

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

Member Governments

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

AGENDA

**September 13, 2006
9:00 AM**

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

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

ACTION ITEMS

- 5. August 9, 2006 TAC Meeting Minutes
(Attachment 5)**

A copy of the August 9, 2006 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the August 9, 2006 TAC meeting.

- 6. MPO Public Involvement Policy – Public Hearing
(Attachment 6, 6A)
Felix Nwoko, LPA Staff
Ellen Beckmann, LPA Staff**

At the 8/9/2006 TAC meeting, the TAC released the draft MPO Public Involvement Policy (PIP) for a 45 day public comment period. The PIP 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 other concerns raised by the TAC. Attachment 6 is a staff memo reviewing the draft PIP and Attachment 6A is the draft PIP. The TAC will conduct a public hearing at today's meeting and will be asked to approve the PIP at the 10/11/2006 TAC meeting.

TAC Action: Conduct a public hearing on the draft MPO Public Involvement Policy (Attachment 6A). Refer comments to the TCC.

**7. Southwest Durham and Southeast Chapel Hill Collector Street Plan
(Attachment 7, 7A)
Felix Nwoko, LPA Staff
Andy Henry, LPA Staff**

The TAC conducted a public hearing at their June 14, 2006 meeting to receive citizen comments on the recommended SW Durham/SE Chapel Hill Collector Street Plan. The TAC requested that the TCC revise the recommended plan based on citizen and TAC comments, and present the revised plan at the August or September TAC meeting. Members of the SW Durham/SE Chapel Hill Collector Street Plan Technical Steering Committee and the consultant, Kimley-Horn Associates, met to revise the SW Durham/SE Chapel Hill Collector Street Plan and discuss initiating related studies such as a public process to change the alignment of the Southwest Durham Drive. The Town of Chapel Hill has scheduled a public hearing for the SW Durham/SE Chapel Hill Collector Street Plan on October 18, 2006, 7PM, in the Chapel Hill Town Council Chambers.

Attachment 7 is a memo describing the revised plan. Attachment 7A is the Revised Collector Street Plan map. The Revised Collector Street Plan report represents only minor changes over the previous version, and given the large size of the document, the revised report is not attached but is available upon request.

TCC Recommendation: That the TAC authorize the release of the revised SW Durham/SE Chapel Hill Collector Street Plan for purposes of Chapel Hill's October 18 public hearing.

TAC Action: Authorize the release of the revised SW Durham/SE Chapel Hill Collector Street Plan for purposes of Chapel Hill's October 18 public hearing and direct that the TCC consider comments from the Chapel Hill public hearing in developing a recommended SW Durham/SE Chapel Hill Collector Street Plan to be presented to the TAC for adoption by December 2006.

**8. Coordinated Public Transit - Human Services Transportation Plan
(Attachment 8, 8A, 8B, 8C, 8D)
Felix Nwoko, LPA Staff
John Tallmadge, Transit/TDM Subcommittee Chair**

The Coordinated Public Transit - Human Services Transportation Plan will guide the selection and funding of future Job Access/Reverse Commute and New Freedom projects. Attachment 8 is a staff memo describing this agenda item. The TCC Transit Subcommittee created a Scope of Work (Attachment 8A) for the plan. Attachments 8B and 8C list frequently asked questions for the JARC and New Freedom funding programs. Attachment 8D is a resolution to amend the 2006-2012 DCHC MPO MTIP to include \$22,433 in administrative funds to be used to create the Coordinated Public Transit - Human Services Transportation Plan. An amendment to the 2006-2007 UPWP is also needed. This UPWP amendment will be brought to the TAC at its October 11, 2006 meeting.

TCC Recommendation:

1. That the TAC approve a Resolution to Amend the 2006-2012 Metropolitan Transportation Improvement Program to fund the development of the Coordinated Public Transit - Human Services Transportation Plan – Amendment #4 (Attachment 8D)
2. That the TAC approve a Resolution to amend the 2006-2007 UPWP that provides for a contract with TTA for the development of the Coordinated Public Transit - Human Services Transportation Plan for the DCHC MPO in accordance with the funding identified in the 2006-2012 MTIP Amendment.

TAC Action:

1. Approve a Resolution to Amend the 2006-2012 Metropolitan Transportation Improvement Program to fund the development of the Coordinated Public Transit - Human Services Transportation Plan – Amendment #4 (Attachment 8D).
2. The amendment to the 2006-2007 UPWP will be brought to the TAC at its October 11, 2006 meeting.

9. **US 15-501 Transit Corridor Memorandum of Agreement (MOA)**
(Attachment 9, 9A, 9B, 9C)

Felix Nwoko, LPA Staff

Andy Henry, LPA Staff

At their April 12, 2006 meeting, the TAC made two requests after discussing the US 15-501 Memorandum of Agreement (MOA). The TAC requested that the TCC modify the MOA to resolve any jurisdictional issues and present a recommended MOA to the TAC. In addition, the TAC was uncertain whether the MOA, which the TAC approved on October 12, 2005, officially changes the corridor in the MPO's long-range transportation plan, and requested that the TCC resolve this issue. The TCC Transit Subcommittee met to discuss the TAC requests. The Subcommittee decided that an MOA was needed to address protection of the US 15-501 Transit Corridor, but no MOA is needed to designate changes to the long-range transportation plan. LPA staff and the Durham City Attorney determined that the TAC has the authority under the existing MOU to make changes to the long-range transportation plan. The action of the TAC on September 14, 2005 expressed the position of the TAC on the specific alignment of the US 15-501 Transit Corridor. See Attachment 9C for copies of letters to the related jurisdictions and the Triangle Transit Authority (TTA).

Attachment 9 is a memorandum providing more detailed background and discussion on this issue, and Attachment 9A is the proposed Memorandum of Agreement (MOA) for the US 15-501 Transit Corridor Protection, which addresses corridor protection. This MOA copy shows the proposed edits to the original MOA that the TAC adopted at their October 12, 2005 meeting. Attachment 9B is a copy of the MOA that assumes the proposed edits are accepted.

TCC Recommendation: That the TAC authorize consideration of a revised Memorandum of Agreement Regarding the US 15-501 Transit Corridor Among Chapel Hill, Durham, Durham County, and the DCHC MPO.

TAC Action: Approve consideration of a revised Memorandum of Agreement Regarding the US 15-501 Transit Corridor Among Chapel Hill, Durham, Durham County, and the DCHC MPO.

10. Draft 2007-2013 Transportation Improvement Program (TIP)

(Attachment 10, 10A, 10B)

Mark Ahrendsen, TCC Chair

Felix Nwoko, LPA Staff

David Bonk, TCC TIP Subcommittee Chair

The State Board of Transportation released the draft 2007-2013 STIP on September 6, 2006. The DCHC MPO supplement is included as Attachment 10. The Funding Report for the draft 2007-2013 STIP is Attachment 10A.

The TCC has also been working on creating the 2007-2013 MTIP. A schedule outlining the steps for approval of the MTIP and STIP, assuming the draft STIP is released in September, is included as Attachment 10B. This was reviewed by the TAC at the 08/09/06 TAC meeting. The TAC is asked to release the DCHC MPO supplement to the draft 2007-2013 STIP as the draft MTIP for public comment. The MPO has customarily done this to ensure that the public has one document to provide comment on and to minimize confusion. LPA staff expect there to be several changes made to the draft STIP based on local priorities and schedules.

TCC Recommendation: That the TAC review the DCHC MPO supplement to the draft 2007-2013 STIP and release it as the draft 2007-2013 MTIP for public comment once it is released by the State Board of Transportation.

TAC Action: Review the DCHC MPO supplement to the draft 2007-2013 STIP and release it as the draft 2007-2013 MTIP for public comment purposes.

11. Update on Regional Transit Infrastructure Blueprint

(Attachment 11, 11A, 11B, 11C, 11D)

Mark Ahrendsen, TCC Chair

John Hodges-Copple, TJCOG

The DCHC MPO approved funding for a Regional Transit Vision Plan in the 2006-2007 UPWP. This plan is now known as the Regional Transit Infrastructure Blueprint. Attachment 11 is a staff memo describing this project. Several documents have been prepared for this project (Attachments 11A, 11B, and 11C). While the Blueprint will help provide the technical data necessary to evaluate major transit projects to be included in DCHC MPO and CAMPO's 2035 LRTPs, a decision-making structure will need to be established to set regional transit project priorities. The Joint TAC of the CAMPO and DCHC MPO may be such a structure. The MOA establishing the Joint TAC is included as Attachment 11D.

TAC Action: Receive information and update.

REPORTS FROM STAFF:

12. Reports from Staff

(Attachment 12, 12A)

Felix Nwoko, LPA Staff

TAC Action: Receive Report from Staff

13. Report from the TCC Chair

Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

14. NCDOT Report

(Attachment 14)

Jon Nance, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS

15. Recent News Articles and Updates

(Attachment 15, 15A)

16. East End Connector Citizens Information Workshop – September 26, 2006

(Attachment 16)

17. Walkable Communities Workshops – October 30 - November 2, 2006

(Attachment 17)

18. U-2803 Smith Level Road

(Attachment 18)

19. NC Turnpike Authority – Project Approval Process

(Attachment 19)

20. Triangle Regional Travel Study Household Survey – Press Release

(Attachment 20)

21. Transportation Ballot Measures Survey – Press Release

(Attachment 21)

Adjourn

Next meeting: October 11, 2006

TAC Directives to Staff

11/06/02 – 12/31/04 (Pending/In Progress/On Going)

01/01/05 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
11/6/2002	Letter to NCDOT concerning pedestrian access at Garrett Rd./US15-501 intersection.	<u>Completed/Pending</u> Letter sent to NCDOT in March '03. Staff has met with NCDOT. Under consideration by NCDOT.
06/11/03	(TAC) Letter to Durham City Council and Jon Nance requesting they take some action to address the safety issue for pedestrians at US 15-501/ Garrett Road Service Road relocation project.	<u>Completed/Pending</u> – Letter sent to Council and NCDOT. Staff has met with NCDOT. Under consideration by NCDOT. Plan to include pedestrian improvements in the US 15-501 widening project (U-4012)
12/10/03	Provide summary on how to proceed to address issues pertaining to TTA rail corridor, identification, mapping, protection from development, and revenue sources.	<u>In Progress</u> – Chapel Hill-Durham Transit Corridor – US 15-501 Corridor alignment analysis and report have been prepared and presented to TAC. Letter sent to TTA regarding financing of the corridor. TAC approved Corridor Realignment in SW Durham and endorsed sending the Transit Corridor MOA to affected local governments and agencies. MOA sent Durham City, Durham, County, Chapel Hill and TTA for adoption. Durham and Chapel Hill offered comments on the MOA. Staff is working to address issues raised and incorporate agreed upon changes into a revised MOA.
01/14/04	Project information from NCDOT – Specifically need information on project starts, delays, completions, cause of delay, penalties for delay etc.	<u>Completed/Pending</u> – Report presented to TAC at December 2004 meeting. Follow up report forthcoming. Staff will coordinate with NCDOT regarding periodic updates.
02/11/04	TRM update from Service Bureau (Update of 2002 Tranplan Model, 2002 TransCad model, and major TRM update) – Capability of the model as analysis tool (sub-area requirements)	<u>On Going</u> – Service Bureau and LPA provided model update at the 02/08/06 TAC meeting. Periodic reports to be provided by Triangle Regional Model Service Bureau.

03/10/04	Send letter to NCDOT expressing concern over NC-147 /I-40 interchange and concern over backups occurring on NC-147.	<u>Completed/Pending</u> - Letter sent 03/17/04. Staff has discussed with NCDOT various alternatives under consideration by NCDOT.
05/10/04	Regional Priority Project List methodology and ranking process need to be revisited. Staff to work with subcommittee to do so.	<u>Completed/Pending</u> – Revisions to TIP Priority methodology approved by the TAC in February 2005, for use in development of Priority List for 2007-2013 TIP. Update for next Priority List under development (awaiting the completion of CMS study for performance measures).
08/25/04	Metropolitan Area Boundary	<u>Completed/In Progress</u> – TAC approved MAB for the 2030 LRTP. Staff to bring back proposal for MAB expansion for the next LRTP update.
08/25/04	Further study of Farrington Road/Stagecoach Road corridor to move projects forward for funding.	<u>In Progress</u> – Addressed in August 10 TAC Agenda Staff Report. Corridor study included the 2006-07 Unified Planning Work Program (UPWP). Study to be completed by June 2007.
08/25/04	Further study of Latta Road/Infinity Road/Roxboro Road intersection.	<u>In Progress</u> – To be evaluated as part of the next (2035) LRTP update.
02/09/05	Schedule public meeting on alternatives for US 15-501 Transit Corridor in SW Durham and report back to TAC	<u>Completed/In Progress</u> – Final report prepared by TJCOG. Public meetings held on 02/08/2005 and 05/23/2005. Final recommendation to TAC at 08/10/2005 meeting. TAC referred recommendation to affected local government and TTA for feedback. TAC approved an alignment for the transit corridor in SW Durham on 09/14/2005 and authorized that the MOA be sent to affected local agencies for review and approval on 10/12/2005. Memo describing feedback from the City of Durham is provided as Attachment 9 in the 04/12/2006 Agenda.
03/30/05	Prepare and forward letter of support for concept – Job Access and Reverse Commute Grant Application	<u>Completed</u> – Letter sent via fax and by mail 04/01/05

04/13/05	Request for funding for Durham County TDM program.	<u>Completed</u> – TAC approved use of STP-DA funds on 05/18/2005.
04/13/05	Collector Street Plan – recommendation on extent of collector street planning for MPO.	<u>Completed</u> - TAC approved study area for SW Durham Collector Street Plan on 05/18/2005.
04/13/05	MPO Modeling Goals and Objectives – TAC suggested certain changes	<u>Completed</u> – TAC approved Modeling Goals & Objectives on 05/18/2005.
04/13/05	Transit Vision Master Plan – Referred to TCC. Request for Composite Master Transit Plan to be brought back to TAC at May 18, 2005 meeting.	<u>Completed</u> – As directed at the 05/18/2005 TAC meeting, a letter has been sent to TTA. A copy of the letter was provided as Attachment 17 in the 08/16/05 Agenda.
04/13/05	Amendment to Functional Classification of Roadways. TAC approved with change to identify Mt. Carmel Church Rd as a collector. Request for brief description of functional classifications.	<u>Completed/In Progress</u> – Letter transmitting interim functional classification as approved by TAC forwarded to NCDOT.
04/13/05	Section 5307 Apportionment. TAC approved FY 2004-2005 apportionment and directed that allocation formula for next year be reexamined to consider percentages by ridership and efficiency.	<u>In Progress</u> – MPO transit operators agreed to maintain current allocation formula and review as new information becomes available.
04/13/05	FY 2006-2012 TIP – Request for analysis of loop funding. Request for analysis of project delays. Request for schedule of activities/events associated with 2006-2012 STIP and MTIP.	<u>Completed</u> – Analysis/schedule provided at 05/18/2005 TAC meeting.
04/13/05	2030 AQ Conformity Determination	<u>Completed</u> – TAC Resolution and Report forwarded to Federal agencies. (See 5/18/2005 LPA report.)
04/13/05	2005 – 2006 UPWP.	<u>Completed</u> - UPWP and Resolutions forwarded to NCDOT
05/18/05	Staff to work with TTA on measurable outcomes for region wide TDM program.	<u>In Progress</u> : TTA is distributing employer-based survey to collect travel data; SmartCommute participation analyzed to quantify results
06/8/05	Staff to schedule a presentation by NCDOT on the strategic highway corridor.	<u>Completed</u> : NCDOT presentation at 12/14/2005 TAC meeting.
06/8/05	Staff to include map of the revised Durham Comprehensive Plan on the next agenda packet.	<u>Completed</u> : Included in August 10 agenda packet as attachment 9D.
08/10/05	Refer draft 2007-2013 MTIP Regional Priority Project List to member jurisdictions for feedback prior to final action by TAC.	<u>Completed</u> : See 10/12/2005 TAC Agenda

08/10/05	Refer US 15-501 Transit Corridor Realignment Recommendation in SW Durham to affected local jurisdictions and TTA prior to final action by TAC.	<u>In Progress:</u> TAC approved an alignment for the transit corridor in SW Durham on 09/14/2005 and authorized that the MOA be sent to affected local agencies for review and approval on 10/12/2005. See Attachment 9 of 09/13/06 TAC Agenda.
08/10/05 & 9/11/05	8/10/05 - Staff to expand memo regarding voting status for TTA on TAC to address possible issues/concerns 9/11/05 -- Draft policy to evaluate requests from organizations seeking non-voting membership on TAC.	<u>Completed:</u> TAC voted to permit ex-officio members to make and second motions. <u>Completed:</u> See Attachment 9 of 3/08/06 TAC Agenda.
08/10/05	Draft letter to NCDOT Division 8 Engineer requesting that a driveway permit for a proposed major development in Chatham County on US15-501 just south of Orange County be withheld until further information is provided.	<u>Completed:</u> Letter sent August 25, 2005. See Attachment 13 of the 09/14/2005 TAC agenda
09/14/05	Staff to check with DATA about the possibility of designating a Park-and-Ride in northern Durham.	<u>In Progress</u>
09/14/05	Direct staff to look at assigning points to three Regional Priority List Ranking Criteria: "Expands Transportation Choices", Safety and "Air Quality Concerns" using qualitative methods with strong encouragement that bicycle and transit projects get consideration in points.	<u>Completed:</u> Reflected in Draft 2007-2013 MTIP Regional Priority Lists. See Attachment 7A and 7B of the 10/12/2005 TAC agenda
09/14/05	Refer the MOA to staff to draft a revision of the MOA which reflects the September 14, 2005 TAC actions and the suggested changes in section D of the Draft MOA that deals with Environmental and Community Impacts.	<u>Completed:</u> Reflected in Draft MOA. On 10/12/2005 TAC authorized that MOA be sent to local jurisdictions and agencies for review and approval .
09/14/05	Request that local governments seek right-of-way (ROW) dedication rather than reservation for this transit corridor through the development review process and also that local governments use the provisions of their development ordinances to maximize the opportunity for high densities and mixed uses and require transit supportive design in proximity to planned station locations	<u>Completed:</u> Letter sent to the City Of Durham, Durham County and the Town of Chapel Hill. See Attachment 8B of the 10/12/2005 TAC agenda
09/14/05	Request that TTA facilitate the development of a strategy for improved transit service between Durham and Chapel Hill consistent with the Memorandum of Understanding between the TTA and the DCHC MPO on transit planning.	<u>Completed:</u> Letter sent to TTA. See Attachment 8B of the 10/12/2005 TAC agenda

09/14/05	Request that City Attorney interpret the TAC By-Laws and make a recommendation to staff and TAC.	<u>Completed:</u> See Attachment 9 of the 10/12/2005 TAC agenda
09/14/05	Request that staff make a recommendation as to what could be removed from the current work program in order to place the Farrington Road/Stagecoach Road Corridor Study back in the work program or to recommend how the Farrington Road/Stagecoach Road Corridor Study could be placed on next year work program.	<u>Completed:</u> Corridor Study to be considered as part of the 2006-07 MPO Unified Planning Work Program (UPWP).
09/14/05	Request that NCDOT report on the status of the Durham signal system at the October TAC meeting.	<u>Completed:</u> Jon Nance provided information on the Durham signal system schedule at the 10/12/2005 TAC meeting.
10/12/05	Draft letter to Secretary Tippet and copies to Ken Spaulding and other appropriate BOT members and NCDOT officials requesting NCDOT to work with DCHC TAC on communication and other aspects of the TIP development process.	<u>Completed</u> – Letter sent to NCDOT on 11/16/05; included in 12/14/05 TAC agenda packet.
10/12/05	Refer the TTA Cost Reduction Proposals to staff for recommendation to be brought back at the November TAC meeting.	<u>Completed:</u> See Attachment 11 of the November 9, 2005 TAC agenda. Letter sent 11/18/05
10/12/05	Refer the American Tobacco Trail Funding to staff to bring back funding split proposal as well as information on population within 2 mile radius of the corridor and local matches provided by local jurisdictions thus far.	<u>Completed:</u> Additional information provided in Attachment 9 of the 11/9/2005 TAC agenda.
11/9/05	Refer the American Tobacco Trail to staff for final recommendation on: 1) selected design (trail surface and bridge); 2) funding (including allocation of earmark funding). Need improved cost information.	<u>Completed:</u> TAC approved a TIP amendment to fully fund the project – see Attachment 8B of the 8/09/06 TAC agenda.
11/9/05	Refer Old Durham/Chapel Hill Road Feasibility Study to staff for final recommendation on: 1) funding recommended design; 2) resolution of technical issues.	<u>In Progress:</u> Technical issues are resolved and final recommendation made. Funding recommendation is pending. See Attachment 10 of 02/08/06 TAC Agenda.
11/9/05	Draft a blunter letter than the previous one to Secretary Tippet concerning communication and process for FY 2006-2012 TIP.	<u>Completed:</u> See Attachment 18 of 12/14/05 TAC agenda. Letter sent 11/16/05
11/9/05	Draft a letter to Secretary Tippet – TAC expectation that I-40 pavement repairs not deducted from Division 5 equity balance.	<u>Completed:</u> See Attachment 17 of 12/14/05 TAC agenda. Letter sent 11/16/05
12/14/05	Update Website calendar to include 2006 TCC/TAC meeting schedule	<u>Completed</u>

12/14/05	Draft letter to NCDOT requesting that Strategic Highway Corridors be consistent with the LRTP and that designation as a Strategic Highway Corridor not be a determinant in allocating transportation funds.	<u>Completed:</u> See Attachment 15 of 1/11/06 TAC Agenda. Response from NCDOT received 1/23/06. See Attachment 22.
12/14/05	Draft letter to NCDOT endorsing Town of Hillsborough resolution to incorporate the Hillsborough Greenway Plan into planning for I-85 (I-305) and Elizabeth Brady Road (U-3808).	<u>Completed:</u> See Attachment 14 of 1/11/06 TAC Agenda.
12/14/05	Organize and support joint DCHC MPO and CAMPO TAC committee to address funding issues	<u>Completed:</u> Committee met 3/31/2006. See Attachment 11 of 4/12/2006 Agenda.
12/14/05	Draft letter to NCDOT to initiate the US 70/Northern Durham Parkway planning process	<u>Completed:</u> Letter sent 1/25/06. See Attachment 20 of 02/08/06 TAC Agenda.
01/11/06	Draft letter to NCDENR to recommend county-based motor vehicle emission budgets	<u>Completed:</u> Letter sent 1/19/06. See Attachment 18 of 02/08/06 TAC Agenda.
01/11/06	Draft resolution to be sent to the Governor and the DCHC legislative delegation to oppose the diversion of transportation taxes and fees to the General Fund and to oppose a change in the state motor fuels tax formula	<u>Completed:</u> Resolution sent 1/19/06. See Attachment 19 and 19A of 02/08/06 TAC Agenda.
02/08/06	Request that staff report on the funding of the Triangle Regional Model and the status of the model update	<u>Completed:</u> See Attachment 6 of 4/12/2006 TAC Agenda.
02/08/06	Refer Chapel Hill's request for a Long Range Transit Master Plan to the TCC. Examine the possibility of including the whole MPO.	<u>Completed:</u> UPWP adopted at 05/10/06 TAC.
02/08/06	Provide an overview of travel modeling, the assumptions used in the model, and potential applications.	<u>Completed:</u> Presentation given at 4/12/2006 TAC Meeting.
02/08/06	Draft a letter to NCDOT requesting the hiring of the Safe Routes to School Coordinator	<u>Completed:</u> See Attachment 15 of 03/08/06 TAC Agenda
03/08/06	Request that staff update the TAC on the New Freedom allocation.	<u>Completed:</u> See Attachment 7 of 05/10/06 TAC Agenda
03/08/06	Provide an organizational chart to illustrate staff resources and how UPWP funds are allocated.	<u>Completed:</u> See Attachment 8 of 04/12/06 TAC Agenda.
03/08/06	Draft a letter to NCDOT regarding funding the East End Connector and initiating the Northern Durham Parkway Study	<u>Completed:</u> See Attachment 22 of 06/14/06 TAC Agenda
04/12/06	Bring US 15-501 Memorandum of Agreement (MOA) back to TAC for consideration.	<u>In Progress:</u> See Attachment 9 of 09/13/06 TAC Agenda

04/12/06	Investigate use of peer review for Triangle Regional Model (TRM)	<u>In Progress:</u> TRM committee has taken up this project
04/12/05	Address cost splits for TRM tasks at next DCHC MPO/CAMPO joint TAC meeting	<u>In Progress:</u>
04/12/06	Make MVEB recommendations to TAC in light of Maintenance redesignation	<u>Completed:</u> See Attachment 9 of 05/10/06 TAC Agenda.
05/10/06	Send a letter to Senator Atwater requesting funds for the Farrington/Farrington Mill/Stagecoach Rd. corridor	<u>Completed:</u> See Attachments 16, 16A of 06/14/06 TAC Agenda.
05/10/06	Provide clarification on the effect of the Collector Street Plan on zoning and site plan approvals, Celeste Circle, George King Rd., and NC 54 Service Rd.	<u>In Progress:</u> See Attachment 6 of 06/14/06 TAC Agenda
06/14/06	Refer public comments on the Collector Street Plan to the TCC to develop a revised plan.	<u>In Progress:</u> See Attachment 7 of 09/13/06 TAC Agenda.
06/14/06	Work with the Regional Transportation Alliance and the Durham Chamber to craft alternate language for SB 1819/HB 2828.	<u>Completed:</u> See Attachment 20 of 08/09/06 TAC Agenda.
06/14/06	Review and provide input on the design of the Triangle Parkway	<u>Completed:</u> See Attachment 6B of 08/09/06 TAC Agenda.
06/14/06	Provide information on how the federal rescission was applied to other states	<u>Completed:</u> See Attachment 18 of 08/09/06 TAC Agenda.
08/09/06	Follow up with the BPAC and DATA Boards regarding public involvement for MPO activities.	<u>In Progress:</u>

TRANSPORTATION ADVISORY COMMITTEE

August 9, 2006

MINUTES OF MEETING

The Transportation Advisory Committee met on August 9, 2006, in the Council Committee Room on the second floor of Durham City Hall. The following attended:

**Mayor William V. "Bill" Bell	Mayor, City of Durham (TAC Chair)
**Diane Catotti	City of Durham
**Kevin Foy	Town of Chapel Hill
**Alice Gordon	Orange County (TAC Vice-Chair)
**Eric Hallman	Town of Hillsborough
*Ed Harrison	Town of Chapel Hill
**Becky Heron	Durham County
*Bill Strom	Triangle Transit Authority
**Mike Woodard	City of Durham
**Voting Member	
*Alternate or non-voting member	
Mike Abraczinskas	N.C. Division of Air Quality
Mark Ahrendsen	City of Durham
David Bonk	Town of Chapel Hill
Eddie Dancausse	FHWA
Ray Gronberg	The Herald Sun
Patrick Hannah	Durham Chamber of Commerce
Andy Henry	City of Durham
John Hodges-Copple	Triangle J COG
John Hunsinger	NCDOT – Division 7 Engineer
Phyllis Jones	N.C. Division of Air Quality
David Joyner	N.C. Turnpike Authority – Raleigh
Mike Kneis	NCDOT – Division 5 Engineer
Karen Lincoln	Orange County Planning
Dale McKeel	Town of Carrboro
Mike Mills	NCDOT – Division 7 Engineer
Jon Nance	NCDOT – Division 5 Engineer
Felix Nwoko	City of Durham
Pierre Osei-Owusu	City of Durham-DATA
Brian Rhodes	City of Durham
Tamra Shaw	NDDOT-PTD
Bruce Siceloff	The News and Observer
Robb Teer	N.C. Turnpike Authority
Scott Walston	NCDOT - TPB

42 Chao Wang City of Durham
43 Marcus Wilner FHWA

44 Mayor Bell, TAC Chair called the meeting to order at 9:12 a.m. and the Roll Call
45 was conducted.

46 **PRELIMINARIES:**

47 **Adjustments to the Agenda**

48 There were no adjustments to the agenda.

49 **Public Comments**

50 There were no public comments.

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

52 There were no comments regarding the Directives to Staff.

53 **ACTION ITEMS:**

54 **June 14, 2006 TAC Meeting Minutes (Attachment 5)**

55 A motion was made by Kevin Foy and seconded by Mike Woodard to approve the
56 June 14, 2006 TAC Meeting Minutes. The motion carried unanimously.

57 **Presentation by North Carolina Turnpike Authority on the Triangle Parkway**
58 **(Attachment 6, 6A, 6B)**

59
60 Mark Ahrendsen provided an introduction for the presentation by the North
61 Carolina Turnpike Authority on the Triangle Parkway, along with the attachments.

62 David Joyner with the North Carolina Turnpike Authority made a presentation to
63 the TAC members. At the end of the presentation he reemphasized the goal of the North
64 Carolina Turnpike Authority. It is to provide communities who are experiencing
65 congestion a financial tool that will meet their most critical transportation needs. The
66 bonding process will begin in March 2007, a contract will be let by late fall 2007, and

67 construction will take four years. Thus, the entire project could be finished by 2011.

68 Mayor Bell asked what the projected rating will be and Mr. Joyner stated they anticipate

69 being rated as BBB as a start-up tolling agency. Becky Heron stated during the

70 presentation that Mr. Joyner stated the gap will come out of the Division 5 funding. Mr.

71 Joyner stated he was not correct. They do not know where the gap funds will come from.

72 They are aware the locals don't have the funds and the Divisions don't have it, and that a

73 political struggle is not helpful. Legislation was introduced this year to take an average

74 of \$12 million out of the loop funds every year to go toward filling the gap. Mr. Joyner

75 stated that will not work either. As an alternate, the private sector has approached the

76 authority. However, we don't want to do that because we want to maintain control of the

77 project. They are hoping to get special legislative funds. Bill Strom asked if the \$215

78 million shortfall included the section of I-540 that is currently under construction. Mr.

79 Joyner stated "yes," it will be included. Kevin Foy stated that when they first discussed

80 the turnpike authority a few years ago; one of the appealing aspects for us was the

81 possibility of high occupancy toll lanes and use of the lanes by public transportation -

82 particularly along existing corridors like I-40 - and the idea was that the lanes would be

83 paid for by individuals using the lanes. Mr. Foy asked Mr. Joyner to bring back to the

84 TAC whatever information he receives regardless of if he believes it is not useful to N.C.

85 Turnpike Authority. Mr. Joyner stated that he is unsure how HOV, HOT, and transit fits

86 into the modeling process, but he will find out for the TAC. Mayor Bell asked about the

87 time table for the MPO to respond. Mr. Joyner stated 30 to 60 days. Mark Ahrendsen

88 stated the purpose of today was to update TAC members on the project and the steps

89 involved. Ed Harrison thanked Mark Ahrendsen for the letter he offered to the engineers.

Request by NC Turnpike Authority for Non-voting TAC Membership (Attachment 7 and 7A)

Mark Ahrendsen provided an introduction for the Request by the NC Turnpike Authority for a Non-voting TAC Membership, and referred to the attachments. Alice Gordon stated she thinks it is premature for the NC Turnpike Authority to be a member because the scope of their operations is not as comprehensive as the other entities that are on the TAC. Becky Heron has mixed emotions on the membership. She needs some more time to make a decision. Mark Ahrendsen stated the same request was made by the NC Turnpike Authority to CAMPO, and CAMPO extended non-voting membership to the Authority. Mayor Bell suggested that the TAC hold off making a decision until a decision is made on the Triangle Parkway. Meanwhile, David Joyner or Robert Teer can attend TAC meetings as needed. The TAC did not vote on this item.

2006-2012 Metropolitan Transportation Improvement Program (MTIP) Amendment #3 (Attachments 8, 8A, and 8B)

Mark Ahrendsen provided an introduction for the 2006-2012 Metropolitan Transportation Improvement Program (MTIP) Amendment #3, along with the attachments. Diane Catotti asked if there would be any remaining funds needed and Mark stated “no,” it is a fully funded project based on our current cost estimates, but the bridge cost is the key and the design study will update the bridge cost. We hope to get someone on board to begin the design work in the fall. The design work could take twelve to eighteen months. Mayor Bell asked if we gave guidelines and Mark stated “yes,” we did. The cost estimate is based on a signature bridge.

A motion was made by Diane Catotti and seconded by Becky Heron to approve the resolution amending the MTIP to fund the American Tobacco Trail Phase E in

116 Durham County. The motion passed unanimously.

117 **Draft 2007-2013 Transportation Improvement Program (TIP) (Attachment 9)**

118 Mark Ahrendsen provided an introduction for the Draft 2007-2013 Transportation
119 Improvement Program (TIP), along with the attachment.

120 Mayor Bell asked if staff is communicating with State Board of Transportation.

121 Mark stated staff is and has been communicating what our highest priorities are. Becky

122 Heron stated she thinks we are fortunate having Ken Spaulding working for us in the

123 NCDOT. Alice Gordon thinks that releasing the draft STIP now will be confusing

124 because the public will not know the MPO's position on the projects. Mark Ahrendsen

125 stated that we are trying to move the process along so that staff can offer the TAC more

126 time to review. It is still possible that it may not be released until the next TAC meeting.

127 Alice Gordon thinks the public may not be served well if they don't really see what the

128 TAC wants. Becky Heron stated that she hopes we have time to do everything needed

129 and in an efficient manner.

130 Diane Catotti stated she is comfortable with the process, but would like

131 clarification in the release. If it comes out mid-month, will staff have time to do the

132 analysis? Mark Ahrendsen stated that staff should be able to meet the deadlines.

133 A motion was made by Diane Catotti and seconded by Becky Heron that if the

134 draft STIP is released, the staff should review the draft STIP and provide direction

135 regarding the creation of the MTIP.

136 Alice Gordon stated that when the draft MTIP is released for public comment,

137 staff should make it clear that the document is the STIP and include the regional priority

138 list. The motion passed unanimously.

2035 Long Range Transportation Plan (LRTP) and Comprehensive Transportation Plan (CTP) Schedule (Attachment 10, 10A, 10B, and 10C)

Mark Ahrendsen provided an introduction for the 2035 Long Range Transportation Plan (LRTP) and Comprehensive Transportation Plan (CTP) Schedule, along with the attachments. Mark stated that no action is required – this is an informational item.

Andy Henry reviewed the item with the TAC members. Mayor Bell asked if we are on schedule at this time. Mark Ahrendsen stated we are early in the process so we are on schedule. Hopefully, with this level of detail it will help us to stay on schedule. Andy Henry stated that we are going to update our Public Involvement Policy and part of it might include a Citizen Transportation Advisory Board which will be ongoing and will be involved in the LRTP process as well as other MPO products. Alice Gordon asked if staff is going to have time to develop the Triangle Regional Model so that it will function well for us and Felix Nwoko stated “yes.” Mark Ahrendsen stated the model will provide more accurate information but will still not be perfect. No action was required on this informational item.

MPO Public Involvement Policy (PIP)/MPO Citizen Transportation Advisory Board (CTAB) (Attachments 11, 11A, 11B, 11C, and 11D)

Mark Ahrendsen provided an introduction for the MPO Public Involvement Policy (PIP)/MPO Citizen Transportation Advisory Board (CTAB), along with the attachments.

Felix Nwoko reviewed the item with the TAC members. The TCC believes there are adequate mechanisms to reach the public such as newsletters, advertisements, workshops, and public hearings, and therefore the MPO CTAB would just be a redundant

layer of public input. Diane Catotti was concerned that the proposed CTAB had 40 members, which is too big. Durham does not have a transportation committee and would like to explore ideas for creating a public committee or assuring that transportation issues are covered. Perhaps the Bicycle/Pedestrian Advisory Committee would be willing to take on the additional road related items. Mark Ahrendsen stated that we also have a transit committee. This issue needs to be considered further by the City of Durham. Kevin Foy and Alice Gordon stated that they agreed with Diane Catotti.

A motion was made by Alice Gordon and seconded by Diane Catotti that it is our guidance to the LPA staff to not create a Citizen Transportation Advisory Board. Diane Catotti stated that staff needs to look at what can be done for Durham City and County. The simplest thing might be to have a discussion with the Bicycle/Pedestrian Advisory Commission and see if they are willing to take on the additional responsibilities. Mark Ahrendsen stated that staff will follow-up with them and the DATA board to see how best to represent the Durham citizens. The motion carried unanimously.

A motion was made by Diane Catotti and seconded by Alice Gordon to release the Draft MPO Public Involvement Policy for a 45-day public comment period. The motion carried unanimously.

Presentation by Division 5 Staff on NCDOT Resurfacing Projects

Jon Nance and Mike Kneis provided a Power Point presentation by Division 5 Staff on NCDOT Resurfacing Projects. Becky Heron stated that they are seeing a lot of road damage on residential streets and it is largely due to heavy trucks. Ed Harrison stated this presentation needs to be made to the Bicycle/Pedestrian Committee.

Mayor Bell left the meeting at 11:01 a.m. Alice Gordon chaired the meeting from

188 this point.

189 **REPORTS FROM STAFF:**

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

191 The reports from staff are attached. Alice Gordon asked Felix Nwoko to send the
192 TAC members the Minutes from the meeting that Felix and David Bonk attended at the
193 NCDOT. Becky Heron asked LPA staff to provide dates of meetings to the
194 Commissioners as soon as possible.

195 **Report from the TCC Chair**

196 There was no report from the TCC Chair.

197 **NCDOT Report (Attachment 15)**

198 Jon Nance, NCDOT Division 5 Engineer, provided an update. A bid has been
199 received from improving the NC 54/I-40/Farrington Road interchange and intersection.
200 The latest the work will start is August 22, 2006 and it will be completed in 100 days. In
201 about two and one-half weeks, all southbound lanes on I-85 should be open. By the
202 weekend, we expect the ramp at Guess Road to open. The developer has provided plans
203 to make permanent improvements at the roundabout at Ephesus Road and Pope Road. It
204 is hoped that this project will begin in the next two months.

