notice for MPO public involvement meetings or workshops shall be advertised in local newspapers. The notice for public meetings/workshop shall include a statement, in Spanish, that translator services may be requested in advance. The notice shall also include a statement that sign language services may be requested in advance.

IV.D.3. TAC & TCC Meetings Public Comment.

Every TCC and TAC meeting by DCHC MPO will include on the agenda an opportunity for public comment.

IV.D.4. Mailing Lists.

DCHC MPO shall maintain a master mailing lists for public involvement/outreach activities. The mailing lists shall include broad representation of MPO member jurisdictions, multi-modal transportation groups, Environmental justice communities, neighborhood groups, local and State agencies responsible for environmental protection, conservation, land use management, natural resources, historic preservation, etc. The following separates lists shall be maintained: TAC, TCC, CAC, EL/LEP, special projects, bicycle and pedestrian advocacy, LRTP/CTP, MTIP, sub-area projects and UPWP. Notices of meetings shall be sent to all persons on the mailing list. Anyone may request that his or her name be added to a particular mailing list, by indicating the appropriate list and providing either an email address or a regular mail address.

IV.D.5. DCHC MPO Website.

DCHC MPO shall maintain a calendar of meetings and activities on its Website. The MPO also shall make technical and other information available to the public using the MPO website and other electronically accessible formats and means as practicable The Website shall also include copies of appropriate reports, plans, maps and visualization information pertaining to MPO planning activities and programs.

IV.D.6. Visualization Techniques.

DCHC MPO shall employ visualization techniques in disseminating information relating to MPO long range transportation plans, MTIPs and other planning programs. The goal of the MPO visualization policy is to help the public and decision makers visualize and interact with transportation plans and projects, alternatives, large data sets and land-use information more effectively. Visualization techniques will vary, and could range from GIS displays, mappings and land-use/transportation scenario planning tools to information technology, such as three-dimensional digital models, Web-based information systems, transportation and urban simulation, and Internet communications.

IV.D.7 Legal Notices in Newspapers.

Anytime the MPO initiates a formal public comment period, notice of the opportunity to comment shall be posted in a legal ad in the area's major daily newspaper; and other local, minority, or alternative language newspapers as appropriate.

IV.D.8 Interested Parties.

DCHC MPO shall mail meeting notices to persons who have expressed a special interest in DCHC MPO's overall transportation program, or specific studies. The MPO shall add persons who have expressed such an interest to the appropriate DCHC MPO mailing list.

IV.D.9 Additional Methods.

DCHC MPO shall give consideration to alternative methods of involving the public appropriate to the project. Such methods may include, but are not limited to newsletters, MPO standing Citizen Advisory Committee (CAC), advertising in minority and alternative language newspapers, distributing information through public libraries and community groups (especially those serving EJ and LEP communities, the elderly and persons with disabilities), using local government cable access stations, using open house format meetings, involving focus groups for specially selected topics, preparing press releases, and holding events at special locations.

II E Documentation of Public Comment & Response.

DCHC MPO shall document public comments received during the course of public input process. The MPO shall also document how it responded to public comments.

II.E.1. Comments Received.

Documentation of comments may be accomplished in a manner appropriate to the project and the nature of the comments. Documentation may consist of meeting minutes, a file of letters, or a special memo that summarizes the comments. A written summary of comments and responses shall be prepared to provide the public a feedback.

II.E.2. Response to Comments.

DCHC MPO shall provide a descriptive summary of how it responded to significant public comments during the development of a plan or document such as the LRTP/CTP, air quality conformity, Regional Priority List and MTIP. The summary may be produced as a separate report or included as a short section in the final plan or document.

V. Policy Elements

The DCHC MPO's Public Involvement Policy is comprised of a number of sub-policies. All planning programs and activities are required to go through the Transportation Advisory Committee's public process. In addition, the MPO has initiated public involvement programs for the Transportation Plan, the Metropolitan Transportation Improvement Program (MTIP), the Air Quality Conformity Determination, the Major Investment Study (MIS), the Unified Planning Work Program (UPWP) and the MPO's provisions for American with Disabilities Act (ADA). The final component of the Public Involvement Policy is the policy review element designed to ensure that the programs are meeting their goals.

VI. Specific Requirements

The Durham-Chapel Hill-Carrboro MPO's Public Involvement Policy is designed to be consistent with the requirements of ISTEA, NEPA and the Interim FTA/FHWA Guidance of Public Participation. These requirements are included in the appendix of the document.

VII. Access to MPO Documents and Technical Information.

DCHC MPO shall provide reasonable public access to technical and policy information used in the development of the Long Range Transportation Plan (LRTP), the Metropolitan Transportation Improvement Program (MTIP), and related studies, plans, and programs.

VIII. Review Procedures/Reassessment of PIP

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO) Public Involvement Policy will be reviewed and evaluated on a tri-annual basis to ensure that the objectives of the plan are being met and that the process provides full and open access to all. A forty-five (45) day public comment period and a public meeting will be held during the tri-annual review to solicit input on the Public Involvement Policy. A summary highlighting the results of the evaluation review will be prepared. The summary will document the effectiveness of the various public involvement mechanisms and will respond to public comments received. The public comments and the MPO's response will be included in the appendix of the updated Public Involvement Policy.

The MPO will also solicit comments on the effectiveness of the Public Involvement Program through outreach programs to seek out and consider the needs of those traditionally under-served by existing transportation systems, including environmental justice (low-income & minority), elderly and LEP households.

1. Transportation Advisory Committee

Transportation Advisory Committee (TAC) - The Transportation Advisory Committee is the policy and decision-making body for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization. The TAC is comprised of elected and appointed officials from the City of Durham, the Town of Chapel Hill, the Town of Carrboro, the Town of Hillsborough, Durham County, Orange County, Chatham County and the North Carolina Department of Transportation. The TAC also has advisory (non-voting) members from the Triangle Transit Authority, the Federal Highway Administration and the Research Triangle Foundation of North Carolina. The TAC is responsible for providing opportunities for citizen participation in the transportation planning process.

Regular Public Involvement Opportunities

The TAC holds regular monthly meetings on the 2nd Wednesday of every month. These meetings are open to members of the public and, upon request, anyone can be placed on the TAC mailing list. At the beginning of each regular meeting, the TAC provides time to receive public comments as a set part of its agenda.

Public Involvement for Specific Planning Items

For particular planning issues (i.e. plan development & updates, studies, amendments to planning documents, etc.), the TAC will open a public comment period (3-6 weeks depending on the item) and hold a public hearing. The notice for the public comment period and the public hearing are advertised in *The Herald Sun*, *The Carolina Times*, *The News & Observer*, *The Chapel Hill News* and *The Independent* newspapers, as well as on the public service announcement on Time Warner Cable. Local member jurisdictions are advised to publicize the public comment period/hearing in their local media as well. The notices will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested). Both written and oral comments received are compiled by the planning staff and reviewed by the TAC.

Response to Public Comment

The TAC acknowledges public comments in two ways. The TAC may incorporate public comments and the MPO's response, as an appendix, into the specific planning document. Or depending on the number of comments, the TAC may instruct the planning staff to respond directly by letter. Acknowledging public comments is a way to let the public know that its comments are being addressed and is part of the public involvement feedback process.



2. Transportation Plan

Preamble

The Transportation Plan public review and participation process is designed to provide early and adequate opportunities for citizens and public officials (including elected officials) to be involved in the Durham-Chapel Hill-Carrboro (DCHC) Transportation Plan development. This public participation program is designed to involve all parties in the early stages of plan development and the subsequent update process. It is also designed to provide gradual progression from the general information (vision setting and formulation of goals, objectives and policies) pertaining to the plan to very specific information regarding alternatives and plan selection. Each public forum or input technique will use information collected at previous "forums" in order to build progression concluding with the adoption of the Transportation Plan.

Purpose of Public Involvement Process

The purpose of the public involvement policy is to develop and implement strategies to inform and involve citizens in all stages of the development and update of the Transportation Plan.

Mission of the Public Participation Process

Public ownership of the Transportation Plan: the goal of the program is to ensure that policy decisions (at key decision points) will reflect the values, needs, and priorities of those affected by the decisions (i.e. the general public).

Objectives

1. Encourage citizens to take a proactive role in the development of Transportation Plan.
2. Bring a broad cross-section of members of the public into the public policy and transportation planning decision making process.
3. Educate the public and elected officials in order to increase public understanding of both the options and the constraints of transportation alternatives.
4. Determine the public's knowledge of metropolitan transportation system, and public values and attitudes concerning transportation.
5. Determine public concerns/perceived impacts of elements of the Transportation Plan.

6. Determine which elements of the Transportation Plan would support or diminish the citizens' desired lifestyle.
7. Establish a channel for an effective feedback process.

Elements of the Public Involvement Procedure

The Public Involvement Process for the Transportation Plan consists of a series of innovative public participation techniques, including: a citizen advisory committee, public service announcements, a newsletter, public meetings, surveys, and the mass media. These techniques will be employed at various stages of the plan development.

Public Involvement Process

1. The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization will provide opportunity for early and meaningful public involvement in the development and update of the Transportation Plan. The MPO shall develop a public involvement plan for the development and update of long range transportation plans.
2. Proactive participation techniques will be employed to involve citizens and provide full access to information and technical data. The technique will generally include, but not be limited to; public meetings/hearings, surveys, focus groups, newsletters, public service announcements, charrette, citizen advisory committee, mass media, etc.
3. Information dissemination, notification of meeting, publication of proposed plans will be integral elements of the public involvement process.
4. The DCHC MPO will initiate the Transportation Plan update process as required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEAU-LU), the Clean Air Act Amendments (CAAA) and subsequent federal regulations. Elements of the Transportation Plan, and/or amendments will meet all current Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Environmental Protection Agency (EPA), and the North Carolina Department of Transportation (NCDOT) requirements.
5. A draft work program and schedule for the Transportation Plan update process will be developed by the TCC and made available for public review. The work program will detail the strategy for the Transportation Plan update process including work elements and a tentative schedule.
6. Copies of the draft work program and schedule will be distributed to the member jurisdictions, citizen groups and agencies, and will also be placed in the local

libraries. Notification of the draft Transportation Plan work program will be provided via:

The Herald Sun
The Carolina Times
The News & Observer
The Chapel Hill News
The Independent
Time Warner Cable Public Service Announcement

The notification will inform the public of the availability of the draft work plan for review and comment, where to send written comments, and addresses and phone numbers of contact persons. The notices also will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator, or other provisions as requested). Additionally, the notice will inform the public that copies of the draft Transportation Plan work program are available for review at local libraries, and offices of member agencies.

7. The public comment period will be for a minimum six week (42-day) public comment period, effective from the date of the public notice publication. Written comments will be received during the comment period and will be directed to the Lead Planning Agency (LPA). The Lead Planning Agency's contact person, phone number and e-mail address will be included in the public notice.
8. Public meeting(s)/workshops will be held to: formulate a vision for the Transportation Plan development; provide the public background information on the metropolitan transportation system and other issues as well as the proposed framework of the Transportation Plan update process; and to receive citizen input.
9. Public meetings (forums) designed to solicit public comment will be held at various locations around the metropolitan area to encourage the greatest public participation. Public meetings will be held at a location which is accessible to persons with disabilities and which is located on a transit route.
10. The TCC will assemble all comments and forward comments to the Transportation Advisory Committee (TAC). The TAC may choose to hold a public hearing before adopting the strategy and work program for the Transportation Plan. Comments regarding the draft strategy will be considered and addressed in adopting the final program.

11. Any significant revision and amendment to the Transportation Plan work program will be subject to the public review process as outlined above.
12. The public participation component of the Transportation Plan will generally follow the same citizen input and review as outlined in aforementioned PIP Policy Framework. Public input will be solicited to review and comment on any major Transportation Plan amendment proposal as well as analyses conducted as part of the amendment request. Adequate opportunity will be provided for public involvement in the amendment of the Transportation Plan, and any significant revisions to the Transportation Plan will also be subject to public comment period as described in # 7 of this policy.
13. The DCHC MPO will endeavor to consult with federal and State agencies responsible for land management, natural resources, environmental protection, conservation, historic preservation and economic development in the development of long range transportation plans and LRTP air quality conformity determination.
14. The DCHC MPO will endeavor to employ visualization techniques in disseminating information relating MPO long range transportation plans. Visualization tools is intended to aid the public and decision makers visualize and interact with transportation plans and projects, alternatives, large data sets and land-use information more effectively. Visualization techniques will vary, and could range from GIS displays, mappings and land-use/transportation scenario planning tools to information technology, such as three-dimensional digital models, Web-based information systems, transportation and urban simulation, and Internet communications.
15. The DCHC MPO will endeavor to make technical and other information available to the public using the MPO website and other electronically accessible formats and means as practicable The Website shall also include copies of appropriate reports, plans, maps and visualization information pertaining to the LRTP.
16. The DCHC MPO will endeavor to involve the public at key decision points of the Transportation Plan development. Decision points are those stages where the TAC will be required to endorse or take action on particular work elements. These include, but are not limited to:
 - Formulation of vision, goals and objectives
 - Policy development
 - Review and approval of socio-economic and demographic projections

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- Review of land use information and scenarios
 - Review of modeling process
 - Review and determination of transportation deficiencies
 - Identification of transportation (facility) needs
 - Evaluation of alternatives and selection of preferred option
 - Plan recommendation and adoption
17. The process for developing, updating, and amending the Transportation Plan will generally follow the sequence and procedure illustrated in Exhibit 2.



3. Metropolitan Transportation Improvement Program

Overview

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

Introduction

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

Public Involvement Process

1. The DCHC Technical Coordinating Committee (TCC) will develop a draft Regional Priority List from the Local Project Priorities of the MPO jurisdictions.
2. The Regional Priority List will be published for a minimum three week (21-day) public comment period and the notice will be published by the Lead Planning Agency (LPA) in:

The Herald Sun
The Carolina Times
The News & Observer
The Chapel Hill News
The Independent
Time Warner Cable Public Service Announcement

The notices for the public comment period and the public hearing will include

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

3. The MPO Citizen Advisory Committee will be afforded opportunity to provide input and comments the development of the MTIP priority lists.
4. The Transportation Advisory Committee (TAC) will hold a public hearing on the draft Regional Priority List. The public hearing will be held at a location which is accessible to persons with disabilities and which is located on a transit route. The TAC will approve a final Regional Priority List after considering the public comments received.
5. The DCHC MPO Technical Coordinating Committee will develop a draft MTIP from the approved Regional Priority List and from revenue estimates provided by the North Carolina Department of Transportation. The TCC will forward the draft MTIP to the Transportation Advisory Committee. The Transportation Advisory Committee will publish the draft MTIP for public review and comment.
6. Copies of a draft MTIP will be distributed to TAC members and the MPO Citizen Advisory Committee (CAC). Each jurisdiction will also have copies available for public review. The draft MTIP will follow the same notification procedures as outlined above for the Regional Priority List.
7. The public comments will be assembled and presented to the Durham-Chapel Hill Carrboro TAC. The TAC will hold a public hearing on the draft MTIP. The public hearing will be held at a location which is accessible to persons with disabilities and which is located on a transit route. Public comments will be addressed and considered in the adoption of the MTIP.
8. The DCHC MPO, being a maintenance area for air quality will provide additional opportunity for public comment on the revision of the draft MTIP (if the final MTIP is significantly different and/or raises new material issues).
9. The process for updating and approving the Metropolitan Transportation Improvement Program will follow the sequence and procedure as illustrated in

Exhibit 3, sections 2, 3 and 4 above, and as described in the aforementioned PIP framework.

10. Amendments to MTIP will be available for public review and comment, if they make a substantial change to the MTIP. A substantial change is classified as the addition or deletion of a project with an implementation cost exceeding \$1 million. Public comment on project additions or deletions of less than \$1 million may be sought at the discretion of the TAC by majority vote. As long as a project's description, scope or expected environmental impact have not materially changed, the TAC may approve changes to project funding without a separate public meeting.
11. Written public comments and their responses will be published as an appendix to the final MTIP.



4. Air Quality Conformity Determination

Introduction

The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) is required to make a conformity determination on its Transportation Plan. The Metropolitan Transportation Improvement Program is a subset of the Transportation Plan and is therefore covered by the conformity analysis.

Public Involvement Procedure for the Air Quality Determination

1. The DCHC MPO in conjunction and cooperation with the air quality inter agency partners will prepare an air quality conformity analysis for the Durham-Chapel Hill-Carrboro metropolitan planning area boundary.
2. The DCHC Technical Coordinating Committee will receive the draft Conformity Report, review it, and forward it to the Transportation Advisory Committee (TAC). The Transportation Advisory Committee will then publish the draft Conformity Report for public review and comment.
3. Copies of a draft Conformity Report will be distributed to TAC members. Each jurisdiction will also have copies available for public review. Notices regarding the draft Air Quality Conformity Report will be advertised by the Lead Planning Agency in the following media:

The Herald Sun

The Carolina Times

The News & Observer

The Chapel Hill News

The Independent

Time Warner Cable Public Service Announcement

Notices may also be published in member jurisdictions' local newspapers by the member agencies' staff. The notice will inform the public that a draft Conformity Report has been published by the DCHC MPO and that copies are available for public review and comment at local MPO jurisdictions and the county libraries. The notices will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested).

4. The public review period will be for a minimum one month (30-day) period, effective from the date of public notice publication. Written comment will be received during the public review period, and will be directed to the LPA. The Lead Agency's contact person, phone number and e-mail will be included in the public notice.
5. The public comments will be assembled and presented to the Durham-Chapel Hill Carrboro TAC. The TAC will hold a public hearing on the draft Air Quality Conformity Report. The public hearing will be held at a location which is accessible to persons with disabilities and which is located on a transit route. Public comments will be addressed and considered in the Air Quality Conformity Determination.
6. The DCHC MPO, being a maintenance area will provide additional opportunity for public comment on any revisions to the draft Conformity Report (if the final Conformity Report is significantly different than the one which was made available for public comment by the MPO, and raises new material issues, which interested parties could not reasonably have foreseen for the public review notifications).
7. The Air Quality Determination is valid for four years, unless changes are made to the Transportation Plan (or MTIP) which would have an impact on the air quality analysis. If such changes are made a new analysis needs to be conducted, including the public involvement procedure outlined above.
8. The process for updating and approving the LRTP Air Quality Conformity Determination shall generally follow the principles as described in the PIP Framework of this document.

5. Major Investment Studies

Introduction

The major investment study (MIS) supports decisions on significant federally funded transportation investments along a corridor or subarea level of the metropolitan area. The MIS identifies all reasonable strategies for the study area in order to meet its transportation demands and relieve any transportation problems. It is a detailed analysis designed to provide local decision makers with more comprehensive corridor level technical analysis early in the transportation planning process. Although MIS is no longer required by SAFETEA-LU (MIS was required by ISTEA), federal regulations encourage the integration of MIS with MPO planning process.

Public Involvement Process

The scope of a major investment study for the Durham-Chapel Hill-Carrboro will be determined on a project-by-project basis. Therefore, the MPO will choose the appropriate public involvement initiatives to meet the goals of the MIS. The public involvement techniques that may be used are public informational meetings, newsletters, media relations and the formation of a Citizen Advisory Committee.

These techniques will be used through the development and approval of the MIS. The MIS will also be subject to the public procedures of the Transportation Advisory Committee and will be consistent with the MPO's ADA provisions.



6. Unified Planning Work Program

Introduction

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) requires that each Metropolitan Planning Organization (MPO) prepare an annual work program known as the Unified Planning Work Program (UPWP). The UPWP must identify the MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit.

Purpose

The purpose of public involvement in the UPWP process is to keep the public apprised of and to receive input on the planning activities to be undertaken by the Metropolitan Planning Organization.

Public Involvement Process

1. The Distribution Formula for FTA Section 5307 funds for the appropriate federal fiscal year is submitted to the Transportation Advisory Committee (TAC) for approval. The TAC meetings are open to the public and comments on the Distribution Formula may be received at this time.
2. The Lead Planning Agency distributes FHWA Section 104(f) planning funds based on the TAC approved formula.
3. The local jurisdictions will prepare a list of tasks and funding for the federal fiscal year according to the approved Distribution Formula. These lists are submitted to the Lead Planning Agency for compilation into a draft Unified Planning Work Program.
4. The draft Unified Planning Work Program is reviewed by the Technical Coordinating Committee (TCC). The TCC meetings are open to the public. The TCC then endorses a draft UPWP and forwards the document to the TAC for release for a minimum of 21-day comment period.
5. The draft UPWP is then reviewed by the TAC. TAC release draft UPWP for a 21-day comment period. The draft is sent to the Public Transportation Division for comments.
6. The final UPWP comes back again to the TAC for approval. Upon TAC approval, the UPWP is then forwarded on to the State and FHWA/FTA.

7. The process for updating and approving the annual UPWP shall generally follow the principles as described in the PIP Framework of this document.

7. Americans with Disabilities Act (ADA) Provisions

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

- All notices for planning activities of the Metropolitan Planning Organization will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions requested).
- Notices for the public comment period and the public hearing will be advertised in *The Herald Sun*, *The Carolina Times*, *The News & Observer*, *The Chapel Hill News* and *The Independent* newspapers, as well as on the public service announcement on Time Warner Cable. Local member jurisdictions are advised to publicize the public comment period/hearing in their local media as well. Public meetings will be held in locations accessible to persons with disabilities and will be located near or on a transit route.

The Durham Area Transit Authority (DATA)

- There is a DATA Access Advisory Committee for Durham which serves as an ongoing mechanism for public participation. The Committee is composed of paratransit users, persons with disabilities who are not paratransit users and representatives from agencies and employers who work with disabled persons.
- Committee meetings are held bi-monthly and are advertised by notices on paratransit vehicles, in the City Calendar, and notices sent to Radio Reading Services.
- The written notices are printed in large (15 point) font.
- For policy changes, public forums and public hearings are held. Announcements are advertised through public notices in local newspapers, public service announcements on local radio and television stations, the Radio Reading Service and large print notices posted in the paratransit vehicles.
- DATA has updated its Paratransit Plan and is in compliance with the ADA requirements. Copies of the Paratransit Plan are available in large print and on audio cassette.

Chapel Hill Transit

- The Chapel Hill and Carrboro Transportation Boards serve as an ongoing mechanism for public participation.
- For policy changes, the Transportation Boards hold public hearings. Notices are published in the local newspapers.
- Chapel Hill Transit has updated its Paratransit Plan and is in compliance with the ADA requirements. Copies of the Paratransit Plan are available in large print and on audio cassette.

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Citizen Advisory Committee (CAC) Plan and Schedule

Purpose

This document presents the procedure and schedule for establishing a Citizen Advisory Committee (CAC) for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO). A separate document called *CAC Guidelines* provides the background, role, conduct standards and other pertinent information for the CAC.

Standing Committee

The CAC would be a standing committee. It will facilitate public input to the Technical Advisory Committee (TAC) on a continuing basis for the MPO's major products and processes such as the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP). It will not be established for a single project such as the LRTP or a corridor study.

Schedule

The following schedule will establish the CAC:

Date (2006)	Action
July 26	<u>TCC</u> reviews and comments on CAC Plan and Guidelines.
August 9	<u>TAC</u> reviews and comments on CAC Plan and Guidelines, and approves advertisement for membership.
August 16	<u>LPA</u> staff conducts mailing and advertising outreach to solicit CAC applications.
September 27	<u>TCC</u> recommends final CAC Plan and Guidelines, and draft membership list.
October 11	<u>TAC</u> reviews and approves final CAC Plan and Guidelines, and comments on proposed membership list.
October 25	<u>TCC</u> recommends final membership appointments
November 8	<u>TAC</u> appoints membership.
November 17	<u>LPA</u> notifies membership and conducts CAC orientation session.
Nov.-Dec.	<u>CAC</u> conducts first meeting.

Membership Diversity Goals and Recruitment

It is important that the CAC membership to broadly represent the MPO planning area both in geographic and social diversity terms. This section proposes general goals for membership representation. The tables below propose geographic goals for the three different counties in the MPO planning area based on population and diversity goals. Although the MPO will work hard to achieve these goals, there is no guarantee that the appointed CAC membership will exactly reflect these goal numbers. The CAC membership will also reflect the number and diversity of the qualified applications that are received.

Geographic

Jurisdiction	% Population	# Representatives
Durham County	65%	26
- Durham City (~50%)		
- Durham County (~15%)		
Orange County	30%	12
- Chapel Hill		
- Carrboro		
- Hillsborough		
- Unincorporated areas		
Chatham County	5%	2
Total	100%	40

Note: For illustration purposes, this table assumes a 40-member CAC.

Diversity

Type of Representation	# Representatives
Neighborhood & Citizen Groups	10
Environmental & Alternative Transportation	10
Business and Industry	10
Institutions & Non-profits Organizations	10
At-Large Appointment (to balance geography & diversity)	(as needed)
Total	40

Note: For illustration purposes, this table assumes a 40-member CAC.

Recruitment

The LPA staff will make a substantial effort to ensure that as many citizens as possible are aware of the opportunity to serve on the CAC. This advertising will include:

- Sending a letter to citizens that have been involved in the public input processes of the local jurisdictions of the MPO. For example, citizens involved in the Durham City/County comprehensive plan update and the Southwest Durham/Southeast Chapel Hill Collector Street Plan would be included in this mailing. There are over 900 contact names in this mailing database.
- Special advertisement in the newsletters and Web sites of citizen and business organizations such as the Chamber of Commerce, neighborhood associations, professional organizations, economic and social justice organizations.
- Advertising in local newspapers.

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Citizen Advisory Committee (CAC) Guidelines

Purpose

This document provides background, role, conduct standards and other pertinent information on the Citizen Advisory Committee (CAC) of the DCHC MPO. The CAC will use these guidelines and other instructions from the Technical Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO).

CAC Role

The role of the CAC is to facilitate an environment where the broad public can provide input on the development of the major products and processes of the DCHC MPO. CAC members will serve as the primary liaison to the public for the Technical Coordinating Committee (TCC) and the TAC. The TAC is the policy and decision-making body of the DCHC MPO, being composed of elected officials from the various jurisdictions in the DCHC MPO and an NCDOT board member. The TCC provides advice and recommendations to the TAC, being composed of staff members from agencies in the region that have transportation interests. These CAC liaison responsibilities will be carried out through public workshops, CAC discussion meetings, and CAC reviewing and monitoring of the DCHC MPO products.

TAC Role

Generally, the TAC is committed to keeping the CAC properly informed on the MPO products and processes, fairly considering CAC input in the decision-making process and responding to inquiries raised by CAC members. Specifically, the TAC appoints CAC members and administers this set of guidelines.