205 Mike Mills, NCDOT Division 7 Engineer, provided an update. Moving Ahead
206 projects are on schedule. The Superstreet project is underway. Homestead Road is a
207 moving ahead project. They are going to do a phase on the intersection at High School
208 Road and Homestead to get it widened and signaled before school opens. Ed Harrison
209 and David Bonk stated that the traffic counts taken during the summer are useless
210 because schools were not in session.

INFORMATIONAL ITEMS:

Recent News Articles and Updates (Attachment 16)

The recent news articles and updates are attached.

Letter from NCDENR re Motor Vehicle Emissions Budgets (MVEB) - June 21, 2006 (Attachment 17)

The letter from NCDENR, re: Motor Vehicle Emissions Budgets (MVEB) - June

21, 2006 is attached.

Information on 2006-2007 SAFETEA-LU Federal Rescission (Attachment 18)

Information on the 2006-2007 SAFETEA-LU Federal Rescission is attached.

Letter from TCC to NCDOT re Policy on Projects Selected by Entities Other than the State Board of Transportation - July 5, 2006 (Attachment 19)

The letter from the TCC to NCDOT, re: Policy on Projects Selected by Entities

Other than the State Board of Transportation - July 5, 2006 is attached.

Ratified Senate Bill 1381 - Turnpike Legislation (Attachment 20)

The Ratified Senate Bill 1381 - Turnpike Legislation is attached.

Adjourned

There being no further business of the Transportation Advisory Committee, the

meeting adjourned at 11:16 a.m.

Memorandum

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Subject: Amendment to the MPO Public Involvement Policy

Date: September 13, 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, federal Environmental Justice (EJ) and Limited English Proficiency (LEP) provisions, and to address comments from the federal Certification Team, the TAC, and the public.

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

August 9, 2006

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

(919) 560-4366

RESOLUTION
Adopting the Public Involvement Policy for the
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

October 11, 2006

The following resolution was offered by _____ and seconded by _____ and upon being put to a vote was duly adopted.

WHEREAS, federal regulations require the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) to update its Public Involvement Policy to incorporate the public participation mandates of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and

WHEREAS, The DCHC MPO, in response to federal regulations and Executive Orders, have revised the MPO Public Involvement Policy to include early and proactive public input and participation for citizens, federal, and state agencies responsible for land use, environment, and economic development as well as environmental justice communities; and

WHEREAS, The DCHC MPO Public Involvement Policy incorporates mechanisms for disseminating information to the public, including visualization, electronic accessible formats, and the MPO website; and

WHEREAS, The DCHC MPO, through its Public Involvement Policy, supports early and continuing public involvement throughout its planning processes; and

WHEREAS, The Transportation Advisory Committee has determined it to be in the best interest of the Urban Area to update the Public Involvement Policy for the DCHC MPO; and

Now, therefore, be it resolved that:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee hereby updates the MPO Public Involvement Policy to incorporate federal regulations, SAFETEA-LU mandates, and comments by the public and the TAC.

I, William V. "Bill" Bell, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy from the excerpt from the minutes of a meeting of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, duly held on the ____ day of _____, 2006.

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

STATE of: North Carolina

COUNTY of: Durham

I, _____, Notary Public of _____ County, North Carolina do hereby certify that William V. "Bill" Bell personally appeared before me on the ____ day of _____, 2006 to affix his signature to the foregoing document.

 Notary Public
 101 City Hall Plaza
 Durham, NC 27701

Table of Contents

A. MPO Public Involvement Policy	1
I. Introduction	1
II. Purpose	1
III. Objectives	1
IV. General Policy Framework	2
V. Policy Elements.....	7
VI. Specific Requirements	7
VII. Access to MPO Documents and Technical Information.....	7
VIII. Review Procedures/Reassessment of PIP	7
 B. Sub-policies	
1. Transportation Advisory Committee.....	9
2. Transportation Plan	11
3. Metropolitan Transportation Improvement Program	17
4. Air Quality Conformity Determination.....	21
5. Major Investment Study	23
6. Unified Planning Work Program.....	25
7. Americans with Disabilities Act Provisions	27

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 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 SAFE, Accountable, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the National Environmental Policy Act (NEPA) and the FTA/FHWA Guidance and Proposed Rule Making (NRM) 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 SAFETEA-LU, 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 SAFETEA-LU, 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

- 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 described above.



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 (SAFETEA-LU) 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 SAFETEA-LU), 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 (SAFETEA-LU) 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.

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Technical Coordinating Committee (TCC)

DATE: September 13, 2006

RE: Revised Southwest Durham/Southeast Chapel Hill Collector Street Plan
(CSP)

Background

The TAC conducted a public hearing at their June 14, 2006 meeting to hear citizen comments on the recommended Southwest Durham/Southeast Chapel Hill Collector Street Plan. The TAC requested that the TCC revise the recommended plan based on citizen and TAC comments, and present the revised plan at the August or September TAC meeting. In addition, the Town of Chapel Hill representative, Ed Harris, presented a resolution from the Town requesting that the TAC defer action on the Collector Street Plan until the Town Council conducts a public hearing on the plan. This public hearing is scheduled for October 18, 2006, 7PM, in the Chapel Hill Town Council Chambers.

Changes to the Southwest Durham/Southeast Chapel Hill Collector Street Plan were made and a Revised Plan was presented to the TCC on August 23, 2006. The TCC made further changes to the Collector Street Plan and recommended that the TAC approve the Plan as illustrated in Attachment 7A for the purpose of the October 18 Chapel Hill public hearing. Major Revisions between the Plan presented at the June 14 public hearing and the Revised Plan are described further below.

Major Revisions

The citizen and TAC comments from the June 14th public hearing are summarized below, including a discussion on how the Revised Collector Street Plan addresses these issues.

Eastwood Park/NC 54 Connections

Residents from Eastwood Park, also known as the Celeste Circle area, were concerned that two collector street alignments traversed through their neighborhood and through lots that currently have houses on them. The Revised Collector Street Plan changes the alignment of the westernmost of these two north/south collector streets and places it along Crossland Drive and part of the NC 54 service road. The easternmost of these two north/south collector streets continues to follow a part of Celeste Circle along the eastern end of the community.

If major development occurs north of the Celeste Circle area as provided for in current land use plans, the referenced collector streets will be needed to direct traffic to/from NC 54. At the same time, the Collector Street Plan provides flexibility through the development review process to determine the exact location of any collector streets.

Celeste Circle

Residents of Celeste Circle did not want their street designated as a collector street. The Revised Collector Street Plan removes Celeste Circle as a collector street and replaces this collector street with one that extends west from Cleora Drive (north of the existing Eastwood Park neighborhood).

Stub-Outs in The Oaks Neighborhood

Residents of The Oaks neighborhood were concerned that connection of the existing stub-outs (Kinsale Drive and Kilkenny Drive) will encourage cut-through traffic, especially on Nottingham Drive. The Revised Collector Street Plan deletes the proposed collector street created by the eastward extension of Kinsale Drive into Durham County.

The rural area to the east of Nottingham Drive will continue to experience low-density residential development and the alignment of the proposed collector street that extends eastward from Kilkenny Drive is only one-quarter of a mile to the south of Kinsale Drive. As a result, the deletion of the Kinsale Drive collector street is not likely to have a significant impact on the network efficiency and effectiveness. A collector street connection to Kilkenny Drive is still needed to maintain adequate spacing of collector streets in this area, which is designated as Low (4 or less dwelling units per acre) and Low-Medium (4-8 dwelling units per acre) residential density in the Future Land Use Map of the Durham Comprehensive Plan. Without the collector street connection to Kilkenny Drive, there would not be an east/west oriented collector street between Lancaster Drive and Ephesus Church Road – this is a distance of three-quarters of a mile.

Deemphasize Farrington Road

For varying reasons, several people opposed the proposed T-intersections on Farrington Road that would make this road a less attractive arterial. The Revised Collector Street Plan eliminates the proposed T-intersections on Farrington Road and recommends that Farrington Road continue to function as an arterial.

Lancaster Drive

Residents of Lancaster Drive, which the Town of Chapel Hill currently designates as a collector street, are concerned that connection of the Lancaster Drive stub-out to a collector street will increase cut-through traffic and encourage speeding. This concern is heightened by the prospect that the connection could be made before Southwest Durham Drive is built, thereby possibly attracting cut-through traffic. If development occurs east of Lancaster Drive, the Durham Unified Development Ordinance (UDO) requires that the stub-out be connected to the new street network. The Revised Collector Street Plan recommends that local jurisdictions

adopt policies and dedicate funding to help construct traffic calming measures on new and existing collector streets, and adopt policies that permit narrower collector streets.

Major Facilities (Southwest Durham Drive /NC 54 /I-40 & Farrington Road Interchange)

Residents from the study area wanted changes to several major transportation facilities in the area, including Southwest Durham Drive, NC 54 interchanges and the Farrington Road/I-40 grade separation. Many Meadowmont residents believe that the future alignment of Southwest Durham Drive should not be connected to Meadowmont Drive because the traffic from this minor arterial will pose safety, noise and aesthetic problems in the residential neighborhood. Some residents recommend that the alignment that is to be connected to Meadowmont Drive be designated as a collector street and have traffic calming measures. In addition, the Durham Public Schools has requested that the Durham Board of County Commissioners request that the Transportation Advisory Committee find a path for Southwest Durham Drive that does not traverse the Creekside Elementary School property.

These transportation facilities are designated in the 2030 Long Range Transportation Plan (LRTP) for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), and any changes to these major facilities were beyond the scope of the Collector Street Plan. The DCHC MPO would need to amend or update the 2030 LRTP to modify these facilities. Furthermore, it would be prudent to complete a substantial technical assessment and a public involvement process to consider these modifications.

The Revised Collector Street Plan recommends that the Southwest Durham Drive alignment, the potential Farrington Road/I-40 interchange, and the NC 54 corridor and intersections receive further consideration in the development of the 2035 LRTP.

Plan Too Detailed/Lacks Flexibility

A few people believed the Draft Collector Street Plan was too detailed and did not provide enough flexibility for developers to optimize land use and for neighborhoods to work with developers. The Revised Collector Street Plan continues to clearly state in several sections of the report, e.g., *Plan Purpose* (page 1-4), and in accompanying maps that the Collector Street Plan map does not reflect the specific location or alignment of a facility. The actual collector street locations will depend on the proposed site plan, land use, and environmental and other constraints. The map associated with the Collector Street Plan is intended to identify the general location of future collector streets and the desired level of connectivity.

TCC Recommendation

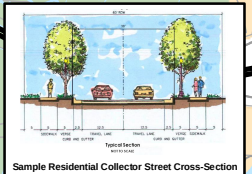
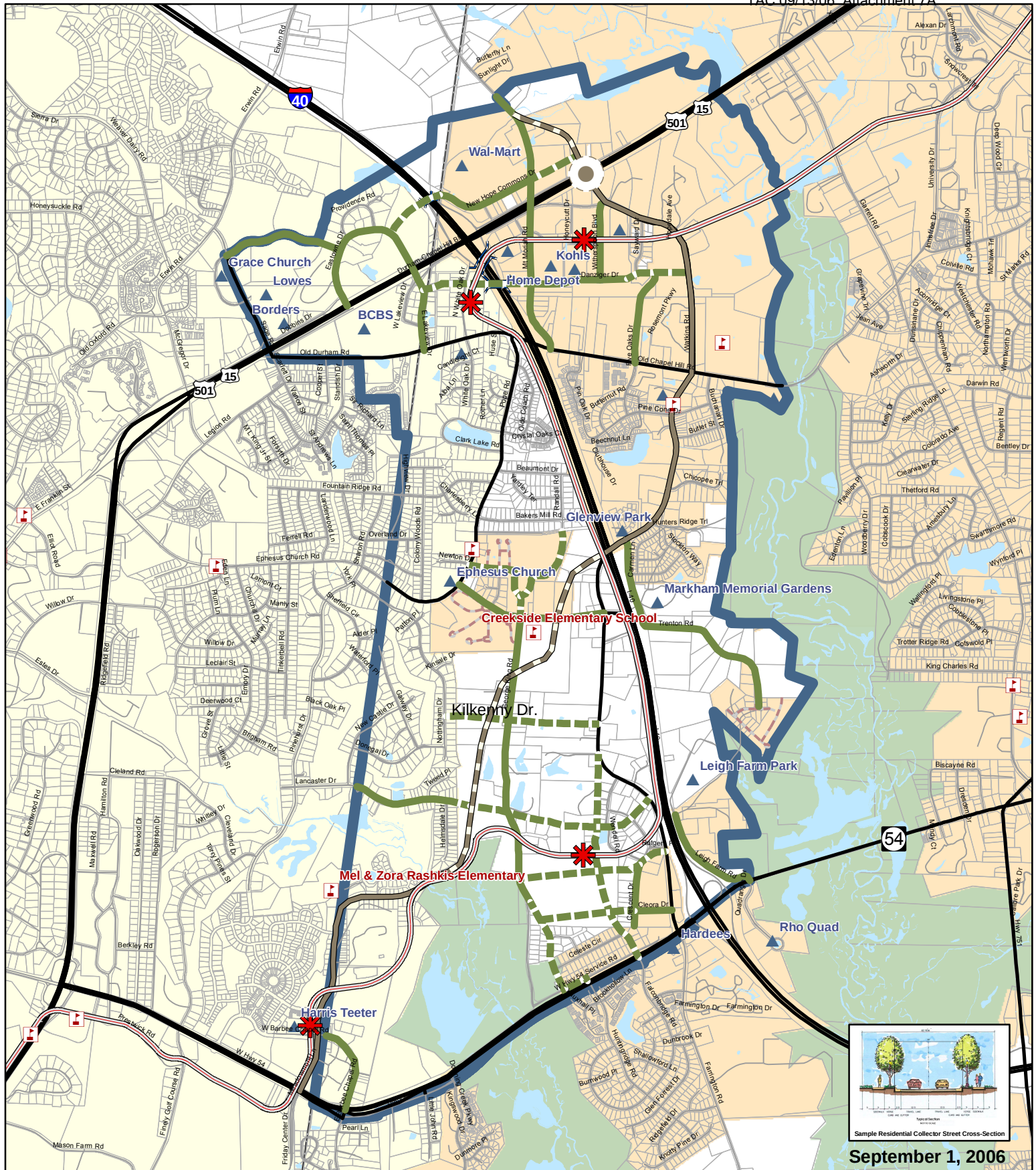
That the TAC authorize the release of the revised SW Durham/SE Chapel Hill Collector Street Plan for purposes of Chapel Hill's October 18 public hearing.

TAC Action

Authorize the release of the revised SW Durham/SE Chapel Hill Collector Street Plan for purposes of Chapel Hill's October 18 public hearing and direct that the TCC consider comments from the Chapel Hill public hearing in developing a recommended SW Durham/SE Chapel Hill Collector Street Plan to be presented to the TAC for adoption by December 2006.

Attachments

Attachment 7A is the Revised Collector Street Plan map. The Revised Southwest Durham/Southeast Chapel Hill Collector Street Plan report is available for review upon request to the LPA staff. The Revised report represents only minor changes over the previous version, and given the large size of the report, the Revised report is not attached.



September 1, 2006

Southwest Durham - Southeast Chapel Hill Collector Street Plan Revised Draft Recommended CSP Network

Kimley-Horn
and Associates, Inc.

- | | | | | | | | | | | | | | | | | |
|------------|-----------------|--------------------|-------------------------|-------------------------|--------------------|---------|----------|----------------------|------------------------------------|------------------------|---|---------------------------------------|----------------------------|---------------------------|--|--------------------------------|
| Study Area | County Boundary | Durham City Limits | Chapel Hill Town Limits | Corps of Engineers Land | Destination Points | Schools | Overpass | Proposed Interchange | Approved SW Durham Drive Alignment | Southwest Durham Drive | Existing Higher Classification Facilities | Approved Internal Neighborhood Street | Proposed Transit Alignment | Proposed Transit Stations | Existing Road to be Classified as Collector* | Proposed New Collector Streets |
|------------|-----------------|--------------------|-------------------------|-------------------------|--------------------|---------|----------|----------------------|------------------------------------|------------------------|---|---------------------------------------|----------------------------|---------------------------|--|--------------------------------|

* Inclusion in the plan may refer to an upgrade or facility rehabilitation, whether addition of sidewalks, bicycle lanes, or landscaping (not necessarily widening).
 ** The maps are not precise and do not reflect the actual location or alignment of a proposed facility.

0 0.125 0.25 0.5
 Miles

Memorandum

To: Transportation Advisory Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Subject: Draft Scope of Work for Development of a Coordinated Public
Transportation/Human Services Transportation Plan

Date: September 13, 2006

Purpose:

With the passage of SAFETEA-LU, projects receiving funding under the Job Access/Reverse Commute (JARC) program or the New Freedom program must be “derived from a locally developed, coordinated public transit - human services transportation plan.” Further, the law requires that this plan be “developed through a process that includes representatives of public, private, and nonprofit transportation and human services providers and participation by the public.”

Background on JARC and New Freedom Funds:

The Job Access Reverse Commute grant program is intended to fund “the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment.” There is an FTA document titled “Frequently Asked Questions: Job Access and Reverse Commute Program” included as Attachment 8B. For FY2006, the Durham UZA apportionment for this program is \$152,453. These funds must be obligated in a grant within three years.

According to FTA, the purpose of the New Freedom Program is to provide improved public transportation services, and alternatives to public transportation, for people with disabilities, beyond those required by the Americans with Disabilities Act of 1990 (ADA). FTA’s FAQ document about this program is included as Attachment 8C. For FY2006, the Durham UZA apportionment for this program is \$71,878. These funds must be obligated in a grant within three years.

Approach:

North Carolina has been a leader in moving to coordinated human service transportation programs, known as community transportation programs (such as OPT, ACCESS, and Chatham Transit Network). Each of the three counties within the DCHC MPO has an existing coordinated human service transportation plan. Furthermore, there have been initial efforts to look at a regional human services transportation system, coordinating or consolidating services between Durham, Orange, and Wake counties. This proposed planning process will build on this history, bringing together the community transportation providers, urban and regional public transportation providers, and other

stakeholders to identify opportunities to coordinate the community transportation services with the urban public transportation services for customers throughout the MPO.

The TCC recommends a single MPO-wide plan that will be used to guide investments in services or strategies aimed at meeting the greatest transportation needs of the plan's target markets – individuals with disabilities, older adults, persons with limited incomes, and reverse-commuters. We are recommending a scope of work for the plan development that follows the interim guidance provided by the Federal Transit Administration in their notice published on March 15, 2006 (71 FR 13456-13468). The plan will be developed with the assistance of a Planning Team including representatives of the community transportation providers, local and regional public transportation providers, county social service departments and WorkFirst programs from Orange, Durham, and Chatham counties. A scope of work is included as Attachment 8A.

Development of this plan will require significant staff time (estimated at 350-400 hours). Since the Lead Planning Agency does not have available staff to commit to this level of work, and the Triangle Transit Authority has staff who are qualified and available, the TCC recommends that the City of Durham contract with TTA for this work. Ten percent of the JARC and New Freedom grant funds are eligible for administrative expenses, including plan development. This means that up to \$22,433 of the FY06 apportionment for these two programs can be used for expenses to develop the plan.

Recommendation:

The TCC recommends the following:

1. That the TAC approve a Resolution to Amend the 2006-2012 Metropolitan Transportation Improvement Program to fund the development of the Coordinated Public Transit - Human Services Transportation Plan – Amendment #4 (Attachment 8D)
2. That the TAC approve a Resolution to amend the 2006-2007 UPWP that provides for a contract with TTA for the development of the Coordinated Public Transit - Human Services Transportation Plan for the DCHC MPO in accordance with the funding identified in the 2006-2012 MTIP Amendment. The UPWP Amendment will be brought to the TAC at its October 11, 2006 meeting.

Coordinated Public Transportation / Human Services Transportation Plan Draft Scope of Work

September 13, 2006

Following the guidance provided by FTA in their March 15th Federal Register notice, TTA staff has drafted a scope of work for a Coordinated Public Transportation/Human Services Transportation Plan covering the DCHC MPO area.

Task 1. Convene the Project Planning Team

The Project Planning Team will include representatives from the following organizations:

- DATA
- Chapel Hill Transit
- Durham County Human Services Transportation
- Orange Public Transportation
- Chatham Transit Network
- Durham Division of Social Services
- Durham WorkFirst
- Orange Department of Social Services
- Orange WorkFirst
- Triangle Transit Authority
- North Carolina DOT

This team will guide the planning work as described below.

Task 2. Inventory of available human services transportation and public transportation

Through a review of current county community transportation plans and through discussions with community transportation staff and public transportation staff in Durham, Orange and Chatham counties, we will document all existing services, including their service areas, types, times, costs, and eligibility criteria.

Task 3. Assess the transportation needs for individuals with disabilities, older adults, persons with limited incomes, and “reverse-commuters*.” Identify what the current systems do well and what we need to do better.

This assessment will be conducted using the “Self-Assessment Tool for Communities” provided by the Federal Interagency Coordinating Council on Access and Mobility (Attachment 6B). A large stakeholder work session will be invited to participate in this activity.

* For the purposes of this assessment, we will define “reverse-commuters” as individuals who reside in the Durham-Chapel Hill urbanized area and are traveling to work in locations of the Durham-Chapel Hill or the Raleigh-Cary urbanized areas.

In addition to the input from stakeholders, TTA will work with the Project Planning Team to provide data about each of the issues identified in the work session.

Task 4. Prioritize the gaps in service and the areas of redundant services. Identify key performance criteria for evaluating actions/strategies to address the priorities.

In a second stakeholder meeting, we will review the assessments, prioritize areas for improvement, and identify performance criteria that will be important in assessing the relative effectiveness of actions/strategies designed to address the priority area for improvement.

Task 5. Prepare a draft plan document.

The draft plan will include the following:

- inventory of services
- assessment of needs
- prioritized areas for improvement
- process for soliciting and selecting projects for funding with federal JARC/New Freedom grants
- criteria to be used in competitively evaluating projects

Task 6. Final document.

Following comments from the Project Planning Team, stakeholders, the Technical Coordinating Committee, and the Transportation Advisory Committee, TTA will prepare a final draft of the plan for adoption.

A proposed timeline for this work is as follows:

Task 1	Completed by September 15
Task 2	Completed by October 15
Task 3	Stakeholder meeting to be held by November 10 Draft assessment to be completed by December 1
Task 4	Stakeholder meeting to be held by December 15
Task 5	Draft plan to be presented to TCC Transit/TDM Subcommittee and the TCC meetings in January
Task 6	Final plan to be presented at February TAC meeting

* For the purposes of this assessment, we will define “reverse-commuters” as individuals who reside in the Durham-Chapel Hill urbanized area and are traveling to work in locations of the Durham-Chapel Hill or the Raleigh-Cary urbanized areas.

FREQUENTLY ASKED QUESTIONS

Job Access and Reverse Commute Program

1. What is the purpose of the Job Access and Reverse Commute (JARC) Program?

JARC supports the development and maintenance of transportation services so that welfare recipients and eligible low-income individuals can access jobs and job-related activities.

2. What level of funding is available for the program?

A total of \$602.5 million is available for the program from FY2006 to FY2009, starting at \$138 million in FY2006 and rising to \$164.5 million in FY 2009. Funding is subject to the Congressional appropriations process.

3. How are funds allocated?

Funds are formula apportioned based on the population of welfare recipients and eligible low-income individuals. Nationally, 60 percent of the funds goes to designated recipients in urbanized areas with populations of 200,000 or more; 20 percent goes to States for urbanized areas between 50,000 and 200,000; and 20 percent goes to States for non-urbanized areas.

States have the flexibility to shift funds between funding categories for urbanized areas with less than 200,000 in population and non-urbanized areas, if the Governor certifies that all of the objectives of JARC are being met in the area from which funds are being shifted. States may fund projects anywhere in the State, if the State has established a statewide program to meet JARC objectives.

In urbanized areas with populations of 200,000 or more, the designated recipient must solicit applications and make competitive selections, in cooperation with the Metropolitan Planning Organization (MPO). In non-urbanized areas and urbanized areas with populations of less than 200,000, the State will conduct a Statewide solicitation for applications and make competitive selections. Recipients must certify that allocations to sub-recipients are distributed on a fair and equitable basis.

States may transfer funds to FTA's urbanized or non-urbanized area programs as long as funds are used for JARC purposes and for projects selected through the competitive process. These transfer provisions are intended to ease the administrative burden for grantees that may get funding under another FTA program. It allows States to submit one grant application for both programs, and provides options for States that choose not to have an oversight role for transit agencies in small urbanized areas.

States that transfer funds to Section 5307 (Urbanized Area Formula Grant Program) must certify that JARC projects have been coordinated with nonprofit providers of services.

4. How may JARC funds be used?

Funds may be used for capital expenses with Federal funds provided for up to 80 percent of the cost of the project, or operating expenses with Federal funds provided for up to 50 percent of the cost of the project.

All projects funded must be derived from a locally developed, coordinated public transit-human services transportation plan (a “coordinated plan”). The planning process must involve representatives of public, private, and nonprofit transportation providers, human service providers, and the public.

There is no limit on the level of funds that can be used for operating expenses.

A designated recipient or State may use up to 10 percent of the funds made available under the JARC program for planning, administration and technical assistance.

Match for FTA funds can come from other non-Department of Transportation Federal sources that allow their funds to be used for transportation purposes, such as Health and Human Services.

5. What types of projects may be funded under the program?

Projects include but are not limited to:

- Developing new or expanded transportation projects or services that provide access to employment opportunities;
- Promoting public transportation by low-income workers, including the use of public transportation by workers with nontraditional work schedules;
- Promoting the use of transit vouchers for welfare recipients and eligible low-income individuals;
- Promoting the use of employer-provided transportation, including the transit pass benefit program under section 132 of the Internal Revenue Code of 1986;
- Subsidizing the costs associated with adding reverse commute bus, train, carpool, van routes, or service from urbanized areas and other than urbanized areas to suburban workplaces;
- Subsidizing the purchase or lease by a nonprofit organization or public agency of a van or bus dedicated to shuttling employees from their residences to a suburban workplace;
- Facilitating public transportation services to suburban employment opportunities.

JARC has changed from a discretionary/competitive program to a formula program, but definitions of eligible projects are unchanged from TEA-21. The Conference Report accompanying SAFETEA-LU includes the following language: “The conferees expect FTA to continue its practice of providing maximum flexibility to job access projects that are designed to meet the needs of individuals who are not effectively served by public transportation, consistent with the use of funds described in the Federal Register, Volume 67 (April 8, 2002).”

6. What Federal requirements apply to the program?

Section 5307 requirements apply. Labor protective arrangements must be certified.

7. Will there be an opportunity for public comment while FTA is forming the program?

Yes. FTA will solicit public input as it develops guidance for the JARC program. There will also be a notice and comment period in the spring of 2006, during which individuals and organizations may comment on FTA's proposed circular.

8. How are JARC-funded services required to be coordinated with other human services transportation programs?

All projects funded through the New Freedom program, JARC, and the Elderly Individuals and Individuals with Disabilities program must be derived from a coordinated plan. For more information on coordinated planning, see FTA's "Frequently Asked Questions: Coordinated Human Services Transportation Planning Provisions."

9. Will FTA be publishing New Freedom and JARC amounts in the Federal Register for all the small urbanized areas in each State as well as for the urbanized areas over 200,000 and for rural areas?

FTA will publish the amounts apportioned directly to urbanized areas over 200,000 for the New Freedom and JARC programs in the Federal Register Notice of apportionments and allocations for FY 2006. FTA will publish the total amount apportioned to each State for urbanized areas smaller than 200,000 and the total amount for rural areas. Each State will allocate funds for projects in these areas based on a competitive selection process. Solely for informational purposes, FTA posted on its website the amounts attributable to each small urbanized area based on formula factors, but in the Federal Register Notice of Apportionments FTA will publish the total amount apportioned to the State for all small urbanized areas.

10. When will FTA have JARC program guidance available?

FTA is working to develop guidance for the JARC program by the end of spring in 2006. However, interim guidance for the administration of the program in FY 2006 was published in a Federal Register notice. FTA is now seeking input from stakeholders to develop the public transit-human services transportation plans that will be required prior to receiving funds in FY 2007. The guidance will be put out for public review and comment before being finalized.

11. What happens to urban areas over 200,000 that may not use their JARC funding but do not have a roll-over provision?

Funds cannot be transferred simply to augment the urbanized or non-urbanized formula program. The purpose of this restriction is to ensure that all JARC funds are used for the intended purpose: to assist low-income individuals with access to jobs, while streamlining grant administration.

The designated recipient in a large urbanized area under Section 5307 is responsible, in cooperation with the MPO, for soliciting applications in a competitive selection process. Projects selected must be derived from a coordinated plan. The statutory provision that funds be apportioned directly to large urbanized areas assumes that there is a need for job access projects in every such area, but does not require that the transit authority provide all JARC services. Eligible sub-recipients include State and local governmental authorities, nonprofit organizations, and operators of public transportation services. The locally developed plan will identify service gaps and a strategy for meeting the needs. The transfer provisions in JARC allow the transfer of the funds by the State to 5307 or 5311, but only for the purpose of eligible selected JARC projects.

12. Does SAFETEA-LU make ADA vehicles under JARC and New Freedom eligible for the 83 percent Federal participation ratio?

Yes. Because JARC and New Freedom are now part of Chapter 53 of Title 49, the provisions of Section 5323(i) apply to these programs. Because JARC was established outside Chapter 53 of Title 49 under TEA-21 and not codified in Chapter 53 until SAFETEA-LU, Section 5323(i) did not previously apply to JARC. Further, in TEA-21 all JARC grants (both capital and operating) had a 50 percent Federal share.

In SAFETEA-LU, Section 5323(i) was amended to include ADA and Clean Fuel related facilities, not just equipment, as eligible for 90 percent Federal funding. The higher share applies only to the incremental costs related to ADA or to Clean Air Act (CAA) compliance, not to the entire piece of equipment or facility. For administrative convenience, FTA calculated a “blended” share of 83 percent for a bus meeting ADA or CAA requirements (counting 90 percent for the portion attributable to these requirements). FTA expects that a bus facility that has a portion devoted to meeting Clean Fuel requirements would have that portion of the facility funded at 90 percent, with the remainder funded at 80 percent. FTA does not expect to establish a blended share for ADA or Clean Fuel facilities, since those projects are likely to be so varied that a single blended share would not be appropriate.

13. Now that the JARC program is formularized, can you explain why Section 5307 small urbanized areas have to apply to the State for these funds instead of applying for them directly as they currently do?

Under SAFETEA-LU, the State is responsible for soliciting applications and selecting projects derived from locally developed, coordinated public transit-human services transportation plans (“coordinated plans”). Once projects have been selected, however, funds can be transferred to the Section 5307 program so that small urbanized areas can apply directly to FTA for the grant, rather than receiving funds as a sub-recipient of the State.

FREQUENTLY ASKED QUESTIONS

New Freedom Program Provisions of SAFETEA-LU

1. What is the purpose of the New Freedom Program?

The purpose of the New Freedom Program is to provide improved public transportation services, and alternatives to public transportation, for people with disabilities, beyond those required by the Americans with Disabilities Act of 1990 (ADA). The program will provide additional tools to overcome barriers facing Americans with disabilities who want to participate fully in society.

2. What level of funding is available for the program?

A total of \$339 million is available for the program from FY 2006 to FY 2009, starting at \$78 million in FY 2006 and rising to \$92.5 million in FY 2009.

3. How are funds allocated?

Funds are formula apportioned based on the population of persons with disabilities. On a national basis, 60 percent of the funds go to designated recipients in urbanized areas over 200,000 in population; 20 percent go to States for urbanized areas between 50,000 and 200,000, and 20 percent go to States for non-urbanized areas.

Fund recipients must solicit applications and make competitive selections based on requirements established by the recipient that are consistent with Federal eligibility.

States may transfer funds to FTA's urbanized or non-urbanized area programs so long as funds are used for eligible projects selected under the New Freedom Program. This transfer provision aims to ease the administrative burden for grantees that may get funding under another FTA program by allowing them to submit one grant application for both programs. The transfer provision also relieves State departments of transportation from oversight of small urbanized areas.

States that transfer funds to Section 5307 (Urbanized Area Formula Grant program) must certify that New Freedom projects have been coordinated with nonprofit providers.

4. How may funds be used?

Funds may be used for capital expenses with Federal funds provided for up to 80 percent of the cost of the project, or operating expenses with Federal funds provided for up to 50 percent of the cost of the project.

All projects funded must be derived from a locally developed, coordinated public transit-human services transportation plan (a "coordinated plan").

The coordinated plan must be developed through a process that includes representatives of public, private, and nonprofit transportation and human service providers and participation from the public.

There is no limit on the level of funds that can be used for operating expenses.

A designated recipient or State may use up to ten percent of the funds made available under the New Freedom program for planning, administration and technical assistance.

The match for FTA funds can come from Federal sources outside of the Department of Transportation that allow their funds to be used for transportation, such as the Department of Health and Human Services.

5. What types of projects may be funded under the program?

The program funds public transportation services and alternatives, beyond those required by the ADA, that assist individuals with disabilities. Conference Report language gives examples of projects and activities that might be funded under the program. These include, but are not limited to:

- Purchasing vehicles and supporting accessible taxi, ride-sharing, and vanpooling programs.
- Providing paratransit services beyond minimum requirements (3/4 mile to either side of a fixed route), including for routes that run seasonally.
- Making accessibility improvements to transit and intermodal stations not designated as key stations.¹
- Supporting voucher programs for transportation services offered by human service providers.
- Supporting volunteer driver and aide programs.
- Supporting mobility management and coordination programs among public transportation providers and other human service agencies that provide transportation.

6. What Federal requirements apply to the program?

The requirements of Section 5310 (Formula Grants for Special Needs of Elderly Individuals and Individuals with Disabilities) apply, to the extent that the Secretary of Transportation deems appropriate.

7. How does FTA define "beyond the ADA"?

The ADA and the U.S. Department of Transportation implementing regulations (49 CFR Parts 27, 37 & 38) contain specific requirements for making transportation systems and services accessible to persons with disabilities. The New Freedom program is intended to fund

¹ NOTE: The ADA requires that any alterations or renovations to an existing facility must be accessible, whether it is a key station or not. See 49 CFR 37.43. FTA seeks comment on how to define accessibility improvements that would be beyond the scope of the ADA for purposes of the New Freedom Program.

transportation services that are outside of those already required for individuals with disabilities under the ADA. FTA is interested in public comment on how best to provide guidance while maintaining flexibility.

8. How are New Freedom-funded services required to be coordinated with other human services transportation programs?

All projects funded through the New Freedom program, the Job Access and Reverse Commute program, and the Elderly Individuals and Individuals with Disabilities program must be derived from a coordinated plan. For more information on coordinated plans, see FTA's "Frequently Asked Questions: Coordinated Human Services Transportation Planning Provisions of SAFETEA-LU."

9. Will FTA be publishing amounts in the Federal Register for specific small urbanized areas?

When FTA issues the Federal Register Notice of apportionments and allocations for FY 2006, it will publish the total amounts apportioned to each state for urbanized areas smaller than 200,000 and for rural areas. These funds are not entitlements to individual localities. Each State will allocate the funds for projects in these areas based on a competitive selection process using criteria established by the State that are consistent with program objectives and Federal requirements. For information purposes only, the SAFETEA-LU tables posted on FTA's website include amounts attributable to each small urbanized area based on the formula factors. In the Federal Register Notice of apportionments, however, FTA will publish only the total amount apportioned to the State for all small urbanized and rural areas.

10. When will FTA issue guidance regarding the New Freedom program?

FTA is currently soliciting input and comments from the public on implementation strategies for the New Freedom Program. Once this process is complete a circular will be developed that outlines the guidelines for the program. The proposed circular will be open for public comment before it is finalized.

In addition, FTA published a Federal Register Notice on November 30, 2005 that includes interim guidance for implementing the program in FY 2006. FTA is soliciting public comment on this notice.

11. Will the public have opportunities for comment during the development of the New Freedom program?

FTA is conducting several listening sessions with stakeholders to gather input. In addition, FTA is collecting public comment on the Federal Register Notice published November 30, 2005. Finally, FTA will release a draft circular for public comment, and review all comments before issuing a final circular.

12. Is the formula used to apportion New Freedom funds strictly based on the population of persons with disabilities, or will it also consider the elderly population, which has many of the same mobility needs?

The New Freedom formula is based on the ratio of individuals with disabilities in an area to the total population of individuals with disabilities in the corresponding category (non urbanized, urbanized area less than 200,000 in population and urbanized area greater than 200,000 in population.) The census data used for individuals with disabilities includes elderly individuals with disabilities.

13. What level of matching funds will be required under the New Freedom program?

New Freedom funds can fund 80 percent of capital expenses, 50 percent of operating expenses, and 100 percent of the up to 10 percent of the apportionment available for administration, planning, and technical assistance. The remainder of the net project costs can come from other non-Department of Transportation Federal funds eligible for transportation projects, as well as local contributions and contract revenue.

14. Will projects funded by the New Freedom program be required to comply with the Americans with Disabilities Act?

Yes, projects funded must be in compliance with the ADA.

15. Will the ADA definition of “disability” apply to the New Freedom program?

The ADA uses a functional definition of “disability;” it refers to any physical or mental impairment that substantially limits one or more of an individual’s major life activities, such as performing manual tasks, seeing, hearing, speaking, breathing, learning, and working. It is not based on specific medical diagnoses; any condition that meets these criteria is a disability.

FTA is interested in public comment, however, on whether New Freedom Program funding may be used to fund activities such as paratransit service provided to individuals with disabilities who do not meet the eligibility criteria found in 49 CFR 37.123.