MPO Products and Processes

The products and processes in which the CAC is likely expected to facilitate public input include:

- Long Range Transportation Plan (LRTP) – The LRTP lists the transportation projects planned for the next 30 years and must be updated every 4 years. Given the complexity and importance of the LRTP, a component in its development is almost always under development.
- Transportation Improvement Plan (TIP) – The TIP lists the funding source for project planning, right-of-way acquisition and construction over the next 7 years. The TIP is updated every two years.

- Unified Planning Work Program (UPWP) – The UPWP lists the funding source and various planning efforts and projects for the DCHC MPO. The UPWP is updated annually.
- Socio-Economic Data (SE Data) – The SE Data consists of residential and employment data that is input into the regional travel model, which is used to develop the LRTP and the air quality conformity determination. The SE Data is updated every four years as part of the LRTP update process.
- Environmental Justice (EJ) – EJ studies ensure that minorities and the economically-disadvantaged do not experience disproportionately negative impacts from transportation projects, or are underserved by such projects. Also, EJ ensures that these groups and persons with limited English proficiency are aware of the opportunities to provide input into the process.
- Special Projects – Special projects might include a major investment study for a specific transportation corridor, a collector street plan, or an environmental study for a major highway or transit facility or service.

Membership

Citizens interested in being members of the CAC will complete and forward an application to the TAC. The TAC will appoint CAC members based on the existence of a vacancy, the current composition of the CAC, and the qualifications of the applicant. CAC members are volunteers and will serve without compensation. The MPO intends to appoint a CAC membership that represents a balance of the many geographical, social, economic, cultural, business and environmental interests in the MPO planning area. At its discretion, the TAC may remove CAC members at any time. A CAC member may be a member of another board, committee or commission of one of the DCHC MPO member jurisdictions.

Meetings and Administration

The CAC will meet at least quarterly, and more often depending on the demand imposed by the various MPO product cycles. The Lead Planning Agency (LPA) will provide logistical and administrative support to the CAC. On some occasions, the CAC might choose to hold separate meetings in Durham and Orange counties, in which case members may attend either meeting with the assurance that duplicate information will be shared at both meetings and meeting minutes of all CAC meetings will be sent to all members. On some occasions, the CAC meeting will be held in conjunction with a public workshop. The CAC meetings are open to the public and will be well publicized.

The MPO will help the CAC maintain awareness of important activities, decisions and issues of the TAC and the TCC by providing the CAC members with an electronic copy of the monthly TAC and TCC meeting agendas and attachments.

Structure

At a minimum, the TAC will select two Co-Chairs for the CAC. The two Co-Chairs will be selected on the basis of one from Durham County and one from Orange County. The Co-Chairs will serve as the principal liaison to the TAC and will preside over CAC meetings and processes. The CAC may appoint subcommittees composed of its members and the subcommittee may appoint officers for that subcommittee.

Attendance Requirement

The TAC may replace CAC members who have been absent for 3 consecutive meetings.

Ethical Standards

The DCHC MPO will adopt the following general Code of Ethics for the CAC. CAC Members will:

- Treat other CAC members fairly, respectfully, and allow other views to be presented;
- Refrain from using information that is not available to the general public for his or her personal or financial advantage;
- Abstain from voting upon matters in which he or she has a financial interest; and,
- Abstain from engaging in any activities that might be construed as being in conflict with their responsibilities as a CAC member.

Limitations of the CAC

The CAC is not empowered to:

- Speak for the TAC or any other governmental body;
- Make staff assignments; and,
- Enter into any contracts for goods or services under the auspices of the MPO, CAC or a governmental body.

Guideline Changes

The TAC may change these guidelines at its discretion. The CAC may request that the TAC make changes, additions, or deletions to these guidelines.

**DCHC MPO
Citizen Advisory Committee (CAC)
Membership Solicitation**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is soliciting persons to serve on a Citizen Advisory Committee (CAC). The CAC is a standing advisory committee whose central purpose is to facilitate public input and comments to the MPO on a continuing basis. The application process for the CAC will end on Day, Month date, 2006.

The Durham - Chapel Hill - Carrboro Metropolitan Planning Organization (DCHC MPO) is an umbrella agency whose responsibility, under federal law, is to coordinate and make decisions on comprehensive transportation planning and programming in the urban area. The DCHC MPO planning area involves seven local governments - Carrboro, Chapel Hill, Chatham County (north east portion), Durham, Durham County, Hillsborough and Orange County as well as NCDOT. The Triangle Transit Authority (TTA) and the Turnpike Authority serve as ex-officio members.

Public participation and involvement is critical to the transportation planning process. An important element of the DCHC MPO Public Involvement Policy (PIP), is ensuring that the citizens of the area are involved in various aspects of the MPO transportation planning processes, plans and programs. The CAC will review and comment on the plans, programs and planning process on an ongoing basis. The CAC will be appointed by the MPO Transportation Advisory Committee, the policy body of the DCHC MPO. The CAC will consist of approximately 40 members from throughout the planning area and will meet quarterly or as needed.

Members will serve for three years and could seek reappointment for another term.

For further information, about the Citizen Advisory Committee or the DCHC MPO transportation planning process, please contact: Felix Nwoko (felix.nwoko@durhamnc.gov) or Ellen Beckmann (ellen.beckmann@durhamnc.gov) at the Durham Transportation, 101 City Hall Plaza, Durham N. C. 27701, Mon. - Fri., between the hours of 8-4:30 at (919) 560-4366 or fax (919) 560-4561. A committee membership application and additional information will be provided after contact.

GREATER TRIANGLE TRAVEL STUDY

HOUSEHOLD TRAVEL SURVEY EXECUTIVE SUMMARY

PREPARED FOR:

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION
DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
TRIANGLE TRANSIT AUTHORITY

PREPARED BY:

NUSTATS

IN COOPERATION WITH:

TRIANGLE REGIONAL MODEL SERVICE BUREAU
INSTITUTE FOR TRANSPORTATION RESEARCH AND EDUCATION
NORTH CAROLINA STATE UNIVERSITY

3006 BEE CAVES RD., SUITE A-300 ■ AUSTIN, TEXAS 78746
(512) 306-9065 ■ FAX (512) 306-9077 ■ WWW.NUSTATS.COM

CONTACT: STACEY BRICKA, *RESEARCH DIRECTOR* OR RAMON DICKERSON, *SR. RESEARCH ASSOCIATE*



NuStats



EXECUTIVE SUMMARY

The Greater Triangle Travel Study was sponsored by the Capital Area Metropolitan Planning Organization, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization, the Triangle Transit Authority, and the North Carolina Department of Transportation. The 2006 Greater Triangle Household Travel Survey (documented herein) is one of four such studies conducted by NuStats for the sponsors, under the direction of the Triangle Regional Model Service Bureau at the Institute for Transportation Research and Education at the North Carolina State University and in association with NuStats' DataSource and the Louis Berger Group. The other studies include a regional transit on-board survey, a commercial vehicle survey, and a special land use survey.

The primary objective of the household travel survey effort was to document demographic and travel behavior characteristics of regional travelers in order to update the current regional model and to develop a new, more robust travel demand model for the 12-county Greater Triangle region. The data will also be used to support other studies relating to regional travel, including assessing response to policy initiatives and the identification of transportation infrastructure investment priorities.

The 2006 Greater Triangle Household Travel Survey was conducted using state-of-the-art travel survey methods and computer-aided telephone interviewing (CATI) technology. It entailed the collection of activity and travel information for all household members during a specific 24-hour period. The survey relied on the willingness of regional households to (1) provide demographic information about the household, its members and its vehicles and (2) have all household members record all travel-related details for a specific 24-hour period, including address information for all locations visited, trip purpose, mode, and travel times. Due to variances in response rates, incentives were offered to select households (those with no vehicles, those living in the outlying counties who were of African American descent, and those comprised of university students). This was accompanied by an extensive public information campaign that was designed to emphasize the importance of and benefits from participating.

Survey work began with design in August and September 2005, followed by a pilot study in October and November. The full study ran from January through June 2006. In total, 7,300 households were recruited to participate in the study and 5,107 provided all details required for inclusion in the final data set. The overall response rate was 25%, which included a 35% recruitment rate and a 70% retrieval rate.

A total of 5,107 regional households fully participated in the Greater Triangle Household Travel Survey. In doing so, these households provided data about their household composition, vehicles owned, and travel about the region. When properly weighted to adjust for non-response, the data from the 5,107 households contains details about 12,560 household members, 9,312 vehicles, and details regarding 51,002 unlinked trips during a 24-hour period. When expanded to the survey universe, the travel data represents 548,539 households, 1,349,032 persons, 1,000,158 vehicles, and 5,478,060 unlinked trips. In all, the households reported an average of 9.99 daily unlinked household trips and 4.06 daily unlinked person trips.

STUDY FINDINGS

A brief discussion of trends and relationships with respect to household characteristics and the travel behavior as determined by the survey follows.¹ Further definition of survey conduct and study findings can be found in the Greater Triangle Household Travel Survey Final Report. Table ES-1 contains estimates pertinent to transportation volume for the study area. For purposes of the household travel survey effort, the study area included all of Chatham, Durham, Franklin, Granville, Johnston, Lee, Orange, Person, Vance, and Wake Counties, and portions of Harnett and Nash Counties.

TABLE ES-1: STUDY AREA TRANSPORTATION VOLUME ESTIMATES

	2006 Survey Results
Total Households Surveyed	5,107
Total Households Expanded to 12-County Region	548,539
Average Household Size	2.46 persons
Average Vehicles per Household	1.82 vehicles
Total Person Trips Recorded	51,002 trips*
Average Daily Household Trip Rate	9.99 trips*
Travel Volume Projection	5,478,060 trips*

Source: 2006 Greater Triangle Household Travel Survey, weighted. *Unlinked Trips

Household Characteristics. The average household size for the 5,107 households that participated in the household travel survey was 2.46 persons per household. The majority were 2-person households that owned their own homes, as shown in Figures ES-1 and ES-2.

FIGURE ES-1: HOUSEHOLD SIZE

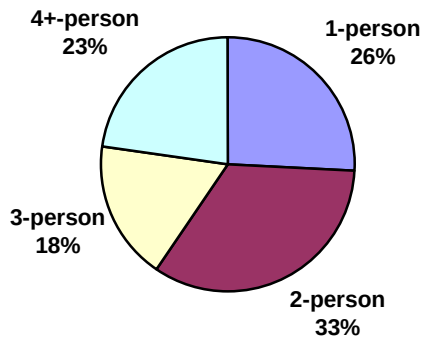
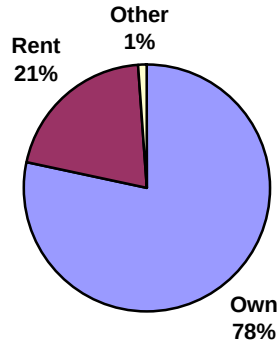


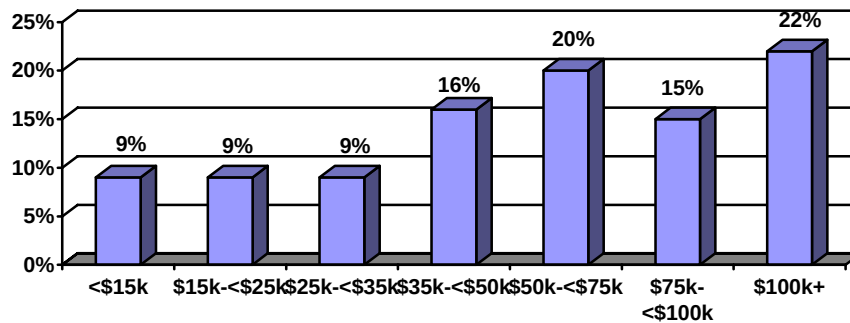
FIGURE ES-2: HOME OWNERSHIP STATUS

¹ All travel characteristics and trip rates reported herein reflect unlinked trips. TRM Service Bureau staff will link the trips and report on linked-trip statistics in the near future.



Household income was provided by 4,839 of the 5,107 households (the remaining 268 households refused to provide income). Of the 4,839 households that provided this information, the mean household income was between \$35,000 and \$50,000.

FIGURE ES-3: HOUSEHOLD INCOME



Trip rates increased with respect to household income:

- Households reporting incomes less than \$15,000 averaged 6.72 trips per day
- Households reporting incomes of \$15,000 but less than \$25,000 averaged 7.57 trips per day
- Households reporting incomes of \$25,000 but less than \$35,000 averaged 8.07 trips per day
- Households reporting incomes of \$35,000 but less than \$50,000 averaged 8.70 trips per day
- Households reporting incomes of \$50,000 but less than \$75,000 averaged 10.09 trips per day
- Households reporting incomes of \$75,000 but less than \$100,000 averaged 11.79 trips per day
- Households reporting incomes of \$100,000 or more averaged 12.88 trips per day

Most households participating in the survey (93%) reported they owned at least one vehicle, with the remaining 7% of households reporting they did not own any vehicles. As expected, trip rates increased with respect to the number of vehicles owned. Average daily trip rates by vehicles owned included:

- Households with no vehicles averaged 5.91 trips per day

- Households with one vehicle averaged 7.47 trips per day
- Households with two vehicles averaged 11.26 trips per day
- Households with three or more vehicles averaged 12.82 trips per day

Of the 5,107 households that participated in the travel survey, sixty percent have lived in the 12-county region for more than 5 years. Almost one-fourth (19%) lived in the region for less than two years. Of these 938 newcomer households, one-third reported their previous residence as being outside North Carolina.

Travel Characteristics. All members of the 5,107 surveyed households reported all places visited during a specific 24-hour period. Details obtained include travel mode and trip purpose. As shown in Figure ES-4, and consistent with national travel patterns, private automobiles were the dominant mode of travel in the region. Figure ES-5 shows a distribution of trips by purpose. Because these are unlinked trips, the data suggest high proportions of home-based other and non-home based trips. These are reflective of trip-chaining, or multi-purpose trip making, which is a growing national phenomenon.

FIGURE ES-4: TRAVEL MODE

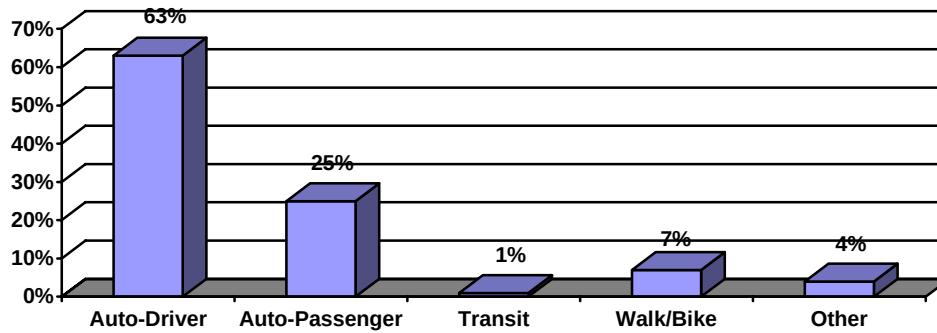
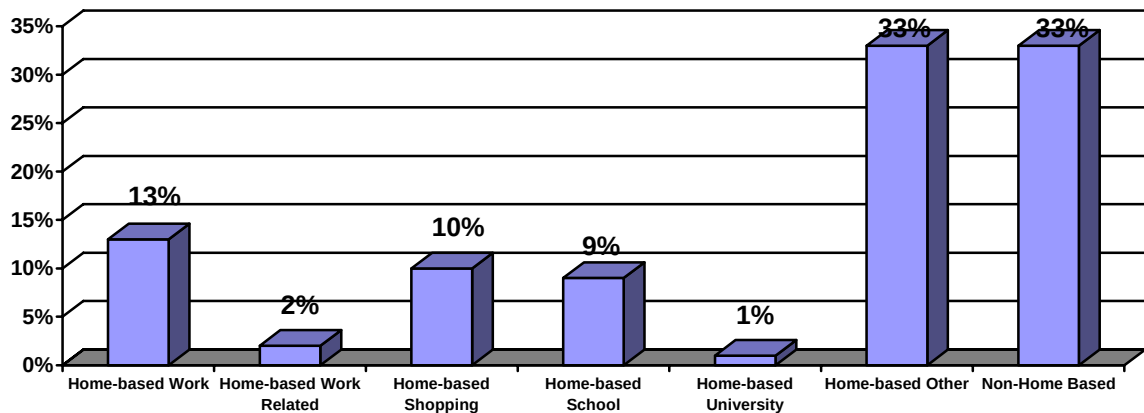


FIGURE ES-5: TRIP PURPOSE



CONCLUSIONS

The data set produced as a result of the Greater Triangle Household Travel Survey represents a comprehensive summary of regional travel behavior for the transportation planning efforts in the Research Triangle region. The survey approach, combined with careful planning at the start of the project and continuous quality assurance efforts during data collection, have resulted in a high quality data set that will be useful in future model development efforts as well as general planning needs.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: June 14, 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 August.

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-May 2006 (Durham County – complete; Orange County – in progress).
- Data Analysis and Projection likely to be completed in June 2006.

- Determine and quantify historic and existing measures likely to be completed in June 2006.
- Identify new measures to be completed in June 2006.
- Identify GHG target and model reduction targets anticipated to be completed in August 2006.
- Criteria Air Pollutant (CAP) Analysis anticipated to be completed in August 2006.
- Formulate Action Plan anticipated to be completed in September 2006.
- Recommend reduction targets, strategies and action plan anticipated to be done by September 2006.
- Draft Report likely to be done in September 2006.
- Final Plan anticipated to be finalized in October 2006.
- Plan Adoption (Carrboro, Chapel Hill, Durham City, Durham County, Orange County and TAC) anticipated occurring during the months of October and November 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 complete; final report is scheduled for release June 27, 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.
- ✓ 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, third in May/June.
- ✓ Bicycle route network draft plan anticipated to be completed in May 2006.
- Four advisory committee meetings planned for the study.
- 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 - 7/1/2006												
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	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%	99.9%	6/15/2006
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%	8/1/2006
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	100%	83.1%	8/1/2006
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	100%	78.6%	11/30/2006
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	96.7%	96.3%	12/31/2006
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	94.0%	84.3%	12/31/2006
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	74.0%	74.2%	08/01/2007
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	10/28/2006			
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	12/1/2006			
NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 7/1/2006												
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	\$ 37,135,000.00	5.7 miles		D. TAYLOR	(919) 250-4016	12/19/2006			
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	4/17/2007			
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	7/17/2007			
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												

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				Project Awarded

Churton street redesign praised

By Emily Coakley, The Herald-Sun
June 26, 2006 10:33 pm

HILLSBOROUGH -- Town officials praised a plan to revitalize and redesign Churton Street Monday night.

"I'm very excited about this. We have a lot to work with here," said Mayor Tom Stevens of the Churton Street Corridor Plan.

The corridor in question is nearly 5 miles long, starting at N.C. 57 north of town, passing south through downtown past Interstate 85, and ending just south of Interstate 40.

Churton Street is the town's main north-south connector, and is heavily traveled. And while there isn't too much at the south end of the corridor right now, big plans are under way. Waterstone, a 337-acre development of homes, retail and a Durham Technical Community College campus, is planned for land just north of I-40 between N.C. 86 and Old N.C. 86. Churton Street at the southern end of town is also Old N.C. 86. At U.S. 70 Business it becomes N.C. 86.

Residents surveyed for the plan ranked reducing congestion, improving pedestrian access and reducing sign clutter as some top priorities.

The corridor plan has a variety of short-term and longer-term recommendations. It recommends adding sidewalks along the corridor, widening the road to four lanes in the southern end and adding tree-planted medians in some areas.

The plan does not recommend widening Churton Street downtown or removing parking, said Margaret Hauth, the town's planning director.

Roundabouts, or replacing an intersection with a circle, are recommended at some spots, including around I-85, at Orange Grove Road and at N.C. 57.

Eric Hallman, a Town Board member, asked what the state Department of Transportation thought of urban roundabouts.

Hauth said DOT is building them in some areas.

Roundabouts eliminate the need to make a left turn, are safer and are easier to maintain. Eliminating a left turn with a roundabout could keep traffic moving and reduce accidents, Hauth said.

The plan is designed to improve and revitalize the Churton Street corridor, she said. It won't eliminate the need for the proposed Elizabeth Brady Road extension, which is expected to help relieve Churton Street congestion.

Another part of the plan recommended creating a system of signs to help people find their way around town. As part of that, one recommendation is to divide the corridor into districts: Waterstone, Churton South, Downtown and North Churton.

Hillsborough has set aside \$15,000 in a budget adopted earlier this month to start designing a sign system. The plan also recommended changing ordinances to require low, monument-style signs.

The Town and Planning boards will take public comments on the Churton Street Corridor Plan at a hearing July 25.

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Road Worrier:

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Money woes create project gridlock

BRUCE SICELOFF, Staff Writer

We'll need more dough to make the bulldozers go. Please insert \$920 million for the next three years.

New highway projects here and across North Carolina are being delayed by five months, starting with contracts that were scheduled to be awarded this summer.

How come? The federal moolah flow is much too slow. State road builders have cut their spending plans accordingly.

The state Department of Transportation had planned to accept bids in July on jobs worth about \$40 million to widen seven miles of Davis Drive, N.C. 54 and Page Road in Research Triangle Park. Now it has shoved back those projects to December.

Also delayed are the widening of Airport Boulevard in Morrisville and a safety upgrade at the Interstate 440 Beltline interchange for Wake Forest Road in Raleigh. Those contracts will move from August to January 2007.

Durham's Holloway Street widening is bumped from November to April 2007. The widening of a mile of U.S. 15-501 in Durham and related Garrett Road improvements will move from December to July 2007.

DOT engineers didn't waste indelible ink when they marked up the calendar. They used well-chewed pencils with well-worn erasers. These jobs have been rescheduled before.

DOT Secretary Lyndo Tippettt warned in May that construction would slow. Over the next three years, DOT expects to take in \$920 million less than it previously counted on for road building, maintenance and other needs.

Why? The cost of a new bridge or road has increased by 50 percent in three years. This inflation will add \$120 million to predicted project costs for the next three years. Meanwhile, state transportation tax receipts are almost flat, even after January's 3-cent hike in the gas tax.

The big source of fiscal disappointment is the federal government -- \$720 million less in allocations than we had expected.

DOT's five-month delay comes on the heels of a bigger slowdown announced last year. The postponed projects were the main items on our current calendar, but they're small potatoes compared with larger jobs shifted several years into an uncertain future.

Among them are extensions to the Interstate 540 Outer Loop, the four-lane conversion of U.S. 401 from North Raleigh into Franklin County, and the East End Connector that would provide a stoplight-free link between U.S. 70 and N.C. 147 in Durham.

These money woes affect all 50 states. The portion of the federal Highway Trust Fund dedicated to road building is expected to run dry in 2009. The feds will fall \$12 billion short of paying for the road work promised in a multiyear package Congress passed in 2005.

That's not a cheerful prospect this week, as we mark the 50th anniversary of the Federal-Aid Highway Act of 1956. President Eisenhower signed the law on June 29, 1956. It established the interstate highway system and, to pay 90 percent of the construction cost, created the Highway Trust Fund.

So what will we do for money?

Funding options

The federal gas tax, 18.4 cents per gallon, has not changed since 1993. Gov. Mike Easley and state legislators are unlikely to allow further increases in North Carolina's 29.9-cent tax. But they are on track to help DOT by restoring money they shifted in recent years to nontransportation needs.

N.C. Go, a coalition of roadbuilding industries and other business and transportation interests, favors a \$1 billion bond issue to get the bulldozers moving again. It says North Carolina should increase the highway use tax collected on auto sales from its current 3 percent to 5 percent, matching the higher rates of neighboring states.

There are other prospective money sources, but tolls are still the favorite among DOT and legislative leaders. The Senate has scheduled its second vote Wednesday on a proposal that would accelerate North Carolina's turnpike transformation.

Senate Bill 1381 adds a loophole to the state ban against putting tollbooths on roads that were built entirely with tax money. It would allow the N.C. Turnpike Authority to collect tolls on a segment of a free road contiguous to a planned toll project -- if it determines that doing so "is needed to help establish the financial viability" of the toll project.

That's what the Turnpike Authority wants to do in Wake County, on a two-mile stretch of tax-funded, toll-free I-540 that will open next year between N.C. 54 and N.C. 55. It would connect two separately proposed toll roads -- the Triangle Parkway through RTP and a 12-mile extension of I-540 from RTP to Holly Springs.

Maybe you think DOT bulldozers are wasteful tax guzzlers. Maybe you blame Triangle traffic hassles on an anti-urban tilt in state priorities. Maybe you're steamed about the idea of paying cash on your route to work, while other roads are toll-free.

Maybe you're right.

But tax dollars are not keeping up with the Triangle's accelerating need for better roads and transit service. Increasingly, it appears that if we want to get new expressways built in a few years rather than a few decades -- and, perhaps, if we want to modernize the old interstates as well -- we're going to have to get used to the idea of toll roads.

Enlighten the Road Worrier with comments, questions or tips:
bruce.siceloff@newsobserver.com or 829-4527. Please include name, address and daytime phone num

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Transit study could be delayed

Make-up of oversight committee stymies Chapel Hill council

MATT DEES, Staff Writer

CHAPEL HILL - A long-awaited study of the town's transit needs could be delayed again after council members complained Monday night the proposed make-up of an oversight committee is unfair.

UNC-Chapel Hill Chancellor James Moeser agreed two weeks ago to help fund a study that would look only at transit -- buses and rail -- and not transportation, i.e., roads.

It was seen as a breakthrough in the debate over the proposed Carolina North research campus, which has many Chapel Hillians concerned about increased traffic.

Town leaders say the study has to happen before they can decide whether to approve Carolina North.

Meanwhile, UNC-CH officials are under a mandate from the Board of Trustees to have a development application ready by next October. Continued quibbling over things like committee membership could jeopardize the ability to meet that deadline.

UNC-CH officials suggested they have four representatives on the committee and Chapel Hill and Carrboro each get two.

Council members said that would give the university a trump card in deciding who should get the contract.

"You just don't create a situation where one person comes to the table and says to heck with the other two," council member Mark Kleinschmidt said.

After a half-hour discussion, the council finally decided they could live with either three UNC-CH representatives and two each from the towns or four each from the university and Chapel Hill and two for Carrboro.

Mayor Kevin Foy will try to negotiate one or the other with university leaders. But he said he wasn't as worried as his colleagues.

The "scope of work" already is defined for before the study, Foy noted. That leaves little room for university officials or anyone else to wield undue influence over the study's results, he said.

"My position is this is something that needs to happen," Foy said. "I see this as an administrative effort rather than a policy or substance effort. It's hard for me to get worried about who's trumping who."