16. Is the New Freedom program primarily a work related program?

According to the Conference Report, the New Freedom program is intended to address barriers facing Americans with disabilities, who seek integration into the workforce and full participation in society. Hence, the New Freedom program includes but is not limited to work-related transportation.

17. How will FTA ensure consistency in the interpretation of ADA requirements?

FTA will ensure consistent interpretation of and compliance with ADA requirements just as it does with all Federal requirements. FTA's two major oversight mechanisms are: the Triennial Reviews of grantees receiving Section 5307 Urbanized Area Formula Grants; and State Management Reviews of grantees receiving FTA funds for State-managed programs. In addition to these oversight reviews, FTA conducts oversight reviews in specific areas when the grantee is either participating in a special program or is at-risk or out of compliance in a specific area (including civil rights).

FTA is also represented on the Department's Disability Law Coordinating Council (DLCC), a mechanism established by the Secretary to ensure consistency throughout the Department in interpretations and guidance involving the ADA and other disability-related statutes and regulations.

18. Suppose an area wants to work with a local cab company to get accessible cabs (i.e., "beyond" ADA). Can these vehicles then also be used as part of the basic complementary paratransit service, or are they restricted to "beyond"?

As long as the primary purpose of the New Freedom program grant is to develop more accessible taxicab service within a locality to meet a variety of transportation needs for persons with disabilities, vehicles may be used incidentally to integrate ADA-complementary paratransit trips within conventional taxi services. However, vehicles may not be used primarily to meet ADA-complementary paratransit needs.

19. Can New Freedom money be used to update or renovate the transit system's or a contractor's facilities to make them more accessible for current or potential employees with disabilities?

No. The New Freedom Program is intended (49 U.S.C. 5317(b)(1)) to provide "new public transportation services and public transportation alternatives" that assist persons with disabilities with transportation. Improvements to agency facilities for the benefit of agency employees do not meet this definition.

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

**AMENDMENT #4
September 13, 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 #4 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 13th day of September 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: _____

Add New Project

I.D. No.	System	Description	Funding		FFY
XXXX	DATA	Job Access / Reverse Communte and New Freedom Programs - Human Services Transportation Plan	JARC	\$22,433	2007
			TOTAL	\$22,433	

MEMORANDUM

TO: Transportation Advisory Committee (TAC)

FROM: Transportation Coordinating Committee (TCC)

DATE: September 13, 2006

RE: US 15-501 Transit Corridor – Memorandum of Agreement (MOA)

Background

The Transportation Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) adopted a modified alignment for the US 15-501 Transit Corridor at its September 14, 2005 meeting, and requested that a letter be sent to the four affected jurisdictions to make a formal notification of the adopted alignment modification and to advise that a Memorandum of Agreement (MOA) would soon follow. Attachment 9C is a copy of the letters. The TAC, on October 12, 2005, approved a proposed MOA to be considered by the Town of Chapel Hill, Durham County, the City of Durham and the Triangle Transit Authority (TTA). In summary, the MOA states that each signatory shall include modified transit corridor alignments in transportation plans and adopt supportive land uses along the corridor and at proposed transit stations. In addition, the parties agree to defer development decisions requiring a change in the transit corridor alignment until the TAC has had an opportunity to review and comment on analyses associated with the proposed alignment change. The Durham County Board of County Commissioners approved the MOA at its December 12, 2005 meeting, but the MOA has not been acted upon in the other jurisdictions.

In its consideration of the MOA, the City of Durham identified several issues that needed to be resolved and these issues were presented to the TAC at their April 12, 2006 meeting.

TAC Requests

At its April 12, 2006 meeting, the TAC made two requests after discussing the MOA. The TAC requested that the TCC modify the MOA to resolve any jurisdictional issues and present a recommended MOA to the TAC. In addition, the TAC was uncertain whether the adoption of a modified alignment for the US 15-501 Transit Corridor, which occurred on September 14, 2005, officially changed the corridor in the MPO's long-range transportation plan.

Staff Recommendations

The adoption of the modified US 15-501 Transit Corridor changes the MPO's long-range transportation plan. The TAC has the authority to approve the long-range transportation plan and therefore has the authority to amend that same plan.

A Corridor Protection MOA is needed to identify the procedures, including changes to local development ordinances, to protect the US 15-501 Transit Corridor and encourage adjacent land use that supports transit service. It was noted that there are five keys to protecting this corridor:

- a. Notification -- The local governments provide timely notification to the DCHC MPO that a submitted development plan impacts the US 15-501 Transit Corridor.
- b. Major Change – The Technical Coordinating Committee (TCC) determine whether the impacts represent a Major Change, and therefore merit further study.
- c. Study Scope -- The Technical Coordinating Committee (TCC) determine the scope of the study, ensuring that the scope is commensurate with the expected impacts.
- d. Timing – The development review process provides adequate time for the study to be completed and reviewed by the DCHC MPO and the appropriate local boards and commissions.
- e. Study Reception – The TAC comments, supporting materials, and study results be part of the materials that are provided to the decision-making body of the local government.

Attachments

Attachment 9A is the proposed Memorandum of Agreement for the US 15-501 Transit Corridor Protection, which is to be reviewed and approved by the Town of Chapel Hill, City of Durham, Durham County and the DCHC MPO. This MOA illustrates the proposed edits to the original MOA that the TAC adopted at their October 12, 2005 meeting. Attachment 9B is a “clean” copy of the same MOA, showing the final language given acceptance of the proposed edits. Attachment 9C consists of copies of the letters that the MPO sent to local jurisdictions after the adoption of the modified US 15-501 Transit Corridor.

TCC Recommendation

That the TAC authorize consideration of a revised Memorandum of Agreement Regarding the US 15-501 Transit Corridor Among Chapel Hill, Durham, Durham County, and the DCHC MPO.

TCC Action

Approve consideration of a revised Memorandum of Agreement Regarding the US 15-501 Transit Corridor Among Chapel Hill, Durham, Durham County, and the DCHC MPO.

MEMORANDUM OF AGREEMENT

NORTH CAROLINA

~~DURHAM-CHAPEL HILL-CARRBORO~~
METROPOLITAN PLANNING ORGANIZATION

Regarding

THE US 15-501 TRANSIT CORRIDOR PROTECTION

~~Between~~ Among

TOWN OF CHAPEL HILL, CITY OF DURHAM, COUNTY OF DURHAM,
~~TRIANGLE TRANSIT AUTHORITY~~, AND THE DURHAM-CHAPEL HILL-
CARRBORO METROPOLITAN PLANNING ORGANIZATION

~~October 12, 2005~~

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) was created in 1994 through a Memorandum of Understanding signed by the Town of Chapel Hill, the City of Durham, the County of Durham (herein, the "local government parties"), other member governments in the region, and the State of North Carolina, through the Governor and Department of Transportation;

WHEREAS, the DCHC MPO, under the authority of federal and state law, and the 1994 Memorandum of Understanding, is recognized as the body is actively involved in, and responsible for; coordinating the transportation planning ~~process~~ in the Planning Area defined by the Metropolitan Area Boundary (MAB) of the Durham-Chapel Hill-Carrboro Urban Area Metropolitan Planning Organization and the North Carolina Department of Transportation (NCDOT), and the MAB; which includes all of Durham County and portions of Orange County and Chatham County; and

WHEREAS, the Transportation Advisory Committee ("TAC"), created by the 1994 Memorandum of Understanding, is the duly recognized transportation decision-making body of the DCHC MPO, as required by 23 CFR Part 134; and

WHEREAS, the ~~Transportation Advisory Committee~~ TAC consists of elected officials of member governments in the DCHC Planning Area, including the local government parties, and a representative of the North Carolina Board of Transportation; and

WHEREAS, the TAC has the authority to adopt a Comprehensive Transportation Plan under the authority of federal and state law, and the above Memorandum of Understanding; and

WHEREAS, the purpose of the TCC (Technical Coordinating Committee) of the DCHC MPO is to provide guidance on matters that encompass multiple jurisdictions and technical fields, facilitate coordination among the policy boards of the agencies represented in the TAC, and make recommendations to the TAC, and

WHEREAS, the Memorandum of Understanding (dated September 10, 1993), which established the DCHC MPO and is signed by the participating local governments, states that:

- “Transportation policy decisions within the Planning Area are the shared responsibility of the Transportation Advisory Committee... and participating governments.”
- “The continuing transportation planning process will be a cooperative one, and all planning discussions will be reflective and responsive to... the comprehensive plans for growth and development of the Municipalities of Durham, Chapel Hill, Carrboro, and Hillsborough; and the Counties of Durham, Orange, and Chatham.”
- “The subscribing local governments shall coordinate zoning and subdivision approvals within its jurisdiction in accordance with the adopted Comprehensive Transportation Plan and mutually adopted Thoroughfare Plan.”

and

WHEREAS, the US 15-501 Transit Corridor Plan is part of the DCHC MPO has adopted a Comprehensive Transportation Plan, called the Long Range Transportation Plan (LRTP), and, in addition, has adopted as part of that plan the US 15-501 Transit Corridor Plan; of the DCHC MPO, or Comprehensive Transportation Plan, and

WHEREAS, the following studies have established and directly addressed the status of the US 15-501 Transit Corridor:

1. The “US 15-501 Major Investment Study, Phase I Report (Draft),” prepared by HNTB North Carolina, P.C., was completed on August 6, 1998;
2. The “US 15-501 Major Investment Study, Phase II Report,” prepared by HNTB North Carolina, P.C., was completed in December 2001;

3. In 2003, concerned that the right-of-way preservation and land use occurring in the US 15-501 transit corridor might be detrimental to future transit development, the DCHC MPO requested that the Triangle Transit Authority (TTA) conduct a follow-up study of the status of the corridor and make recommendations, as appropriate;
4. This follow-up study made the following recommendations to the DCHC MPO for preserving right-of-way and land use in the US 15-501 transit corridor:
 - Evaluate alternatives and choose a preferred alignment through Southwest Durham;
 - Local and regional authorities adopt the alignment;
 - Analyze land use in and near the transit corridor;
 - Require cost, community/environmental, ridership and operational analysis of any future alignment changes; and,
 - Request that the Triangle Transit Authority (TTA) facilitate a strategy for transit service implementation in the corridor consistent with the memorandum of agreement between the TTA and DCHC MPO;

WHEREAS, the “US 15-501 Major Investment Study (MIS)” established an alignment for the transit corridor, and, called the 15-501 Corridor Alignment, and that alignment was approved by the TAC and is a part of the DCHC MPO’s adopted Comprehensive Transportation Plan; in addition, the 15-501 Corridor Alignment was approved by the affected local governments, notwithstanding that legally, under the Memorandum of Understanding creating the DCHC MPO, it did not have to be so approved; and

WHEREAS, and since the initial establishment of the 15-501 Corridor Alignment, at time, three modifications have been made to, or recommended for, the 15-501 Corridor Alignment by action of one or more of the local government parties and/or the TAC, which including the following modifications ~~that~~ are depicted on the attached map:

1. The modified alignment near the former South Square Mall in the City of Durham;
2. A possible alternative modified alignment near Glenwood Elementary School in Chapel Hill; and,
3. A modified alignment The preferred alignment through Southwest Durham, moving the alignment away from Creekside Elementary School in the County of Durham, and closer to I-40, as recommended by the US 15-501 Corridor Alignment Analysis, and adopted by the TAC.DCHC MPO.

WHEREAS, actions taken on the 15-501 Corridor Alignment have created confusion regarding the following issues: what changes to the 15-501 Corridor Alignment are significant; what input the local government parties and TAC should have regarding changes to the Corridor Alignment; and what analysis, if any, should occur prior to certain changes in alignment being considered;

WHEREAS, it is important for the local government parties affected by the 15-501 Corridor Alignment to establish clearer understandings and procedures regarding the above issues, and to affirm their general support for using land use policies and regulations within their jurisdictions in support of the adopted Comprehensive Transportation Plan, including the 15-501 Corridor Alignment ;

NOW THEREFORE, in consideration of the above premises and the common objective of planning for and implementing a high quality transit corridor between the City of Durham and Town of Chapel Hill, the parties hereto ~~desire to cooperate and mutually~~ agree to the following: ~~terms:~~

C.Changes to Modify Corridor Alignment; Definition of “Major Change”

The parties to this Agreement (“the parties”), which are the including the DCHC MPO (through the TAC), the Town of Chapel Hill, the City of Durham, and the County of Durham Triangle Transit Authority (TTA) and participating local governments, will recognize that under the authority of the 1994 Memorandum of Understanding, the DCHC MPO, through its official body, the TAC, has been delegated the authority to make decisions regarding the adopted Comprehensive Transportation Plan, and that the Comprehensive Transportation Plan includes the 15-501 Corridor Alignment. The parties hereby agree that the modify the transit corridor alignment in the “US 15-501 Major Investment Study (MIS)” to include the three modifications identified above are appropriate modifications to the 15-501 Corridor Alignment and the Comprehensive Transportation Plan, without further separate action by the TAC. The parties’ ratification of these changes shall not be interpreted to require that in the future, individual local government parties, through individual actions or memoranda of understanding, must approve changes to the 15-501 Corridor Alignment outside their land use jurisdiction. In addition, the parties’ ratification shall not be interpreted as an understanding that the three described changes are “major changes” as further defined in this Agreement.

In the future, a “major change” to the 15-501 Corridor Alignment shall be described as a change that ~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~ (needs definition by TCC or by TAC staff. This definition should also address whether the station locations are considered as set in stone as the corridor location. Note that I took out the reference to the station locations in part D below, with the assumption that the degree of their protection would be defined in the concept of “major change.”) Such major changes shall be brought to the TAC for consideration and action in order to be adopted as an

approved change to the 15-501 Corridor Alignment by the DCHC MPO, and included as an adopted part of the Comprehensive Transportation Plan.

D. Include Modified Alignments in Transportation Plans

The parties agree that three changes described above and future changes to the 15-501 Corridor Alignment approved by the TAC shall be reflected in to this Agreement, including the DCHC MPO, Triangle Transit Authority (TTA) and participating local governments, will include the modified alignment identified above, and future alignment modifications to the "US 15-501 Major Investment Study (MIS)", into local and regional transportation plans. In addition, upon notification by the local government with jurisdiction over the matter, minor changes to the 15-501 Corridor Alignment shall be shown on local and regional transportation maps maintained and updated by the TAC. by reference, and the DCHC MPO will consider the alignment modifications in the following update to the Long Range Transportation Plan (LRTP).

C-CA. Consideration of Adopt Supportive Land Uses

The parties shall seek right-of-way dedication for the 15-501 Corridor Alignment, is corridor, rather than reservation, where possible, through their development review process, consistent with applicable ordinances of each jurisdiction and constitutional constraints. In addition, the parties shall consider recommended changes to use the provisions of their comprehensive plans and development ordinances that to maximize the opportunities for high densities and mixed uses, and that to require transit supportive design in proximity to planned station locations along the 15-501 Corridor Alignment.

In particular, the parties to this Agreement will consider means of encouraging development in proximity to the US 15-501 Transit Corridor and stations, through local zoning and development ordinances, consistent with the guidelines set forth in the document "Station Area Development Guidelines for the Regional Transit Stations" (Triangle Transit Authority, December 1997). It should be noted that the Guidelines state:

"As individual local governments prepare plans for their regional transit station areas, they will select and refine the elements most appropriate for each station area and they will determine the extent to which these elements may be encouraged, discouraged, avoided or required."

DB. Require Analysis of Proposed Major Changes to Alignment

The parties to this Agreement agree to consider adoption of ordinance revisions that will require that any development application proposing a major change, as defined above, shift in the adopted US 15-501 Transit Corridor Alignment shall first require consideration and recommendation by the TAC as the official decision-making body of the DCHC MPO.

The parties understand that requirements for studies and analysis may be imposed by the DCHC MPO on parties seeking to make a Major eChange, which requirements may include: or designated station locations 1) include an analysis that meets or exceeds the technical level of corridor analysis in the current, or subsequently amended, "Chapel Hill-Durham Transit Corridor: Southwest Durham Alignment Evaluation" and that includes the impacts identified below; 2) preparation of such analysis in consultation with the The parties to this Agreement further agree that DCHC MPO technical staff and compliance with will be consulted for current guidelines prepared by the staff; 3) review of prior to the preparation of any such analysis, and that the completed analysis will be supplied promptly to by the DCHC MPO staff.; and 4) addressing the impacts below in such analysis; for technical review. The analysis will include impacts on the following characteristics:

1. Cost – capital costs for building alignment and stations, and vehicle operations costs (developed in consultation with TTA); and,
2. Environmental – extent of negative environmental impacts including wetlands and stream crossings; and,
3. Community – extent of negative impacts including residential and business relocations, and street crossings; and,
4. Land Use Plans – consistency of existing and future land use and development with comprehensive plans, and,
5. Transportation Plans – consistency with local and regional transportation plans, including the Long Range Transportation Plan of the DCHC MPO; and,
6. Ridership – potential ridership estimates from TTA, based on housing and employment projections within one-quarter and one-half mile of proposed stations; and
7. Operations – feasibility of operations, and service quality impacts (developed in consultation with TTA).

C. Determination of Major Change

The parties agree to consider adoption of ordinance changes that defer to the Technical Coordinating Committee (TCC) of the DCHC MPO the determination of whether or not a proposed change in the 15-501 Transit Corridor constitutes a Major Change, and as a result, makes the proposed development action susceptible to the analysis, notification, deferral and TAC comments stipulations in Part B and Part D. The TCC shall consider the following criteria in making a determination:

1. The distance the corridor is to be moved;
2. Likely impacts on capital and operational costs and service quality;
3. Likely changes in the physical and social environmental impacts;

4. Whether a station location is to be changed, and the likely ridership and design constraint impacts;
5. Proximity of the proposed corridor and station location to other transportation facilities; and,
6. Whether the change impacts the corridor or station location on adjacent parcels and sites.

ED. ~~Defer Development Decisions for DCHC MPO Board~~
Action Recommendations by the TAC

The parties ~~to this Agreement~~ agree to consider adoption of ordinance changes that:

1. Notification -- Require timely notification to the TAC of all proposed actions on development that would constitute a change to the 15-501 Corridor Alignment, whether major or minor; and,
2. Deferral -- ~~R~~require or allow deferral of approval of zoning, site plan and other development cases in which analysis of a major change is required under Paragraph ~~D-B~~ of this Agreement, until the Transportation Advisory Committee (TAC) of the DCHC MPO has had adequate time to review and comment on the analysis and make a recommendation on the proposed change. The TAC agrees to complete its review in an expeditious and timely fashion, upon submission of the required analysis by the applicants proposing the major change and to make a recommendation on the proposed major change; and,
3. Receive Comments – Require each local government party to include the TAC comments and supporting materials that have been submitted in materials going to the decision-making body of the local government. . ~~In addition, each local government party agrees to notify the TAC of all proposed actions on development that would constitute a change to the 15-501 Corridor Alignment, whether major or minor, and to include in materials going to the decision-making body of the local government all recommendations and supporting materials regarding such change submitted by the TAC for consideration.~~

FE. Action Subsequent to TAC Recommendation

In the event that the TAC recommends approval of the proposed major change to the 15-501 Corridor Alignment, and the local government party approves the land use decision embodying such change, the parties agree that the change may be included in the 15-501 Corridor Alignment and the Comprehensive Transportation Plan without further action by the TAC.

GF. Information from Local Government Parties

Upon request by the TAC, the local government parties will furnish timely information to the TAC regarding current and proposed land use development and decisions that affect

the 15-501 Corridor Alignment. Such information shall include but not be limited to: copies of development approvals for development in proximity to the Corridor; relevant policies in plans adopted by the party, such as comprehensive plans; development actions that result in changes that do not constitute “major changes” under this MOU; relevant ordinance requirements that serve to further this MOU or the protection of the Corridor; and identification of land that has been protected through reservation or dedication for the Corridor.

HG. Local Government Legislative Discretion.

Nothing in this MOA shall be construed to limit or impair the authority of the governing bodies of the local government parties from exercising or performing any legislative or governmental powers or functions pursuant to applicable law, or to bind the future legislative or governmental discretion of such governing bodies.

IH. Additional Conditions of Agreement:

This Memorandum of Agreement:

1. Shall become effective when signed by all the parties and shall continue in force until terminated by any party;
2. May be terminated thirty (30) days after written notification by any party;
3. May be amended by mutual consent of the parties, which consent shall not be unreasonably withheld;
4. Shall be in addition to any specific agreements between the parties presently in place establishing specific practices for planning and implementing the US 15-501 Transit Corridor;
5. Shall not require any party to implement a practice or policy that is not in compliance with local ordinances or State statutes.

NOW, THEREFORE, BE IT RESOLVED that this Agreement is hereby formally approved by the City/Town Council of the City of Durham and Town of Chapel Hill, the Board of County Commissioners of Durham County, the Board of Directors of the Triangle Transit Authority, and the Mayor/Board Chairs and Clerk of these municipalities and county are hereby empowered to sign and execute the Agreement among these parties.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)

By _____
CLERK

By _____
CHAIR

CITY OF DURHAM

By _____
CLERK

By _____
MAYORCITY MANAGER

TOWN OF CHAPEL HILL

By _____
CLERK

By _____
MAYOR

DURHAM COUNTY

By _____
CLERK

By _____
BOARD CHAIR

TRIANGLE TRANSIT AUTHORITY

By _____
CLERK

By _____
BOARD CHAIR

MEMORANDUM OF AGREEMENT

Regarding

THE US 15-501 TRANSIT CORRIDOR PROTECTION

Among

TOWN OF CHAPEL HILL, CITY OF DURHAM, COUNTY OF DURHAM, AND THE
DURHAM-CHAPEL HILL-
CARRBORO METROPOLITAN PLANNING ORGANIZATION

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) was created in 1994 through a Memorandum of Understanding signed by the Town of Chapel Hill, the City of Durham, the County of Durham (herein, the “local government parties”), other member governments in the region, and the State of North Carolina, through the Governor and Department of Transportation;

WHEREAS, the DCHC MPO, under the authority of federal and state law, and the 1994 Memorandum of Understanding, is recognized as the body responsible for coordinating transportation planning in the Planning Area defined by the Metropolitan Area Boundary (MAB) of the Durham-Chapel Hill-Carrboro Urban Area Metropolitan Planning Organization and the North Carolina Department of Transportation (NCDOT), and the MAB includes all of Durham County and portions of Orange County and Chatham County; and

WHEREAS, the Transportation Advisory Committee (“TAC”), created by the 1994 Memorandum of Understanding, is the duly recognized transportation decision-making body of the DCHC MPO, as required by 23 CFR Part 134; and

WHEREAS, the TAC consists of elected officials of member governments in the DCHC Planning Area, including the local government parties, and a representative of the North Carolina Board of Transportation; and

WHEREAS, the purpose of the TCC (Technical Coordinating Committee) of the DCHC MPO is to provide guidance on matters that encompass multiple jurisdictions and technical fields, facilitate coordination among the policy boards of the agencies represented in the TAC, and make recommendations to the TAC, and

WHEREAS, the Memorandum of Understanding states that:

- “Transportation policy decisions within the Planning Area are the shared responsibility of the Transportation Advisory Committee... and participating governments.”
- “The continuing transportation planning process will be a cooperative one, and all planning discussions will be reflective and responsive to... the comprehensive plans for growth and development of the Municipalities of Durham, Chapel Hill, Carrboro, and Hillsborough; and the Counties of Durham, Orange, and Chatham.”
- “The subscribing local governments shall coordinate zoning and subdivision approvals within its jurisdiction in accordance with the adopted Comprehensive Transportation Plan and mutually adopted Thoroughfare Plan.”

and

WHEREAS, the DCHC MPO has adopted a Comprehensive Transportation Plan, called the Long Range Transportation Plan (LRTP), and, in addition, has adopted as part of that plan the US 15-501 Transit Corridor Plan; and

WHEREAS, the following studies have established and directly addressed the status of the US 15-501 Transit Corridor:

1. The “US 15-501 Major Investment Study, Phase I Report (Draft),” prepared by HNTB North Carolina, P.C., was completed on August 6, 1998;
2. The “US 15-501 Major Investment Study, Phase II Report,” prepared by HNTB North Carolina, P.C., was completed in December 2001;
3. In 2003, concerned that the right-of-way preservation and land use occurring in the US 15-501 transit corridor might be detrimental to future transit development, the DCHC MPO requested that the Triangle Transit Authority (TTA) conduct a follow-up study of the status of the corridor and make recommendations, as appropriate;
4. This follow-up study made the following recommendations to the DCHC MPO for preserving right-of-way and land use in the US 15-501 transit corridor:
 - Evaluate alternatives and choose a preferred alignment through Southwest Durham;
 - Local and regional authorities adopt the alignment;
 - Analyze land use in and near the transit corridor;

- Require cost, community/environmental, ridership and operational analysis of any future alignment changes; and,
- Request that the Triangle Transit Authority (TTA) facilitate a strategy for transit service implementation in the corridor consistent with the memorandum of agreement between the TTA and DCHC MPO;

WHEREAS, the “US 15-501 Major Investment Study (MIS)” established an alignment for the transit corridor, and

WHEREAS, since the initial establishment of the US 15-501 Corridor Alignment, three modifications have been made to, or recommended for, the US 15-501 Corridor Alignment by action of one or more of the local government parties and/or the TAC, which modifications are depicted on the attached map:

1. The modified alignment near the former South Square Mall in the City of Durham;
2. A modified alignment near Glenwood Elementary School in Chapel Hill; and,
3. A modified alignment through Southwest Durham, moving the alignment away from Creekside Elementary School in the County of Durham, and closer to I-40, as recommended by the US 15-501 Corridor Alignment Analysis, and adopted by the TAC.

WHEREAS, it is important for the local government parties affected by the US 15-501 Corridor Alignment to establish clearer understandings and procedures regarding the above issues, and to affirm their general support for using land use policies and regulations within their jurisdictions in support of the adopted Comprehensive Transportation Plan, including the US 15-501 Corridor Alignment;

NOW THEREFORE, in consideration of the above premises and the common objective of planning for and implementing a high quality transit corridor between the City of Durham and Town of Chapel Hill, the parties hereto agree to the following:

A. Consideration of Supportive Land Uses

The parties shall seek right-of-way dedication for the US 15-501 Corridor Alignment, rather than reservation, where possible, through their development review process, consistent with applicable ordinances of each jurisdiction and constitutional constraints. In addition, the parties shall consider recommended changes to their comprehensive plans and development ordinances that maximize the opportunities for high densities and

mixed uses, and that require transit supportive design in proximity to planned station locations along the US 15-501 Corridor Alignment.

In particular, the parties to this Agreement will consider means of encouraging development in proximity to the US 15-501 Transit Corridor and stations, through local zoning and development ordinances, consistent with the guidelines set forth in the document "Station Area Development Guidelines for the Regional Transit Stations" (Triangle Transit Authority, December 1997). It should be noted that the Guidelines state:

"As individual local governments prepare plans for their regional transit station areas, they will select and refine the elements most appropriate for each station area and they will determine the extent to which these elements may be encouraged, discouraged, avoided or required."

B. Require Analysis of Proposed Major Changes to Alignment

The parties agree to consider adoption of ordinance revisions that will require that any development application proposing a major change in the adopted US 15-501 Corridor Alignment shall first require consideration and recommendation by the TAC as the official decision-making body of the DCHC MPO.

The parties understand that requirements for studies and analysis may be imposed by the DCHC MPO on parties seeking to make a Major Change, which requirements may include: 1) an analysis that meets or exceeds the technical level of corridor analysis in the current, or subsequently amended, "Chapel Hill-Durham Transit Corridor: Southwest Durham Alignment Evaluation" and that includes the impacts identified below; 2) preparation of such analysis in consultation with the DCHC MPO technical staff and compliance with current guidelines prepared by the staff; 3) review of any such analysis by the DCHC MPO staff.; and 4) addressing the impacts below in such analysis:

1. Cost – capital costs for building alignment and stations, and vehicle operations costs (developed in consultation with TTA); and,
2. Environmental – extent of negative environmental impacts including wetlands and stream crossings; and,
3. Community – extent of negative impacts including residential and business relocations, and street crossings; and,
4. Land Use Plans – consistency of existing and future land use and development with comprehensive plans, and,
5. Transportation Plans – consistency with local and regional transportation plans, including the Long Range Transportation Plan of the DCHC MPO; and,

6. Ridership – potential ridership estimates from TTA, based on housing and employment projections within one-quarter and one-half mile of proposed stations; and
7. Operations – feasibility of operations, and service quality impacts (developed in consultation with TTA).

C. Determination of Major Change

The parties agree to consider adoption of ordinance changes that defer to the Technical Coordinating Committee (TCC) of the DCHC MPO the determination of whether or not a proposed change in the US 15-501 Transit Corridor constitutes a Major Change, and as a result, makes the proposed development action susceptible to the analysis, notification, deferral and TAC comments stipulations in Part B and Part D. The TCC shall consider the following criteria in making a determination:

1. The distance the corridor is to be moved;
2. Likely impacts on capital and operational costs and service quality;
3. Likely changes in the physical and social environmental impacts;
4. Whether a station location is to be changed, and the likely ridership and design constraint impacts;
5. Proximity of the proposed corridor and station location to other transportation facilities; and,
6. Whether the change impacts the corridor or station location on adjacent parcels and sites.

D. Recommendations by the TAC

The parties agree to consider adoption of ordinance changes that:

1. Notification -- Require timely notification to the TAC of all proposed actions on development that would constitute a change to the US 15-501 Corridor Alignment, whether major or minor; and,
2. Deferral -- Require or allow deferral of approval of zoning, site plan and other development cases in which analysis of a major change is required under Paragraph B of this Agreement, until the Transportation Advisory Committee (TAC) of the DCHC MPO has had adequate time to review and comment on the analysis and make a recommendation on the proposed change. The TAC agrees to complete its review in an expeditious and timely fashion, upon submission of the required analysis by the applicants proposing the major change and to make a recommendation on the proposed major change; and,
3. Receive Comments – Require each local government party to include the TAC comments and supporting materials that have been submitted in materials going to the decision-making body of the local government.

E. Action Subsequent to TAC Recommendation

In the event that the TAC recommends approval of the proposed major change to the US 15-501 Corridor Alignment, and the local government party approves the land use decision embodying such change, the parties agree that the change may be included in the US 15-501 Corridor Alignment and the Comprehensive Transportation Plan without further action by the TAC.

F. Information from Local Government Parties

Upon request by the TAC, the local government parties will furnish timely information to the TAC regarding current and proposed land use development and decisions that affect the US 15-501 Corridor Alignment. Such information shall include but not be limited to: copies of development approvals for development in proximity to the Corridor; relevant policies in plans adopted by the party, such as comprehensive plans; development actions that result in changes that do not constitute “major changes” under this MOU; relevant ordinance requirements that serve to further this MOU or the protection of the Corridor; and identification of land that has been protected through reservation or dedication for the Corridor.

G. Local Government Legislative Discretion.

Nothing in this MOA shall be construed to limit or impair the authority of the governing bodies of the local government parties from exercising or performing any legislative or governmental powers or functions pursuant to applicable law, or to bind the future legislative or governmental discretion of such governing bodies.

H. Additional Conditions of Agreement:

This Memorandum of Agreement:

1. Shall become effective when signed by all the parties and shall continue in force until terminated by any party;
2. May be terminated thirty (30) days after written notification by any party;
3. May be amended by mutual consent of the parties, which consent shall not be unreasonably withheld;
4. Shall be in addition to any specific agreements between the parties presently in place establishing specific practices for planning and implementing the US 15-501 Transit Corridor;
5. Shall not require any party to implement a practice or policy that is not in compliance with local ordinances or State statutes.

NOW, THEREFORE, BE IT RESOLVED that this Agreement is hereby formally approved by the City/Town Council of the City of Durham and Town of Chapel Hill, the Board of County Commissioners of Durham County, the Board of Directors of the Triangle Transit Authority, and the Mayor/Board Chairs and Clerk of these municipalities and county are hereby empowered to sign and execute the Agreement among these parties.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)

By _____
CLERK

By _____
CHAIR

CITY OF DURHAM

By _____
CLERK

By _____
CITY MANAGER

TOWN OF CHAPEL HILL

By _____
CLERK

By _____
MAYOR

DURHAM COUNTY

By _____
CLERK

By _____
BOARD CHAIR



DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

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

September 14, 2005

Patrick Baker, Durham City Manager
 101 City Hall Plaza
 Durham, NC 27701

Dear Mr. Baker:

This letter constitutes formal notification of the adoption of a revised alignment for the proposed fixed transit guideway corridor between Durham and Chapel Hill, and communicates specific requests from the Transportation Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) regarding land use planning along that alignment.

At its September 14, 2005, meeting, the TAC adopted a revised alignment for the proposed future Fixed Guideway Transit Corridor between Durham and Chapel Hill. The adopted alignment has been discussed as the "C-3 Alternative" in planning documents and at public meetings. The TAC also adopted a new location for the proposed station originally identified near Creekside Elementary School in Southwest Durham. The new location for the proposed station is further south along the corridor. The corridor and all proposed station locations are illustrated on the enclosed map.

The TAC requests that the City of Durham seek right-of-way (ROW) dedication, rather than reservation, for this transit corridor, through its development review process.

The TAC further requests that the City of Durham use the provisions of its development ordinance to maximize the opportunities for high densities and mixed uses, and to require transit supportive design in proximity to planned station locations.

Finally, the TAC directed DCHC MPO Lead Planning Agency staff to prepare a Memorandum of Agreement (MOA) to be signed by the City of Durham, the County of Durham, the Town of Chapel Hill, and Triangle Transit Authority establishing procedures for considering any future changes to the approved corridor alignment and for encouraging transit supportive development around the stations along this corridor. This MOA will be forwarded to you for execution by the Durham City Council once it has been approved by the TAC.

Patrick Baker
September 14, 2005

Page 2

Should you have any questions or desire additional information regarding the proposed fixed guideway transit corridor between Durham and Chapel Hill, please contact DCHC MPO Lead Planning Agency staff member Felix Nwoko at 560-4366

Yours sincerely,

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

Mark Ahrendsen
Chair, Technical Coordinating Committee
DCHC MPO

encl.

cc: TAC Members
Frank Duke, Durham City/County Planning Department



DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

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

September 14, 2005

Mike Ruffin, Durham County Manager
200 E. Main Street
Durham, NC 27701

Dear Mr. Ruffin:

This letter constitutes formal notification of the adoption of a revised alignment for the proposed fixed transit guideway corridor between Durham and Chapel Hill, and communicates specific requests from the Transportation Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) regarding land use planning along that alignment.

At its September 14, 2005, meeting, the TAC adopted a revised alignment for the proposed future Fixed Guideway Transit Corridor between Durham and Chapel Hill. The adopted alignment has been discussed as the "C-3 Alternative" in planning documents and at public meetings. The TAC also adopted a new location for the proposed station originally identified near Creekside Elementary School in Southwest Durham. The new location for the proposed station is further south along the corridor. The corridor and all proposed station locations are illustrated on the enclosed map.

The TAC requests that the Durham County seek right-of-way (ROW) dedication, rather than reservation, for this transit corridor, through its development review process.

The TAC further requests that the Durham County use the provisions of its development ordinance to maximize the opportunities for high densities and mixed uses, and to require transit supportive design in proximity to planned station locations.

Finally, the TAC directed DCHC MPO Lead Planning Agency staff to prepare a Memorandum of Agreement (MOA) to be signed by the City of Durham, the County of Durham, the Town of Chapel Hill, and Triangle Transit Authority establishing procedures for considering any future changes to the approved corridor alignment and for encouraging transit supportive development around the stations along this corridor. This MOA will be forwarded to you for execution by the Durham County Board of Commissioners once it has been approved by the TAC.

Mike Ruffin
September 14, 2005

Page 2

Should you have any questions or desire additional information regarding the proposed fixed guideway transit corridor between Durham and Chapel Hill, please contact DCHC MPO Lead Planning Agency staff member Felix Nwoko at 560-4366

Yours sincerely,



Mark Ahrendsen
Chair, Technical Coordinating Committee
DCHC MPO

encl.

cc: TAC Members
Frank Duke, Durham City/County Planning Department



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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

September 14, 2005

Cal Horton, Chapel Hill Town Manager
 405 Martin Luther King Jr Blvd
 Chapel Hill, NC 27514

Dear Mr. Horton:

This letter constitutes formal notification of the adoption of a revised alignment for the proposed fixed transit guideway corridor between Durham and Chapel Hill, and communicates specific requests from the Transportation Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) regarding land use planning along that alignment.

At its September 14, 2005, meeting, the TAC adopted a revised alignment for the proposed future Fixed Guideway Transit Corridor between Durham and Chapel Hill. The adopted alignment has been discussed as the "C-3 Alternative" in planning documents and at public meetings. The TAC also adopted a new location for the proposed station originally identified near Creekside Elementary School in Southwest Durham. The new location for the proposed station is further south along the corridor. The corridor and all proposed station locations are illustrated on the enclosed map.

The TAC requests that the Town of Chapel Hill seek right-of-way (ROW) dedication, rather than reservation, for this transit corridor, through its development review process.

The TAC further requests that the Town of Chapel Hill use the provisions of its development ordinance to maximize the opportunities for high densities and mixed uses, and to require transit supportive design in proximity to planned station locations.

Finally, the TAC directed DCHC MPO Lead Planning Agency staff to prepare a Memorandum of Agreement (MOA) to be signed by the City of Durham, the County of Durham, the Town of Chapel Hill, and Triangle Transit Authority establishing procedures for considering any future changes to the approved corridor alignment and for encouraging transit supportive development around the stations along this corridor. This MOA will be forwarded to you for execution by the Chapel Hill Town Council once it has been approved by the TAC.