Council member Jim Ward said that's all the more reason UNC-CH leaders shouldn't have a problem with the town's proposals.

"We're not asking to run the show," he said.

Staff writer Matt Dees can be reached at 932-8760 or matt.dees@newsobserver.com

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Columbia Street project open for comments

BY ROB SHAPARD, The Herald-Sun

June 27, 2006 7:07 pm

CHAPEL HILL -- The N.C. Department of Transportation is taking comments on long-awaited improvements to a stretch of South Columbia Street, although it doesn't expect to actually start construction until March 2009.

The project area is the narrow, winding stretch of South Columbia between Manning Drive and Purefoy Road, near the U.S. 15-501/N.C. 54 Bypass intersection. The DOT's current schedule calls for it to start acquiring the additional land it would need for a new right-of-way next March.

But it would be another two years after that before the department plans to award a contract for the construction, and the contractor likely would start work two or three months after that on a March 2009 date, said Jason Moore, an engineer in the DOT's Roadway Design Unit.

Moore was among several DOT representatives who set up displays in the cafeteria of Culbreth Middle School on Tuesday, part open house and part public hearing. Residents peered and pointed at the colored design drawings taped to the walls and asked the engineers about the details.

"My initial reaction is that it's sorely needed," said Sue Foster, who lives along Westwood Drive at its intersection with South Columbia. "They've been talking about it for as long as we've lived in the house, which is 15 years. I hope it goes through."

Although the project is a widening of the street, the proposed design from DOT does not call for adding new travel lanes for vehicles.

Instead, the aim is to widen the two existing travel lanes to make them each 12 feet wide and to add a center turn lane. The design also includes new, five-foot sidewalks on each side of the street and four-foot bicycle lanes in each direction.

There's a lot of history in that design. It represents the Town Council's wishes for how the road should be improved, rather than a full-scale widening.

In past years UNC Health Care officials wanted to see the DOT add new travel lanes to the street, as a major roadway into the UNC Hospitals complex. But health-care and UNC Chapel Hill officials have publicly backed the town's preferred design in recent years.

Along with the broad outlines, some of the details include:

- Preserving all of the stone wall that lines part of South Columbia. To do that, the DOT plans to focus its right-of-way acquisition on the eastern side of the street.
- Removing four houses along that eastern side. Records list Jean McClean and 211, Inc., as the owners of those properties, and it's the DOT's understanding that they are rental houses.
- Expanding the street's right-of-way from its current 60 feet to a width varying from 80-100 feet.
- Installing curbs and gutters on each side of the street.

The DOT currently estimates the cost at about \$4.9 million, with federal funds to cover 80 percent.

"I think they've done a real nice job in general," said Pete Andrews, as he studied the drawing.

"They've protected the side of the road that gives it its character," he said. "I'm glad to finally see this coming to fruition, at this scale."

Andrews, who lives off Mt. Carmel Church Road, said he felt a full-scale widening would have had "greater consequences for the character of this road and probably of the town."

Residents with comments can contact Jamille Robbins at jarobbins@dot.state.nc.us, phone 715-1534, fax 715-1501 or N.C. DOT, 1583 Mail Service Center, Raleigh NC 27699-1583.

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Pedal to the mettle



By JEREMY WATSON, CORRESPONDENT

CARRBORO -- Twice a week, Niles Barnes bounds up and down the steps of Kenan Stadium, sometimes hopping on one leg. Barnes doesn't quit until he's lapped the whole football field.

He and four others are building up their muscles and stamina to haul folks in Chapel Hill and Carrboro in pedicabs, bicycle taxis found mostly in Western tourist hotspots and Asian countries.

"Fitness will be a requirement," said Dennis Markatos-Soriano. "If two sumo wrestlers come up to us, we'll do our best to serve them."

The service is run by Greenway Pedicabs, a company formed by local investors and members of SURGE, a student-led environmental and social justice network headquartered at UNC.

Greenway's first cab, a two-seater with a white frame, black cushioned seats, a black canopy and a black bike came in Wednesday and may carry riders this weekend.

A Carolina blue cab that seats three adult passengers will arrive in July.

"We know the people of Chapel Hill and Carrboro like quality, so that's what we went for," said Markatos-Soriano, Greenway's manager and SURGE's executive director. "These are really the nicest bikes around."

Riders can hail pedalers between the Carrboro Farmers' Market and the Morehead Planetarium and Science Center on Tuesdays, Thursdays, Fridays and Saturdays. They can also make calls for pick-ups on those days.

Markatos-Soriano doesn't have a rate schedule yet, but estimates a trip from He's Not Here on West Franklin Street to Kenan Stadium would cost \$4 to \$5 per person, meaning a \$9 to \$10 tab for two riders.

Tar Heel Taxi, which bases its fares on zones, would charge \$6 total for up to three people, with an additional \$3 for each extra person.

Brion Stracensky, owner of Revolve Pedal Cab in Eugene, Ore., recommends the pedalers ask to be paid up front. A rider once ran off without paying after Stracensky pedaled him six miles.

Markatos-Soriano plans to pay \$11 an hour. Tips are welcome, but pedalers won't be miffed if they don't get one. "We're all pretty laid back," he said.

Safety is a priority for the pedalers.

The cabs come with front and brake lights, and all pedalers get background checks and training. To avoid accidents, pedalers will veer to the side of the road or take side streets if they clog traffic.

They won't pedal in sleet or snow but may travel through light rain if the canopy covers riders' legs. In winter months, Greenway will keep riders warm with wool blankets.

The company expects to do its best business with tourists, fans going to Carolina games, students, couples and the bar crowd.

"It would be a good alternative to a cab if you had too much to drink," said Scott Williamson, a Durham resident who walks and drives in Chapel Hill.

For couples, Barnes said pedicab rides are romantic and perfect for weddings.

But Shannon Morrow of Durham said she wouldn't ride one to set the mood.

"It's not like it's a horse-drawn carriage," said Morrow, who works at Salon 135 in Chapel Hill and may ride a cab once for fun. "A guy pedaling or a girl pedaling furiously might take the romance out of it."

Pedicab companies have done well in college towns, said Ed Oliver, production manager at Main Street Pedicabs, which sold the cabs to Greenway for \$9,000.

During a football weekend in Norman, Okla., Oliver had to stop giving rides after his hundredth trip because he was too tired to pedal any farther.

Three-fourths of any profits Greenway makes will go to the investors -- Barnes, Markatos-Soriano and Danny and Tim Toben of Chapel Hill. One-fourth is being earmarked for SURGE projects, such as Earth Action Fest, which raised \$1,000 to help put energy-efficient appliances in Orange County schools.

More than money, Greenway's main goal is to reduce greenhouse gas emissions by curbing the use of fossil fuels.

"We're talking miles per burrito instead of miles per gallon of gasoline," Markatos-Soriano said of the emissions-free cabs.

Contact Jeremy Watson at 932-2025 or jwatson@nando.com.

Fit to live in

Two Triangle communities earn a special designation for promoting well-being



Chapel Hill and Durham have places for people to get out and get moving, like the American Tobacco Trail.
N&O File Photo

JOE MILLER, Staff Writer

Ten years ago, a speed bump in front of your house was a sign the neighbor kids saw your street as a drag strip. Today, a speed bump symbolizes a community that cares about its residents' health.

Speed bumps, traffic circles, sidewalks, workplaces with showers, school lunches with non-fried options -- these are among a variety of traits health experts look for when determining whether a town takes the health of residents seriously. And such are the traits that helped two Triangle communities -- Chapel Hill and Durham -- become two of eight communities to earn the state's first-ever Fit Community designation. Forty-one North Carolina communities applied; in addition to Chapel Hill and Durham, Apex was the only other Triangle community to apply.

Briefly, the Fit Community program is a joint effort by the N.C. Health and Wellness Trust Fund and Blue Cross and Blue Shield of North Carolina. Criteria for what constitutes a Fit Community were derived by Active Living By Design, a Chapel Hill nonprofit that advises 25 communities nationwide -- from Seattle to Columbia, Mo. -- on ways to be healthier.

Each Fit Community aspirant had to fill out a questionnaire with more than 160 questions (not to mention a special essay section).

To determine a Fit Community, Active Living wanted to know more than just what sort of physical fitness facilities the communities had on the ground. Sure, having parks within a quarter-mile of half the population helped. So did a high ratio of sidewalks to roads.

But places to get moving were not the only thing.

"Exercise was not necessarily the top value," says Active Living's Mark Dessauer.

The communities also had to prove a long-term commitment to the health and well-being of their residents.

Are healthy amenities actively promoted? Do the cities adequately finance health and nutrition programs? Do the towns' largest employers make an effort to create a healthy environment?

The reward for being named a Fit Community may not seem like much: a plaque to hang in the mayor's office, highway signs, and eligibility to apply for a modest pool of Fit Community grants.

Plus, of course, bragging rights.

Those bragging rights, though, could yield economic dividends.

"For a retiree looking to move or a business looking to relocate, being labeled a Fit Community could give you a leg up," says Lt. Gov. Beverly Perdue, who is chairwoman of the Health and Wellness Trust Fund.

Perdue also capitalizes on the Fit Community she lives in, Chapel Hill, by running or walking an hour every morning.

State writer Joe Miller can be reached at 812-8450 or jmiller@newsobserver.com.

'Superstreet' good to go

By ROB SHAPARD, The Herald-Sun

July 8, 2006 10:43 pm

CHAPEL HILL -- Long-awaited but often-delayed improvements to the busy, convoluted intersection of U.S. 15-501, Erwin Road and Europa Drive finally will begin this week.

That's the latest word from the state Department of Transportation, which has set Monday as the official start date for the project.

"You should start seeing some activity," said Brad Wall, DOT division construction engineer.

The project is going to require closing some lanes on U.S. 15-501 in both directions over the next 15 months. But that isn't likely to be part of the work that starts this week, Wall said.

The contractor, Triangle Grading and Paving, expects to focus first on realigning adjacent Dobbins Drive. That means at least partial closing of Dobbins' northern section during the realignment work.

"That will be the first order of business, and it will take a few months to complete," Wall said.

Nighttime work on 15-501

Still, Wall said it wasn't 100 percent certain the contractor wouldn't start closing lanes along U.S. 15-501 early in the process.

But whenever the contractor does reach that point, the lane closings and construction will be done only at night, said Kumar Neppalli, town traffic engineer.

"It's a major corridor, not only for the local traffic but regional traffic," Neppalli said. "I think the plan they came up with will work. We just have to see how things will go. If there are problems with their plan, I'm sure DOT will be willing to adjust to minimize the disruption."

It's taken awhile to get Superstreet to the starting line.

Bids from contractors came in too high, the DOT had to re-bid the project three times, and the timetable has slipped.

One recent estimate was that the work would start last year and actually be done by the end of 2006. But the final contract for the \$4.3 million project sets a completion date of Oct. 31, 2007.

So, what exactly is this road project with the cartoonish name?

Although the description isn't as elegant as engineers might like, it resembles an elongated traffic circle, with traffic signals.

The contractor eventually will remove the one existing traffic signal at the U.S. 15-501/Erwin/Europa intersection -- the town's busiest intersection -- and install four new ones at intervals.

The idea, in part, is that traffic flow will improve because the cycle length of the traffic signals will be reduced.

"I think it's exciting we're going to actually see the beginning of this," said Chapel Hill Mayor Kevin Foy. "The DOT's had a lot of time to look at how it works in other places. No matter how you look at that intersection, it's just really hard to figure out how to make it work."

Foy said he navigates the intersection on trips to N.C. Central University in Durham and to attend governmental meetings.

"The frustration of drivers trying to pass through there is going to be significantly reduced," he said. "This is the most creative solution we've found, and all indications are that it's really going to improve the intersection."

But Harvey Krasny, who lives off Erwin Road and has followed development issues in that area, said he still has questions about the long-term benefit.

"It remains to be seen," he said. "The town continues to get development applications for that area, and that's going to complicate it. Common sense tells me if you keep adding high-density development to the area, which brings vehicles, how is this improvement going to help?"

Legal U-turns

Along with replacing the single traffic light with four, the design will eliminate left turns from northbound U.S. 15-501 onto Erwin Road and from U.S. 15-501 southbound onto Europa Drive.

It also will eliminate the direct road access between Erwin Road and Europa Drive.

Motorists who want to turn left onto those two roads or go from one to the other will have to use U-turn points that will be constructed about 800 feet in either direction of where the intersection is now.

At the same time, even the DOT doesn't see the changes as a permanent cure.

By the scale engineers use to assess roads, the intersection now has a level of service of E or F, the lowest, at most times of the day.

Once Superstreet is completed, the department estimates the level of service will improve to D, but that it likely will drop back to E or F in a few years, considering estimates of growth.

"I wish the project had been done as planned, two or three years back," Neppalli said. "The benefits are reduced by two or three years. But I'm glad there is something coming now to take care of it for at least a few more years."

Town Councilman Ed Harrison said he knew the construction was going to lead to significant hassles, but he was looking ahead to benefits.

"It's going to make an intersection that works very badly, work differently and better," he predicted. "Long-term, we really should be thinking there could be another one closer to Interstate 40. I'm not going to hold my breath, because it takes a long time for this stuff to get done."

Foy said he was hopeful.

"This is the first time we've done this [design] in Chapel Hill," he said. "If it works, it's possible we'll be able to do it in other places where we've got difficulties."