Cal Horton
September 14, 2005

Page 2

Should you have any questions or desire additional information regarding the proposed fixed guideway transit corridor between Durham and Chapel Hill, please contact DCHC MPO Lead Planning Agency staff member Felix Nwoko at 560-4366

Yours sincerely,



Mark Ahrendsen
Chair, Technical Coordinating Committee
DCHC MPO

encl.

cc: TAC Members
J.B. Culpepper, Chapel Hill Planning Department



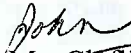
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Member Governments

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

September 14, 2005

John Claflin, General Manager
 Triangle Transit Authority
 P.O. Box 13787
 Research Triangle Park, NC 27709


 Dear Mr. Claflin:

This letter constitutes formal notification of the adoption of a revised alignment for the proposed fixed transit guideway corridor between Durham and Chapel Hill, and communicates specific requests from the Transportation Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) regarding land use planning along that alignment.

At its September 14, 2005, meeting, the TAC adopted a revised alignment for the proposed future Fixed Guideway Transit Corridor between Durham and Chapel Hill. The adopted alignment has been discussed as the "C-3 Alternative" in planning documents and at public meetings. The TAC also adopted a new location for the proposed station originally identified near Creekside Elementary School in Southwest Durham. The new location for the proposed station is further south along the corridor. The corridor and all proposed station locations are illustrated on the enclosed map.

At the same meeting, the TAC also requested that Triangle Transit Authority facilitate the development of a strategy for improved transit service between Durham and Chapel Hill consistent with the Memorandum of Agreement between TTA and the DCHC MPO on transit planning. This letter will also serve as formal notice of that request.

The TAC directed DCHC MPO Lead Planning Agency staff to prepare a Memorandum of Agreement (MOA) to be signed by the City of Durham, the County of Durham, the Town of Chapel Hill, and Triangle Transit Authority establishing procedures for considering any future changes to the approved corridor alignment and for encouraging transit supportive development around the stations along this corridor. This MOA will be forwarded to you for execution by the Durham City Council once it has been approved by the TAC.

John Claflin
September 14, 2005

Page 2

Should you have any questions or desire additional information regarding the proposed fixed guideway transit corridor between Durham and Chapel Hill, please contact DCHC MPO Lead Planning Agency staff member Felix Nwoko at 560-4366

Yours sincerely,

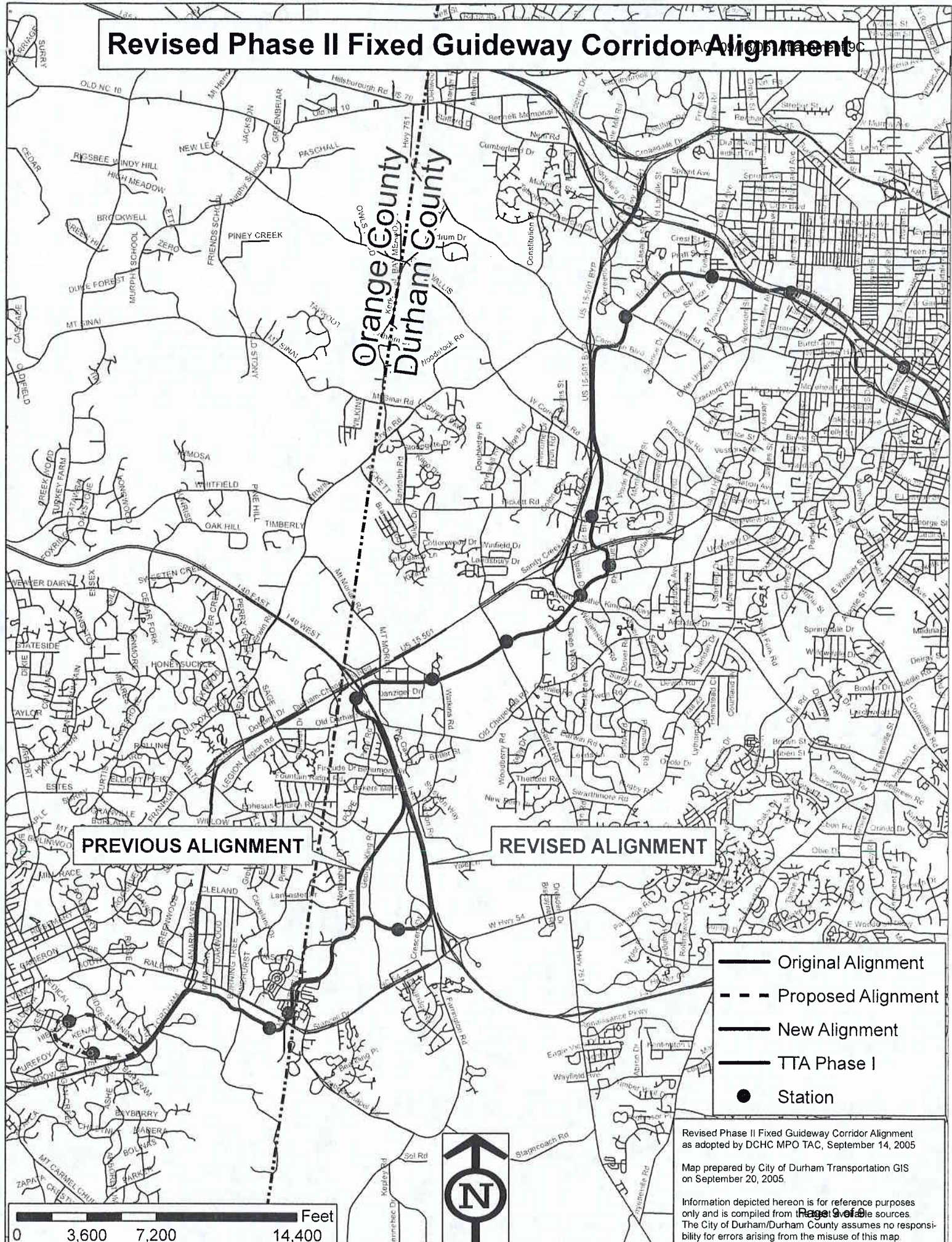
A handwritten signature in cursive script, reading "Mark Ahrendsen", followed by a horizontal flourish line.

Mark Ahrendsen
Chair, Technical Coordinating Committee
DCHC MPO

encl.

cc: TAC Members
Don Carnell, Director of Planning and Engineering, TTA

Revised Phase II Fixed Guideway Corridor Alignment



Revised Phase II Fixed Guideway Corridor Alignment
as adopted by DCHC MPO TAC, September 14, 2005

Map prepared by City of Durham Transportation GIS
on September 20, 2005.

Information depicted hereon is for reference purposes
only and is compiled from the best available sources.
The City of Durham/Durham County assumes no responsibility
for errors arising from the misuse of this map.

TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
INTERSTATE PROJECTS						
I-40 ORANGE DURHAM	I-3306	I-85 IN ORANGE COUNTY TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM COUNTY. ADD ADDITIONAL LANES. 20.7 Mile(s)			61,452	PRIOR YEARS
	A	I-85 TO DURHAM COUNTY LINE.	CONSTRUCTION CONSTRUCTION	IM NHS	18,800 28,200	UNFUNDED UNFUNDED
	B	ORANGE COUNTY LINE TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM.	CONSTRUCTION			IN PROGRESS
	BA	ORANGE COUNTY LINE TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM - INTERCHANGE IMPROVEMENTS AT NC 54.	CONSTRUCTION			IN PROGRESS
STRATEGIC HIGHWAY CORRIDOR			TOTAL PROJECT COST		108,452	
I-40 ORANGE	I-4716	I-85 TO DURHAM COUNTY LINE. GRIND AND RESEAL JOINTS. 11 Mile(s)	CONSTRUCTION	IM	1,500	FY 08
			TOTAL PROJECT COST		1,500	
I-85 ORANGE	I-0305*	I-40 AT HILLSBOROUGH TO DURHAM COUNTY LINE. WIDEN TO SIX LANES AND RECONSTRUCT INTERCHANGES AND STRUCTURES. 7.5 Mile(s)	PLANNING/DESIGN MITIGATION MITIGATION	 IM NHS	1,800 359 538	PRIOR YEARS IN PROGRESS UNFUNDED UNFUNDED
	A	SR 1006 NEAR HILLSBOROUGH TO EAST OF SR 1709.	RIGHT-OF-WAY CONSTRUCTION CONSTRUCTION	NHS IM NHS	960 10,800 16,200	FY 12 UNFUNDED UNFUNDED
	B	EAST OF SR 1709 TO DURHAM COUNTY LINE.	RIGHT-OF-WAY CONSTRUCTION CONSTRUCTION	NHS IM NHS	250 16,000 24,000	FY 10 UNFUNDED UNFUNDED
STRATEGIC HIGHWAY CORRIDOR			TOTAL PROJECT COST		70,907	
I-85 DURHAM	I-0306*	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 FROM US 15-501 TO US 70 AND ADD LIGHTING. 9.7 Mile(s)	CONSTRUCTION		270,352	PRIOR YEARS IN PROGRESS
STRATEGIC HIGHWAY CORRIDOR			TOTAL PROJECT COST		270,352	
DURHAM DURHAM	I-4743*	I-85, US 70 TO RED MILL ROAD. 6.4 Mile(s)				
STRATEGIC HIGHWAY CORRIDOR		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.				

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
RURAL PROJECTS						
I-540 WAKE DURHAM	R-2000*	NORTHERN WAKE FREEWAY, NC 55 WEST OF MORRISVILLE TO US 64 EAST NEAR KNIGHTDALE. FREEWAY ON NEW LOCATION. 29 Mile(s)			757,500	PRIOR YEARS
	AA	NC 55 WEST OF MORRISVILLE TO RESEARCH TRIANGLE PARK EAST LIMITS.	CONSTRUCTION			IN PROGRESS
	AB	RESEARCH TRIANGLE PARK EAST LIMITS TO SOUTHWEST OF I-40.	CONSTRUCTION			IN PROGRESS
	AC	SOUTHWEST OF I-40 TO I-40.	CONSTRUCTION			IN PROGRESS
	BA	I-40 TO NORTHEAST OF I-40.				COMPLETE
	BB	NORTHEAST OF I-40 TO SOUTHWEST OF LUMLEY ROAD.				COMPLETE
	BD	SOUTHWEST OF LUMLEY ROAD TO NORTHEAST OF LUMLEY ROAD.				COMPLETE
	BE	NORTHEAST OF LUMLEY ROAD TO NORTHEAST OF US 70.				COMPLETE
	CA	NORTHEAST OF US 70 TO SOUTHWEST OF SR 1826 (RAY ROAD).				COMPLETE
	CB	SOUTHWEST OF SR 1826 (RAY ROAD) TO EAST OF NC 50.				COMPLETE
	D	EAST OF NC 50 TO WEST OF SR 2000 (FALLS OF NEUSE ROAD).				COMPLETE
	EA	WEST OF SR 2000 (FALLS OF NEUSE ROAD) TO EAST SR 2013 (GRESHAM LAKE ROAD).				COMPLETE
	EB	EAST OF SR 2013 (GRESHAM LAKE ROAD) TO EAST OF US 1.				COMPLETE
	F	EAST OF US 1 TO SOUTH OF SR 2215 (BUFFALOE ROAD).	CONSTRUCTION			IN PROGRESS
	G	SOUTH OF SR 2215 (BUFFALOE ROAD) TO US 64 EAST NEAR KNIGHTDALE.	CONSTRUCTION			IN PROGRESS
STRATEGIC HIGHWAY CORRIDOR			TOTAL PROJECT COST		757,500	

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TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
RURAL PROJECTS						
US 15-501, US 29, US 158, US 220, US 421, NC 68 ROCKINGHAM CASWELL GUILFORD ORANGE	R-4403	NATIONAL HIGHWAY SYSTEM GUARDRAIL REHABILITATION. UPGRADE SUBSTANDARD GUARDRAIL, END TREATMENTS AND BRIDGE ANCHOR UNITS.	CONSTRUCTION	NHS	1,000	FY 07
TOTAL PROJECT COST					1,000	
US 15-501, US 64, US 70, US 158, NC 147 PERSON GRANVILLE DURHAM WAKE	R-4404	NATIONAL HIGHWAY SYSTEM GUARDRAIL REHABILITATION. UPGRADE SUBSTANDARD GUARDRAIL, END TREATMENTS AND BRIDGE ANCHOR UNITS.	CONSTRUCTION		2,040	PRIOR YEARS IN PROGRESS
TOTAL PROJECT COST					2,040	
NC 54 SR 1973 DURHAM	R-2904	NC 54, SR 1999 (DAVIS DRIVE) TO SR 1959 (MIAMI BOULEVARD) AND SR 1973 (PAGE ROAD), NC 54 TO I-40. WIDEN TO MULTI-LANES AND REPLACE RAILROAD STRUCTURE. 1.1 Mile(s)	CONSTRUCTION	S	925 5,300	PRIOR YEARS FY 08
PROJECT LET WITH U-4026. FFY 08 AMOUNT PROGRAMMED INCLUDES PAYBACK TO RTF.			TOTAL PROJECT COST		6,225	
NC 55 WAKE DURHAM	R-2906	US 64 IN WAKE COUNTY TO SR 1121 (CORNWALLIS ROAD) IN DURHAM COUNTY. WIDEN TO MULTI-LANES. 13 Mile(s)			45,832	PRIOR YEARS
	A	NORTH OF US 64 TO SOUTH OF PROPOSED I-540.	CONSTRUCTION CONSTRUCTION	STP	17,567	IN PROGRESS FY 07
	C	NORTH OF PROPOSED I-540 IN WAKE COUNTY TO SR 1121 (CORNWALLIS ROAD) IN DURHAM.	CONSTRUCTION			IN PROGRESS
SECTION A UNDER CONSTRUCTION WITH PAYBACK IN FFY 07 AS PROGRAMMED			TOTAL PROJECT COST		63,399	
SR 1009 (SOUTH CHURTON STREET) ORANGE	R-2825	I-40 TO ENO RIVER. WIDEN TO MULTI-LANES AND WIDEN BRIDGE NO. 240 OVER SOUTHERN RAILROAD. 1.8 Mile(s)	RIGHT-OF-WAY CONSTRUCTION	STP STP	4,400 14,900	UNFUNDED UNFUNDED
TOTAL PROJECT COST					19,300	

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GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
<u>RURAL PROJECTS</u>						
SR 1362-2602, SR 1794 AND SR 1004 DURHAM	R-4752	I-85 TO THE MERCK PHARMACEUTICAL PLANT. STRENGTHEN, RESURFACE, ADD TURN LANES AT THREE LOCATIONS AND INSTALL THERMO-PLASTIC PAVEMENT MARKINGS.	CONSTRUCTION	S	2,075 550	PRIOR YEARS FY 07
TOTAL PROJECT COST					2,625	
NEW ROUTE ORANGE	R-3438	HILLSBOROUGH WESTERN BYPASS, US 70 TO NC 57. TWO LANES ON NEW LOCATION. 2.9 Mile(s)	RIGHT-OF-WAY CONSTRUCTION	STP STP	200 7,250	UNFUNDED UNFUNDED
TOTAL PROJECT COST					7,450	
<u>URBAN PROJECTS</u>						
CARRBORO ORANGE	U-2803	SR 1919 (SMITH LEVEL ROAD), ROCK HAVEN ROAD TO BRIDGE NO. 88. WIDEN TO MULTI-LANES. 0.6 Mile(s)	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION	 S S	1,825 600 4,300	PRIOR YEARS IN PROGRESS FY 10 FY 12
TOTAL PROJECT COST					6,725	
CARRBORO ORANGE	U-3100B	SR 1009 (HILLSBOROUGH ROAD), LORRAINE STREET TO SR 1107 (OLD FAYETTEVILLE ROAD) AND ALONG SR 1107 TO NC 54. WIDEN TO A THIRTY- SIX FOOT CURB AND GUTTER FACILITY. 1.9 Mile(s)	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION	 S S	4,633 300 1,500	PRIOR YEARS IN PROGRESS FY 12 UNFUNDED
TOTAL PROJECT COST					6,433	
CHAPEL HILL ORANGE	U-0624	NC 86 (SOUTH COLUMBIA STREET), SR 1906 PUREFOY ROAD) TO SR 1902 (MANNING DRIVE). CORRIDOR UPGRADE TO INCLUDE BICYCLE LANES. 0.7 Mile(s)	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION	 STP STP	250 2,555 2,400	PRIOR YEARS IN PROGRESS FY 07 FY 09
TOTAL PROJECT COST					5,205	
CHAPEL HILL ORANGE	U-2805	SR 1777 (HOMESTEAD ROAD), SR 1834 (HIGH SCHOOL ROAD) TO NC 86. WIDEN TO THREE LANE SHOULDER SECTION. 1.4 Mile(s)	RIGHT-OF-WAY CONSTRUCTION	STP STP	300 4,000 6,300	PRIOR YEARS UNFUNDED UNFUNDED
TOTAL PROJECT COST					10,600	

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TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
URBAN PROJECTS						
CHAPEL HILL CARRBORO	U-2909	SR 1780 (ESTES DRIVE), SR 1772 (GREENSBORO STREET) TO NC 86. WIDEN TO THREE-LANES WITH FOUR FOOT PAVED SHOULDERS. 1.7 Mile(s)	PLANNING/DESIGN		1,000	PRIOR YEARS
			RIGHT-OF-WAY	STP	1,600	IN PROGRESS
			CONSTRUCTION	STP	5,000	UNFUNDED
ORANGE			TOTAL PROJECT COST		7,600	
CHAPEL HILL	U-3306	SR 1733 (WEAVER DAIRY ROAD), NC 86 TO SR 1734 (ERWIN ROAD). CORRIDOR UPGRADE, PART ON NEW LOCATION. 2.8 Mile(s)	PLANNING/DESIGN			IN PROGRESS
			RIGHT-OF-WAY	STP	4,200	FY 07
			MITIGATION	STP	241	FY 08
			CONSTRUCTION	STP	8,659	FY 09
			CONSTRUCTION	STPDA	841	FY 09
ORANGE			TOTAL PROJECT COST		13,941	
CHAPEL HILL	U-4008	US 15-501/ERWIN ROAD. INTERSECTION IMPROVEMENT.	CONSTRUCTION		5,355	PRIOR YEARS
						IN PROGRESS
ORANGE			TOTAL PROJECT COST		5,355	
CHAPEL HILL	U-4449	REAL-TIME TRANSPORTATION INFORMATION SYSTEM.	IMPLEMENTATION		1,248	PRIOR YEARS
						IN PROGRESS
ORANGE			TOTAL PROJECT COST		1,248	
CHAPEL HILL	U-4704	CHAPEL HILL-CARRBORO COMPUTERIZED TRAFFIC SIGNAL SYSTEM.	CONSTRUCTION	C	400	FY 11
			CONSTRUCTION	STP	4,200	FY 11
ORANGE			TOTAL PROJECT COST		4,600	
CHAPEL HILL	U-4723	PUBLIC TRANSIT IMPROVEMENTS.	IMPLEMENTATION		3,625	PRIOR YEARS
						IN PROGRESS
ORANGE			TOTAL PROJECT COST		3,625	
CHAPEL HILL	U-4725A	EIGHTEEN (18) EXPANSION BUSES.	CONSTRUCTION	O	418	FY 07
			CONSTRUCTION	STPDA	1,670	FY 07
ORANGE			TOTAL PROJECT COST		2,088	
FUNDS TRANSFERRED TO PROJECT TD-4711D FOR CHAPEL HILL TRANSIT MAINTENANCE FACILITY			TOTAL PROJECT COST		2,088	

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TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
URBAN PROJECTS						
DURHAM	U-0071*	EAST END CONNECTOR, NC 147 (BUCK DEAN FREEWAY) TO NORTH OF NC 98. MULTI-LANE DIVIDED, PART ON NEW LOCATION. 2.5 Mile(s)	PLANNING/DESIGN		5,849	PRIOR YEARS IN PROGRESS
DURHAM						
	A	SOUTHERN RAILWAY TO NORTH OF NC 98.	RIGHT-OF-WAY CONSTRUCTION	T T	12,500 22,700	FY 10 FY 12
	B	US 70 BUSINESS TO SOUTHERN RAILWAY.	RIGHT-OF-WAY CONSTRUCTION	T T	3,825 18,400	FY 10 FY 12
	C	NC 147 (DURHAM FREEWAY) TO US 70 BUSINESS.	RIGHT-OF-WAY CONSTRUCTION	T T	3,000 32,500	FY 10 FY 12
STRATEGIC HIGHWAY CORRIDOR			TOTAL PROJECT COST		98,774	
DURHAM	U-2405	M. L. KING, JR. PARKWAY AND NC 55. CONSTRUCT INTERCHANGE.	RIGHT-OF-WAY CONSTRUCTION	STP STP	12,000 13,800	UNFUNDED UNFUNDED
DURHAM						
			TOTAL PROJECT COST		25,800	
DURHAM	U-2708	SR 1321 (HILLANDALE ROAD), I-85 TO CLUB BOULEVARD. WIDEN TO MULTI-LANES. 0.9 Mile(s)	RIGHT-OF-WAY CONSTRUCTION	STP STP	1,040 3,700	UNFUNDED UNFUNDED
DURHAM						
			TOTAL PROJECT COST		4,740	
DURHAM CHAPEL HILL	U-2807	US 15-501, SR 1010 (FRANKLIN STREET) IN CHAPEL HILL TO US 15-501 BYPASS IN DURHAM. MAJOR CORRIDOR UPGRADE. 3.8 Mile(s)	RIGHT-OF-WAY CONSTRUCTION	STP STP	1,653 25,000 98,000	PRIOR YEARS UNFUNDED UNFUNDED
DURHAM ORANGE						
STRATEGIC HIGHWAY CORRIDOR			TOTAL PROJECT COST		124,653	
DURHAM	U-2831B	BRIGGS AVENUE EXTENSION, RIDDLE ROAD TO SR 1951 (SO-HI DRIVE). TWO LANES ON MULTI-LANE RIGHT OF WAY. 1 Mile(s)	RIGHT-OF-WAY CONSTRUCTION	S S	5,833 1,200 3,300	PRIOR YEARS UNFUNDED UNFUNDED
DURHAM						
			TOTAL PROJECT COST		10,333	

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TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
URBAN PROJECTS						
DURHAM	U-3308	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 Mile(s)	PLANNING/DESIGN		300	PRIOR YEARS
			RIGHT-OF-WAY	STP	800	IN PROGRESS
			CONSTRUCTION	STP	18,100	FY 07 FY 09
DURHAM						
TOTAL PROJECT COST					19,200	
DURHAM	U-3309	SR 2028 (T.W. ALEXANDER DRIVE), SR 1121 (CORNWALLIS ROAD) TO SR 1959 (MIAMI BOULEVARD). WIDEN TO A FOUR LANE DIVIDED FACILITY. 1.7 Mile(s)	PLANNING/DESIGN		4,684	PRIOR YEARS
DURHAM						IN PROGRESS
			RIGHT-OF-WAY	STP	500	FY 08
	A	SR 1121 (CORNWALLIS ROAD) TO EAST OF NC 147.	CONSTRUCTION	STP	7,900	FY 09
	B	EAST OF NC 147 TO SR 1959 (MIAMI BOULEVARD).	CONSTRUCTION			COMPLETE
TOTAL PROJECT COST					13,084	
DURHAM CHAPEL HILL	U-3475	DCHC UNIFIED PLANNING WORK PROGRAM - SPECIAL PROJECTS SUPPLEMENT.	PLANNING/DESIGN	O	2,775	PRIOR YEARS
			PLANNING/DESIGN	STPDA	578	FY 07 08 09 10
					2,314	FY 07 08 09 10
CHATHAM DURHAM ORANGE						
TOTAL PROJECT COST					5,667	
DURHAM	U-3804	SR 1321 (HILLANDALE ROAD), I-85 TO CARVER STREET. WIDEN TO MULTI-LANES. 0.7 Mile(s)	PLANNING/DESIGN		248	PRIOR YEARS
			RIGHT-OF-WAY	STPDA	3,000	IN PROGRESS
			CONSTRUCTION	STP	4,500	FY 07 FY 09
DURHAM						
TOTAL PROJECT COST					7,748	
DURHAM	U-4009	SR 1126 (SERVICE ROAD) PARALLEL TO US 15-501. RELOCATE EXISTING SERVICE ROAD. 0.3 Mile(s)	PLANNING/DESIGN		1,426	PRIOR YEARS
			CONSTRUCTION	O	200	IN PROGRESS
			CONSTRUCTION	S	1,500	FY 08 FY 08
DURHAM						
TOTAL PROJECT COST					3,126	

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ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
URBAN PROJECTS						
DURHAM	U-4010	NC 98 (HOLLOWAY STREET), EAST OF US 70 TO EAST OF JUNCTION ROAD. WIDEN FOR CENTER TURN LANE. 0.3 Mile(s)	PLANNING/DESIGN		1,510	PRIOR YEARS
			CONSTRUCTION	S	540	IN PROGRESS FY 07
			CONSTRUCTION	STPDA	2,160	FY 07
DURHAM						
TOTAL PROJECT COST					4,210	
DURHAM	U-4011	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 Mile(s)	PLANNING/DESIGN		150	PRIOR YEARS
			RIGHT-OF-WAY	STP	2,290	IN PROGRESS FY 08
			MITIGATION	STP	52	FY 08
			CONSTRUCTION	STP	1,550	FY 09
DURHAM						
TOTAL PROJECT COST					4,042	
DURHAM	U-4012	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 Mile(s)	PLANNING/DESIGN		1,309	PRIOR YEARS
			CONSTRUCTION	NHS	12,300	IN PROGRESS FY 07
DURHAM						
TOTAL PROJECT COST					13,609	
DURHAM	U-4445	NC 147 (DURHAM FREEWAY), NEAR ALSTON AVENUE. CONSTRUCT PEDESTRIAN BRIDGE OVER NC 147 AND REMOVE EXISTING SUBSTANDARD PEDESTRIAN BRIDGE.	CONSTRUCTION		2,188	PRIOR YEARS IN PROGRESS
DURHAM						
TOTAL PROJECT COST					2,188	
DURHAM	U-4446	NC 147 (DURHAM FREEWAY), I-40 TO I-85. INSTALL ITS INFRASTRUCTURE IMPROVEMENTS.	CONSTRUCTION		1,502	PRIOR YEARS IN PROGRESS
DURHAM						
TOTAL PROJECT COST					1,502	
DURHAM	U-4716	SR 1978 (HOBSON ROAD) AND SR 1980 (CHURCH STREET). CONSTRUCT A GRADE SEPARATION, EXTEND CHURCH STREET AND CLOSE CHURCH STREET CROSSING 734 748M OF THE NORFOLK SOUTHERN-NORTH CAROLINA RAILROAD.	CONSTRUCTION	RR	6,500	UNFUNDED
DURHAM						
TOTAL PROJECT COST					6,500	
DURHAM	U-4720*	US 70, LYNN ROAD TO THE PROPOSED NORTHERN DURHAM PARKWAY. 7.8 Mile(s)				
DURHAM						
STRATEGIC HIGHWAY CORRIDOR		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.				

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
URBAN PROJECTS						
DURHAM DURHAM WAKE	U-4721*	NORTHERN DURHAM PARKWAY, I-540 TO ROXBORO ROAD. 29.4 Mile(s)				
STRATEGIC HIGHWAY CORRIDOR		THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS.				
DURHAM DURHAM	U-4722*	ROXBORO ROAD, DUKE STREET TO GOODWIN ROAD. 4.4 Mile(s)				
STRATEGIC HIGHWAY CORRIDOR		THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS.				
DURHAM	U-4724	CORNWALLIS ROAD, SOUTH ROXBORO ROAD TO UNIVERSITY DRIVE.	CONSTRUCTION	O	454	FY 10
DURHAM		BIKE AND PEDESTRIAN FEATURES.	CONSTRUCTION	STPDA	1,816	FY 10
TOTAL PROJECT COST					2,270	
DURHAM DURHAM	U-4725	EIGHTEEN (18) EXPANSION BUSES.				
CHAPEL HILL	A	PURCHASE A - SEE PROJECT U-4725A, ORANGE COUNTY.	CONSTRUCTION	O	418	FY 07
ORANGE			CONSTRUCTION	STPDA	1,670	FY 07
	B	PURCHASE B. AMOUNT PROGRAMMED DOES NOT INCLUDE \$288,000 REALLOCATED TO PURCHASE A.	ACQUISITION	O	302	FY 08
			ACQUISITION	STPDA	1,210	FY 08
	C	PURCHASE C.	ACQUISITION	O	360	FY 09
			ACQUISITION	STPDA	1,440	FY 09
TOTAL PROJECT COST					3,312	
HILLSBOROUGH	U-3436	SR 1148 (ENO MOUNTAIN ROAD) AND SR 1192 (MAYO STREET) AT SR 1006 (ORANGE GROVE ROAD). REALIGN INTERSECTION AND MAKE SAFETY IMPROVEMENTS.	RIGHT-OF-WAY	STP	600	UNFUNDED
ORANGE			CONSTRUCTION	STP	1,750	UNFUNDED
TOTAL PROJECT COST					2,350	
HILLSBOROUGH	U-3808	ELIZABETH BRADY ROAD EXTENSION, 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 Mile(s)	PLANNING/DESIGN		400	PRIOR YEARS IN PROGRESS
			RIGHT-OF-WAY	STP	1,400	FY 10
			MITIGATION	STP	598	FY 11
ORANGE			CONSTRUCTION	STP	20,800	FY 12
TOTAL PROJECT COST					23,198	

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
URBAN PROJECTS						
RESEARCH TRIANGLE PARK	U-4026	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 Mile(s)	PLANNING/DESIGN RIGHT-OF-WAY		8,518	PRIOR YEARS IN PROGRESS IN PROGRESS
WAKE DURHAM						
	A	SR 3014 (MORRISVILLE-CARPENTER ROAD) TO SR 1635 (KOPPERS ROAD - MCCRIMMON PARKWAY).	CONSTRUCTION	C	5,300	FY 07
	B	SR 1635 (KOPPERS ROAD - MCCRIMMON PARKWAY) IN WAKE COUNTY TO NC 54 IN DURHAM COUNTY.	CONSTRUCTION CONSTRUCTION	O S	4,000 23,500	FY 07 FY 07
LET WITH R-2904			TOTAL PROJECT COST		41,318	
TRIANGLE PARKWAY WAKE DURHAM	U-4763	I-40 TO MCCRIMMON PARKWAY. MULTI-LANE FACILITY ON NEW LOCATION.	PLANNING/DESIGN			IN PROGRESS
STRATEGIC HIGHWAY CORRIDOR NORTH CAROLINA TURNPIKE AUTHORITY PROJECT - PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY						
VARIOUS	U-4726	DCHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION.	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION	O STPDA	750 751 3,004	PRIOR YEARS IN PROGRESS FY 07 08 09 10 11 12 13 FY 07 08 09 10 11 12 13
DURHAM ORANGE CHATHAM						
TOTAL PROJECT COST					4,505	
VARIOUS	U-4727	DCHC URBAN AREA PLANNING ALLOCATION AND UNIFIED WORK PROGRAM - ONGOING ACTIVITIES.	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION	O STPDA	631 476 1,911	PRIOR YEARS IN PROGRESS FY 07 08 09 10 11 12 13 FY 07 08 09 10 11 12 13
DURHAM ORANGE CHATHAM						
TOTAL PROJECT COST					3,018	
VARIOUS	U-4729	CONGESTION MANAGEMENT STUDY FOR DURHAM COUNTY.	PLANNING/DESIGN		100	PRIOR YEARS IN PROGRESS
DURHAM						
TOTAL PROJECT COST					100	

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TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
FEASIBILITY STUDIES						
CHAPEL HILL ORANGE	FS-0307A	RELOCATED MASON FARM ROAD, NC 86 (SOUTH COLUMBIA STREET) TO US 15-501.				
FEASIBILITY STUDY IN PROGRESS						
FEDERAL BRIDGE PROJECTS						
US 70 ORANGE	B-4962	ENO RIVER. REPLACE BRIDGE NO. 46	RIGHT-OF-WAY CONSTRUCTION	FA FA	300 3,000	UNFUNDED UNFUNDED
TOTAL PROJECT COST					3,300	
US 70 BUSINESS DURHAM	B-3638	CAMPUS DRIVE. REPLACE BRIDGE NO. 316	RIGHT-OF-WAY CONSTRUCTION	FA FA	120 260 975	PRIOR YEARS FY 08 FY 09
TOTAL PROJECT COST					1,355	
SR 1002 ORANGE	B-4216	STROUDS CREEK. REPLACE BRIDGE NO. 66	RIGHT-OF-WAY CONSTRUCTION	FA FA	150 100 875	PRIOR YEARS FY 09 FY 10
TOTAL PROJECT COST					1,125	
SR 1107 DURHAM	B-2963	NEW HOPE CREEK. REPLACE BRIDGE NO. 111	CONSTRUCTION		2,091	PRIOR YEARS IN PROGRESS
TOTAL PROJECT COST					2,091	
SR 1116 DURHAM	B-3450	NEW HOPE CREEK. REPLACE BRIDGE NO. 217, SANDY CREEK. REPLACE BRIDGE NO. 122.	RIGHT-OF-WAY CONSTRUCTION	FA	268 3,300	PRIOR YEARS IN PROGRESS FY 07
TOTAL PROJECT COST					3,568	
SR 1303 DURHAM	B-4109	MUD CREEK. REPLACE BRIDGE NO. 120	RIGHT-OF-WAY MITIGATION CONSTRUCTION	NFA NFA NFA	150 115 8 750	PRIOR YEARS FY 07 FY 07 FY 08
TOTAL PROJECT COST					1,023	

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TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
FEDERAL BRIDGE PROJECTS						
SR 1402	B-3169	CREEK. REPLACE BRIDGE NO. 158	RIGHT-OF-WAY CONSTRUCTION	FA	174	PRIOR YEARS
DURHAM					375	IN PROGRESS FY 08
TOTAL PROJECT COST					549	
SR 1561	B-4592	ENO RIVER. REPLACE BRIDGE NO. 64	RIGHT-OF-WAY CONSTRUCTION	NFA	200	PRIOR YEARS
ORANGE				NFA	80	FY 08
					1,175	FY 09
TOTAL PROJECT COST					1,455	
SR 1616	B-4110	MOUNTAIN CREEK. REPLACE BRIDGE NO. 5	CONSTRUCTION		1,325	PRIOR YEARS
DURHAM						IN PROGRESS
TOTAL PROJECT COST					1,325	
SR 1616	B-4943	SANDY CREEK. REPLACE BRIDGE NO. 20	RIGHT-OF-WAY CONSTRUCTION	NFA	100	UNFUNDED
DURHAM				NFA	1,000	UNFUNDED
TOTAL PROJECT COST					1,100	
SR 1730	B-4218	NEW HOPE CREEK. REPLACE BRIDGE NO. 108	RIGHT-OF-WAY MITIGATION CONSTRUCTION	NFA	150	PRIOR YEARS
ORANGE				NFA	70	FY 07
				NFA	55	FY 07
					675	FY 08
TOTAL PROJECT COST					950	
SR 1839	B-3528	SYCAMORE CREEK. REPLACE BRIDGE NO. 429	RIGHT-OF-WAY MITIGATION CONSTRUCTION	NFA	310	PRIOR YEARS
SR 1906				NFA	200	FY 07
				NFA	27	FY 07
WAKE					1,150	FY 08
DURHAM			TOTAL PROJECT COST		1,687	

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TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
<u>MUNICIPAL BRIDGE PROJECTS</u>						
DURHAM	B-4698	APEX STREET OVER AMERICAN TOBACCO TRAIL. REPLACE BRIDGE NO. 242	RIGHT-OF-WAY CONSTRUCTION	NFAM NFAM	40 400	UNFUNDED UNFUNDED
DURHAM						
TOTAL PROJECT COST					440	
<u>MITIGATION PROJECTS</u>						
VARIOUS	EE-4905	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 5 PROJECT MITIGATION.	MITIGATION		5,167	PRIOR YEARS IN PROGRESS
WAKE FRANKLIN DURHAM PERSON GRANVILLE VANCE WARREN						
TOTAL PROJECT COST					5,167	
VARIOUS	EE-4907	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 7 PROJECT MITIGATION.	MITIGATION		7,221	PRIOR YEARS IN PROGRESS
ROCKINGHAM CASWELL GUILFORD ALAMANCE ORANGE						
TOTAL PROJECT COST					7,221	
VARIOUS	EE-4908	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 8 PROJECT MITIGATION.	MITIGATION		8,756	PRIOR YEARS IN PROGRESS
RANDOLPH CHATHAM LEE MONTGOMERY MOORE RICHMOND HOKE SCOTLAND						
TOTAL PROJECT COST					8,756	
<u>BICYCLE AND PEDESTRIAN PROJECTS</u>						
SR 1006 (ORANGE GROVE ROAD) ORANGE	E-4980	CONSTRUCT PEDESTRIAN BRIDGE OVER I-40.				
SCHEDULED FOR FEASIBILITY STUDY						