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Drivers face changes on way to Superstreet

The Herald-Sun
July 18, 2006 5:26 pm

CHAPEL HILL -- As a contractor for the N.C. Department of Transportation starts work on the Superstreet project at the busy intersection of U.S. 15/501, Erwin Road and Europa Drive, motorists can expect a number of things at the work site.

For example, Dobbins Drive between Erwin and Sage roads will be closed for about six months, as crews reconstruct Dobbins to allow widening along U.S. 15/501.

In addition, the DOT says that:

-- Most of the construction will be done at night, to ensure that traffic continues to flow normally during peak times. Therefore, motorists traveling during the day should not encounter construction delays; however, nighttime motorists should expect lane closures and delays on U.S. 15/501.

-- Lanes on U.S. 15/501 and Erwin Road/Europa Drive will be open between the hours of 7 a.m. to 9 p.m., Monday through Friday, and 10 a.m. to 9 p.m. on Saturday. Lanes on U.S. 15/501 and Erwin Road/Europa Drive will be open between the hours of 6 a.m. to midnight, Monday through Sunday.

-- Residential and business driveway access will be maintained during construction.

-- Changeable message signs will be used to inform motorists of lane closures.

A Superstreet is a roadway design that prohibits direct left-hand turns from the main street (in this case, U.S. 15/501) onto the side streets (Erwin Road and Europa Drive).

All left-hand turns will be accommodated by two traffic signals at the future u-turn points about 800 feet north and south of the current intersection. Improvements also include a new pedestrian crosswalk and a bicycle trail at the intersection.

The nearly \$5 million project was awarded to Triangle Grading and Paving and is scheduled for completion in late 2007. For more information, contact the resident engineer at (800) 228-8540.

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Stretch of I-540 may be toll road

By GREGORY PHILLIPS, The Herald-Sun
July 9, 2006 6:24 pm

DURHAM -- Drivers on the stretch of Interstate 540 under construction through southeastern Durham could have to pay tolls to use it, even though the 5-mile segment was proposed and built as a free road.

The state Senate has passed a bill that would allow the N.C. Turnpike Authority to impose tolls on existing free highways if they connect to an existing or planned toll road.

The bill, now in the House Committee on Transportation, was proposed in order to put a toll on a 3-mile stretch of the I-540 segment that ultimately could link two proposed toll roads.

But with both I-40 and the Durham Freeway connecting to the proposed toll projects, local transportation planners want to make sure they're involved in any decisions to toll existing roads.

"Our feeling is, if you're talking about changing a free facility to a toll facility, that's a major transportation decision," Durham Transportation Manager Mark Ahrendsen said.

An amendment to the bill has been floated that would require local approval before tolls are imposed on existing free roads.

David Joyner, executive director of the Turnpike Authority that suggested the bill, said consulting local planning organizations already is part of the authority's policy.

Ahrendsen said he'll be studying the policy more closely, but would still like to see local involvement written into law.

"Policies can change," he said.

Joyner brushed aside any possibility the freeway eventually could see tolls. Any attempt to do so, he said, would be "suicidal." And he said the freeway would be protected from tolls because state law requires a free alternate route for all toll roads.

"I can't imagine that happening," Joyner said.

Under the Turnpike Authority's plan, the 2-mile stretch of I-540 between I-40 and N.C. 54 would remain free. But the 3 miles from N.C. 54 to N.C. 55 would be a toll road because part of it would connect the proposed 4-mile Triangle Parkway. The parkway would run south from I-40 with the Western Wake Freeway portion of I-540.

Without tolls on the connecting road, there'd be a mixture of tolled traffic and free traffic on the same stretch of road.

"You can't do that," Joyner said.

Putting a toll on that stretch of I-540 would allow the authority to seek joint bond funding to meet the construction costs the tolls won't cover, he said.

A study found that combining the two projects would help tolls cover more of the cost, as much as 75 percent. Joyner said that bond funding would help keep tolls low.

Traffic could be using the new I-540 segment as soon as December, according to DOT Division Engineer Jon Nance.

Joyner said it wasn't financially feasible to install separate tolled lanes on the road. But if tolls are imposed, he said, it would occur at some point after the road opened.

Although the Triangle Parkway toll road wouldn't intersect with I-540 at the N.C. 54 interchange, tolls would have to be imposed at that point because the next intersection would be with toll roads only.

"That's where the motorist is going to have to make a decision, 'Am I going to pay or not?'" Nance said.

Joyner said the bill wouldn't open the floodgates for drives on other free roads that intersect with proposed toll roads to be charged.

"I'm not aware of any existing road in the U.S. that's ever been tolled," he said. "This one is not a slam dunk either, but at least it's not currently open to traffic."

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Study: Public could favor toll roads

July 11, 2006

By Gregory Phillips, The Herald-Sun

If the state wants to sell drivers on toll roads, it needs to show them the benefits and make them more aware of the alternatives, according to a consultant hired to examine public attitudes toward tolls in North Carolina.

"This is all very new to people," consultant Frank Wilson told the N.C. Turnpike Authority board Tuesday. "There is an information void here that gradually needs to be filled."

Consultants met with business and community leaders and held a series of 12 focus groups with 120 residents of areas across the state where toll projects are proposed, as part of a comprehensive study the turnpike authority has commissioned to determine the feasibility of the six toll projects it's identified across the state.

The focus groups acknowledged the need for relief from traffic congestion and showed an increasing preference for tolls -- compared with tax increases or registration fee hikes -- the more information they were given, Wilson said.

"When it begins to impact the quality of life, your attitude begins to change," Wilson said. "They will not use it every day, but they will use it for those important trips."

Drivers expressed a growing frustration with congestion and an acceptance that tolls are a fair way to pay for roads, according to the study. But there was a widespread feeling that governments should be able to build roads without exacting tolls. North Carolina is facing \$700 million less than expected in federal funding in the upcoming budget, with inflation eating away at what's left.

Still, Wilson said, "People do not believe there's a funding problem."

Of the six toll projects the authority is considering, the need for the 3.5-mile Triangle Parkway in Durham wasn't well-understood in the focus groups, Wilson said. The road would cut through Research Triangle Park, connecting Interstate 40 with the section of Interstate 540 currently under construction. It's proposed primarily as a commuter route to take some of the RTP traffic away from I-40.

"Once it's explained a little bit more, they'll look at it as a congestion reliever," Wilson said. "They'll look at it as a shortcut, and it will be a quicker commute."

The current 140,000 cars on I-40 through RTP are expected to increase to 225,000 by the time the parkway would be open.

"I-40 will simply not carry that sort of capacity," State Transportation Secretary Lyndo Tippet said after the meeting.

Negative attitudes to the parkway project are unlikely to derail it, since the authority plans to finance that road jointly with the Western Wake Freeway to get more for its money. Construction could begin on those projects as soon as late 2007 and be completed by 2011.

A bill passed the state Senate last week that would also allow part of the under-construction segment of I-540 to be tolled because it would connect the two toll projects.

The Western Wake Freeway -- the part of I-540 that would skirt southwestern Durham -- faced a problem of fairness in the focus groups, since the northern portion of the road was built toll-free.

That's indicative of the what's-in-it-for-me attitude that most drivers settle on, Wilson said. It's also reflected in the positive attitude among the focus group members who approved of toll roads because they felt others -- tourists and through-traffic -- would be paying for them.

"This is what it all boils down to in the end," Wilson said.

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How do we fix the interstates?

FALLING APART AT AGE 50: With shortfalls in state and federal revenue, the nation's 47,000-mile interstate highway system is deteriorating. North Carolina leaders say paying for improvements will require innovative financing plans

OTHER MONEY OPTIONS

Feeling the pinch from the rising costs of maintaining and upgrading highways, officials in North Carolina and other states are seeking new ways to pay for transportation.

Here are some of the funding options at play in other states or up for discussion in North Carolina:

TOLLS: North Carolina law allows tolls on new roads and bridges but not on existing highways. There is a proposal to charge a toll on Interstate 95, but opponents worry that this would discourage tourism.

CONGESTION PRICING OR VALUE PRICING: Some states, such as California, Texas, Minnesota and Maryland, allow drivers to pay extra to use express lanes and avoid congested roads.

TAXING BY MILEAGE: Oregon has a pilot program in which volunteers are charged by

industry and other groups, has called for raising the North Carolina levy of 3 percent on the sale of cars. Other states impose taxes of 5 percent or more.

LOCAL OPTION FUNDING: Local governments want the General Assembly to grant them permission to create taxes and tolls to meet their local transportation needs.

BOND ISSUES: NC Go! is pushing for a \$1 billion bond issue to jump-start transportation and transit improvements and repair.

PRIVATIZATION: Indiana recently handed over a toll road to private investors for \$3.8 billion, and Virginia is leasing its Pocahontas Parkway to an Australian company. Other states also are considering selling or leasing roads to private firms.

BRUCE SICELOFF, Staff Writer

Interstate 85 traffic rattles across the wide Yadkin River on two cramped, antique bridges with no shoulders and no room for mistakes.

There may be slower bottlenecks on the I-85 drive north from Charlotte, but there are none scarier.

"I always get white-knuckled through there," said Jeff Merritt of Raleigh, who does a lot of driving as a regional executive for Los Angeles-based KB Home. "I usually turn the radio down. I tell my kids to be quiet."

Built in 1955, the narrow I-85 bridges near Salisbury are notorious among travelers and long overdue for replacement. But a planned \$196 million overhaul was postponed indefinitely last year. The state could not afford it.

The nation's aging, 47,000-mile interstate highway system is deteriorating in North Carolina and across the country. State and federal revenues have fallen behind the sharply rising expense of replacing worn-out pavement, upgrading outmoded interchanges and widening clogged bridges and roadways.

Fifty years ago this summer, Congress established the interstate network and created the Highway Trust Fund to help pay 90 percent of construction and maintenance costs. But federal auditors have warned that the fund, fueled primarily with gas tax revenues, might run dry by 2009.

The Federal Highway Administration says it needs \$10 billion each year merely to keep the heavy congestion and crumbling pavement from getting worse -- but it has only \$7.5 billion to spend.

Congress has held the federal tax at 18.4 cents per gallon since 1993, when regular gas retailed for about \$1.10.

A national commission on highway funding will report next summer on how to cover the shortfall.

Meanwhile, North Carolina leaders are searching for ways other than the state gas tax -- 29.9 cents per gallon -- to pay for the state's share of interstate costs as well as improvements in other roads.

"The investment we are making in the highest level of our transportation system in this state is not keeping pace with the loadings of traffic and the trucks and the stress we are putting on the system," said Len Sanderson, the state highway administrator. "And there is great need for additional moneys to do that."

North Carolina's 1,084 miles of interstates carry 20 percent of the state's highway traffic, but they consume a much bigger share of our highway money. Interstates account for \$3 billion, or 37 percent, of the state's scheduled highway spending over the next seven years.

This summer, the state Department of Transportation is wrapping up a 13-year, \$270 million makeover for an eight-mile stretch of I-85 in Durham. The new lanes and interchanges will open to traffic in August.

But for every section of old interstate made new, funding setbacks elsewhere add more and more interstate projects to a costly state backlog.

"It's been incremental, and there's still a long way to go," Merritt said.

He finds it increasingly difficult to know how long an interstate trip will take.

"The predictability of our interstate system has really dropped. That has become a problem, because you don't know how to budget your time."

Taking up local funds

While the interstates serve truckers and motorists from across the state, the cost of maintaining and expanding them falls most heavily on urban counties with the worst traffic congestion.

The state distributes transportation money according to an "equity formula" that gives an extra share to the more populous counties -- but not enough to cover the expense of heavy urban commuter traffic.

Durham County is still reeling from the double-whammy cost of the improvements to I-85 plus \$55 million to widen 10 miles of I-40. During the past seven years alone, the two interstate jobs sucked up 71 percent of Durham's state and federal highway money -- \$285 million out of a total \$404 million.

That left just \$17 million per year for other highway improvements in a county with more than 200,000 residents and plenty of street hassles.

Dozens of planned road improvements have languished on Durham's waiting list, including upgrades to Hillandale Road in north Durham, U.S. 15-501 in west Durham and N.C. 54 in south Durham.

"We've been paying the price for a long time here in Durham," said Ellen Reckhow, chairwoman of the county commissioners. "And as a consequence, we have many neglected road needs that have not been addressed."

Nancy W. Dunn, a Winston-Salem businesswoman, also worries about local needs in the five Piedmont counties she represents on the state Board of Transportation. I-85 passes for 41 miles through two counties in her area, Division Nine, but it consumes more than 50 percent of the division's highway money each year.

Dunn shares Merritt's dread of the I-85 drive across the Yadkin. She looked forward to the start of construction this year on a modern, wider replacement for the notorious bridges and six miles of worn-out roadway on either side of the river.

But the estimated cost of the project zoomed from \$148 million in 2003 to \$196 million in 2005. At the same time, DOT reduced its overall spending. New revenues were slowing and a budget surplus had been exhausted faster than expected, so DOT reduced its awards of new highway contracts from \$1 billion in 2004 to less than \$400 million last year.

Reluctantly, the state postponed the Yadkin bridge project indefinitely. I-85 drivers will continue to suffer while DOT moves forward with plans to ease congestion in the fast-growing suburbs west of Winston-Salem and finishes the widening of busy U.S. 70 between Salisbury and Statesville.

"If we were to build the [Yadkin] project, it then would preclude our having any other project in Division Nine for the next seven years," Dunn said. "It doesn't seem quite fair, does it?"