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

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

TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
BICYCLE AND PEDESTRIAN PROJECTS						
CHATHAM	E-2921F	AMERICAN TOBACCO RAIL TRAIL. DURHAM COUNTY LINE TO WAKE COUNTY LINE. CONSTRUCT A MULTI-PURPOSE TRAIL.	CONSTRUCTION	DP	496	FY 07
			CONSTRUCTION	STP	1,700	FY 07
TOTAL PROJECT COST					2,196	
CARRBORO	E-4008	ROBESON PLACE BIKE PATH: RAND ROAD TO WESLEY STREET. CONSTRUCT BICYCLE PATH. 0.3 Mile(s)	CONSTRUCTION		268	PRIOR YEARS IN PROGRESS
ORANGE			TOTAL PROJECT COST		268	
CHAPEL HILL	E-4710	SEAWELL SCHOOL ROAD BICYCLE IMPROVEMENTS, HOMESTEAD ROAD TO ESTES DRIVE 1.9 Mile(s)	CONSTRUCTION	STP	650	FY 07
ORANGE			TOTAL PROJECT COST		650	
COUNTYWIDE	E-3606	BICYCLE ROUTE MAPPING AND SIGNING.	CONSTRUCTION		50	PRIOR YEARS IN PROGRESS
ORANGE			TOTAL PROJECT COST		50	
DURHAM	E-4707	OLD DURHAM/CHAPEL HILL ROAD BICYCLE IMPROVEMENTS. 1.5 Mile(s)	CONSTRUCTION	O	380	FY 09
DURHAM			CONSTRUCTION	STP	400	FY 09
			CONSTRUCTION	STPDA	1,200	FY 09
			TOTAL PROJECT COST		1,980	
TRIANGLE REGION	E-2913B	INCLUDES RESEARCH TRIANGLE PARK, DURHAM AND WAKE COUNTIES. ON-ROAD IMPROVEMENTS AND SIGNING.	CONSTRUCTION		900	PRIOR YEARS IN PROGRESS
WAKE DURHAM			TOTAL PROJECT COST		900	
CONGESTION MITIGATION PROJECTS						
NC 54	C-4402	I-40 WEST OF NC 751 TO TRIANGLE DRIVE IN RESEARCH TRIANGLE PARK. CONSTRUCT ON-ROAD BICYCLE FACILITY.	RIGHT-OF-WAY	CMAQ	100	FY 07
DURHAM			RIGHT-OF-WAY	L	25	FY 07
			CONSTRUCTION	CMAQ	728	FY 08
			CONSTRUCTION	L	182	FY 08
TOTAL PROJECT COST					1,035	

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TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
CONGESTION MITIGATION PROJECTS						
DURHAM DURHAM	C-4702	TEN (10) - REPLACEMENT BUSES.	ACQUISITION	CMAQ	3,000	FY 09
TOTAL PROJECT COST					3,000	
DURHAM	C-4928	MORREENE ROAD, NEAL ROAD TO ERWIN ROAD. CONSTRUCT BIKE LANES AND SIDEWALKS.	CONSTRUCTION	CMAQ	444	FY 09
DURHAM			CONSTRUCTION	L	112	FY 09
TOTAL PROJECT COST					556	
DURHAM	C-4929	BICYCLE PARKING PROGRAM. INSTALL BIKE RACKS AT VARIOUS LOCATIONS.	CONSTRUCTION	CMAQ	16	PRIOR YEARS
DURHAM			CONSTRUCTION	L	26	FY 07 08
DURHAM					6	FY 07 08
TOTAL PROJECT COST					48	
ORANGE COUNTY HILLSBOROUGH	C-4932A	CONSTRUCT A 125 SPACE PARK AND RIDE LOT. SECTION A: DURHAM-CHAPEL HILL-CARRBORO (DCHC) MPO TO PARTICIPATE IN CONSTRUCTION AND OPERATING ASSISTANCE FOR THREE YEARS FOR A NEW TRANSIT SERVICE.	CONSTRUCTION	CMAQ	89	FY 08
			CONSTRUCTION	L	16	FY 08
			OPERATIONS	CMAQ	147	FY 09 10 11
ORANGE			OPERATIONS	L	147	FY 09 10 11
TOTAL PROJECT COST					399	
TRIANGLE J COUNCIL OF GOVERNMENTS WAKE DURHAM ORANGE	C-4924	TRIANGLE J COUNCIL OF GOVERNMENTS (COG). DEVELOP A FLEXIBLE WORK SCHEDULE FOR EMPLOYEES AND ORGANIZATIONS IN TRIANGLE OZONE NON-ATTAINMENT AREA FOR THREE YEARS.	IMPLEMENTATION		100	PRIOR YEARS IN PROGRESS
	A	DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN CAPITAL AREA MPO (CAMPO).	IMPLEMENTATION	CMAQ	80	FY 07 08
			IMPLEMENTATION	L	20	FY 07 08
	B	DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN DURHAM-CHAPEL HILL-CARRBORO (DCHC).	IMPLEMENTATION	CMAQ	80	FY 07 08
			IMPLEMENTATION	L	20	FY 07 08
TOTAL PROJECT COST					300	
ENHANCEMENT PROJECTS						
SR 1002 ST. MARY'S ROAD ORANGE	E-4779	ACQUIRE SCENIC CONSERVATION EASEMENTS AT SELECTED LOCATIONS.	ACQUISITION		169	PRIOR YEARS IN PROGRESS
TOTAL PROJECT COST					169	

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TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
ENHANCEMENT PROJECTS						
CARRBORO	E-4545	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.	PLANNING/DESIGN		9	PRIOR YEARS
			CONSTRUCTION	O	18	IN PROGRESS FY 07
			CONSTRUCTION	STP	73	FY 07
ORANGE						
TOTAL PROJECT COST					100	
CARRBORO	E-4780	CONSTRUCT A FIVE-FOOT SIDEWALK ON THE NORTH SIDE OF JONES FERRY ROAD AND LANDSCAPE.	CONSTRUCTION	O	2	PRIOR YEARS
			CONSTRUCTION	STP	4	FY 07
					18	FY 07
ORANGE						
TOTAL PROJECT COST					24	
CARRBORO	E-4781	CONSTRUCT A FIVE-FOOT SIDEWALK ALONG PORTIONS OF WESLEY STREET, HARGRAVES STREET, BREWER LANE AND LANDSCAPE.	CONSTRUCTION	O	9	PRIOR YEARS
			CONSTRUCTION	STP	15	FY 07
					74	FY 07
ORANGE						
TOTAL PROJECT COST					98	
CARRBORO	E-4828	MORGAN CREEK GREENWAY (WEST). SMITH LEVEL ROAD TO UNIVERSITY LAKE. CONSTRUCT GREENWAY.				
ORANGE						
SCHEDULED FOR PLANNING AND DESIGN ONLY						
CARRBORO	E-4942	MAIN STREET, CARRBORO POST OFFICE TO NC 54. CONSTRUCT SIDEWALKS.	CONSTRUCTION		7	PRIOR YEARS
ORANGE						IN PROGRESS
TOTAL PROJECT COST					7	
CARRBORO	E-4994	BOLIN CREEK GREENWAY.	CONSTRUCTION		70	PRIOR YEARS
ORANGE						IN PROGRESS
PLANNING, DESIGN AND CONSTRUCTION BY TOWN					70	
CARRBORO	E-4995	DRY CREEK GREENWAY.	CONSTRUCTION		80	PRIOR YEARS
CHAPEL HILL						IN PROGRESS
ORANGE						
PLANNING, DESIGN AND CONSTRUCTION BY TOWN					80	

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TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
ENHANCEMENT PROJECTS						
CHAPEL HILL	E-3807B	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.	CONSTRUCTION		481	PRIOR YEARS IN PROGRESS
ORANGE						
TOTAL PROJECT COST					481	
CHAPEL HILL	E-4601	MORGAN CREEK GREENWAY (EAST). US 15-501-CULBETH ROAD TO SMITH LEVEL ROAD. TEN FOOT MULTI-USE ASPHALT PATH INCLUDING ACCESS TO MERRITT PASTURE.	PLANNING/DESIGN		89	PRIOR YEARS IN PROGRESS
ORANGE						
PLANNING AND DESIGN BY TOWN					89	
DURHAM	E-2921E	AMERICAN TOBACCO RAIL TRAIL. NC 54 TO SOUTH OF I-40. CONSTRUCT A MULTI-PURPOSE TRAIL.	CONSTRUCTION	DP	446	FY 07 08
			CONSTRUCTION	HP	2,012	FY 07 08
			CONSTRUCTION	O	768	FY 07 08
			CONSTRUCTION	STPDA	1,062	FY 07 08
DURHAM						
TOTAL PROJECT COST					4,288	
DURHAM	E-4529	WEST POINT ON THE ENO PARK TO PENNY'S BEND NATURE RESERVE. CONSTRUCT OFF-ROAD MULTI-USE TRAIL.	CONSTRUCTION		719	PRIOR YEARS IN PROGRESS
DURHAM						
TOTAL PROJECT COST					719	
DURHAM	E-4530	FAYETTEVILLE STREET BETWEEN EXISTING END OF SIDEWALK JUST SOUTH OF CORNWALLIS ROAD AND BUXTON DRIVE. CONSTRUCT SIDEWALK ON WESTERN SIDE.	CONSTRUCTION		264	PRIOR YEARS IN PROGRESS
DURHAM						
TOTAL PROJECT COST					264	
DURHAM	E-4924	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.	CONSTRUCTION		105	PRIOR YEARS IN PROGRESS
DURHAM						
TOTAL PROJECT COST					105	
DURHAM	E-4999	BICYCLE AND PEDESTRIAN TRAILS IN DURHAM AND DURHAM COUNTY. ACQUISITION OF RAIL CORRIDORS AND CONSTRUCTION.				
DURHAM						
PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY						

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TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
HAZARD ELIMINATION PROJECTS						
I-540, SR 3097 AVIATION PARKWAY DURHAM WAKE	W-4814	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.	CONSTRUCTION		150	PRIOR YEARS IN PROGRESS
TOTAL PROJECT COST					150	
I-85, US 70, US 15-501 AND NC 147 DURHAM GRANVILLE	W-4811	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.	CONSTRUCTION		200	PRIOR YEARS IN PROGRESS
TOTAL PROJECT COST					200	
US 501 DURHAM	SF-4905A	SR 1601 (MOORES MILL ROAD)-SR 1468 (QUAIL ROOST FARM ROAD). INSTALL TRAFFIC SIGNAL.	CONSTRUCTION	HES	90	FY 07
TOTAL PROJECT COST					90	
SR 1548 SCHLEY ROAD ORANGE	SI-4807	SR 1538 (NEW SHARON CHURCH ROAD). INSTALL CENTER ISLAND WITH STOP SIGN.	RIGHT-OF-WAY CONSTRUCTION	SG SG	5 55	FY 07 FY 07
TOTAL PROJECT COST					60	
SR 1567 (PLEASANT GREEN ROAD) ORANGE	SF-4907A	SR 1569 (COLE MILL ROAD). IMPROVE SIGHT DISTANCE.	CONSTRUCTION	HES	25	FY 07
TOTAL PROJECT COST					25	
PASSENGER RAIL PROJECTS						
AMTRAK WAKE MECKLENBURG GUILFORD DURHAM NASH EDGEcombe ROWAN CABARRUS WILSON ALAMANCE JOHNSTON	P-2908	CAPITAL AND OPERATIONS COST OF TRAIN 79/80 BETWEEN CHARLOTTE AND ROCKY MOUNT.	OPERATIONS OPERATIONS		26,195 16,800	PRIOR YEARS IN PROGRESS FY 07 08 09 10 11 12 13
TOTAL PROJECT COST					42,995	

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TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PASSENGER RAIL PROJECTS						
AMTRAK	P-2918	TRAIN 73/74 OPERATIONS BETWEEN CHARLOTTE AND RALEIGH AND CAPITAL YARD MAINTENANCE FACILITY.	OPERATIONS		31,152	PRIOR YEARS
			OPERATIONS	S(5)	18,200	IN PROGRESS
			OPERATIONS	T2001	28,000	FY 07 08 09 10 11 12 13
WAKE						
DURHAM						
ALAMANCE						
GUILFORD						
ROWAN						
CABARRUS						
MECKLENBURG						
TOTAL PROJECT COST					77,352	
CARRBORO	Z-4007B	SR 1927 (BREWER ROAD) IN CARRBORO AT NORFOLK SOUTHERN RAILWAY CROSSING 735 179M.			95	PRIOR YEARS
		SAFETY IMPROVEMENTS.	IMPLEMENTATION			IN PROGRESS
ORANGE						
FUNDED - CONSTRUCTION NOT AUTHORIZED					95	
DURHAM	P-3802	STATION CONSTRUCTION.	CONSTRUCTION	CMAQ	3,000	UNFUNDED
DURHAM						
TOTAL PROJECT COST					3,000	

PUBLIC TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PUBLIC TRANSPORTATION PROJECTS						
CHAPEL HILL	C-4930	PURCHASE 3 HYBRID ELECTRIC BUSES. CMAQ FUNDS TO BE TRANSFERRED TO FTA.	CAPITAL	CMAQ	940	FY 07 08
			CAPITAL	L	664	FY 07 08
ORANGE						
TOTAL PROJECT COST					1,604	
CHAPEL HILL	C-4931	PROVIDE SHARED FEEDER SERVICE TO AREAS NOT RECEIVING REGULAR BUS SERVICE. FUNDS TO BE TRANSFERRED TO FTA.	OPERATIONS	CMAQ	27	FY 07 08
			OPERATIONS	L	27	FY 07 08
ORANGE						
TOTAL PROJECT COST					54	

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PUBLIC TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PUBLIC TRANSPORTATION PROJECTS						
CHAPEL HILL	TA-4726	10 - EXPANSION BUSES	CAPITAL	FED	2,490	FY 09
			CAPITAL	L	270	FY 09
			CAPITAL	STAT	240	FY 09
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		3,000	
CHAPEL HILL	TA-4745B	3 - REPLACEMENT VANS	CAPITAL	FED	96	FY 07
			CAPITAL	L	12	FY 07
			CAPITAL	STAT	12	FY 07
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		120	
CHAPEL HILL	TA-4746A	1 - EXPANSION VAN	CAPITAL	FED	37	FY 07
			CAPITAL	L	5	FY 07
			CAPITAL	STAT	5	FY 07
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		47	
CHAPEL HILL	TA-4746C	1 - EXPANSION VAN	CAPITAL	FED	37	FY 08
			CAPITAL	L	5	FY 08
			CAPITAL	STAT	5	FY 08
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		47	
CHAPEL HILL	TA-4748A	1 - REPLACEMENT VAN	CAPITAL	FED	36	FY 10
			CAPITAL	L	5	FY 10
			CAPITAL	STAT	5	FY 10
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		46	
CHAPEL HILL	TA-4748C	8 - REPLACEMENT VANS	CAPITAL	FED	288	FY 09
			CAPITAL	L	36	FY 09
			CAPITAL	STAT	36	FY 09
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		360	
CHAPEL HILL	TA-4940	4 - REPLACEMENT VAN	CAPITAL	FED	144	FY 11
			CAPITAL	L	18	FY 11
			CAPITAL	STAT	18	FY 11
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		180	

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

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PUBLIC TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PUBLIC TRANSPORTATION PROJECTS						
CHAPEL HILL	TA-4941	1 - REPLACEMENT VAN	CAPITAL	FED	37	FY 12
			CAPITAL	L	5	FY 12
			CAPITAL	STAT	5	FY 12
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		47	
CHAPEL HILL	TA-4976	3 - REPLACEMENT BUSES	CAPITAL	FED	374	FY 07
			CAPITAL	L	41	FY 07
			CAPITAL	STAT	36	FY 07
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		451	
CHAPEL HILL	TA-4977	12 - REPLACEMENT BUSES	CAPITAL	FED	3,287	FY 11
			CAPITAL	L	356	FY 11
			CAPITAL	STAT	317	FY 11
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		3,960	
CHAPEL HILL	TA-4978	REPLACEMENT BUSES (FOR REHABILITATED BUSES)	CAPITAL	FED	3,561	FY 11
			CAPITAL	L	386	FY 11
			CAPITAL	STAT	343	FY 11
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		4,290	
CHAPEL HILL	TA-4979	REPLACEMENT VANS - 7	CAPITAL	FED	168	FY 10
			CAPITAL	L	34	FY 10
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		202	
CHAPEL HILL	TA-4981	SEDANS/WAGONS/4X4 - 2	CAPITAL	FED	48	FY 10
			CAPITAL	L	12	FY 10
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		60	
CHAPEL HILL	TA-4982	REPLACEMENT VANS - 4	CAPITAL	FED	160	FY 11
			CAPITAL	STAT	15	FY 11
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		175	

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

PUBLIC TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PUBLIC TRANSPORTATION PROJECTS						
CHAPEL HILL	TA-4983	REPLACEMENT VANS	CAPITAL	FED	269	FY 13
			CAPITAL	L	29	FY 13
			CAPITAL	STAT	26	FY 13
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		324	
CHAPEL HILL	TD-4709A	MULTI-MODAL TRANSPORTATION CENTER--DESIGN AND LAND ACQUISITION	CAPITAL	FED	960	FY 07
			CAPITAL	L	120	FY 07
			CAPITAL	STAT	120	FY 07
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		1,200	
CHAPEL HILL	TD-4709B	MULTI-MODAL TRANSPORTATION CENTER--CONSTRUCTION	CAPITAL	FED	6,400	FY 08
			CAPITAL	L	800	FY 08
			CAPITAL	STAT	800	FY 08
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		8,000	
CHAPEL HILL	TD-4710A	PARK AND RIDE LOT--DESIGN, LAND ACQUISITION AND CONSTRUCTION	CAPITAL	FBUS	966	FY 07 08 09
			CAPITAL	L	121	FY 07 08 09
			CAPITAL	STAT	121	FY 07 08 09
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		1,208	
CHAPEL HILL	TD-4710B	PARK AND RIDE LOT--CONSTRUCTION	CAPITAL	FED	1,600	FY 08
			CAPITAL	L	200	FY 08
			CAPITAL	STAT	200	FY 08
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		2,000	
CHAPEL HILL	TD-4711D	MAINTENANCE FACILITY - CONSTRUCTION FUNDS TO BE RECEIVED FROM STP TRANSFER (U-4725)	CAPITAL	L	418	FY 07
			CAPITAL	STPDA	1,670	FY 07
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		2,088	
CHAPEL HILL	TD-4909A	PARK AND RIDE LOT EXPANSION NC 54--DESIGN AND LAND ACQUISITION	CAPITAL	FED	1,600	FY 11
			CAPITAL	L	200	FY 11
			CAPITAL	STAT	200	FY 11
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		2,000	

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PUBLIC TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PUBLIC TRANSPORTATION PROJECTS						
CHAPEL HILL	TD-4909B	PARK AND RIDE LOT EXPANSION NC 54--CONSTRUCTION	CAPITAL	FED	1,600	FY 12
			CAPITAL	L	200	FY 12
			CAPITAL	STAT	200	FY 12
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		2,000	
CHAPEL HILL	TG-4730A	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS--OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL	FUZ	1,490	FY 07
			CAPITAL	L	372	FY 07
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		1,862	
CHAPEL HILL	TG-4730B	2 - REPLACEMENT SUPPORT VEHICLES	CAPITAL	FED	34	FY 07
			CAPITAL	L	8	FY 07
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		42	
CHAPEL HILL	TG-4731A	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS--OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL	FUZ	1,669	FY 08
			CAPITAL	L	417	FY 08
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		2,086	
CHAPEL HILL	TG-4731B	2 - REPLACEMENT SUPPORT VEHICLES	CAPITAL	FED	34	FY 08
			CAPITAL	L	8	FY 08
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		42	
CHAPEL HILL	TG-4732	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS--OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL	FUZ	1,869	FY 09
			CAPITAL	L	467	FY 09
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		2,336	
CHAPEL HILL	TG-4733	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS--OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL	FUZ	2,093	FY 10
			CAPITAL	L	523	FY 10
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		2,616	
CHAPEL HILL	TG-4925A	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS--OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL	FUZ	2,344	FY 11
			CAPITAL	L	586	FY 11
ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		2,930	

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

PUBLIC TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PUBLIC TRANSPORTATION PROJECTS						
CHAPEL HILL	TG-4925B	2 - REPLACEMENT SUPPORT VEHICLES	CAPITAL	FED	38	FY 11
ORANGE			CAPITAL	L	9	FY 11
UNFUNDED PROJECT			TOTAL PROJECT COST		47	
CHAPEL HILL	TG-4926A	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL	FUZ	2,626	FY 12
ORANGE			CAPITAL	L	656	FY 12
			TOTAL PROJECT COST		3,282	
CHAPEL HILL	TG-4926B	3 - REPLACEMENT SUPPORT VEHICLES	CAPITAL	FED	70	FY 12
ORANGE			CAPITAL	L	17	FY 12
UNFUNDED PROJECT			TOTAL PROJECT COST		87	
CHAPEL HILL	TG-4945	PREVENTIVE MAINTENANCE, ASSOC CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES	CAPITAL	FUZ	2,941	FY 13
ORANGE			CAPITAL	L	735	FY 13
			TOTAL PROJECT COST		3,676	
DURHAM	C-4927	PURCHASE 5 HYBRID ELECTRIC BUSES. CMAQ FUNDS TO BE TRANSFERRED TO FTA.	CAPITAL	CMAQ	1,174	FY 07 08
DURHAM			CAPITAL	L	326	FY 07
			TOTAL PROJECT COST		1,500	
DURHAM	TA-4753	18 - REPLACEMENT VANS	CAPITAL	FED	504	FY 07
			CAPITAL	L	63	FY 07
DURHAM			CAPITAL	STAT	63	FY 07
UNFUNDED PROJECT			TOTAL PROJECT COST		630	
DURHAM	TA-4754	6 - EXPANSION VANS	CAPITAL	FED	168	FY 07
			CAPITAL	L	21	FY 07
DURHAM			CAPITAL	STAT	21	FY 07
UNFUNDED PROJECT			TOTAL PROJECT COST		210	

* INDICATES INTRASTATE PROJECT

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PUBLIC TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
<u>PUBLIC TRANSPORTATION PROJECTS</u>						
DURHAM	TA-4755	13 - EXPANSION BUSES	CAPITAL	FED	3,120	FY 07
			CAPITAL	L	390	FY 07
			CAPITAL	STAT	390	FY 07
DURHAM						
UNFUNDED PROJECT			TOTAL PROJECT COST		3,900	
DURHAM	TA-4757	6 - EXPANSION VANS	CAPITAL	FED	180	FY 08
			CAPITAL	L	23	FY 08
			CAPITAL	STAT	23	FY 08
DURHAM						
UNFUNDED PROJECT			TOTAL PROJECT COST		226	
DURHAM	TA-4923	11 - REPLACEMENT BUSES	CAPITAL	FED	3,080	FY 11
			CAPITAL	L	385	FY 11
			CAPITAL	STAT	385	FY 11
DURHAM						
UNFUNDED PROJECT			TOTAL PROJECT COST		3,850	
DURHAM	TG-4737	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS--SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL	FUZ	2,190	FY 07
			CAPITAL	L	547	FY 07
DURHAM						
UNFUNDED PROJECT			TOTAL PROJECT COST		2,737	
DURHAM	TG-4738	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS--SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL	FUZ	2,299	FY 08
			CAPITAL	L	548	FY 08
DURHAM						
UNFUNDED PROJECT			TOTAL PROJECT COST		2,847	
DURHAM	TG-4739	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS--SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL	FUZ	2,414	FY 09
			CAPITAL	L	604	FY 09
DURHAM						
UNFUNDED PROJECT			TOTAL PROJECT COST		3,018	
DURHAM	TG-4740	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS--SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL	FUZ	2,535	FY 10
			CAPITAL	L	634	FY 10
DURHAM						
UNFUNDED PROJECT			TOTAL PROJECT COST		3,169	

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

PUBLIC TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PUBLIC TRANSPORTATION PROJECTS						
DURHAM	TG-4907	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS--SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL	FUZ	2,535	FY 11
DURHAM			CAPITAL	L	634	FY 11
TOTAL PROJECT COST					3,169	
DURHAM	TG-4908	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS--SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL	FUZ	2,535	FY 12
DURHAM			CAPITAL	L	634	FY 12
TOTAL PROJECT COST					3,169	
DURHAM	TG-4944	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS - SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL	FUZ	2,535	FY 13
DURHAM			CAPITAL	L	634	FY 13
TOTAL PROJECT COST					3,169	
DURHAM COUNTY	TJ-4931	PROVIDE OPERATING ASSISTANCE TO COUNTIES AND COMMUNITY TRANSPORTATION SYSTEMS TO MEET WORK FIRST AND EMPLOYMENT TRANSPORTATION NEEDS.	OPERATIONS	OAWF	16	FY 07 08
DURHAM						
TOTAL PROJECT COST					16	
DURHAM COUNTY	TL-4931	PROVIDE OPERATING ASSISTANCE FOR ADDITIONAL TRANSPORTATION SERVICES TO THE ELDERLY AND DISABLED.	OPERATIONS	EDTAP	174	FY 07 08
DURHAM						
TOTAL PROJECT COST					174	
DURHAM COUNTY	TR-4931	PROVIDE MAINTENANCE ASSISTANCE FOR COMMUNITY TRANSPORTATION SYSTEMS TO SERVE THE RURAL GENERAL PUBLIC.	OPERATIONS	RGP	72	FY 07 08
DURHAM						
TOTAL PROJECT COST					72	
TRIANGLE TRANSIT AUTHORITY	TA-4797	8 - REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FED	2,016	FY 09
			CAPITAL	L	252	FY 09
			CAPITAL	STAT	252	FY 09
DURHAM ORANGE WAKE						
UNFUNDED PROJECT			TOTAL PROJECT COST		2,520	

* INDICATES INTRASTATE PROJECT

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PUBLIC TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
<u>PUBLIC TRANSPORTATION PROJECTS</u>						
TRIANGLE TRANSIT AUTHORITY	TA-4818	22 - REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL	FED L STAT	5,544 693 693	FY 08 FY 08 FY 08
DURHAM ORANGE WAKE						
UNFUNDED PROJECT			TOTAL PROJECT COST		6,930	
TRIANGLE TRANSIT AUTHORITY	TA-4819	15 - REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL	FED L STAT	3,780 473 473	FY 11 FY 11 FY 11
DURHAM ORANGE WAKE						
UNFUNDED PROJECT			TOTAL PROJECT COST		4,726	
TRIANGLE TRANSIT AUTHORITY	TA-4945	12 - REPLACEMENT BUSES TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL	FED L STAT	3,024 378 378	FY 12 FY 12 FY 12
DURHAM ORANGE WAKE						
UNFUNDED PROJECT			TOTAL PROJECT COST		3,780	
TRIANGLE TRANSIT AUTHORITY	TE-4705B	PHASE I REGIONAL RAIL SERVICE. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL	FNS L STAT	416,000 138,000 138,000	FY 07 FY 07 FY 07
DURHAM WAKE						
			TOTAL PROJECT COST		692,000	
TRIANGLE TRANSIT AUTHORITY	TE-4706B	FIXED GUIDEWAY PROJECT FOR US 15-501--PE/DEIS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM AND ORANGE COUNTIES.	CAPITAL CAPITAL CAPITAL	FED L STAT	1,649 550 550	FY 07 FY 07 FY 07
DURHAM ORANGE						
UNFUNDED PROJECT			TOTAL PROJECT COST		2,749	

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PUBLIC TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST	
					ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PUBLIC TRANSPORTATION PROJECTS						
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TG-4812	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FUZ	118	FY 07
			CAPITAL	L	30	FY 07
TOTAL PROJECT COST					148	
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TG-4821	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FUZ	118	FY 08
			CAPITAL	L	30	FY 08
TOTAL PROJECT COST					148	
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TG-4822	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FUZ	118	FY 09
			CAPITAL	L	30	FY 09
TOTAL PROJECT COST					148	
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TG-4823	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FUZ	118	FY 10
			CAPITAL	L	30	FY 10
TOTAL PROJECT COST					148	
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TG-4927	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FUZ	118	FY 11
			CAPITAL	L	30	FY 11
TOTAL PROJECT COST					148	
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TG-4928	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FUZ	118	FY 12
			CAPITAL	L	30	FY 12
TOTAL PROJECT COST					148	

* INDICATES INTRASTATE PROJECT

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PUBLIC TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
<u>PUBLIC TRANSPORTATION PROJECTS</u>						
TRIANGLE TRANSIT AUTHORITY ORANGE WAKE DURHAM	TG-4942	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FUZ	118	FY 13
			CAPITAL	L	30	FY 13
			TOTAL PROJECT COST		148	
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TM-4910	ITS PROJECT - AVL/CAD. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FED	240	FY 07
			CAPITAL	L	30	FY 07
			CAPITAL	STAT	30	FY 07
UNFUNDED PROJECT			TOTAL PROJECT COST		300	
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TM-4911	ITS PROJECT - REGIONAL INFORMATION TELEPHONE SYSTEM. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FED	80	FY 07
			CAPITAL	L	10	FY 07
			CAPITAL	STAT	10	FY 07
UNFUNDED PROJECT			TOTAL PROJECT COST		100	
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TP-4725	PLANNING ASSISTANCE---UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN	FUZ	800	FY 07
			PLANNING/DESIGN	L	100	FY 07
			PLANNING/DESIGN	STAT	100	FY 07
UNFUNDED PROJECT			TOTAL PROJECT COST		1,000	
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TP-4732	PLANNING ASSISTANCE---UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN	FUZ	800	FY 08
			PLANNING/DESIGN	L	100	FY 08
			PLANNING/DESIGN	STAT	100	FY 08
UNFUNDED PROJECT			TOTAL PROJECT COST		1,000	

* INDICATES INTRASTATE PROJECT

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PUBLIC TRANSPORTATION PROGRAM**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION**

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	COST		SCHEDULE (FISCAL YEARS)
				FUNDING SOURCE	ESTIMATES (THOU)	
<u>PUBLIC TRANSPORTATION PROJECTS</u>						
TRIANGLE TRANSIT AUTHORITY	TP-4733	PLANNING ASSISTANCE---UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN	FUZ	800	FY 09
			PLANNING/DESIGN	L	100	FY 09
			PLANNING/DESIGN	STAT	100	FY 09
DURHAM						
ORANGE						
WAKE						
TOTAL PROJECT COST					1,000	
TRIANGLE TRANSIT AUTHORITY	TP-4734	PLANNING ASSISTANCE---UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN	FUZ	800	FY 10
			PLANNING/DESIGN	L	100	FY 10
			PLANNING/DESIGN	STAT	100	FY 10
DURHAM						
ORANGE						
WAKE						
TOTAL PROJECT COST					1,000	
TRIANGLE TRANSIT AUTHORITY	TP-4914	PLANNING ASSISTANCE---UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN	FUZ	800	FY 11
			PLANNING/DESIGN	L	100	FY 11
			PLANNING/DESIGN	STAT	100	FY 11
DURHAM						
ORANGE						
WAKE						
TOTAL PROJECT COST					1,000	
TRIANGLE TRANSIT AUTHORITY	TP-4915	PLANNING ASSISTANCE---UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN	FUZ	800	FY 12
			PLANNING/DESIGN	L	100	FY 12
			PLANNING/DESIGN	STAT	100	FY 12
DURHAM						
ORANGE						
WAKE						
TOTAL PROJECT COST					1,000	
TRIANGLE TRANSIT AUTHORITY	TP-4922	PLANNING ASSISTANCE---UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN	FUZ	800	FY 13
			PLANNING/DESIGN	L	100	FY 13
			PLANNING/DESIGN	STAT	100	FY 13
DURHAM						
ORANGE						
WAKE						
TOTAL PROJECT COST					1,000	

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

FUNDING REPORT DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION -

LOCATION	COUNTY	ID NUMBER	DESCRIPTION	LEN. (MI)	TOTAL PROJ COST (THOU)	PRIOR YEAR COST (THOU)	TYPE OF WORK AND ESTIMATED COST IN THOUSANDS																												POST YEAR COST (THOU)				
							FISCAL YEARS																																
							FUND	FFY06				FFY07				FFY08				FFY09				FFY10				FFY11				FFY12				FFY13			
I-40	ORANGE	I-4716	I-85 TO DURHAM COUNTY LINE. GRIND AND RESEAL JOINTS.	11.0	1500		IMPM								C	1500																							
I-40	DURHAM ORANGE	I-3306	I-85 IN ORANGE COUNTY TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM COUNTY. ADD ADDITIONAL LANES.	20.7	108452	61452																																	
							IM																														C	18800	A
							NHS																														C	28200	A
PART COMPLETE - PART UNFUNDED																																							
I-85	ORANGE	I-0305	I-40 AT HILLSBOROUGH TO DURHAM COUNTY LINE. WIDEN TO SIX LANES AND RECONSTRUCT INTERCHANGES AND STRUCTURES.	7.5	70907	1800																																	
							IM																														M	359	
							NHS																														M	538	
							IM																														C	10800	A
							NHS																																
							NHS																														C	16200	A
							IM																														C	16000	B
							NHS																														C	24000	B
I-85	DURHAM	I-0306	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 FROM US 15-501 TO US 70 AND ADD LIGHTING.	9.7	270352	270352																																	
UNDER CONSTRUCTION - PART COMPLETE																																							
DURHAM	DURHAM	I-4743	I-85, US 70 TO RED MILL ROAD.	6.4			THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS.																																
I-540	DURHAM WAKE	R-2000	NORTHERN WAKE FREEWAY, NC 55 WEST OF MORRISVILLE TO US 64 EAST NEAR KNIGHTDALE. FREEWAY ON NEW LOCATION.	29.0	757500	757500																																	
PART COMPLETE - PART UNDER CONSTRUCTION																																							
US 15-501, US 29, US 158, US 220, US 421, NC 68	CASWELL GUILFORD ORANGE ROCKINGHAM	R-4403	NATIONAL HIGHWAY SYSTEM GUARDRAIL REHABILITATION. UPGRADE SUBSTANDARD GUARDRAIL, END TREATMENTS AND BRIDGE ANCHOR UNITS.		1000		NHS					C	1000																										
NC 54 SR 1973	DURHAM	R-2904	NC 54, SR 1999 (DAVIS DRIVE) TO SR 1959 (MIAMI BOULEVARD) AND SR 1973 (PAGE ROAD), NC 54 TO I-40. WIDEN TO MULTI-LANES AND REPLACE RAILROAD STRUCTURE.	1.1	6225	925	S																																
PROJECT LET WITH U-4026. FFY 08 AMOUNT PROGRAMMED INCLUDES \$3.358 MILLION PAYBACK TO RTF.																																							
NC 55	DURHAM WAKE	R-2906	US 64 IN WAKE COUNTY TO SR 1121 (CORNWALLIS ROAD) IN DURHAM COUNTY. WIDEN TO MULTI-LANES.	13.0	63399	45832																																	
							STP						C	17567	A																								
SECTION A UNDER CONSTRUCTION WITH PAYBACK IN FFY 07 AS PROGRAMMED																																							
US 15-501, US 64, US 70, US 158, NC 147	DURHAM GRANVILLE PERSON WAKE	R-4404	NATIONAL HIGHWAY SYSTEM GUARDRAIL REHABILITATION. UPGRADE SUBSTANDARD GUARDRAIL, END TREATMENTS AND BRIDGE ANCHOR UNITS.		2040	2040																																	
UNDER CONSTRUCTION																																							

LOCATION	COUNTY	ID NUMBER	DESCRIPTION	LEN. (MI)	TOTAL PROJ COST (THOU)	PRIOR YEAR COST (THOU)	TYPE OF WORK AND ESTIMATED COST IN THOUSANDS																								TAC 09/13/06 Attachment 10A				
							FISCAL YEARS																								POST YEAR COST (THOU)				
							FUND	FFY06		FFY07		FFY08		FFY09		FFY10		FFY11		FFY12		FFY13													
DURHAM CHAPEL HILL	CHATHAM DURHAM ORANGE	U-3475	DCHC UNIFIED PLANNING WORK PROGRAM - SPECIAL PROJECTS SUPPLEMENT.		5667	2775																													
							O				PL	358		PL	75		PL	20		PL	125														
							STPDA				PL	1434		PL	300		PL	80		PL	500														
							IN PROGRESS																												
CHAPEL HILL	ORANGE	U-4704	CHAPEL HILL-CARRBORO COMPUTERIZED TRAFFIC SIGNAL SYSTEM.		4600		C												C	400															
							STP																C	4200											
CHAPEL HILL	ORANGE	U-3306	SR 1733 (WEAVER DAIRY ROAD), NC 86 TO SR 1734 (ERWIN ROAD). CORRIDOR UPGRADE, PART ON NEW LOCATION.	2.8	13941		STP				R	4200																							
							STP							M	241																				
							STPDA									C	421		C	420															
							STP									C	4330		C	4329															
CHAPEL HILL	ORANGE	U-4723	PUBLIC TRANSIT IMPROVEMENTS.		3625	3625																													
							\$2.9 MILLION IN STP FUNDING (PLUS \$725 THOUSAND MATCH) FLEXED TO FTA IN FY 04																												
CHAPEL HILL	ORANGE	U-4449	REAL-TIME TRANSPORTATION INFORMATION SYSTEM.		1248	1248																													
							IN PROGRESS																												
CHAPEL HILL	ORANGE	U-4008	US 15-501/ERWIN ROAD. INTERSECTION IMPROVEMENT.		5355	5355																													
CHAPEL HILL	ORANGE	U-0624	NC 86 (SOUTH COLUMBIA STREET), SR 1906 PUREFOY ROAD) TO SR 1902 (MANNING DRIVE). CORRIDOR UPGRADE TO INCLUDE BICYCLE LANES.	0.7	5205	250																													
							STP					R	2555																						
							STP										C	2400																	
CHAPEL HILL	ORANGE	U-2805	SR 1777 (HOMESTEAD ROAD), SR 1834 (HIGH SCHOOL ROAD) TO NC 86. WIDEN TO THREE LANE SHOULDER SECTION.	1.4	10600	300																													
							STP																								R	4000			
							STP																									C	6300		
UNFUNDED PROJECT																																			
DURHAM CHAPEL HILL	DURHAM ORANGE	U-2807	US 15-501, SR 1010 (FRANKLIN STREET) IN CHAPEL HILL TO US 15-501 BYPASS IN DURHAM. MAJOR CORRIDOR UPGRADE.	3.8	124653	1653																													
							STP																								R	25000			
							STP																										C	98000	
UNFUNDED PROJECT																																			
CHAPEL HILL	ORANGE	U-4725A	EIGHTEEN (18) EXPANSION BUSES.		2088		O				C	418																							
							STPDA				C	1670																							
							FUNDS TRANSFERRED TO PROJECT TD-4711D FOR CHAPEL HILL TRANSIT MAINTENANCE FACILITY																												

LOCATION	COUNTY	ID NUMBER	DESCRIPTION	LEN. (MI)	TOTAL PROJ COST (THOU)	PRIOR YEAR COST (THOU)	TYPE OF WORK AND ESTIMATED COST IN THOUSANDS																												TAC 09/13/06 Attachment 10A	
							FISCAL YEARS																												POST YEAR COST (THOU)	
							FUND	FFY06		FFY07		FFY08		FFY09		FFY10		FFY11		FFY12		FFY13														
DURHAM	DURHAM	U-3804	SR 1321 (HILLANDALE ROAD), I-85 TO CARVER STREET. WIDEN TO MULTI-LANES.	0.7	7748	248																														
							STP								C	2250		C	2250																	
							STPDA				R	3000																								
DURHAM	DURHAM	U-4725	EIGHTEEN (18) EXPANSION BUSES.		3312		STPDA					A	1210	B																						
							O					A	302	B																						
							STPDA								A	1440	C																			
							O								A	360	C																			
DURHAM	DURHAM	U-4724	CORNWALLIS ROAD, SOUTH ROXBORO ROAD TO UNIVERSITY DRIVE. BIKE AND PEDESTRIAN FEATURES.		2270		O										C	454																		
							STPDA										C	1816																		
DURHAM	DURHAM	U-4722	ROXBORO ROAD, DUKE STREET TO GOODWIN ROAD.	4.4			THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS.																													
DURHAM	DURHAM	U-4445	NC 147 (DURHAM FREEWAY), NEAR ALSTON AVENUE. CONSTRUCT PEDESTRIAN BRIDGE OVER NC 147 AND REMOVE EXISTING SUBSTANDARD PEDESTRIAN BRIDGE.		2188	2188																														
							UNDER CONSTRUCTION																													
DURHAM	DURHAM	U-0071	EAST END CONNECTOR, NC 147 (BUCK DEAN FREEWAY) TO NORTH OF NC 98. MULTI-LANE DIVIDED, PART ON NEW LOCATION.	2.5	98774	5849																														
							T										R	6250	A		R	6250	A													
							T																C	11350	A		C	11350	A							
							T										R	3825	B																	
							T																C	9200	B		C	9200	B							
							T										R	3000	C																	
							T																C	10833	C		C	10834	C		C	10833	C			
DURHAM	DURHAM	U-4716	SR 1978 (HOBSON ROAD) AND SR 1980 (CHURCH STREET). CONSTRUCT A GRADE SEPARATION, EXTEND CHURCH STREET AND CLOSE CHURCH STREET CROSSING 734 748M OF THE NORFOLK SOUTHERN-NORTH CAROLINA RAILROAD.		6500		RR																							C	6500					
							UNFUNDED PROJECT																													
DURHAM	DURHAM	U-4012	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	13609	1309																														
							NHS					C	6150		C	6150																				
DURHAM	DURHAM	U-4011	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	4042	150																														
							STP						R	2290																						
							STP						M	52																						
							STP									C	1550																			
DURHAM	DURHAM	U-4010	NC 98 (HOLLOWAY STREET), EAST OF US 70 TO EAST OF JUNCTION ROAD. WIDEN FOR CENTER TURN LANE.	0.3	4210	1510																														
							S					C	540																							
							STPDAD					C	2160																							
DURHAM	DURHAM	U-4009	SR 1126 (SERVICE ROAD) PARALLEL TO US 15-501. RELOCATE EXISTING SERVICE ROAD.	0.3	3126	1426																														
							O						C	200																						
							S						C	1500																						
DURHAM	DURHAM	U-3309	SR 2028 (T.W. ALEXANDER DRIVE), SR 1121 (CORNWALLIS ROAD) TO SR 1959 (MIAMI BOULEVARD).	1.7	13084	4684																														
							STP						R	500	A																					

LOCATION	COUNTY	ID NUMBER	DESCRIPTION	LEN. (MI)	TOTAL PROJ COST (THOU)	PRIOR YEAR COST (THOU)	TYPE OF WORK AND ESTIMATED COST IN THOUSANDS																				TAC 09/13/06 Attachment 10A	
							FISCAL YEARS																				POST YEAR COST (THOU)	
							FUND	FFY06	FFY07	FFY08	FFY09	FFY10	FFY11	FFY12	FFY13													
			WIDEN TO A FOUR LANE DIVIDED FACILITY.				STP							C	3950	A	C	3950	A									
PART COMPLETE																												
DURHAM	DURHAM	U-3308	NC 55 (ALSTON AVENUE), NC 147 (I.L. "BUCK" DEAN FREEWAY) TO US 70 BUS.-NC 98 (HOLLOWAY STREET). WIDEN TO FOUR LANE DIVIDED FACILITY AND REPLACE NORFOLK-SOUTHERN RAILROAD BRIDGES.	1.0	19200	300																						
							STP				R	800																
							STP							C	6034		C	6033		C	6033							
DURHAM	DURHAM	U-2405	M. L. KING, JR. PARKWAY AND NC 55. CONSTRUCT INTERCHANGE.		25800		STP																			R	12000	
							STP																			C	13800	
UNFUNDED PROJECT																												
DURHAM	DURHAM	U-2708	SR 1321 (HILLANDALE ROAD), I-85 TO CLUB BOULEVARD. WIDEN TO MULTI-LANES.	0.9	4740		STP																			R	1040	
							STP																			C	3700	
UNFUNDED PROJECT																												
DURHAM	DURHAM	U-4446	NC 147 (DURHAM FREEWAY), I-40 TO I-85. INSTALL ITS INFRASTRUCTURE IMPROVEMENTS.		1502	1502																						
UNDER CONSTRUCTION																												
DURHAM	DURHAM	U-4720	US 70, LYNN ROAD TO THE PROPOSED NORTHERN DURHAM PARKWAY.	7.8			THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS.																					
DURHAM	DURHAM WAKE	U-4721	NORTHERN DURHAM PARKWAY, I-540 TO ROXBORO ROAD.	29.4			THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS.																					
DURHAM	DURHAM	U-2831B	BRIGGS AVENUE EXTENSION, RIDDLE ROAD TO SR 1951 (SO-HI DRIVE). TWO LANES ON MULTI-LANE RIGHT OF WAY.	1.0	10333	5833																				R	1200	
							S																			C	3300	
							S																					
HILLSBOROUGH	ORANGE	U-3436	SR 1148 (ENO MOUNTAIN ROAD) AND SR 1192 (MAYO STREET) AT SR 1006 (ORANGE GROVE ROAD). REALIGN INTERSECTION AND MAKE SAFETY IMPROVEMENTS.		2350		STP																			R	600	
							STP																			C	1750	
UNFUNDED PROJECT																												
HILLSBOROUGH	ORANGE	U-3808	ELIZABETH BRADY ROAD EXTENSION, 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	23198	400									R	1400												
							STP																					
							STP										M	598										
							STP												C	6934		C	6933		C	6933		
TRIANGLE PARKWAY	DURHAM WAKE	U-4763	I-40 TO MCCRIMMON PARKWAY. MULTI-LANE FACILITY ON NEW LOCATION.				NORTH CAROLINA TURNPIKE AUTHORITY PROJECT - PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY																					
RESEARCH TRIANGLE PARK	DURHAM WAKE	U-4026	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	41318	8518																						
							C				C	5300	A															
							O				C	4000	B															
							S				C	11750	B	C	11750	B												
LET WITH R-2904																												
NC 54	DURHAM	C-4402	I-40 WEST OF NC 751 TO TRIANGLE DRIVE IN RESEARCH TRIANGLE PARK. CONSTRUCT ON-ROAD BICYCLE FACILITY.		1035		L				R	25																
							CMAQ				R	100																
							L						C	91		C	91											
							CMAQ						C	364		C	364											

LOCATION	COUNTY	ID NUMBER	DESCRIPTION	LEN. (MI)	TOTAL PROJ COST (THOU)	PRIOR YEAR COST (THOU)	TYPE OF WORK AND ESTIMATED COST IN THOUSANDS																												TAC 09/13/06 Attachment 10A	POST YEAR COST (THOU)
							FISCAL YEARS																													
							FUND		FFY06				FFY07				FFY08				FFY09				FFY10				FFY11				FFY12			
SR 1402	DURHAM	B-3169	CREEK. REPLACE BRIDGE NO. 158		549	174																														
							FA								C	375																				
SR 1561	ORANGE	B-4592	ENO RIVER. REPLACE BRIDGE NO. 64		1455	200																														
							NFA								R	80																				
							NFA											C	1175																	
SR 1616	DURHAM	B-4110	MOUNTAIN CREEK. REPLACE BRIDGE NO. 5		1325	1325																														
							UNDER CONSTRUCTION																													
SR 1616	DURHAM	B-4943	SANDY CREEK. REPLACE BRIDGE NO. 20		1100		NFA																									R	100			
							NFA																									C	1000			
							UNFUNDED PROJECT																													
SR 1730	ORANGE	B-4218	NEW HOPE CREEK. REPLACE BRIDGE NO. 108		950	150																														
							NFA				M	55																								
							NFA				R	70																								
							NFA											C	675																	
SR 1839 SR 1906	DURHAM WAKE	B-3528	SYCAMORE CREEK. REPLACE BRIDGE NO. 429		1687	310																														
							NFA				R	200																								
							NFA				M	27																								
							NFA											C	1150																	
DURHAM	DURHAM	B-4698	APEX STREET OVER AMERICAN TOBACCO TRAIL. REPLACE BRIDGE NO. 242		440		NFAM																									R	40			
							NFAM																									C	400			
							UNFUNDED PROJECT																													
I-85, US 70, US 15-5 AND NC 147	DURHAM GRANVILLE	W-4811	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	200																														
I-540, SR 3097 AVIATION PARKWA	DURHAM WAKE	W-4814	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	150																														
CARRBORO	ORANGE	Z-4007B	SR 1927 (BREWER ROAD) IN CARRBORO AT NORFOLK SOUTHERN RAILWAY CROSSING 735 179M. SAFETY IMPROVEMENTS.		95	95																														
							FUNDED - CONSTRUCTION NOT AUTHORIZED																													
US 501	DURHAM	SF-4905A	SR 1601 (MOORES MILL ROAD)-SR 1468 (QUAIL ROOST FARM ROAD). INSTALL TRAFFIC SIGNAL.		90		HES				C	90																								
SR 1002 ST. MARY'S ROAD	ORANGE	E-4779	ACQUIRE SCENIC CONSERVATION EASEMENTS AT SELECTED LOCATIONS.		169	169																														

LOCATION	COUNTY	ID NUMBER	DESCRIPTION	LEN. (MI)	TOTAL PROJ COST (THOU)	PRIOR YEAR COST (THOU)	TYPE OF WORK AND ESTIMATED COST IN THOUSANDS																												TAC 09/13/06 Attachment 10A	POST YEAR COST (THOU)
							FISCAL YEARS																													
							FUND	FFY06		FFY07		FFY08		FFY09		FFY10		FFY11		FFY12		FFY13														
VARIOUS	DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	EE-4905	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 5 PROJECT MITIGATION.		5167	5167																														
VARIOUS	ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	EE-4907	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 7 PROJECT MITIGATION.		7221	7221																														
VARIOUS	CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	EE-4908	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 8 PROJECT MITIGATION.		8756	8756																														
SR 1006 (ORANGE GROVE ROAD)	ORANGE	E-4980	CONSTRUCT PEDESTRIAN BRIDGE OVER I-40.				SCHEDULED FOR FEASIBILITY STUDY																													
AMTRAK	ALAMANCE CABARRUS DURHAM GUILFORD MECKLENBURG ROWAN WAKE	P-2918	TRAIN 73/74 OPERATIONS BETWEEN CHARLOTTE AND RALEIGH AND CAPITAL YARD MAINTENANCE FACILITY.		77352	31152																														
							S(5)				O	2600		O	2600		O	2600		O	2600		O	2600		O	2600		O	2600						
							T2001				O	4000		O	4000		O	4000		O	4000		O	4000		O	4000		O	4000						
							IN PROGRESS																													
AMTRAK	ALAMANCE CABARRUS DURHAM EDGECOMBE GUILFORD JOHNSTON MECKLENBURG NASH ROWAN WAKE WILSON	P-2908	CAPITAL AND OPERATIONS COST OF TRAIN 79/80 BETWEEN CHARLOTTE AND ROCKY MOUNT.		42995	26195																														
							S(5)				O	2400		O	2400		O	2400		O	2400		O	2400		O	2400		O	2400						
							IN PROGRESS																													
TRIANGLE TRANSIT AUTHORITY	DURHAM ORANGE WAKE	TA-4945	12 - REPLACEMENT BUSES TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.		3780		FED														CP	3024														
							L														CP	378														
							STAT														CP	378														
							UNFUNDED PROJECT																													

LOCATION	COUNTY	ID NUMBER	DESCRIPTION	LEN. (MI)	TOTAL PROJ COST (THOU)	PRIOR YEAR COST (THOU)	TYPE OF WORK AND ESTIMATED COST IN THOUSANDS																												TAC 09/13/06 Attachment 10A	POST YEAR COST (THOU)
							FISCAL YEARS																													
							FUND	FFY06			FFY07			FFY08			FFY09			FFY10			FFY11			FFY12			FFY13							
TRIANGLE TRANSIT AUTHORITY	DURHAM ORANGE	TE-4706B	FIXED GUIDEWAY PROJECT FOR US 15-501--PE/DEIS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM AND ORANGE COUNTIES.		2749		FED				CP	1649																								
							L				CP	550																								
							STAT				CP	550																								
UNFUNDED PROJECT																																				
TRIANGLE TRANSIT AUTHORITY	DURHAM WAKE	TE-4705B	PHASE I REGIONAL RAIL SERVICE. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM AND WAKE COUNTIES.		692000		FNS				CP	416000																								
							L				CP	138000																								
							STAT				CP	138000																								
TRIANGLE TRANSIT AUTHORITY	DURHAM ORANGE WAKE	TG-4823	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.		148		FUZ											CP	118																	
							L												CP	30																
TRIANGLE TRANSIT AUTHORITY	DURHAM ORANGE WAKE	TG-4812	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.		148		FUZ				CP	118																								
							L				CP	30																								
TRIANGLE TRANSIT AUTHORITY	DURHAM ORANGE WAKE	TG-4942	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.		148		FUZ																	CP	118											
							L																		CP	30										
TRIANGLE TRANSIT AUTHORITY	DURHAM ORANGE WAKE	TG-4928	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.		148		FUZ																CP	118												
							L																		CP	30										
TRIANGLE TRANSIT AUTHORITY	DURHAM ORANGE WAKE	TG-4927	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.		148		FUZ												CP	118																
							L													CP	30															
TRIANGLE TRANSIT AUTHORITY	DURHAM ORANGE WAKE	TG-4822	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.		148		FUZ								CP	118																				
							L										CP	30																		
TRIANGLE TRANSIT AUTHORITY	DURHAM ORANGE WAKE	TG-4821	ROUTINE CAPITAL ITEMS--SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.		148		FUZ							CP	118																					
							L									CP	30																			
TRIANGLE TRANSIT AUTHORITY	DURHAM ORANGE WAKE	TM-4911	ITS PROJECT - REGIONAL INFORMATION TELEPHONE SYSTEM. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.		100		FED				CP	80																								
							L				CP	10																								
							STAT				CP	10																								
UNFUNDED PROJECT																																				
TRIANGLE TRANSIT AUTHORITY	DURHAM ORANGE WAKE	TM-4910	ITS PROJECT - AVL/CAD. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.		300		FED				CP	240																								
							L				CP	30																								
							STAT				CP	30																								
UNFUNDED PROJECT																																				

LOCATION	COUNTY	ID NUMBER	DESCRIPTION	LEN. (MI)	TOTAL PROJ COST (THOU)	PRIOR YEAR COST (THOU)	TYPE OF WORK AND ESTIMATED COST IN THOUSANDS																												TAC 09/13/06 Attachment 10A	POST YEAR COST (THOU)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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TRIANGLE TRANSIT AUTHORITY	DURHAM ORANGE WAKE	TP-4734	PLANNING ASSISTANCE---UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.		1000		FUZ																	PL	800																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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							FISCAL YEARS																									
							FUND	FFY06		FFY07		FFY08		FFY09		FFY10		FFY11		FFY12		FFY13										
CARRBORO	ORANGE	E-4780	CONSTRUCT A FIVE-FOOT SIDEWALK ON THE NORTH SIDE OF JONES FERRY ROAD AND LANDSCAPE.		24	2																										
							O				C	4																				
							STPE				C	18																				
CARRBORO	ORANGE	E-4828	MORGAN CREEK GREENWAY (WEST). SMITH LEVEL ROAD TO UNIVERSITY LAKE. CONSTRUCT GREENWAY.				SCHEDULED FOR PLANNING AND DESIGN ONLY USING DCHC STPDA FUNDS																									
CARRBORO	ORANGE	E-4545	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.		100	9																										
							O				C	18																				
							STPE				C	73																				
CARRBORO	ORANGE	E-4781	CONSTRUCT A FIVE-FOOT SIDEWALK ALONG PORTIONS OF WESLEY STREET, HARGRAVES STREET, BREWER LANE AND LANDSCAPE.		98	9																										
							O				C	15																				
							STPE				C	74																				
CARRBORO	ORANGE	E-4994	BOLIN CREEK GREENWAY.		70	70																										
							PLANNING, DESIGN AND CONSTRUCTION BY TOWN																									
CARRBORO	ORANGE	E-4008	ROBESON PLACE BIKE PATH: RAND ROAD TO WESLEY STREET. CONSTRUCT BICYCLE PATH.	0.3	268	268																										
							UNDER CONSTRUCTION																									
CARRBORO	ORANGE	E-4942	MAIN STREET, CARRBORO POST OFFICE TO NC 54. CONSTRUCT SIDEWALKS.		7	7																										
							UNDER CONSTRUCTION																									
CARRBORO CHAPEL HILL	ORANGE	E-4995	DRY CREEK GREENWAY.		80	80																										
							PLANNING, DESIGN AND CONSTRUCTION BY TOWN																									
CHAPEL HILL	ORANGE	E-4601	MORGAN CREEK GREENWAY (EAST). US 15-501-CULBETH ROAD TO SMITH LEVEL ROAD. TEN FOOT MULTI-USE ASPHALT PATH INCLUDING ACCESS TO MERRITT PASTURE.		89	89																										
							PLANNING AND DESIGN ONLY USING DCHC STPDA FUNDS																									
CHAPEL HILL	ORANGE	E-4710	SEAWELL SCHOOL ROAD BICYCLE IMPROVEMENTS, HOMESTEAD ROAD TO ESTES DRIVE	1.9	650		STPEB				C	650																				
CHAPEL HILL	ORANGE	E-3807B	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	481																										
							UNDER CONSTRUCTION																									
CHAPEL HILL	ORANGE	FS-0307A	RELOCATED MASON FARM ROAD, NC 86 (SOUTH COLUMBIA STREET) TO US 15-501.				FEASIBILITY STUDY IN PROGRESS																									

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							FISCAL YEARS																										
							FUND	FFY06		FFY07		FFY08		FFY09		FFY10		FFY11		FFY12		FFY13											
CHAPEL HILL	ORANGE	TA-4978	REPLACEMENT BUSES (FOR REHABILITATED BUSES)		4290		FED											CP	3561														
							L																CP	386									
							STAT																	CP	343								
							UNFUNDED PROJECT																										
CHAPEL HILL	ORANGE	TA-4976	3 - REPLACEMENT BUSES		451		FED				CP	374																					
							L				CP	41																					
							STAT				CP	36																					
							UNFUNDED PROJECT																										
CHAPEL HILL	ORANGE	TA-4979	REPLACEMENT VANS - 7		202		FED											CP	168														
							L																CP	34									
							UNFUNDED PROJECT																										
							FED																	CP	48								
CHAPEL HILL	ORANGE	TA-4981	SEDANS/WAGONS/4X4 - 2		60		L												CP	12													
							UNFUNDED PROJECT																										
							FED																	CP	2490								
							L																	CP	270								
CHAPEL HILL	ORANGE	TA-4726	10 - EXPANSION BUSES		3000		STAT											CP	240														
							UNFUNDED PROJECT																										
							FED																										
							L																		CP	269							
CHAPEL HILL	ORANGE	TA-4983	REPLACEMENT VANS		324		STAT																										
							UNFUNDED PROJECT																										
							FED																		CP	37							
							L																		CP	5							
CHAPEL HILL	ORANGE	TA-4941	1 - REPLACEMENT VAN		47		STAT													CP	5												
							UNFUNDED PROJECT																										
							FED																		CP	160							
							STAT																		CP	15							
CHAPEL HILL	ORANGE	TA-4982	REPLACEMENT VANS - 4		175		UNFUNDED PROJECT																										
							FED																	CP	3287								
							L																		CP	356							
							STAT																		CP	317							
CHAPEL HILL	ORANGE	TA-4977	12 - REPLACEMENT BUSES		3960		UNFUNDED PROJECT																										
							FED																		CP	144							
							L																		CP	18							
							STAT																		CP	18							
CHAPEL HILL	ORANGE	TA-4940	4 - REPLACEMENT VAN		180		UNFUNDED PROJECT																										
							FED																		CP	36							
							L																		CP	5							
							STAT																		CP	5							
CHAPEL HILL	ORANGE	TA-4748A	1 - REPLACEMENT VAN		46		UNFUNDED PROJECT																										
							FED																		CP	37							
							L																		CP	5							
							STAT																		CP	5							
CHAPEL HILL	ORANGE	TA-4746A	1 - EXPANSION VAN		47		UNFUNDED PROJECT																										
							FED																		CP	96							
							L																		CP	12							
							STAT																		CP	12							
CHAPEL HILL	ORANGE	TA-4745B	3 - REPLACEMENT VANS		120		UNFUNDED PROJECT																										
							FED																		CP	288							
							L																		CP	36							
							STAT																		CP	36							
CHAPEL HILL	ORANGE	TA-4748C	8 - REPLACEMENT VANS		360		UNFUNDED PROJECT																										
							FED																		CP	37							
							L																		CP	5							
							STAT																		CP	5							
CHAPEL HILL	ORANGE	TA-4746C	1 - EXPANSION VAN		47		UNFUNDED PROJECT																										
							FED																		CP	37							
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							FUND	FFY06				FFY07				FFY08				FFY09				FFY10				FFY11				FFY12				
CHAPEL HILL	ORANGE	TD-4909A	PARK AND RIDE LOT EXPANSION NC 54-- DESIGN AND LAND ACQUISITION		2000		FED												CP	1600																
							L													CP	200															
							STAT													CP	200															
							UNFUNDED PROJECT																													
CHAPEL HILL	ORANGE	TD-4710A	PARK AND RIDE LOT--DESIGN, LAND ACQUISITION AND CONSTRUCTION		1208		FBUS				CP	301		CP	326		CP	339																		
							L				CP	38		CP	41		CP	42																		
							STAT				CP	38		CP	41		CP	42																		
							UNFUNDED PROJECT																													
CHAPEL HILL	ORANGE	TD-4709A	MULTI-MODAL TRANSPORTATION CENTER--DESIGN AND LAND ACQUISITION		1200		FED				CP	960																								
							L				CP	120																								
							STAT				CP	120																								
							UNFUNDED PROJECT																													
CHAPEL HILL	ORANGE	TD-4909B	PARK AND RIDE LOT EXPANSION NC 54-- CONSTRUCTION		2000		FED													CP	1600															
							L													CP	200															
							STAT													CP	200															
							UNFUNDED PROJECT																													
CHAPEL HILL	ORANGE	TD-4709B	MULTI-MODAL TRANSPORTATION CENTER--CONSTRUCTION		8000		FED					CP	6400																							
							L					CP	800																							
							STAT					CP	800																							
							UNFUNDED PROJECT																													
CHAPEL HILL	ORANGE	TD-4710B	PARK AND RIDE LOT--CONSTRUCTION		2000		FED					CP	1600																							
							L					CP	200																							
							STAT					CP	200																							
							UNFUNDED PROJECT																													
CHAPEL HILL	ORANGE	TD-4711D	MAINTENANCE FACILITY - CONSTRUCTION FUNDS TO BE RECEIVED FROM STP TRANSFER (U-4725)		2088		L				CP	418																								
							STPDA				CP	1670																								
							UNFUNDED PROJECT																													
CHAPEL HILL	ORANGE	TG-4733	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS--OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.		2616		FUZ											CP	2093																	
							L											CP	523																	
							UNFUNDED PROJECT																													
CHAPEL HILL	ORANGE	TG-4732	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS--OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.		2336		FUZ										CP	1869																		
							L										CP	467																		
							UNFUNDED PROJECT																													
CHAPEL HILL	ORANGE	TG-4945	PREVENTIVE MAINTENANCE, ASSOC CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES		3676		FUZ																													
							L																													
							UNFUNDED PROJECT																													

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DURHAM	DURHAM	E-4924	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	105																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			

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DURHAM	DURHAM	TG-4908	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS--SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.		3169		FUZ																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			

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**Development Process & Schedule for the DCHC
2007 - 2013 Metropolitan Transportation Improvement Program -MTIP**

1	8-Sep-06	NCDOT releases Draft 2007-2013 State Transportation Improvement Program (STIP)
2	Sept 8 - Sept 13	LPA reviews the MPO supplement to the draft 2007-2013 STIP, including analysis & comparison with the 2006-2012 MTIP and 2007-2013 Regional Priority List.
3	13-Sep-06	TAC receives the MPO supplement to the draft 2007-2013 STIP, including LPA analyses & comparison with the 2006-2012 MTIP and 2007-2013 Regional Priority List. TAC provides feedback on the draft STIP and staff analyses. TAC releases STIP as draft MTIP for public
4	27-Sep-06	TCC receives draft STIP MPO Supplement and staff analyses. TCC directs TIP subcommittee to develop a draft 2007-2013 MTIP
5	Sept - Oct	Development of the 2007-2013 MTIP
6	11-Oct-06	TAC holds Public Hearing on the Draft 2007-2013 MTIP (evening meeting) & provides direction to the TCC
7	25-Oct-06	TCC reviews preliminary Draft of the 2007-2013 MTIP
8	Sept - Oct	MPO holds One-on-One review session with the NCDOT/local BOT Members
9	8-Nov-06	TAC receives Draft of the 2007-2013 MTIP and offers feedback to the TCC
10	22-Nov-06	TCC considers public comments and recommends approval of 2007-2013 MTIP
11	13-Dec-06	TAC approves final 2007-2013 MTIP
12	20-Dec-06	MPO transmits 2007-2013 MTIP to the Secretary of Transportation (NCDOT)
13	Dec 06 - Jan 07	MPO and NCDOT reconcile TIP differences
		NCDOT Board of Transportation (BOT) approves FY 2007-2013 STIP

Memorandum

To: Transportation Advisory Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Subject: Transit Infrastructure Blueprint

Date: September 13, 2006

Background

The TAC approved funding the creation of a Regional Transit Vision Plan in the 2006-2007 UPWP. This vision plan is now known as the Transit Infrastructure Blueprint. The focus of the Blueprint is an objective analysis of land use, travel markets, and transit infrastructure costs within potential transit corridors in the Triangle so that the region's leaders have a common foundation on which to discuss and set investment priorities.

Several documents have been prepared describing the Blueprint and are included as attachments. A Project Overview & Tasks document is included as Attachment 11A. A Transit Infrastructure Investment Principles document that describes in greater detail the process for developing investment principles and a decision-making process is included as Attachment 11B. In addition, a two-page summary Project Overview of the Regional Transit Infrastructure Blueprint is included as Attachment 11C.

Update

Several events have taken place since this project was first discussed. On August 18th, TTA announced that it was dropping its bid for federal New Starts funding for Phase I of the Regional Rail Project at this time. The TTA Board of Trustees requested that CAMPO and DCHC MPO take the lead on setting regional priorities for public transit in the Triangle area through the two MPO's LRTP processes. The TTA Board recognizes the primacy of each MPO's LRTP in setting transportation priorities.

In addition, the TTA Board of Trustees indicated the need for an expanded public involvement process in setting the regional transit priorities. The DCHC MPO has begun the process for creating the 2035 LRTP. The LRTP includes a public involvement aspect, but there may be a need to increase effort to ensure adequate public outreach regarding the transit priorities. Considering LPA Staff resources, the MPO may need to outsource some public involvement tasks.

Furthermore, while CAMPO and DCHC MPO have always coordinated the development of their LRTPs, the two documents are separate and reflect each area's specific needs and priorities. A regional decision-making structure will be needed to set regional transit

priorities. The structure established by the CAMPO/DCHC MPO Memorandum of Agreement executed in 2004 (Attachment 11D) may be such a structure. The next Joint TAC meeting will likely be held in late November.

TAC Action

The TAC is asked to receive the update on the Transit Infrastructure Blueprint.

Triangle Transit Authority Durham-Chapel Hill-Carrboro MPO Capital Area MPO North Carolina DOT Triangle J Council of Governments	Transit Infrastructure Blueprint <i>Analyzing land use, travel markets and costs</i>	
	Project Overview & Tasks	August 22, 2006

Purpose. Provide the technical basis for a Regional Transit Blueprint for the Triangle that describes future transit corridors and planned or potential transit infrastructure investments in the corridors.

Desired Result. Citizens and decision-makers understand the character of current and projected development and travel in future transit corridors, how the corridors relate to one another, and important considerations for different types of transit investments in the corridors. The project is not designed to have substantial public engagement on investment priorities or to establish these priorities, although it will be closely coordinated with the public involvement efforts of the MPO Long Range Transportation Plan (LRTP) updates. The main focus of the project is to provide clear, consistent information for decision-makers to engage the public and set priorities through the LRTPs.

Why this is Important.

- There has been no comprehensive, consistent regionwide blueprint for major transit investments since the development of TTA's 1995 Transit Plan. Major transit investment planning since then has focused on individual projects and grouping selected projects into a transit component when MPO Long Range Transportation Plans (LRTPs) are updated.
- This project-specific approach has resulted in cost and revenue assumptions and estimates for major transit investments in the fiscally constrained LRTPs that may no longer be realistic, since they rely on new federal funding to pay 50% and NCDOT to pay 25%, a new regional revenue source and out-dated costs for some projects.
- To secure federal funds, state funds and a new regional revenue source to support major transit investments will require a high level of cooperation among both MPOs, the NCDOT, the TTA and federal agencies. Absent such cooperation, individual MPOs and communities may need to fund major transit investments from their existing individual revenue streams.

Goals. The goals are designed to provide decision-makers and the public with information to understand transit corridors and investments and set realistic priorities among them:

1. show the location of transit corridors and type of major planned and proposed transit investments, including assumed alignment, technology, stations and service characteristics for analysis purposes;
2. clearly articulate the mobility and community development purposes that transit investments in each corridor could serve (purpose and need of transit investments in each corridor);
3. track the status of transit investments in the planning and funding process;
4. show how current and projected land use relates to transit infrastructure investments in corridors;
5. provide clear, transparent, consistent information related to the cost of investments, the components of these costs, and the assumptions used in developing the costs;
6. analyze travel results in the transit corridors (trip types, origins and destinations, characteristics, etc.; facilities can be modeled if specific investment scenarios are developed);
7. document how travel results and infrastructure costs relate to eligibility for specific funding sources, particularly federal "new starts" or "small starts" funding, and what can be paid for with current revenue streams vs. what would require new or increased revenues.

Foundations. The Regional Transit Blueprint is built on two foundations:

- The area covered consists of the Metropolitan Area Boundaries of the two MPOs and the authorized service area of TTA (including the authorized 10-mile service area beyond its 3 member counties): all of Durham, Orange and Wake Counties and portions of Chatham, Franklin, Granville, Harnett and Johnston counties.
- The corridors and investments are drawn from previous and ongoing plans, studies and reports (e.g., the two MPO LRTPs, TTA's 1995 Regional Transit Plan, the transit component of CAMPO's CTP, the EastTrans study, the 15-501 transit corridor MIS, the I-40/NC54 corridor study, the TTA-RDU Airport link study, the CORE report, the US1 Corridor study, and local community comprehensive and transportation plans).

Framework. The transit blueprint is composed of two main elements:

1. *Transit Corridors:* consistently defined, comparable corridors of defined width within which major transit infrastructure investments may be made.
2. *Transit Investments:* specific descriptions of alignments, technology, stations and service characteristics which permit analysis using modeling techniques; these may be either detailed and adopted, as in TTA's Phase I Regional Rail project, or conceptual, depending on the stage of investment planning. Project sponsors may choose to create an investment scenario in a corridor for the purposes of analysis.

Analyses. Project work is focused on three inter-related analyses:

1. A *land use analysis* that examines current and projected development in corridors.
2. A *travel market analysis* that examines travel based on the land use and transportation infrastructure.
3. A *cost analysis* that examines infrastructure costs and implications for funding sources based on the Federal Transit Administration's *New Starts* and *Small Starts* programs.

Tasks associated with each of these analyses are outlined on pages 4 through 8.

How the Products from the Analyses Can Be Used. The reports, supporting information and data, analysis tools, mapping and materials developed for this project can be used to create:

1. A 50-year transit vision
2. Scenarios for analysis in a Long Range Transportation Plan
3. Projects for inclusion in Long Range Transportation Plans and Comprehensive Transportation Plans
4. Transit alternatives for consideration in transportation corridor studies
5. Land use alternatives for planning efforts

Relation of the Transit Infrastructure Blueprint to Other Plans. The Transit Infrastructure Blueprint has been designed to provide valuable information for (and constitute initial steps of) preparation of two on-going transportation planning efforts: federally required Long Range Transportation Plans (LRTPs) and state-required Comprehensive Transportation Plans (CTPs). The Transit Blueprint can lower the eventual cost and/or improve the quality of the work undertaken in preparing LRTPs and CTPs:

- the corridor and infrastructure descriptions will provide a universe of potential transit projects for consideration in the LRTPs and CTPs;
- the corridor land use analysis will provide valuable information on land use and socioeconomic conditions and trends in transit corridors;
- the travel analysis will provide an early overview of travel patterns for consideration in developing LRTP and CTP alternatives;
- the cost analysis will provide consistent and transparent information for LRTP fiscal constraint considerations.

Products. The following products will be prepared during the project:

1. Project Overview
2. Regional Transit Investment Principles
3. Project Status Reports (quarterly: October, January, April, July)
4. Meeting Summaries (each meeting)
5. Partnership document describing roles and responsibilities among:
 - a. TTA Regional Planning and Engineering Department
 - b. Capital Area MPO staff
 - c. Durham-Chapel Hill-Carrboro MPO staff
 - d. Triangle J COG Planning Department
 - e. NCDOT Public Transportation Division
6. Corridor Description Summary Report
 - a. List and description of each corridor/transit infrastructure project
 - b. Parcel-level mapping of each corridor
7. Corridor Land Use and Development Report
8. Corridor Travel Market Analysis Report
9. Transit Infrastructure Cost Analysis Report
10. Regional Decision-making Report (optional)
11. Triangle Regional Transit Infrastructure Blueprint (Final Report)

Project Organization. The Blueprint is structured as a partnership among TTA, the two MPOs, NCDOT's Public Transportation Division and TJCOG. TTA transportation planning and modeling staff and TJCOG Planning and GIS staff will undertake the work; some funding may be available for outside assistance should it be needed for specific tasks. TTA staff will be responsible for conducting the *travel analysis* and *cost analysis* tasks; TJCOG staff will be responsible for conducting the *corridor description* and *land use analysis* tasks. TJCOG staff will be responsible for keeping track of overall project schedules and documentation, much as it does with other joint MPO/TTA work such as air quality conformity work.

A Partners Team of stakeholders provides input, reviews deliverables, and makes recommendations to existing decision-making organizations (MPO TACs, local governments, NCDOT Board, TTA Board). A Sponsors Team of local and regional agency staffs performs work and/or provides data.

<i>Timeline:</i> Summer 2006	Establish and convene sponsors and partners teams, agree on detailed task list, responsibilities, products, begin infrastructure and corridor descriptions; begin investment principles
Fall 2006	Finish corridor and infrastructure descriptions; finalize principles
Winter 2006	Begin land use, travel and cost analysis
Spring 2007	Finish land use, travel, cost analysis
Summer 2007	Conclude work, issue Blueprint, implement tracking mechanism

Cost. \$161,000 in direct funding plus \$75,000 allocation of TTA staff time.

Sponsors: MPOs: CAMPO (\$74,000) and DCHC MPO (\$37,000) pass-through federal funds
 NCDOT: \$25,000 (PTD) state funds.
 TTA: \$25,000 direct funding plus \$75,000 of dedicated staff time

Partners: MPOs, TTA, NCDOT, local governments, transit agencies, universities, TriMAP/RTA (and affiliated private sector groups), ITRE Triangle Model team, adjacent RPOs.

Task Categories and Products. This section summarizes the major tasks in eight project task categories, and the specific products to be developed. More detailed descriptions may be developed.

1. Project Coordination and Documentation (TJCOG coordinate)

- Continue to develop this guidance document to clearly spell out tasks and the roles and responsibilities of participating organizations.
- Establish a sponsors team and partners team – sponsors team consists of lead staff from the 5 sponsoring organizations (DCHC MPO, CAMPO, TTA, TJCOG, NCDOT PTD) who will be responsible for specific tasks or inputs; partners team includes additional staff from participating agencies, their member communities, and other key stakeholders.
- Arrange meetings of participants and develop meeting summaries
- Establish geographic extent of the project (area currently covered by 2 MPOs plus authorized TTA service area – 10 mile limit beyond Orange, Durham and Wake Counties)
- Document all activities and decisions
- Prepare project overview report and quarterly status reports.
- Coordinate with GIS/web staff/printers
- Meet with/give updates to partner and community boards and committees

2. Regional Transit Decision-Making & Investment Principles (TTA coordinate)

- Document how the work of this project relates to the development of the LRTPs and other concurrent transit-planning efforts; stress the primacy of the LRTPs as the established, federally-required mechanism to establish transit investment priorities. Demonstrate how the Joint MPO TAC group can work with other regional transportation leadership groups to move towards consensus on major transit infrastructure investments.
- Solicit input on transit corridor investment principles through the public involvement programs of the MPO LRTPs, including in the initial Goals and Objectives portions in 2006.