State transportation board member Nina Szlosberg of Raleigh says it would be fairer to pay for interstate improvements at the state level, rather than continuing to take the money from the allocations to local highway divisions. The remaining highway money would be reserved for transportation needs that are more strictly local in nature.

But interstate costs are part of a bigger problem that must be solved in Washington, she says.

"We've got real needs in North Carolina to improve secondary roads," Szlosberg said. "We've got regional and local thoroughfare systems that desperately need to be improved to meet the needs of a growing state. We need to provide alternatives and transportation choices to people. And we can't do that if we've got to maintain [the interstates], if the elephant is still in the room."

Figuring out where to send the bill is one thing, but a larger challenge is simply dealing with the expense of interstate highway improvements.

Repairs on the fly

These days, only a small portion of interstate work involves new roadway construction. Most interstate projects involve extensive improvements to busy freeways, where construction crews share their workspace with tens of thousands of motorists.

"It's like living in your house while you're rebuilding it," said Steve Varnedoe, DOT's chief highway operations engineer.

That work takes more time. DOT says 30 percent of its \$270 million overhaul on I-85 in Durham involved temporary construction -- including six temporary bridges -- to route traffic around the work sites.

"Today for the most part, we're out there reconstructing this under traffic," said Sanderson, the state highway administrator. "The environment is totally different, and the costs are much higher."

Construction costs on I-85 in Durham averaged about \$30 million per mile, according to statistics on a DOT Web site. By comparison, construction costs are running below \$14 million per mile on a 12-mile addition to I-540 in Wake County, where traffic hassles are relatively minor.

The interstate system was inspired partly by the Autobahn in Germany, which had impressed President Eisenhower and other Americans during World War II. After the war, some Washington leaders wanted to expand turnpikes that had been established in northeastern states.

Recently toll financing has made a rapid comeback in states across the country, and North Carolina is joining the trend. An extension of Wake County's I-540 loop appears likely to be the first project of the new N.C. Turnpike Authority.

Dunn, Szlosberg and other DOT leaders say North Carolina will have to pursue toll-funding and other alternatives to cover interstate and other transportation costs.

DOT expects to take in only \$55 billion over the next 25 years to pay for transportation needs projected to cost \$85 billion. The \$30 billion gap prediction came from the state's first long-range transportation plan in 2004.

Dunn presided over that effort. When the numbers are updated later this year, she says, DOT's 25-year funding gap could grow to \$100 billion or more.

While North Carolina struggles to upgrade its old interstate highways for 21st century use, the state also hopes to add new freeways to the system.

I-73 and I-74 originate in the Midwest, with proposed routes through North Carolina's midsection. The two routes share some sections, with 36 miles now open and another 51 scheduled or under construction. The state would need \$2 billion to build the remaining 283 miles.

South Carolina has said it will build part of I-74, which ends in Myrtle Beach, as a turnpike. North Carolina leaders are considering toll funding, too.

Dunn believes the new freeways are needed. To build them, North Carolina will have to find new ways to pay for them, she says -- with tolls, with the help of private investors, or through some other innovative means.

Otherwise, she doubts she will see the completion of I-73 and I-74.

"Probably not in my lifetime," Dunn said. "If it goes through the usual process, where you wait for tax money to be generated, I don't think it will happen in time for me to drive on it."

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

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NC Go! pushes interstate repairs

BURGETTA EPLIN WHEELER, Staff Writer

William H. Carstarphen of Charlotte is chairman of NC Go!, whose members include local chambers of commerce, regional transit systems, construction industry associations and consulting engineers. He recently spoke with assistant Q editor Burgetta Eplin Wheeler. Excerpts:

Q: What's the situation with North Carolina's interstates as your group sees it?

A: We think our interstates are deteriorating, and we don't see evidence of the state's ability to finance their modernization and in some cases their improvement. Under our current system of financing transportation needs, NC Go! has recommended in our "Fill the Gap" program that we

consider using tolls on interstates to provide the funding necessary to maintain and modernize them.

Q: What's the most critical need?

A: Our most critical needs are maintaining and improving ... what we already have.

Q: How did we get to the place where we can't pay to maintain our highways?

A: Part of the problem is that the interstates were built largely with federal funds, 90 percent in most instances, and the federal dollars are simply not available. The burden of maintenance has fallen more heavily on the states. Unfortunately, our transportation funding policies simply do not generate revenues to do what we need to do as well as what we want to do, which is a political question.

We think at NC Go! that while the condition of our interstates is an example, it's only part of the problem. The problem is our current system of funding is no longer adequate.

Q: What funding avenues are you proposing?

A: No. 1 is, to kick-start our lagging repair and maintenance efforts at NCDOT, that we consider a billion-dollar transportation bond immediately.

Q: What are the chances of that happening?

A: We have had some interest and support from members of the General Assembly with whom we have spoken. At the same time, they are wrestling with a number of items. Quite honestly, we doubt it will get consideration in the session that's ending right now, but we hope it gets serious consideration in the long session.

We also have urged the General Assembly to end diversions from the trust fund.

Q: What does that mean?

A: The Highway Trust Fund is one of the two principal funds that pay for highway construction in North Carolina. The trust fund was created back in the '80s to supplement funding abilities. Unfortunately, the General Assembly has diverted funds from the trust fund that most people think should go to transportation needs.

Q: What else would help?

A: While [North Carolina's] gas tax has gotten a lot of attention, and we support the gas tax, we don't think it should be diminished or even capped because our needs are so urgent. But if you look at other funding sources, our surrounding states ask their citizens to participate more in funding transportation than we do in terms of highway-use taxes, which are basically the taxes you pay when purchasing a vehicle. If you look at Tennessee, Virginia and South Carolina, they all have a higher tax on cars, and we think that is a legitimate area to look at.

We also have suggested that the General Assembly consider giving local governments, counties, cities, even regions, more discretion in local-option funding for local transportation needs.

We think other large metropolitan regions -- Durham, Greensboro, Winston-Salem -- as well as medium-sized urban areas should have the ability to decide how to fund transportation needs and given options to let voters decide how to fund those.

We think that package should include the ability to place tolls on urban loops, or regional primary highways, so long as those revenues generated go exclusively to that region, that city or that county.

The final major point we made in our "Fill the Gap" program is that we hope it will generate some discussion about these needs. The final suggestion we made is that it's really time to begin looking at a different way of financing highways and transportation in North Carolina. We have relied on the gas tax so long, and as gas consumption was growing and the tax was growing, it generated a reasonable stream of revenue. Now with the resistance to the gas prices that will continue to escalate, and given the fact that the good news is we are beginning to build more efficient engines and are consuming less gas, the net result is the gas tax is less and less a rational way to finance transportation costs.

We suggest we begin looking long-term at other options, one of which is currently in use in the state of Oregon, and that is a "vehicle mile traveled" charge. The technology exists today, as we see on toll roads where people zip through and a computer automatically deducts a toll from their toll card, the technology exists to develop a system that would charge vehicles and vehicle owners on the basis of the amount of mileage they drive, the time of day they drive -- during high congestion times, of course, the fee would be higher -- and the weight to their vehicle.

Obviously as we see more and more heavy trucks on our highways, we see more and more deterioration of the concrete and asphalt surfaces. That is a factor that needs to be recognized, and it's not recognized in the gas tax.

Our transportation system -- not only our highways but our ports, our airports, local transit -- is so vital to North Carolina's economy that we can't afford to let this system deteriorate as it's beginning to do.

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Member Governments

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

July 5, 2006

Secretary Lyndo Tippet
 North Carolina Department of Transportation
 1501 Mail Service Center
 Raleigh, North Carolina 27699-1501

RE: Proposed NCDOT Policy on Projects Selected by Entities Other than the State
 Board of Transportation

Dear Secretary Tippet:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is aware of a draft policy that NCDOT has proposed regarding projects selected by entities other than the State Board of Transportation. The DCHC MPO has some questions and concerns about this policy and would appreciate clarification of the intent and language of the policy.

The DCHC MPO is primarily concerned about this policy's impact on projects funded by the STP-DA and CMAQ programs. STP-DA and CMAQ projects may span multiple jurisdictions or may be located in unincorporated parts of counties where there would be no municipal project sponsor. In addition, these projects may be located on or require significant consideration of roads on the state-maintained system. In these cases, it would be greatly advantageous for NCDOT to conduct pre-construction activities rather than local governments that may not have the expertise to manage the projects.

The language in the current draft policy is unclear. The draft states that the policy applies to all projects that an MPO or other governmental entity directs funds to that are not funded in the current STIP. The DCHC MPO currently allocates STP-DA and CMAQ funds to projects through a cooperative process that includes NCDOT staff and State Board of Transportation members. The MPO does not direct funds to projects independently outside of this cooperative process. The DCHC MPO is concerned that the language used in the draft policy potentially applies to all STP-DA and CMAQ projects to be included in future STIPs, regardless of who proposes the project.

Additional state or federal funding used to cover the entire costs of projects partially funded by STP-DA or CMAQ funds is currently provided through the STIP. The process to develop the STIP requires coordination between the MPOs and the State Board of Transportation. In our opinion, it is unnecessary to create an NCDOT policy that requires MPOs and local governments to be generally responsible for all additional funding for

these projects. For the great majority of projects receiving STP-DA and CMAQ funds, additional funding will come from a variety of sources, including local, state, and federal sources, and will be determined through a cooperative process between local government, the MPOs, and the State Board of Transportation.

The DCHC MPO agrees that projects selected by entities other than the State Board of Transportation outside of the cooperative process for developing the STIP and MTIP should be subject to this policy. Non-governmental agencies that direct legislative earmarks to projects that have not been given priority and approved by the MPOs should be subject to this policy. However, the current draft policy potentially applies to all MPO-initiated projects (even those developed through the cooperative STIP process).

The DCHC MPO respectfully requests that the State Board of Transportation delay action on this policy until these concerns are addressed. In addition, the DCHC MPO would like the Board of Transportation to consider examples of how this policy would be applied to different types of projects and communicate these examples to the MPOs before taking action on the policy. Other MPOs and the NC Association of MPOs have raised similar concerns regarding this policy. The DCHC MPO requests that the NCDOT consider these concerns and work with the MPOs to develop a clear policy that targets appropriate projects. Please contact me at 919-560-4366 if you have any questions about the DCHC MPO's concerns.

Sincerely,

A handwritten signature in cursive script that reads "Mark Ahrendsen".

Mark Ahrendsen, Chair
Durham-Chapel Hill-Carrboro MPO
Technical Coordinating Committee

Cc: DCHC MPO TAC Members
Doug Galyon, NC Board of Transportation
Ken Spaulding, NC Board of Transportation
Nina Szlosberg, NC Board of Transportation



North Carolina Department of Environment and Natural Resources
Division of Air Quality

Michael F. Easley, Governor

William G. Ross, Jr., Secretary
B. Keith Overcash, P.E., Director

June 21, 2006

The Honorable William V. Bell
Chair, Transportation Advisory Committee
Durham-Chapel Hill- Carboro Metropolitan Planning Organization
101 City Hall Plaza
Durham, NC 27701

Dear Mayor Bell:

Thank you for your letter about setting motor vehicle emission budgets (MVEBs) for the Raleigh-Durham-Chapel Hill 8-hour ozone nonattainment area. We greatly appreciate your feedback on the setting of the MVEBs.

We have decided to set county level MVEBs for transportation conformity purposes in this nonattainment area and appreciate your support of this. We believe that county level MVEBs better serve our goals of attaining and maintaining the standard in order to protect public health.

The North Carolina Division of Air Quality is committed to working with all our partners during the State Implementation Plan (SIP) process to determine the best course of action in achieving and maintaining air quality goals. If you should have any questions, please contact Laura Boothe of my staff at (919) 733-1488 or laura.boothe@ncmail.net.

Sincerely,



B. Keith Overcash, P.E.

BKO:lab

cc: Sheila Holman, NCDAQ
Laura Boothe, NCDAQ
Mark Ahrendsen, Chair, DCHC MPO Technical Coordinating Committee
Eddie Dancausse, USDOT FHWA
Mike Bruff, Director, NCDOT Transportation Planning Branch
Scott Walston, NCDOT Transportation Planning Branch
Dan Thomas, NCDOT Transportation Planning Branch
Joe Bryan, Chair, Capital Area MPO Transportation Advisory Committee
Ed Johnson, Director, Capital Area MPO Lead Planning Agency

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One
North Carolina
Naturally
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Member Governments

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 County of Chatham
 City of Durham
 County of Durham
 Town of Hillsborough
 NC Department of
 Transportation
 County of Orange

July 18, 2006

Mr. Jay Bissett, PE
 Mulkey Engineers & Consultants
 PO Box 33127
 Raleigh, NC 27636-3127

RE: Triangle Parkway (TIP U-4763)

Dear Mr. Bissett:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) offers several comments on the proposed Triangle Parkway (TIP U-4763) toll road.

The DCHC MPO would like to review the assumptions being used to conduct the travel demand modeling used to plan and design the roadway. The MPO realizes that this modeling is essential to determining the need and design of the proposed toll road, and the assumptions used may have significant effects on the final project. The DCHC MPO would like the project team to examine various tolling options including High Occupancy Toll (HOT) lanes and use of the road by buses and carpools. Because these toll options may have significant effects on potential toll revenues and the design of the roadway, the MPO wants to ensure that these options are not being precluded by the modeling assumptions that are being used for the financial feasibility, planning, and design studies.