- Develop a set of draft transit corridor investment principles based on the knowledge and experience of technical staff and feedback from the LRTP update process.
- Develop options/recommendations for a cooperative decision-making framework on regional transit investments among the MPOs, RPOs, TTA, NCDOT, and other regional partners based on technical staff knowledge and experience and prior work (e.g. CUTR organizational study). Stress LRTP primacy and use Joint MPO committee as lead group.
- (Optional) technical staff recommendation for transit corridor investment priorities based on principles and analysis results.

3. Corridor and Infrastructure Descriptions (TJCOG coordinate)

- Work with sponsors and partners teams to define major transit corridors and infrastructure projects based on technological and service characteristics and phase based on different status of timing, funding, or planning stage.
- Identify projects meeting the characteristics and define project phases.
- Create and continually update master spreadsheet of major transit infrastructure, including (where known):
 - a. Location/alignment
 - b. Technology/type of service (e.g. commuter rail, regional rail, LRT, BRT, Enhanced Bus)
 - c. Planning Status (e.g. CTP, LRTP, TIP, Corridor Study, Sketch Plan, Concept)
 - d. Cost (see #6 below).
- Map all corridors and major transit infrastructure at large format size and 11x17 size over most recent aerial photography, showing:
 - a. Corridor width
 - b. ROW (where known or assumed)
 - c. Station locations (where known or assumed)
 - d. Structures (where known or assumed).
- Establish criteria for a “bus-oriented comparison” scenario to apply to corridors, if appropriate.
- Summarize all transit services that don’t meet the criteria for major transit infrastructure, including local bus, express bus, feeder services, ADA services, community rural and human service agency transportation.
- Prepare Regional Transit Corridor Description Report.

4. Corridor Land Use Analysis (TJCOG coordinate)

Products

- A. Short overview of transit corridor land use. Prepare in Microsoft Publisher with images and color, create pdf version and post to web site. Include:
 - The overall growth and development picture for the region in the future
 - List of the land uses included in the 3 categories (30+ types) from the SE data project

- How the land uses were derived (refer to detailed document from SE data project)
 - The relationship between land use and transit (include reference to major published works)
 - Measures of land use/development activity that will be used (e.g. amount, density/intensity, diversity/mix, design characteristics)
 - How land use is considered in project analyses (e.g. New Starts, TRM)
- B. Visual guide to transit corridor land use describing the land use categories, with photos and short descriptions of each, and examples in the region, with at least one example of each in Wake, Durham and Orange Counties. Prepare in Microsoft Publisher with images and color, create pdf version and post to web site.
- C. Regional Transit Land Use and Development Analysis Report (principle document for this task) with comparative quantitative information about each corridor, including acreage by land use type, building square footage (non-residential) and dwelling units/group quarters beds (residential) and resultant population, households and jobs by type based on SE data forecasting project. Analysis for each corridor as a whole and specific defined areas (e.g. $\frac{1}{4}$ and $\frac{1}{2}$ mile radius from stations (if denoted)). Include benchmarks developed by project team (e.g. measures of intensity such as TTA station area guidelines, comparison to national standards or comparison to transit corridors in other regions [if readily available from New Starts database]) and qualitative assessment based on any qualitative transit investment principles developed in Task Category #2. Prepare information for up to 3 scenarios: SE forecast scenario plus 2 others defined by project team. Place corridor land use measures in regional terms (e.g. x% of regional jobs or population).
- Include detailed information on local or regional designations from adopted plans (transit corridor, Transit Oriented Development, etc.) and any specific development standards, infrastructure investments or fiscal policies that have been adopted to support these designations, including any quantitative data on project approvals/proposals that have occurred under these designations.
- Final version in Microsoft Publisher with images and color, create pdf version and post to web site.
- D. Powerpoint presentations of overview, visual guide, and analysis, also in native and pdf formats and posted to website.
- E. GIS data sets of parcel-based land use in ESRI shapefile format with attributes.
- F. DVDs or CDs with the documents, powerpoint presentations and GIS data sets.

Summary of tasks:

- Develop overview document summarizing growth and development and related travel characteristics in the region today and into the future, and how they relate to corridors
- Work with sponsors and partners teams to define parcels within the corridors of interest based on distance from infrastructure or other criteria.
- Map parcel level land use based on the land use prototypes to be used in the SE data forecasts and create visual depictions showing current examples of each land use type.

- Develop a lay-person's visual guide to the land use types.
- Based on local plans and TTA's station development guidelines and corridor market study, highlight areas already planned for transit-supportive development and additional areas that could be transit supportive based on clear criteria from documented sources or approved by the project team.
- Create up to 3 land use "scenarios" by apply documented decision-rules to selected parcels and/or development "templates" based on familiar developments within the region and potential future types of development from similar regions.
- Provide corridor-level summaries of development quantity, intensity, mix, etc.
- Prepare Regional Transit Land Use and Development Analysis Report.

5. Travel Market Analysis (TTA coordinate)

- Review TAZ consolidations to district areas for the purposes of transit analysis, and adjust where necessary.
- Develop brief overview document on the view of the region today:
 - a. Population and employment by TAZ or district using 2005 data
 - b. Show households by strata from model showing location of zero (0) car and low income households
 - c. Run model trip generation and distribution to map travel patterns by trip purpose and prepare desire line analysis by district
 - d. Map existing transit service in the region today, perhaps with thematic map of service intensity and map of walk access area (area with transit access)
 - e. After receiving on board survey data, prepare map of travel patterns on transit
- Develop brief overview document on the view of region in the future
 - a. Repeat analysis of population and employment from above (today) using 2035 projections
 - b. Map of zero (0) car and low income households and their destinations
 - c. Identify changes in existing markets and emerging markets
 - d. Develop a bus-oriented comparison alternative using adopted Long Range Transportation Plans and existing short range transit plans
 - e. Identify any future markets not well served by the comparison alternative
- Analysis of future transportation problems in each corridor (take existing MPO LRTPs/CTPs as start for this task)
 - a. Corridors with deficiencies in highway capacity (congestion)
 - b. Low income access to jobs and activities
 - c. Long future travel times on bus-oriented comparison alternative transit services
 - d. Identify magnitude of future transportation problems
- Develop evaluation measures for problems identified in previous step.
- Develop analysis tools for proposed transit improvements to address future transportation problems in the region. This will involve identifying the scope of improvements on a corridor by corridor basis that will address the problems identified previously. The improvements will be coded in the model and a forecast will be generated to compare to the bus-oriented comparison alternative forecast. The improvements will

be evaluated by their performance using the evaluation measures developed in the previous step. Describe/document how the analysis tools handle specific travel characteristics (e.g. stations and neighborhood amenities) and the assumptions about the characteristics used in the tools.

- Prepare Regional Transit Corridor Travel Market Analysis Report.

6. Cost Analysis (TTA coordinate)

- Develop prototype transit facilities (end-of-line commuter, medium transfer facility, large transfer facility, etc.) that would, for example, include the following capital cost infrastructure features:
 - a. Size of park and ride lot (amount of spaces for automobiles)
 - b. Transit facilities required: on-street only; on-street with transit pullover spaces; off-street transit facilities with transit lanes, separate egress/access facilities; passenger walkways; ADA requirements, etc.
 - c. Passenger amenities: signage and information, waiting areas and furniture, communication systems, platforms, curbing, etc.
 - d. Operator and maintenance facilities: restrooms, vending machines, etc.
 - e. Vehicles – varieties, type, technologies, etc.
 - f. ROW requirements: determine amount of land required, if any
- Develop unit costs for all the components for all types of infrastructure investments based on local and national experience, including line segments, structures, vehicles, station/stop facilities, etc. Use FTA-endorsed methods (e.g. Booz-Allen-Hamilton cost model)
- Utilize FTA Standard Cost Categories as a tool to develop costs of prototype transit facilities, as identified above. The SCC tool provides a means for current value, annualized value based upon useful life cycle SCC items.
- Develop and apply a methodology for ROW acquisition cost estimates based on available information in each infrastructure investment corridor
 - a. Using on-line assessor's records, identify parcels in areas of planned transit activities (for park and ride lot for example) and utilize the assessed valuation.
 - b. Add a value to assessed valuation to derive an estimate of current value. Inflate accordingly to year-of-expenditure/acquisition of property.
- Develop soft cost estimates and apply to SCC.
- Clearly document the reference sources, assumptions, and methodologies used in developing cost estimates, including the step-by-step application of methodologies for each infrastructure project and phase.
- Develop operating costs of transit services based upon estimates of annualized hours and miles, and development of hourly costs for type of service, using current dollars. Document method for converting to Year Of Expenditure (YOE) costs to enter into generic cash flow analysis for use during LRTP fiscal constraint process.
- Develop and document a methodology for stating capital costs in both constant dollar and inflated (year-of-expenditure) dollar terms.

- Develop and document a methodology for comparing pay-as-you go financing with bond/borrowing financing, for capital costs.
 - a. Develop abbreviated, generic present value calculations (discounted values) of capital costs to determine net difference between pay as you go and/or bond/borrowing financing methods.
- Develop and document an abbreviated, generic cash flow analysis of sources and uses of capital funds and operating funds, and year of expenditures (inflated)
- Prepare Regional Transit Corridor Cost Analysis Report. Report will include graphics, profiles, cross-sections, plans, photos, etc., as needed to describe prototype infrastructure and vehicles.

7. Corridor GIS mapping/Website (TJCOG coordinate)

- Undertake GIS mapping for tasks described previously.
- create project web site and post all information.
- explore options for creating a scenario builder on web site.
- Develop and implement mechanism for tracking changes over time.

8. Final Report and Maps Printing (TJCOG coordinate)

- Prepare section discussing issues related to decision-making mechanisms/framework/process that would enable all of the organizations with authority (MPOs, TTA and NCDOT) to move forward together. (optional)
- Prepare a section listing important implementation issues, such as:
 - ☐ Relation to railroad operations, if in rail corridor
 - ☐ Maintenance
 - ☐ Interim service/service phasing
 - ☐ Implications of using federal funding vs. state and local funding.
- Prepare draft Blueprint and circulate for review and comment.
- Prepare and format final report and maps, get quotes from printers, supply printed copies to partners, create pdfs of all documents and maps and post to website.

Triangle Transit Authority Durham-Chapel Hill-Carrboro MPO Capital Area MPO North Carolina DOT Triangle J Council of Governments	Transit Infrastructure Blueprint <i>Analyzing land use, travel markets and costs</i> Transit Infrastructure Investment Principles August 28, 2006
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The focus of the Blueprint project is an objective analysis of land use, travel markets and transit infrastructure costs within potential transit corridors in the Triangle so that the region's leaders have a common foundation on which to discuss and set investment priorities.

To serve as a bridge between these technical land use, travel and cost analyses, and the setting of priorities by regional leaders, the Blueprint project has added a set of tasks to develop transit investment principles that can be used to frame priorities. In addition, the project team will work with the partners to develop options/recommendations for a cooperative decision-making framework on regional transit investments.

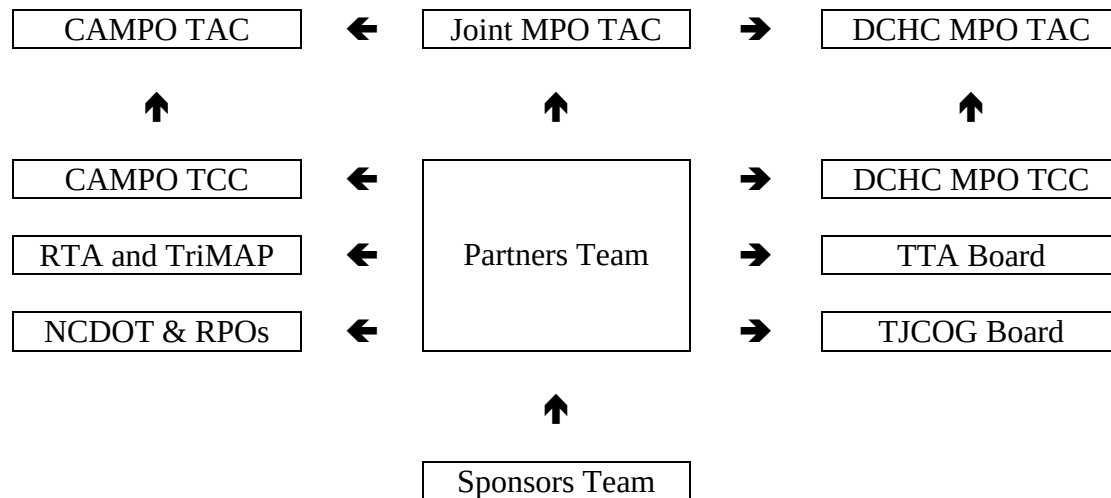
Staff from the project sponsors – referred to as the sponsors team – met on August 21, 2006 and noted the following important considerations, based on the current structure of decision-making in the region:

- Ultimately, it is through the MPO Long Range Transportation Plans (LRTPs)¹ that transit investments are officially recognized; therefore any process needs to recognize the primacy of the MPOs in setting priorities and culminate in projects being included in the LRTPs.
- Because there are two MPOs with independent authority, meaningful, on-going communication and consensus-building among the MPO Transportation Advisory Committees on investment principles and priority-setting will be crucial; the existing Joint MPO TAC committee can be re-focused to emphasize this role.
- There are several existing organizations that span the two MPOs with a focus on regional land use and transportation that would be valuable partners in helping to develop investment principles and work with the MPOs in establishing major transit infrastructure priorities:
 - Triangle Transit Authority Board of Directors
 - Regional Transportation Alliance and its TriMAP partners
 - North Carolina Department of Transportation
 - Triangle J Council of Governments
- In order to move as quickly as possible, ensure broad public involvement, and link seamlessly to the LRTP updates beginning in the Fall of 2006, the process to develop principles and establish priorities should work in concert with the public involvement and Goals & Objectives efforts of the MPO LRTPs and can be supplemented with outreach and involvement efforts of the existing regional leadership organizations. The partners team that is part of the Blueprint project will be an important mechanism for coordinating this effort.

Based on these considerations, the sponsors team recommended the following process to develop, discuss, refine and adopt a set of Transit Infrastructure Investment Principles for the Triangle region:

1. The sponsors team should prepare an initial framework for the investment principles based on the three analysis categories (land use, travel markets, cost), including potential metrics that can be used to measure how specific investments relate to the principles.
2. The partners team should review and refine this framework and decide how best to involve their respective organizations in providing input to the investment principles.
3. The partners team should send the final framework to each of the regional leadership groups for their input. The framework will also go to the MPO Technical Coordinating Committees for inclusion in the Goals & Objectives and public involvement processes of the Long Range Transportation Plan updates.
4. Based on feedback received, the partners team should prepare a final set of recommended principles and transmit it to the Joint MPO committee for use in building consensus on priorities.

The diagram below illustrates this concept:



¹ Outside of MPO boundaries, it is through the State TIP and Comprehensive Transportation Plans that transit priorities would be established.

Project Overview

Regional Transit Infrastructure Blueprint

Analyzing land use, travel markets and costs

AUGUST 28, 2006

Purpose

Provide the technical basis for a Regional Transit Blueprint that describes future transit corridors and planned or potential transit infrastructure investments in the corridors.

Desired Result

Citizens and decision-makers understand the character of current and projected development and travel in potential transit corridors, how the corridors relate to one another, and important considerations for different types of transit investments in the corridors.

The focus of the project is to provide clear, consistent information for decision-makers to engage the public and set priorities through the established Metropolitan Planning Organizations.

Why this is Important

1. There has been no comprehensive, consistent regionwide blueprint for major transit investments since the development of TTA's 1995 Transit Plan. Major transit investment planning since then has focused on individual projects and grouping selected projects into a transit component when Long Range Transportation Plans (LRTPs) are updated.
2. This project-specific approach has resulted in cost and revenue assumptions for major transit investments in our long range plans that may no longer be realistic, since they rely on new federal funding to pay 50% and NCDOT to pay 25%, a new regional revenue source and out-dated costs for some projects.



Bus Rapid Transit is one example of potential regional transit infrastructure

3. To secure federal funds, state funds and new regional revenue sources to support major transit investments will require a high level of cooperation among MPOs, the NCDOT, the TTA and other partners. Absent such cooperation, individual MPOs and communities may need to fund major transit investments from their existing individual revenue streams.

Goals

The goals are designed to help decision-makers and the public understand transit corridors and investments and set realistic priorities:

1. show the location of transit corridors and type of potential transit investments, including assumed alignment, technology, stations and services;
2. clearly articulate the mobility and community purposes served by transit investments in each corridor (purpose and need of transit investments);
3. track the status of transit investments in the planning and funding process;



Regional Rail is one example of potential regional transit infrastructure

PROJECT SPONSORS

Triangle Transit Authority

Durham-Chapel Hill-Carrboro MPO

Capital Area MPO

North Carolina DOT
Public Transportation Division

Triangle J Council of
Governments

PROJECT PARTNERS

A partners team will be created of technical experts invited from:

The Regional Transportation Alliance and its partners

local governments

MPO and RPO staff

NCDOT

Institute for Transportation Research and Education

transit service providers

universities

AUGUST 28, 2006

Regional Transit Infrastructure Blueprint

4. show how current and future land use relates to transit infrastructure investments;
5. provide clear, consistent information related to the cost of investments, the components of these costs, and the assumptions used in developing the costs;
6. analyze travel markets in the transit corridors (trip types, origins and destinations, characteristics, etc.);
7. document how travel results and infrastructure costs relate to eligibility for specific funding sources, particularly federal funding, and what can be paid for with current revenue streams vs. what would require new or increased revenues.

Analyses & Investment Principles

The project is built on three technical analyses and the development of investment principles:

1. A *land use analysis* that examines current and projected development in corridors.
2. A *travel market analysis* that examines travel based on the land use and transportation infrastructure.
3. A *cost analysis* that examines infrastructure costs and implications for funding sources based on the federal *New Starts* and *Small Starts* programs.

The project team will also engage the partners in developing principles for major transit investments based on land use, travel market and cost characteristics. The team will work with the partners on a cooperative decision making framework for transit investments.

The Blueprint project is *not* designed to have direct public engagement on investment priorities or to establish these priorities, but to be aligned with the public involvement efforts of the Long Range Transportation Plan (LRTP) updates and any other public involvement efforts of the leadership partners. These partners, especially the Joint MPO Committee, are crucial to building consensus.

Study Area & Corridors

The study area consists of the Triangle Transit Authority's defined service area: Durham, Orange and Wake Counties, plus a 10-mile distance beyond these counties — all or a portion of 14 counties are included.

The corridors are drawn from previous and ongoing plans, studies and reports and include the land use within each corridor; investments consist of specific alignments, technology, stations and service characteristics.

Important Transit Decision-Making Considerations

1. Ultimately, it is the MPOs and their Long Range Transportation Plans that establish major transit investment priorities.
2. Several transportation and land use leadership partners are crucial to building consensus on investment priorities, including the two MPOs, the NCDOT, the Triangle Transit Authority, the Regional Transportation Alliance and its partners and the Triangle J Council of Governments.

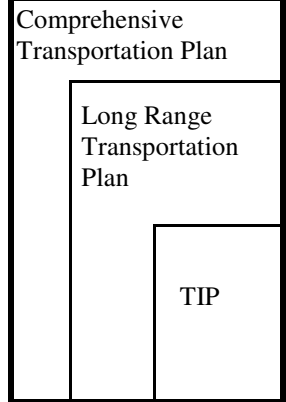
Where Do We Stand?

The sponsors have secured funding for the project and staff from the sponsors team have developed a detailed workplan and task list to guide the project and spell out responsibilities.

The next steps are to establish the broader Partners Team, begin identifying and mapping the corridors, and working with the leadership partners on transit investment principles.



Light Rail Transit is one example of potential regional transit infrastructure



How Transit Infrastructure Moves from Desire to Reality

The Comprehensive Transportation Plan (CTP) shows every major transportation project — including transit — that is desired to serve eventual growth in an area.

The Long-Range Transportation Plan (LRTP) shows projects from the CTP that are expected to be built by a certain *horizon year* (currently 2030) and that can be built with anticipated revenues, called *fiscal constraint*.

The Transportation Improvement Program (TIP) shows projects that will be funded over a seven-year period, along with their funding sources.

The Capital Area MPO and Durham-Chapel Hill-Carrboro MPO prepare each of these documents for their respective metropolitan areas; federal approval is required for LRTPs and TIPs while state approval is required for CTPs and TIPs.

MEMORANDUM OF AGREEMENT

Between

**THE CAPITAL AREA
METROPOLITAN
PLANNING ORGANIZATION**

AND THE

**DURHAM –CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING
ORGANIZATION**

Table of Contents

Section 1 – Executive Committee	1
Section 2 – Executive Committee Responsibilities	2
Section 3 – Executive Committee Meetings	2
Section 4 – General Meetings	2
Section 5 – Technical Committee	2
Section 6 – Amendment	3
Section 7 – Termination	3

MEMORANDUM OF AGREEMENT
Between
THE CAPITAL AREA METROPOLITAN PLANNING
ORGANIZATION AND THE
DURHAM –CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION

It is hereby agreed that the Capital Area Metropolitan Planning Organization (CAMPO) and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) shall participate in a continuing, cooperative and comprehensive (3-C) transportation planning process in an entity known as the Triangle Metropolitan Planning Organizations Coordinating Council (TMPOCC). The TMPOCC shall be an advisory group to the two MPOs that will encourage cooperation and joint work efforts while recognizing and allowing the MPOs to remain autonomous and thus able to concentrate as needed on issues and projects of local interest which have profound impacts on the overall transportation systems. As stated in 23 U.S.C. 134, metropolitan planning organizations shall engage in a 3-C planning process to "provide for the development of transportation facilities...which will function as an intermodal transportation system for the State, the metropolitan areas, and the Nation." The role of TMPOCC shall be to integrate the 3-C concept into the transportation planning process for those projects and programs of a regional scope. The parties to this agreement shall endeavor to ensure that regional transportation planning in the Triangle region is conducted in such a manner that is beneficial to the public good. Participation of a metropolitan planning organization shall commence upon the signature of this document by its designated representative.

Section 1 Executive Committee

The primary governing board of TMPOCC shall consist of the following members, or their designees:

- a. The Chair of the Transportation Advisory Committee of CAMPO;
- b. The Chair of the Transportation Advisory Committee of DCHC MPO;
- c. The Vice-Chair of the Transportation Advisory Committee of CAMPO;
- d. The Vice-Chair of the Transportation Advisory Committee of DCHC MPO;
- e. An at-large elected official representative of the TAC of CAMPO;
- f. An at-large elected official representative of the TAC of DCHC MPO;
- g. Up to two members of the North Carolina Board of Transportation who also serve on the TAC of CAMPO and DCHC MPO;
- h. One "non-voting" representative from the Triangle Transit Authority Board of Trustees.

This governing board shall be known as the Executive Committee. A Chair and Vice-Chair shall be elected from among the Chairs and Vice-Chairs of the individual MPO policy boards as listed above in items a through d, with the Chair from one MPO and the Vice-Chair from the other MPO. The Chair and Vice-Chair shall hold office for no more than two (2) consecutive years. The presence of four (4) members including at least one elected official member of each MPO shall constitute a quorum of the Executive Committee. The designees of each elected

official representative on the Executive Committee shall also be an elected official serving on the Transportation Advisory Committee on each metropolitan planning organization. The Executive Committee shall meet no less than three times during the calendar year. A joint meeting of the Transportation Advisory Committee of the two MPOs may substitute for meetings of the Executive Committee.

Section 2 Executive Committee Responsibilities

The primary task of the Executive Committee shall be to consider matters of regional importance previously or to be discussed individually by the two MPOs and provide information on decisions reached by the Executive Committee to the two MPOs for MPO action. Prior to action by the Executive Committee, all matters requiring action shall be placed on the agendas of the Transportation Advisory Committee of CAMPO and DCHC MPO. On matters that require a vote of the Executive Committee, the Executive Committee members shall consult with the policy board they represent. The North Carolina Board of Transportation member(s) shall vote in a manner consistent with the policies of the Department of Transportation. If in the event an individual Executive Committee member has not had a reasonable opportunity to consult with the policy board he/she represents, that member shall be permitted to exercise judgment on the matter at hand. In the spirit of cooperation, every effort will be made to reach consensus on matters coming before the Executive Committee.

Section 3 Executive Committee Meetings

All meetings of the Executive Committee shall be open to all members of the Transportation Advisory Committees of CAMPO and DCHC MPO. These members shall have an opportunity to address the Executive Committee, at the discretion of the presiding officer. Also, members of the Technical Committee (addressed in Section 5 of this document) and staff shall be permitted to attend meetings of the Executive Committee. Meeting locations shall be determined by the Executive Committee. The inaugural meeting of the Executive Committee shall set the times, dates, and locations for the meetings to be held during the remainder of the year. During the final meeting of the Executive Committee during a given year, a calendar that sets forth the times, dates, and locations of meetings for the following year shall be approved.

Section 4 General Meetings

A joint meeting of the Transportation Advisory Committees of CAMPO and DCHC MPO may be called at the discretion of the Executive Committee and may substitute for a meeting of the Executive Committee. The purpose of the joint meetings shall be to provide a forum for the discussion of transportation and related issues that affect the region.

Section 5 Technical Committee

In addition to the Executive Committee, there shall be established a Technical Committee. The responsibility of the Technical Committee shall be to provide general review, guidance and coordination of the transportation planning process in the Triangle region, and to make recommendations to the Executive Committee.

The Technical Committee shall consist of, but not limited to, the following members, or their designees:

- *Senior staff member of the lead planning agency of each metropolitan planning organization;
- *NCDOT local area coordinators;
- *The Chairs and Vice-Chairs of the Technical Coordinating Committees of CAMPO and DCHC-MPO;
- *A representative of the Public Transportation Division of NCDOT;
- *A representative of the bicycle and pedestrian planning staff of NCDOT;
- *The Executive Director of the Raleigh-Durham Airport Authority;
- *A representative of North Carolina's Department of Natural and Environmental Resources, Division of Air Quality
- *A representative of the Triangle Transit Authority

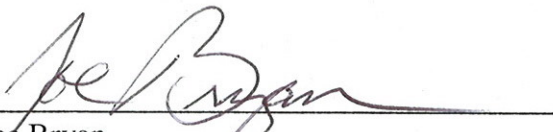
The Technical Committee shall meet no less than three times a year. The meetings shall be scheduled at least three weeks prior to meetings of the Executive Committee (or joint TAC meetings) so as to allow for sufficient time for members of the Executive Committee to adequately review the findings and recommendations of the Technical Committee. Meeting locations shall rotate between CAMPO and DCHC MPO. At the inaugural meeting of the Technical Committee, a Chair and a Vice-Chair shall be selected with the Chair from one MPO and the Vice-Chair from the other MPO. The term of office shall not exceed two (2) years.

Section 6 Amendment

This Memorandum of Agreement may be amended by mutual agreement of the two MPOs. To amend the agreement, either MPO may propose an amendment in writing at least 30 days prior to each Transportation Advisory Committee meeting at which the amendment is to be discussed. Then the procedure specified in Section 2 for Executive Committee action shall be followed.

Section 7 Termination

This Memorandum of Agreement may be terminated by either MPO by providing written notice to the other MPO at least 30 days prior to the date of termination.


 Joe Bryan
 Capital Area Metropolitan Planning
 Organization


 Alex Zaffron
 Durham-Chapel Hill-Carrboro Metropolitan
 Planning Organization

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: September 13, 2006

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

This memorandum provides a summary status of tasks for projects in the FY 2006-2007 Unified Planning Work Program.

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

2006-07 Unified Planning Work Program (UPWP) Emphasis Projects

Transit On-Board Survey

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations have been completed.
- ✓ Kick-off meeting August 8, 2006
- Survey to take place in fall of 2006.

Travel Time Survey/Speed Study

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations completed.
- Field reconnaissance and data collection to commence in September 2006.
- Survey to be completed in spring of 2006.

GIS/Data Integration and Automation

- Consultant's solicitation underway.

Land-use Model development

- ✓ Issue RFQ – August 7, 2006
- ✓ Pre-proposal conference – August 29, 2006
- Receive written proposals – September 8, 2006
- Consultant short list – September 13-22, 2006
- Consultant short list interviews/references check and City issues notice of intent to award a contract – September 25-29, 2006

- Council approves contract – October 16, 2006
- City issues contract – October 30, 2006
- Notice to proceed – November 6, 2006
- Consultant submits phase 1 of model including files, model products, and documentation and deliverables – September 2, 2007
- Consultant submits phase 2 of model including files, model products, and documentation and final deliverables – December 15, 2008

Non-Motorized Model development

- ✓ Issue RFQ – August 21, 2006
- ✓ Non-mandatory pre-proposal conference – September 6, 2006
- Receive written proposals – September 21, 2006
- Consultant short list – September 25-29, 2006
- Consultant short list interviews/references check and City issues notice of intent to award a contract – October 2-6, 2006
- Council approves contract – November 20, 2006
- City issues contract – November 30, 2006
- Notice to proceed – November 30, 2006

ITS Deployment Plan

- Two Triangle regional stakeholder coordination meetings held.
- Work has commenced on the update of ITS short range strategies for the 2007-2013 TIP.

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

MPO Collector Street Plan

Long Range Transportation Plan (LRTP) / Comprehensive Transportation Plan (CTP) Update

- Draft schedule – August 2006

7-Year Transportation Demand Management Program

Regional Transit Infrastructure Blueprint

Chapel Hill/Carrboro/UNC Long Range Transit Plan

Coordinated Human Services Transportation Plan (JARC/New Freedom)

- Convene Project Planning Team – Completed by September 15
- Inventory of available human services transportation and public transportation - Completed by October 15
- Assess the transportation needs for individuals with disabilities, older adults, persons with limited incomes, and “reverse-commuters.” Identify what the current systems do well and what we need to do better. - Stakeholder meeting to be held by November 10, Draft assessment to be completed by December 1
- Prioritize the gaps in service and the areas of redundant services. Identify key performance criteria for evaluating actions/strategies to address the priorities. - Stakeholder meeting to be held by December 15
- Prepare a draft plan document. - Draft plan to be presented to TCC Transit/TDM Subcommittee and the TCC meetings in January
- Final document. - Final plan to be presented at February TAC meeting

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

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-August 2006 (Durham – complete; Orange – in progress).
- ✓ Data Analysis and Projection likely to be completed in (Durham - August 2006; Orange - ?).
- ✓ Determine and quantify historic and existing measures likely to be completed in July-August 2006.
- Identify new measures to be completed in August 2006.
- Identify GHG target and model reduction targets anticipated to be completed in September 2006.
- Criteria Air Pollutant (CAP) Analysis anticipated to be completed in September 2006.
- Formulate Action Plan anticipated to be completed in October 2006.
- Recommend reduction targets, strategies and action plan anticipated to be done by October 2006.
- Draft Report likely to be done in October 2006.
- Final Plan anticipated to be finalized in November 2006.

- Plan Adoption (Carrboro, Chapel Hill, Durham City, Durham County, Orange County and TAC) anticipated occurring during the months of November and December 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 about 60% complete.
- 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 summer 2007.
- Adoption anticipated in summer/fall 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 complete.
- ✓ 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 conversion to TransCad to be completed in August 2006.
- Calibration of 2002 model in TransCad anticipated to be completed in September 2006.
- Validation of 2002 model against 2005 count data anticipated to be completed in November/December 2006

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 prepared 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 January 2005 meeting.
- Incorporates new public involvement requirements of SAFETEA-LU

- Draft to be ready for August 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 complete.
- ✓ Received project schedule and time line from NCDOT.
- ✓ Newsletter distributed May 2006
- ✓ Speakers Bureau presentations June 2006 – ongoing
- First public meeting September 26, 2006

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: September 13, 2006

Subject: **Lead Planning Agency (LPA) Staff Report – Long Range Transportation Plan**

Update on the progress of the Long Range Transportation Plan (LRTP)

There are two principal elements of the socio-economic data (SE Data) that is input into the Triangle Regional Model (TRM). The 2005 Base Year data collection of population and employment data has largely been completed except for some final checks. The 2035 Forecast for population and employment data has begun and continues with good progress. Based on the current schedule, the TAC will review preliminary data in November, and will be requested to release draft SE Data in December for a 42-day public comment period.

In the next few months, the TAC will adopt a modified Public Involvement Plan that incorporates several new requirements arising from the most recent federal transportation legislation (i.e., SAFETEA-LU). These new requirements are already assumed in the LRTP schedule and work plan. However, the recent decision by the Triangle Transit Authority to discontinue the pursuit of federal New Start funding for the TTA Phase I Rail System might have a significant impact on the LRTP public involvement process. A new blueprint for transit services in the Triangle Region will require extensive public input and education, and this major project will need to be coordinated with the LRTP public involvement process.

Update on the progress of Triangle Regional Model (TRM)

The PB consultant team completed the model enhancement work and the final product was delivered on August 31, 2006. This 2002 base year model is now being tested by the TRM Service Bureau, including validation against 2005 data sets and a sensitivity check against 2030 data sets. It is expected that this TRM model will be ready for TAC review in December 2006.

NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 9/1/2006												
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%	10/1/2006
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%	9/30/2006
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%	81.5%	12/1/2006
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	98%	98.0%	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	98%	88.1%	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	81.0%	78.4%	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	14.9%	8.9%	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	10.0%	5.2%	12/1/2006

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

County	WBS #	Route	Location Description	Amount	Status
Orange	31393	NC 86 @ Cameron St.	Upgrade signal heads, replace existing pedestrian signal heads with countdown heads and install mast arms	100,000.00	Revised contract to be advertised 10/06
Orange	31914	NC 86 @ Rosemary St.	Upgrade signal heads, install a protected/permitted left turn phase for NC 86 and install 2 metal strain poles	35,000.00	Compl. scheduled 12/31/06
Orange	35009.3.2 4008	US 15-501 & SR1734 (Erwin Rd.)	Grading, drainage, paving and intersection improvements (Super Street)	4,989,838.30	Const. underway for completion 10/31/07
Orange	36386	SR 1009 (Old NC 86)	Improve sight distance near Deer Ridge Drive North of Carrboro	100,000.00	Const. complete
Orange	36945	SR 1010 (Franklin St.) @ Mallette St.	Upgrade traffic signal and install pedestrian signal heads	110,000.00	Plan revisions by TEB
Orange	37708	SR 1733 (Weaver Dairy Rd.) @ Sedgefield Dr.	Construct left turn lane	150,000.00	Town acquiring R/W and adjusting utilities
Orange	40531	SR 1009 (Old NC 86) @ SR 1113 (Arthur Minnis Rd.) / SR 1723 (New Hope Church Rd.)	Install 4-way stop	49,500.00	Const. underway for completion by 11/1/06
Orange	40553	SR 1777 (Homestead Rd.)	Widening for sidewalks and bikeways from SR 1834 (High School Road) to SR 1729 (Rogers Road) and a turn lane at SR 1834	650,000.00	FA const. underway for turn lane w/ signal compl. by 11/1/06
Orange	40683	US 70 @ US 70 Business / SR 1562 (Palmer's Grove Church Rd.)	Install a flasher	20,000.00	Compl. Scheduled 9/15/06
Orange	40955	SR 1734 (Erwin Rd) @ Sage Rd.	Install a traffic signal with pedestrian signals	65,000.00	Design by TEB underway
Orange	7CR.10681.4, etc.	NC 86	2 SECTIONS OF NC-86 AND 9 SECTIONS OF SECONDARY ROADS.	1,321,891.11	Scheduled Compl. 9/15/06
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
Orange	SI-4807	SR 1548 (Schley Rd.) @ SR 1538 (New Sharon Church Rd.)	Install center islands with stop signs on SR 1538	60,000.00	FA const. compl. by 11/21/06
Orange	SF-4907A	SR 1567 (Pleasant Green Rd.) @ SR 1569 (Cole Mill Rd.)	Improve sight distance	25,000.00	FA const. pending approval of Draft TIP
Orange/Chatham	R-0942CA	US 15-501	Widen to multi-lane roadway from North of Co. line to South of SR 1994 (Culbreth Rd.)		Contract Complete; signal to be installed @ Dogwood Acres Dr.

Published: Aug 02, 2006 12:30 AM
 Modified: Aug 02, 2006 02:38 AM

I-540 toll plan goes to mayors

Legislators defer to county agency

BRUCE SICELOFF, Staff Writer

State legislators have agreed that motorists can be asked to pay tolls on a short stretch of Interstate 540 -- already paid for with tax dollars -- that is scheduled to open in western Wake County next year. But that's only if Wake mayors go along with the idea.

Shortly before adjourning last week, the General Assembly made the I-540 section the sole exception to a state law banning tollbooths on existing roads. The measure gave veto power to local officials who make up the Capital Area Metropolitan Planning Organization, Wake's transportation planning agency.

Two toll expressways proposed separately in western Wake would be linked by a two-mile stretch of I-540 now under construction between N.C. 54 and N.C. 55. A financial study for the N.C. Turnpike Authority, charged with building toll roads and bridges across the state, recommends merging the two as a single \$800 million project that would be nourished with extra toll collections from the I-540 section.

"This little section of I-540 brings \$125 million to the table that we would not otherwise have," David W. Joyner, the turnpike agency director, said Tuesday. "Not only does it keep the toll rates down, but it really could be the difference between making the project work or not."

Delays in state funding prompted Wake mayors last year to consider toll financing for the Western Wake Freeway, 12 miles from Research Triangle Park to Holly Springs. Joyner said that toll funding could get the freeway built as soon as 2011, a year before tax-funded construction is scheduled to begin.

Several mayors said Tuesday that they want answers to pressing questions before they decide whether to OK toll collections on the I-540 section linking the Western Wake Freeway and the proposed four-mile Triangle Parkway through RTP. Among them:

- * How to fill a projected \$215 million gap between toll revenues and the cost of building and maintaining the toll project. With Triangle commuters expected to pay most of the cost at the tollbooth, local leaders are looking to DOT or the General Assembly to come up with the rest.