Although the Triangle Parkway is a freeway prohibiting pedestrian and bicycle accommodations, the DCHC MPO would like consideration of bicycle and pedestrian facilities in the design of the roadway. The NCDOT Greenway Policy and the Center of the Region Enterprise (CORE) plans should be consulted. All planned and existing pedestrian and bicycle facilities on Y-lines should be accommodated for in the Triangle Parkway design. In addition, the DCHC MPO urges the project team to consider innovative design elements such as providing a separate parallel greenway trail in the Triangle Parkway right-of-way.

The DCHC MPO also requests that the toll road be placed in the reserved right-of-way to the extent feasible, considering the environmental and design constraints. The Research Triangle Foundation has been a strong supporter of the Triangle Parkway from the roadway's inception. The foundation has planned for the roadway by protecting a roadway corridor through the Research Triangle Park. Use of this corridor would minimize the impact on the businesses, facilities, and infrastructure.

The DCHC MPO requests that the Intelligent Transportation System (ITS) strategies used on the Triangle Parkway be consistent with the *NC Statewide ITS Strategic Deployment Plan: Triangle Regional Report*. In addition, modifications to interchange access are also an important issue. Safe and efficient ramp movements at I-40 and the Durham Freeway (NC 147) will need to be included in the design. The DCHC MPO is concerned about interchange access and design at Davis Drive, Hopson Road, I-540, and McCrimmon Parkway. Furthermore, the relocation of all utilities and fiberoptics will need special consideration in the design. We urge the project team to consult with the local governments on these issues.

Finally, the DCHC MPO continues to be concerned about additional funding that will be required to construct the project. The Turnpike Authority has stated that toll revenues will not cover all of the project costs. While the DCHC MPO is generally supportive of the Triangle Parkway, it is not the MPO's highest priority for funding. Realizing the tight competition for highway funding in Division 5, the MPO objects to any diversion of funds from the area's highest priority project, the East End Connector (U-71), or any other higher priority projects to the Triangle Parkway.

The MPO appreciates the project team's invitation to attend meetings and to provide comments on the project. The DCHC MPO hopes to be a partner in the planning, design, construction, and operation of the tollroad. Please contact me at 919-560-4366 if you have any questions or if you would like to set up a meeting to discuss our concerns.

Sincerely,



Mark Ahrendsen, Chair
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
Technical Coordinating Committee

CC: DCHC MPO TAC members

SAFETEA-LU Funding & FY 2006 Rescission

State		Original Amount	Total amount Rescinded	Amount Awarded	% funds Rescinded	2000Census	\$ Per Capita
Alabama		\$535,056,170	\$21,853,785	\$513,202,385	4.1%	4,480,139	\$119
Alaska		\$228,288,252	\$8,635,605	\$219,652,647	3.8%	640,699	\$356
Arizona		\$499,506,758	\$20,703,510	\$478,803,248	4.1%	5,438,159	\$92
Arkansas		\$330,837,555	\$14,356,652	\$316,480,903	4.3%	2,706,606	\$122
California		\$2,381,267,388	\$107,175,539	\$2,274,091,849	4.5%	34,988,088	\$68
Colorado		\$338,198,419	\$15,211,009	\$322,987,410	4.5%	4,498,407	\$75
Connecticut		\$376,937,736	\$16,341,977	\$360,595,759	4.3%	3,458,382	\$109
Delaware		\$104,178,113	\$4,776,050	\$99,402,063	4.6%	805,767	\$129
District of Columbia		\$112,407,878	\$5,363,820	\$107,044,058	4.8%	564,624	\$199
Florida		\$1,289,559,918	\$52,301,841	\$1,237,258,077	4.1%	16,677,860	\$77
Georgia		\$940,654,903	\$38,618,001	\$902,036,902	4.1%	8,581,731	\$110
Hawaii		\$120,644,520	\$5,429,113	\$115,215,407	4.5%	1,234,401	\$98
Idaho		\$197,536,278	\$8,291,293	\$189,244,985	4.2%	1,343,973	\$147
Illinois		\$898,006,320	\$40,024,068	\$857,982,252	4.5%	12,586,839	\$71
Indiana		\$661,150,145	\$28,129,956	\$633,020,189	4.3%	6,154,739	\$107
Iowa		\$288,499,793	\$13,729,673	\$274,770,120	4.8%	2,934,340	\$98
Kansas		\$292,376,091	\$13,534,117	\$278,841,974	4.6%	2,712,454	\$108
Kentucky		\$460,544,276	\$18,010,022	\$442,534,254	3.9%	4,088,510	\$113
Louisiana		\$404,683,450	\$18,617,506	\$386,065,944	4.6%	4,475,003	\$90
Maine		\$128,192,073	\$5,739,543	\$122,452,530	4.5%	1,296,978	\$99
Maryland		\$418,246,584	\$18,834,326	\$399,412,258	4.5%	5,442,268	\$77
Massachusetts		\$466,003,994	\$21,501,592	\$444,502,402	4.6%	6,411,568	\$73
Michigan		\$828,533,266	\$35,798,222	\$792,735,044	4.3%	10,039,379	\$83
Minnesota		\$425,664,013	\$18,602,665	\$407,061,348	4.4%	5,023,526	\$85
Mississippi		\$310,973,491	\$13,912,355	\$297,061,136	4.5%	2,866,349	\$108
Missouri		\$618,465,606	\$27,641,703	\$590,823,903	4.5%	5,681,045	\$109
Montana		\$255,215,718	\$10,589,465	\$244,626,253	4.1%	910,395	\$280
Nebraska		\$197,252,237	\$9,226,766	\$188,025,471	4.7%	1,726,753	\$114
Nevada		\$172,076,917	\$7,721,396	\$164,355,521	4.5%	2,167,867	\$79
New Hampshire		\$130,407,725	\$5,786,336	\$124,621,389	4.4%	1,274,666	\$102
New Jersey		\$695,744,922	\$31,238,480	\$664,506,442	4.5%	8,576,089	\$81
New Mexico		\$250,952,902	\$11,088,300	\$239,864,602	4.4%	1,855,400	\$135
New York		\$1,292,715,319	\$57,347,040	\$1,235,368,279	4.4%	19,164,755	\$67
North Carolina		\$755,312,308	\$31,101,092	\$724,211,216	4.1%	8,312,755	\$91
North Dakota		\$166,994,190	\$7,420,778	\$159,573,412	4.4%	633,571	\$264
Ohio		\$951,965,833	\$41,281,978	\$910,683,855	4.3%	11,404,651	\$83
Oklahoma		\$413,931,430	\$18,862,301	\$395,069,129	4.6%	3,487,076	\$119
Oregon		\$299,292,210	\$14,115,730	\$285,176,480	4.7%	3,522,342	\$85
Pennsylvania		\$1,287,067,418	\$53,871,744	\$1,233,195,674	4.2%	12,324,415	\$104
Rhode Island		\$134,484,666	\$6,457,112	\$128,027,554	4.8%	1,068,550	\$126
South Carolina		\$424,589,865	\$18,182,192	\$406,407,673	4.3%	4,102,568	\$103
South Dakota		\$174,696,675	\$7,756,198	\$166,940,477	4.4%	760,368	\$230
Tennessee		\$572,103,666	\$23,658,856	\$548,444,810	4.1%	5,790,312	\$99
Texas		\$2,183,334,526	\$90,670,526	\$2,092,664,000	4.2%	21,722,394	\$101
Utah		\$190,146,092	\$8,628,503	\$181,517,589	4.5%	2,336,673	\$81
Vermont		\$115,678,528	\$5,256,822	\$110,421,706	4.5%	616,274	\$188
Virginia		\$697,407,933	\$29,052,079	\$668,355,854	4.2%	7,286,061	\$96
Washington		\$448,545,807	\$21,212,285	\$427,333,522	4.7%	6,066,319	\$74
West Virginia		\$285,867,458	\$9,476,792	\$276,390,666	3.3%	1,804,529	\$158
Wisconsin		\$520,781,728	\$21,824,105	\$498,957,623	4.2%	5,439,137	\$96
Wyoming		\$174,357,693	\$8,039,181	\$166,318,512	4.6%	499,045	\$349
TOTAL		\$26,447,336,756	\$1,143,000,000				

SAFETEA-LU 2007 Total Funding & Rescission							
State		Original Amount	Total amount Rescinded	Amount Awarded	% funds Rescinded	2000Census	\$ Per Capita
Alabama		\$673,584,011	\$13,428,941	\$660,155,070	2.0%	4,480,139	\$150
Alaska		307,189,210	5,306,496	\$301,882,714	1.7%	640,699	\$479
Arizona		632,744,688	12,722,108	\$620,022,580	2.0%	5,438,159	\$116
Arkansas		425,705,923	8,822,025	\$416,883,898	2.1%	2,706,606	\$157
California		3,126,022,265	65,858,337	\$3,060,163,928	2.1%	34,988,088	\$89
Colorado		431,837,119	9,347,019	\$422,490,100	2.2%	4,498,407	\$96
Connecticut		458,428,006	10,041,988	\$448,386,018	2.2%	3,458,382	\$133
Delaware		133,600,410	2,934,838	\$130,665,572	2.2%	805,767	\$166
District of Columbia		136,976,767	3,296,017	\$133,680,750	2.4%	564,624	\$243
Florida		1,647,093,983	32,138,978	\$1,614,955,005	2.0%	16,677,860	\$99
Georgia		1,192,870,170	23,730,389	\$1,169,139,781	2.0%	8,581,731	\$139
Hawaii		143,810,103	3,336,138	\$140,473,965	2.3%	1,234,401	\$117
Idaho		249,678,059	5,094,920	\$244,583,139	2.0%	1,343,973	\$186
Illinois		1,156,214,059	24,594,405	\$1,131,619,654	2.1%	12,586,839	\$92
Indiana		843,719,437	17,285,587	\$826,433,850	2.0%	6,154,739	\$137
Iowa		362,426,825	8,436,752	\$353,990,073	2.3%	2,934,340	\$124
Kansas		346,551,876	8,316,584	\$338,235,292	2.4%	2,712,454	\$128
Kentucky		577,391,629	11,066,985	\$566,324,644	1.9%	4,088,510	\$141
Louisiana		524,387,093	11,440,279	\$512,946,814	2.2%	4,475,003	\$117
Maine		156,682,178	3,526,895	\$153,155,283	2.3%	1,296,978	\$121
Maryland		529,407,456	11,573,513	\$517,833,943	2.2%	5,442,268	\$97
Massachusetts		563,191,427	13,212,522	\$549,978,905	2.3%	6,411,568	\$88
Michigan		1,039,951,397	21,997,662	\$1,017,953,735	2.1%	10,039,379	\$104
Minnesota		565,723,662	11,431,158	\$554,292,504	2.0%	5,023,526	\$113
Mississippi		398,970,519	8,549,007	\$390,421,512	2.1%	2,866,349	\$139
Missouri		791,295,411	16,985,561	\$774,309,850	2.1%	5,681,045	\$139
Montana		322,675,493	6,507,124	\$316,168,369	2.0%	910,395	\$354
Nebraska		246,299,012	5,669,758	\$240,629,254	2.3%	1,726,753	\$143
Nevada		220,654,453	4,744,725	\$215,909,728	2.2%	2,167,867	\$102
New Hampshire		155,607,900	3,555,647	\$152,052,253	2.3%	1,274,666	\$122
New Jersey		880,995,966	19,195,745	\$861,800,221	2.2%	8,576,089	\$103
New Mexico		322,801,084	6,813,654	\$315,987,430	2.1%	1,855,400	\$174
New York		1,541,104,135	35,239,205	\$1,505,864,930	2.3%	19,164,755	\$80
North Carolina		961,899,421	19,111,322	\$942,788,099	2.0%	8,312,755	\$116
North Dakota		208,890,796	4,559,996	\$204,330,800	2.2%	633,571	\$330
Ohio		1,235,102,640	25,367,376	\$1,209,735,264	2.1%	11,404,651	\$108
Oklahoma		517,168,935	11,590,702	\$505,578,233	2.2%	3,487,076	\$148
Oregon		382,083,265	8,673,981	\$373,409,284	2.3%	3,522,342	\$108
Pennsylvania		1,536,270,235	33,103,668	\$1,503,166,567	2.2%	12,324,415	\$125
Rhode Island		164,005,149	3,967,833	\$160,037,316	2.4%	1,068,550	\$153
South Carolina		537,479,943	11,172,781	\$526,307,162	2.1%	4,102,568	\$131
South Dakota		224,917,049	4,766,109	\$220,150,940	2.1%	760,368	\$296
Tennessee		737,018,511	14,538,140	\$722,480,371	2.0%	5,790,312	\$127
Texas		2,762,973,964	55,716,165	\$2,707,257,799	2.0%	21,722,394	\$127
Utah		239,239,396	5,302,132	\$233,937,264	2.2%	2,336,673	\$102
Vermont		143,932,683	3,230,265	\$140,702,418	2.2%	616,274	\$234
Virginia		903,652,105	17,852,222	\$885,799,883	2.0%	7,286,061	\$124
Washington		566,945,454	13,034,746	\$553,910,708	2.3%	6,066,319	\$93
West Virginia		362,657,111	5,823,397	\$356,833,714	1.6%	1,804,529	\$201
Wisconsin		657,751,701	13,410,704	\$644,340,997	2.0%	5,439,137	\$121
Wyoming		229,386,467	4,939,999	\$224,446,468	2.2%	499,045	\$460
TOTAL		\$33,476,966,551	\$702,362,500				