- * How to guarantee that tollbooths will be removed once the bonds that financed the project are paid off. "We need that absolutely in writing ... that those tolls will be lifted," said Jan Faulkner, Morrisville's mayor. "That's huge."

CAMPO's vice chairman, Raleigh Mayor Charles Meeker, said the state will need to finish widening N.C. 55 in western Wake to make it a viable alternative route for commuters who don't want to pay a projected \$2 toll for the Triangle Parkway and Western Wake Freeway.

Apex Mayor Keith Weatherly said that a briefing from turnpike officials last week left him with a raft of new concerns. He wanted to know more about project finances, long-term maintenance costs and major details including the number of traffic lanes and the locations of interchanges.

"I would like to get the answers to those issues we continue to address before we are asked to make a final vote on it," Weatherly said. CAMPO and turnpike officials have planned discussion on the western Wake projects at an Aug. 16 meeting.

Toll revenues

The turnpike authority is considering six proposed bridge and expressway projects to be funded mostly with toll revenues. The two Wake projects are likely to be built first because most of the design, planning and land acquisition has been completed. The first financial studies for two Piedmont projects -- the Gaston East-West Connector and the Monroe Connector -- are expected later this month.

Rep. Russell Capps, who represents western Wake in the state House, said the turnpike legislation would ease the area's clogged commuter roads.

"Generally, I don't support toll roads, but because we have a shortage of road funds and a real need, I'm willing to experiment with this," Capps said.

Other parts of the state could benefit from a similar funding option, said Sen. Clark Jenkins of Tarboro, who sponsored the I-540 measure. Charlotte could upgrade its congested outer beltway by adding express lanes with tollbooths, and I-95 in Eastern North Carolina could be expanded in a similar way, he said.

State Sen. Neal Hunt of Raleigh said he agreed with considering tolls as an option to pay for badly needed road improvements. Although he acknowledged that collecting tolls on the existing strip of I-540 would boost the proposed turnpikes, he said it wasn't a good idea.

"If you start putting tolls wherever you want to improve the financial viability [of a nearby toll project], I don't think that's fair to taxpayers," Hunt said. "Because they've already paid for it once."

A "tremendous education process" will be needed to satisfy local concerns about the toll projects, said Robert D. Teer Jr. of Durham, one of the Triangle's two representatives on the turnpike board.

"It's all new ground for all of us," Teer said. "A lot of new things are happening, but I think we've got a pretty good path forward."

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Published: Aug 02, 2006 12:30 AM

Modified: Aug 02, 2006 02:33 AM

New signals turned on

Chapel Hill touts pedestrian safety

JEREMY WATSON, Staff Writer

CHAPEL HILL - New crosswalk and traffic signals were activated at a busy Franklin Street intersection Tuesday, almost a week after a police car hit two jaywalkers on the town's main drag.

Police used the occasion to hand out pedestrian safety tips on the corners of Church and West Franklin streets, where the \$125,000 signals were installed July 24. "It's been needed for a long time, and we're just now getting around to it," Sgt. Jack Terry said.

Six accidents involving pedestrians have occurred at or near the intersection since 2001, including one in 2002 that killed a 77-year-old man.

The town of Chapel Hill had urged the state to put signals at the intersection for at least a decade. But it wasn't until early 2003 that the N.C. Department of Transportation determined there was enough foot traffic to merit them.

Town Council member Jim Ward said the 2002 fatality bolstered the town's case for new signals. "Unfortunately it seems like it takes a fatality of a pedestrian or a bicyclist to get some real movement, to get their attention," he said.

Despite the new signals, several pedestrians crossed Franklin on unmarked asphalt Tuesday.

Letter carrier Dave Rutter said postal workers have always saved time by crossing at McFarling's Exxon to get to University Square instead of walking to the Columbia Street crosswalk. He said he would cross at the new crosswalk if police insisted.

That route was quicker for Bob Hewitt and Chris Gibson, too.

"I reckon I'm getting lazy in my old age," said Hewitt, a contractor working at Granville Towers this summer. Hewitt noted that the private dorm's residents often cross at unmarked parts of West Franklin Street.

One of the safety tips on the fliers Tuesday advised pedestrians to cross at marked crosswalks only.

Jaywalkers could be slapped with a \$10 fine and \$110 in court fees, Terry said.

"I'm sure there will be some people who violate it," he said. "But for every person that uses the light, that's one less person putting themselves in harm's way."

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Published: Aug 19, 2006 12:30 AM

Modified: Aug 19, 2006 03:42 AM

Triangle rail bid to take new path

Partners sought to replace feds

BRUCE SICELOFF, Staff Writer

The Triangle Transit Authority on Friday dropped its bid for federal approval to build a 28-mile, \$810 million commuter train line through Durham, Research Triangle Park and Raleigh, sidetracking an 11-year push to build a mass transit system for the region.

TTA said it would not press its quest for federal money to pay 60 percent of the tab because it could not allay concerns in Washington that project costs were too high and train riders would be too few to meet federal standards.

Its leaders said they hoped to find a new way to move forward with the rail project, or to find other solutions for the region's growing traffic problems. They plan to consult local business, civic and political groups about what to do and how to pay for it.

"It's time for the community to get together on a transit vision for the region," said Carter Worthy of Raleigh, chairman of the TTA trustees.

Local leaders called for a fresh study of the area's mobility needs -- with solutions that could include trains or something else.

This is not a job for TTA, Raleigh Mayor Charles A. Meeker said. Triangle mayors and the region's transportation planning agencies can do it, he said.

"This should be something that is independent of TTA -- not just redoing their work, but taking an independent look at it," Meeker said.

TTA leaders were not ready Friday to give up on their basic plan for a rail transit line with 12 stops in Durham, RTP, Cary and Raleigh -- or on the possibility of a future quest for federal help.

"Given the investment we've made in rail to date, I think that should ... still be the priority," said Durham Mayor Bill Bell, a TTA trustee. "The main question is probably how to replace the federal funds."

For now, TTA's only fallback option hinges on a new test program to bring private investment into rail transit projects that do not win full federal funding. The Federal Transit Administration says it will spell out guidelines for the public-private initiative in October. TTA leaders hope the Triangle project will qualify.

TTA is negotiating a planned joint venture with Cherokee Investment Partners, a private Raleigh developer, to create dense residential and commercial growth around all 12 rail stops. It's the kind of entrepreneurial approach Congress had in mind when it called for the test program last year, Worthy said.

"That's exactly what they were looking for, innovative ways to leverage the public investment with some private investment," Worthy said. "I think our partnership with Cherokee makes us a really good candidate."

Not if, but when

Tom Darden, Cherokee's chief executive, said moving forward on development around the rail stations might improve the rail system's prospects. The growth would increase the number of potential riders. And he said that would make it easier to convince lenders that the project is worth funding.

"The transit system will occur," Darden said. "It's just a question of when and how it's funded."

Some developers think there is enough growth in the region to support projects -- with or without a train -- at many of the rail sites. The population in Durham, Orange and Wake counties is projected to grow 70 percent to 1.9 million between 2005 and 2030.

"Whether it happens in five years or 10 years or 15, it doesn't matter because we're growing so fast ...," said developer Greg Hatem, who is planning a condominium project near a TTA site in downtown Raleigh. "Development's going to happen anyway. The TTA just enhances it."

Last year, citing an increase in the number of cities seeking rail transit funds, the FTA raised its fiscal standards so that only the most cost-effective projects would be approved. TTA saw its costs increase at the same time its projected benefits fell, and it was unable to meet the new standard.

Officials from both agencies agreed in a Washington meeting this week that they could not meet a Sept. 30 deadline to resolve the financial issues. John Claflin, TTA's general manager, said Friday that he would ask TTA trustees next week to drop their application.

Wib Gulley, TTA's lawyer, blamed a jump in concrete, steel and other costs.

The next steps will be up to Triangle leaders, Gulley said. He said TTA needed to do a better job of explaining its plans.

"I think it may be fair to say that we have not done as good a job as we could have in communicating ... about why this particular alignment and approach makes sense," Gulley said.

Clean slate

Philip R. Isley, a Raleigh City Council member, said it may be time to sweep the TTA plan aside.

"I think we've got to start all over," Isley said. "Look at where the railroad would go to, where it would take people, the areas it would go through. There are lots of growth areas in Raleigh -- look at the Brier Creek area -- that were not on the map originally.

"And I'm not wedded to the fact that there needs to be a train, either."

Commuter views

Mark Williams, 60, a southern Wake County man waiting to catch a TTA bus Friday in downtown Raleigh, was surprised to hear about the change in TTA's prospects. He doubted any trains would be running before he retires, but he said a rail line could benefit the area.

"I think the idea would have a lot of merit from a long-term perspective," said Williams. "For people that live along [those] corridors ... it could be very convenient."

Quzzy Lucas, 19, a Millbrook High School senior boarding a Capital Area Transit bus, said he hoped for a speedier, streamlined transit system.

"I would love that to be quicker, faster, on time," Lucas said.

Rick L. Weddle, president and CEO of the Research Triangle Foundation, said Triangle leaders should take a comprehensive approach in planning for rail, bus, freeway and street improvements.

Before he came to the Triangle as RTP's leader and landlord, Weddle was involved in a similar effort in Phoenix. It included everything from ride-sharing campaigns to transit-friendly development around a light rail line.

"It took a lot of political and business leadership to hammer out a mutually agreeable set of solutions," Weddle said. "This is too important a problem to put all the eggs in one basket. It takes a comprehensive approach."

(Staff writers Peggy Lim and Jack Hagel contributed to this report.)

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Staff writers Peggy Lim and Jack Hagel contributed to this report.

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Published: Aug 24, 2006 12:30 AM

Modified: Aug 24, 2006 02:34 AM

Book's message to TTA: project isn't derailed

DAVID BRACKEN, Staff Writer

When the Triangle Transit Authority's trustees arrived at their meeting Wednesday, they found copies of "The Little Engine That Could" waiting for them.

The books were a gift from trustee Nina Szlosberg, who wanted to send the message that the TTA commuter rail project is not derailed.

"The message is that anything that's important in life is worth fighting for," Szlosberg said. "I wouldn't even call it a setback. We're changing directions a little bit."

That direction is away from Washington. On Wednesday, the board voted unanimously to give up efforts to get federal money for a 28-mile, \$810 million commuter train line through Durham, Research Triangle Park and Raleigh.

The rail project now faces perhaps its steepest hill, with some uncertainty about who will play the role of the little engine that could. Although optimism abounded at the meeting, the trustees agreed that it is probably time for someone else to do the main puffing and pulling.

"There may be some who think that we have too much of a stake in the 10-year history that's transpired," said trustee Ellen Reckhow.

The Capital Area and the Durham-Chapel Hill-Carrboro metropolitan planning organizations were identified as potential co-leaders. The groups are made up of town mayors and other elected officials who set transportation priorities for the region.

Both MPOs have the commuter rail project on their long-term transportation plans.

"Transit needs lots of care and attention," said Ed Johnson, CAMPO's executive director. who welcomes a larger leadership role.

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Published: Aug 27, 2006 12:30 AM

Modified: Aug 27, 2006 04:38 AM

In Charlotte, light rail is on track

Rapid transit system is being built while Triangle starts over

BRUCE SICELOFF, Staff Writer

Rail transit has fizzled in the Triangle but is rolling ahead in Charlotte.

Why is it working there -- and not here?

The Triangle Transit Authority recently gave up its 11-year quest for federal money to build a 28-mile commuter train line through Raleigh, Research Triangle Park and Durham. That leaves the region without any plan for rapid transit.

Charlotte, meanwhile, is building a 10-mile, \$427 million light rail line that will start running in November 2007.

The South Corridor is to be the first of five rapid-transit spokes radiating from uptown Charlotte, proposed in a 25-year, \$3.9 billion plan to focus growth and economic development in the region.

Lucky timing helped Charlotte when it won final approval in May 2005 for the South Corridor. It would have flunked toughened federal standards for cost-effectiveness that took effect a week later.

The new standards helped sink TTA's plans. And they eventually could threaten some of Charlotte's long-term proposals to serve areas that might not have enough riders to justify the cost.

Even with its own challenges, Charlotte enjoys political, geographic and economic advantages over the Triangle. Some of these qualities help explain why one region is rolling ahead and the other has stopped dead in its tracks.

Charlotte Mayor Pat McCrory also faults TTA trustees for disregarding warnings from Washington for two years that the rail project would fail.

"The Raleigh system -- with all respect because they're friends of mine -- were delaying the inevitability of the numbers not working," McCrory said Wednesday at a meeting of Charlotte's transit board. "And they kept hoping. They were going on hope that the numbers would change."

* * *

Q: Why did the TTA drop its proposal for federal funding to pay for 60 percent of its \$810 million rail transit project?

A: The Federal Transit Administration had given high marks to TTA as it developed its plans over the past decade. But starting in 2004, the federal agency began raising alarms about soaring costs, weak local funding and shaky ridership forecasts.

None of these problems was solved over the next two years.

TTA cut four rail stations and seven miles of tracks from its plans. Costs fell but quickly rose again. The federal agency ordered an overhaul of a computer model used to predict Triangle traffic congestion and transit demand. A new report predicted only 10,200 daily train riders by 2030, half the number in earlier projections.

Q: Is Charlotte better suited than the Triangle for a rail transit network?

A: Most people would say yes.

Charlotte fits the hub-and-spoke model of most transit cities: One downtown work center pulls in commuters from outlying neighborhoods every morning and sends them home at night.

The Triangle's unusual layout presents more of a challenge. It has multiple work and cultural centers, including downtown Durham and Raleigh and N.C. State and Duke universities.

The region's biggest job center, Research Triangle Park, is in the middle. But RTP workers are spread out over wooded campuses and not easily served by a couple of train stations.

Q: How was local support a factor in Charlotte's success and the Triangle's failure?

A: It was easier to build support for transit in Charlotte -- with a central government and economic center -- than in the three-county Triangle.

Charlotte political and business leaders agreed in the 1990s to make rapid transit a central part of land-use planning. Their plan is to focus growth around five corridors and give commuters an alternative to cars and congestion.

"It's a guarantee that in certain corridors, employees can get to work in a guaranteed amount of time," McCrory said in an interview. "Not just next year, but 30 years from now. And that's a guarantee employers are going to start looking for."

McCrory, a Republican who has been mayor since 1995, and Democrat Parks Helms, now chairman of the Mecklenburg County commissioners, teamed up in 1998 to push for a half-cent local sales tax to help finance transit improvements. They sold the idea to the legislature, then to

Mecklenburg County voters. The sales tax generated \$65 million last year. It has enabled Charlotte to double its bus fleet and add new routes. And it will cover 28 percent of the South Corridor rail tab.

The TTA rail line was proposed as the first leg of a network that would reach from North Raleigh to Chapel Hill. But the future phases were never fleshed out. Residents of the three counties generally regarded the 28-mile line as the only thing planned.

Triangle legislators balked at a sales tax in 1998. They compromised on a 5 percent tax on car rentals, which returned just \$7 million last year for the rail project. TTA netted another \$5 million from a \$5 car registration fee for bus and ridesharing services.

TTA has enjoyed close ties with Durham and Orange political leaders, who helped create the agency in 1989 and served on its board for years. Wake County is home to a bigger share of potential riders, but its elected officials have not joined the TTA board.

After recent turnover on the Raleigh City Council and the Wake Board of Commissioners, there are few Wake leaders in office today who helped start TTA -- or even remember how it started.

Q: What's happening now with transit plans in the Triangle and in Charlotte?

A: The TTA setback had repercussions last week in Charlotte.

On Wednesday, McCrory warned his fellow Mecklenburg mayors against repeating TTA's mistakes. The Triangle project was doomed in 2004, and TTA leaders should not have waited two years to acknowledge that the numbers were against them, he said.

TTA failed to face "pragmatic realities," he said.

"They are going to have to go back to the drawing table," McCrory said. "It's going to take them some years of credibility to build back up and to start a new plan."

For all the rivalry between North Carolina's two booming metropolitan centers, McCrory took no joy in the Triangle's setback. He cited TTA in a debate over plans for a 13-mile transit line through east Charlotte to the suburb of Matthews.

Some Charlotte transit board members backed a \$585 million light-rail proposal. It was the overwhelmingly popular choice, but the numbers indicated that it would flunk the federal standard for cost-effectiveness.

Less popular, but more likely to gain federal approval, was a \$320 million plan for bus rapid transit service instead. Deluxe, trainlike buses would scoot ahead of rush-hour traffic in exclusive lanes called "busways."

Other board members favored delaying action until some time when light-rail numbers might look better.

McCrory said that Charlotte would lose credibility if it followed TTA's example by pushing a rail project shown to be costly and inefficient. "I encourage us not to do that," McCrory said. "Let's go with our best instincts, with the numbers and the experts."

The board postponed its vote for 30 days.

Q: What do TTA leaders say about criticism that they were too slow to face reality?

A: Carter Worthy of Raleigh, TTA board chairman since 2004, and John Claflin, general manager since 2003, declined to comment on McCrory's criticism. Wib Gulley, a former Durham legislator who helped found TTA and now serves as its counsel, said McCrory was off-base.

"Any suggestion that we were not dealing with hard numbers and the reality of the process is just misplaced," Gulley said. "We met in January with leading folks from the Federal Transit Administration, and they were encouraging us to continue to work with the [computer transportation forecast] model."

The federal agency said it was considering several rule changes that might have credited TTA with more favorable cost-benefit numbers, Gulley said. But it never made those changes.

Triangle mayors and TTA trustees agreed last week to take a fresh look at the region's transportation needs and possible transit solutions. TTA leaders said they still thought trains were the right choice. They consoled themselves at a meeting Wednesday with picture books about "The Little Engine That Could."

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Published: Aug 30, 2006 12:30 AM

Modified: Aug 30, 2006 03:13 AM

Rail is stalled, but developer soldiers on

DAVID RANII AND BRUCE SICELOFF, Staff Writers

The Triangle Transit Authority might not have federal funding for a 28-mile regional rail system, but its planned partner still wants to proceed with developing the land surrounding the dozen station sites proposed for the system.

Tom Darden, CEO of Raleigh-based Cherokee Investment Partners, said Tuesday that the lack of funding needed to build the rail system hasn't dimmed his company's interest in creating high-density developments of homes, offices and stores around the proposed stations.

"We're moving forward irrespective of the federal funding situation," Darden said.

"There is going to be a system. We don't know how it is going to be funded. We don't know when it is going to be built."

While Triangle leaders figure out what to do next, TTA and Cherokee are looking to create a dense mix of transit-friendly developments around the station sites. But first they have to agree on a contract.

Any development would be configured to leave room for a rail station.

TTA and Cherokee executives say that developing the sites in advance of building the stations would be a first for a U.S. transit system.

Darden, a former TTA chairman and an ardent rail system advocate, contends that development could help the rail project get federal funding, by increasing the number of potential riders.

"Washington is very interested in seeing this kind of activity around stations," Darden said.

The Federal Transit Administration also is developing a test program to attract private investment in rail transit projects that don't qualify for federal funding amounting to 60 percent of the total project cost.

Since August 2005, Cherokee and TTA have been in talks to create a public and private development partnership. Such an agreement, which would have to be approved by TTA trustees, is still in the works, even though TTA withdrew its request for federal funding for the \$810 million project this month. That decision came after the Federal Transit Administration said that the rail system wouldn't serve enough riders to justify the cost.

Cherokee's investment could be as much as \$100 million, Darden said during a meeting Tuesday with editors and reporters at The News & Observer.

Some of the land near the station sites, such as a downtown Raleigh site previously occupied by Dillon Supply, already is attracting developers, Darden said.

Bill Kalkhof, president of Downtown Durham Inc., is eager for development to begin around a proposed station at the corner of Duke and Chapel Hill streets -- with or without a train system. Several abandoned buildings sit on the property. Nearby, developers plan to convert massive brick tobacco warehouses into hundreds of apartments.

"We don't think there should be any waiting for TTA to start developing," Kalkhof said. "With everything we've got going on here, it's not going to be acceptable to have these buildings sitting here continuing to deteriorate."

TTA owns land around the station sites that is valued at \$28 million, said TTA lawyer Wib Gulley. The authority might acquire additional property if the rail project moves forward.

Under a draft agreement with Cherokee, that land would be TTA's initial equity investment in the partnership. Cherokee, which would have an option of up to five years to acquire TTA land for development, also intends to acquire additional property near the sites.

Cherokee would be required to create a master development plan for "transit-oriented development," with an aim of increasing housing, jobs and stores surrounding the station sites. The two parties would split the profits -- such as revenue gained from leases or from selling the land to other developers -- based on their relative investments at each location.

Carter Worthy of Raleigh, TTA board chairman, said that a share of the profits could provide a return on the taxpayer investment in the proposed rail line.

More density

Local governments agreed several years ago to allow greater densities around rail stations in anticipation of the proposed rail system. But given the current status of the rail proposal, that could change.

"There could be a reluctance at some of the train stations to layer in very high density ... if you do a traffic count that shows the roads are going to be overburdened," Ellen W. Reckhow, chairman of the Durham County commissioners, said at a TTA trustees meeting Tuesday.

Bus service might be added to serve new developments around the proposed rail sites while Triangle leaders weigh their long-term options. TTA said its work with Cherokee would not keep planners from exploring different transit types and routes.

"It's not in conflict with looking at other plans," Worthy said. She said TTA trustees could approve terms of an agreement with Cherokee at their Sept. 27 meeting.

(Staff writer Jack Hagel contributed to this story.)

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Staff writer Jack Hagel contributed to this story.**

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Stretch of MLK nearly finished

By RAY GRONBERG, The Herald-Sun
August 21, 2006 10:12 pm

DURHAM -- Work on one of the final segments of Martin Luther King Jr. Parkway is nearly finished, and the new pavement should be open for motorists by the middle of September, city officials say.

Paving and landscaping along the stretch of the parkway between Old Chapel Hill and Hope Valley roads are complete. The remaining holdup involves utility work that has to be performed by crews from Duke Energy, said Ted Voorhees, assistant city manager.

Duke crews have to move some overhead power lines that are "apparently in conflict with the [location of] traffic signal mast arms" and connect power to the signal boxes and traffic signals, Voorhees said. They also have some street lights to install, but the city can -- if necessary -- open the road without them.

The project has been under way since the summer of 2004, and major paving work began in April 2005. Officials had hoped to finish up by May of this year.

They came close, as their end of the project "was substantially complete" in June, Voorhees said.

When fully complete, the MLK project will ensure that motorists have four travel lanes available to them from U.S. 15-501 east to N.C. 55.

The city's efforts to expand the road have triggered a bit of a development boom in the corridor, as both Wal-Mart and Lowe's are trying to locate new stores there -- Wal-Mart at the corner of MLK and South Roxboro Street and Lowe's at the corner of MLK and Fayetteville Road.

City officials are paying the road's builder, the C.C. Mangum Co., from a \$3.6 million contract that also covered construction of a traffic circle at the intersection of Woodcroft Parkway and Highgate Drive.

On Monday, the City Council voted 5-0 to add \$450,000 to the contract to cover installation of some extra storm drainage required by the state Department of Transportation and the relocation of a water line that had to be buried deeper to accommodate the roadway.

Councilman Thomas Stith and Mayor Bill Bell were absent from Monday's meeting.

The 12 percent increase change pushed the contract's value to \$4.1 million.

City officials are paying for the work with a combination of bonds and impact-fee revenue. The decision allowed a faster construction timetable than had the city tried to finance it through DOT's normal construction program.

URL for this article: <http://www.heraldsun.com/durham/4-763000.html>

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Transportation planners reaching out

BY WILLIAM F. WEST, The Herald-Sun
August 27, 2006 9:33 pm

DURHAM -- A Bull City-based transportation group is asking neighboring governments whether they want to join the team in long-range efforts to deal with heavy commuting patterns and air quality problems.

The Durham-Chapel Hill-Carr-boro Metropolitan Planning Organization is specifically asking officials in Pittsboro, Person County, Roxboro, Granville County, Butner and Stem about their interest in coming aboard.

"We're really at the beginning stage," said Ellen Beckmann, transportation planner of the MPO, headquartered at Durham City Hall.

The MPO, which dates back to 1980, is the body of leaders and experts who approve strategies to benefit motorists, riders, walkers and shippers in the western part of the Triangle.

The MPO is currently working on details as far ahead as 2035, and must make sure they meet federal environmental regulations and are financially sound.

Beckmann said she believed an expansion would allow for a greater opportunity to cooperate on decision-making and coordinated planning between the jurisdictions.

She readily can show 2000 census data listing the number of people who live in one county and are employed in another in the Triangle area.

The numbers illustrate the reliance Durham County has on residents in rural areas and small cities and communities to the north in Granville and Person counties.

The figures say more than 4,600 Granville County residents work in Durham County, while more than 3,900 in Person County work in Durham County.

Person County Commissioner Larry Yarborough also is quick to note the increasing number of houses going up in the southern end of his county across from northern Durham County.

And he's quite blunt in saying why he thinks there's so much rapid development in southern Person County.

"It's primarily people, from what I can see, looking to escape the high taxes of Durham County, as well as the school system," he said.

Granville County Board of Commissioners Chairman Dave Currin said he wanted to first get input from the leadership in Butner and Stem before his county considered joining the MPO.

The southeastern part of Granville County already is part of the Raleigh-based Capital Area Metropolitan Planning Organization.

But in Roxboro and Person County, leaders are so interested in the Durham-Chapel Hill-Carrboro MPO that the city/county Thoroughfare Advisory Committee is going to discuss the subject at a meeting Friday.

"I think the possibility of having a voice at another table, relative to roads, could not hurt our effort to get projects put in place here in Person County," said Leigh Woodall, the committee's chairman.

Person County Manager Steve Carpenter said he had an entry-level discussion with the MPO about two years ago.

According to Carpenter, that happened after the Durham-Chapel Hill Standard Metropolitan Statistical Area was separated from Raleigh and reconfigured to include Person and Granville counties.

An SMSA is used by the federal government in analyzing data about metro areas.

Each SMSA has one or more central counties containing the area's main population concentration, and may include outlying counties with close economic and social relationships to the central counties.

As for Person County becoming part of the MPO, Carpenter said, "I think the question, as it always is, is, 'Is it better to be the small fish in the big pond or to be an equal or big partner in the other pond?'"

"And our experience has been pretty good working with folks down in the Triangle," he said.

Beckmann also said the MPO was tentatively scheduled to present information to the Pittsboro Town Board in September.

Links related to this article:

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization: www.dchcmpo.org

URL for this article: <http://www.heraldsun.com/durham/4-764660.html>

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DOT will schedule East End Connector

By Ray Gronberg, The Herald-Sun
September 5, 2006 10:33 pm

DURHAM -- The next edition of the N.C. Department of Transportation's six-year construction program will finally schedule the construction of Durham's long-planned East End Connector, several local officials said Tuesday.

Scheduled for release today, the proposed 2007-13 construction program pledges all the money necessary to build the nearly \$100 million link between the Durham Freeway and U.S. 70 starting in about 2012, said Ken Spaulding, Durham's delegate to the state Board of Transportation.

The agency's existing program, which runs through 2012, only allotted sufficient funds to the project to allow engineers to begin buying rights-of-way about four years from now.

Local officials -- who've long ranked the connector as their No. 1 highway priority -- said Tuesday they were pleased by the news that the 2007-13 program would add construction money to the agency's existing commitment.

They got their first hint that good news was on the way last week when N.C. Transportation Secretary Lyndo Tippet called Mayor Bill Bell to tell him the agency was about to release its draft of the 2007-13 program.

In that call, Tippet "told me that I thought I'd be pleased with what they were doing," Bell said Tuesday. "He said enough to leave me with the impression [the East End Connector] was going to get in."

Bell added that the project's addition to the construction schedule is "good for Durham" because of the connector's likely value to commuters seeking to get to RTP from the northern parts of the city and county.

County Commissioners Chairwoman Ellen Reckhow agreed, and added that the pledge would finally deliver to Durham its "fair share" of the money for urban loop projects the General Assembly promised to seven cities 15 years ago.

The prospective addition of the East End Connector to the construction schedule capped months of behind-the-scenes lobbying that has involved members of the City Council and the County Commissioners, Durham's General Assembly delegation, administrators from DOT and representatives of the governor's office.

It won't be a done deal, however, until the new construction program gains endorsements from the Board of Transportation and two local planning groups, one based in Durham and the other in Raleigh. The Raleigh planning group may have objections because of the way DOT would fund the East End Connector.

The key move would redirect into the project about \$69 million previously reserved for an extension of Interstate 540 known as the Western Wake Parkway. Officials have been talking about making the parkway a toll road, which would help them raise 75 percent of the money they need for it.

The other 25 percent, however, would have to come from traditional revenue sources, a problem that could make officials in Wake County reluctant to part with the money already reserved for the parkway.

The result is a complicated and still unfolding political ballet involving both money and leverage, with Spaulding occupying a key position because the DOT operating district he represents also covers Wake County. Toll-road backers need his support, and for that matter the Durham planning group's too if they want to pull off their entire plan.

Spaulding hinted Tuesday that there are moves on the money front that have yet to unfold.

"The department and I are looking for creative and imaginative ways to address road issues today instead of wringing our hands in despair about the lack of money," he said. "I am working with the turnpike officials in regard to us finding a way to have a comprehensive network of road construction that can be delivered within the next five to six years. And I would very much like to see the Western Wake Parkway be a part of it."

Spaulding added that the East End Connector benefits Wake County too because it promises to ease pressure on the stretch of U.S. 70 near the Brier Creek shopping center.

"What this will provide is a path that makes better sense and cuts down on congestion and time by allowing the driving public to leave Interstate 40 at the Durham Freeway and then travel to the East End Connector, which will then take them immediately to U.S. 70, then from 70 to Interstate 85," Spaulding said.

URL for this article: <http://www.heraldsun.com/durham/4-767148.html>

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Published: Sep 06, 2006 12:30 AM

Modified: Sep 06, 2006 05:43 AM

DOT delays road construction

BRUCE SICELOFF, Staff Writer

Tight funds and steep inflation are forcing North Carolina to scale back its road-building plans again. And that will mean more traffic hassles on Triangle highways.

In a draft update of construction plans for the next seven years, the state Department of Transportation recommends further postponements of key projects already hit with delays last year. The plan will be released today.

Residents will be invited to comment at public hearings, but few changes are likely before the state Board of Transportation adopts its 2007-2013 plan in December.

The bad news

* Western Wake Expressway. Last year, DOT said it would start building the I-540 extension in 2012. This year, DOT says: never. Meanwhile, the state Turnpike Authority says that as a toll road, it can be finished by 2011.

* U.S. 401 widening from I-540 in North Raleigh to Louisburg. DOT says it could get to Rolesville in 2009 but no farther until after 2013.

* I-85 widening in Orange County. No construction money until after 2013.

* N.C. 42 widening in Johnston County. Partial construction in 2009, the rest after 2013.

The good news

One major Triangle project comes out better this year. For the first time, DOT is pledging construction money to Durham's long-sought \$98.8 million East End Connector. The construction date is 2012.

By linking N.C. 147 and U.S. 70, the East End Connector will give Durham a fast freeway between I-85 in northern Durham County, and Research Triangle Park and the airport. It will pull traffic from several routes, including Roxboro and Duke streets in downtown Durham and Glenwood Avenue in the Brier Creek area in northwest Wake County.

"For people in Durham and Wake and surrounding counties who are trying to navigate from north to south, this provides a very strategic and less congested road," said Kenneth B. Spaulding of Durham, a member of the state transportation board.

Why the delays?

Steel, concrete, asphalt and other road-building costs have risen about 45 percent in the past three years. But North Carolina is not expecting an increase in the flow of highway dollars from Washington.

"We and other states have had to reduce our expectations from the federal government," said Mark Foster, DOT's financial officer. "To fit higher costs into the same revenues, you're going to have to adjust the timing" of construction projects, he said.

That means more slowdowns in improvements for congested roads that serve fast-growing parts of the Triangle. They include U.S. 401 and N.C. 98 in northern Wake, and Miami Boulevard and Davis Drive in the RTP area.

"It's pretty doggone disappointing," said Edison H. Johnson Jr., director of the Capital Area Metropolitan Planning Organization, which oversees transportation planning for Wake and parts of surrounding counties.

"Here we are in an area that's got so many great rankings in quality of life, and in transportation, we're going south faster than most people realize. And when they do realize it, it's going to be just about too late to catch up."

More toll roads?

The new DOT plan would halt spending on land acquisition and construction for the \$351.4 million Western Wake Expressway, a 12.4-mile extension of I-540 from Research Triangle Park to Holly Springs.

Wake mayors agreed last year to consider collecting tolls from drivers to get the road built quickly, after DOT postponed construction for four years. The Western Wake Expressway is considered a good bet to become North Carolina's first modern turnpike, but the mayors have not yet given their blessing.

They say the state should come through with tax dollars to finish the I-540 loop, which was started -- toll-free -- in northern Wake.

The new DOT plan dashes these hopes.

"It's consistent with what we've seen in Raleigh and Wake County," said Raleigh Mayor Charles Meeker. "The North Carolina DOT is becoming a maintenance and repaving organization, and not a new construction entity. So new construction will need to be done either by the state Turnpike Authority or by the individual municipalities."

The DOT plan also delays repaving projects for heavily traveled sections of I-40 and I-440 in Raleigh.

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

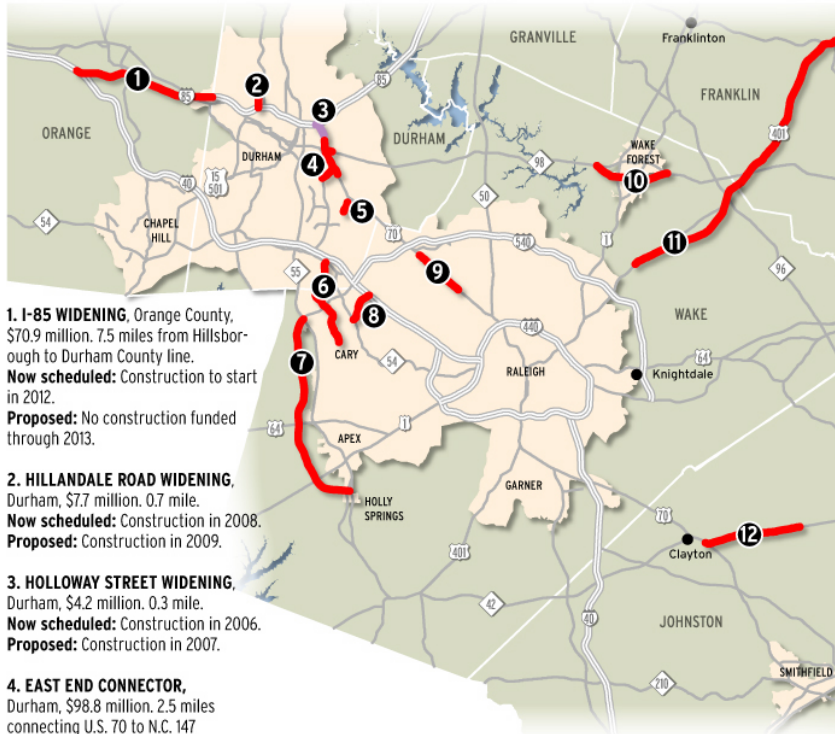
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ROAD PROJECTS

Several Triangle highway projects were postponed last year when the state Department of Transportation released its road construction plans for 2006-2012. More delays are recommended in a proposed update to be released today for 2007-2013.

The proposal calls for accelerating the construction of one major Triangle project, Durham's East End Connector.



1. I-85 WIDENING, Orange County, \$70.9 million. 7.5 miles from Hillsborough to Durham County line.
Now scheduled: Construction to start in 2012.
Proposed: No construction funded through 2013.

2. HILLDALE ROAD WIDENING, Durham, \$7.7 million. 0.7 mile.
Now scheduled: Construction in 2008.
Proposed: Construction in 2009.

3. HOLLOWAY STREET WIDENING, Durham, \$4.2 million. 0.3 mile.
Now scheduled: Construction in 2006.
Proposed: Construction in 2007.

4. EAST END CONNECTOR, Durham, \$98.8 million. 2.5 miles connecting U.S. 70 to N.C. 147
Now scheduled: No construction funded through 2012.
Proposed: Construction in 2012.

5. SOUTH MIAMI BOULEVARD WIDENING, Durham, \$4 million. 0.7 mile.
Now scheduled: Construction in 2008.
Proposed: Construction in 2009.

6. DAVIS DRIVE WIDENING, Research Triangle Park, \$41.3 million. 5.7 miles.
Now scheduled: Construction in 2006.
Proposed: Construction in 2007.

7. I-540 WESTERN WAKE EXPRESSWAY, \$351.4 million. 12.4 miles from N.C. 55 at Research Triangle Park to N.C. 55 at Holly Springs.
Now scheduled: Construction to start in 2012.
Proposed: No construction funded through 2013.

8. AIRPORT BOULEVARD WIDENING, Morrisville, \$9.1 million. 1.9 miles.
Now scheduled: Construction in 2006.
Proposed: Construction in 2007.

9. GLENWOOD AVENUE TRAFFIC AND SAFETY IMPROVEMENTS, Raleigh, \$38.2 million. 3.3 miles.
Now scheduled: Land acquisition in 2011, construction after 2012.
Proposed: Land and construction unfunded through 2013.

10. N.C. 98 BYPASS, Wake Forest, \$92 million. 4.7 miles.
Now scheduled: Last section to be built in 2007.
Proposed: Last section to be built in 2008.

11. U.S. 401 WIDENING, northern Wake and Franklin counties, \$96.7 million. 18.5 miles from Outer Loop to Louisburg plus Rolesville bypass.
Now scheduled: Construction to start in 2008 and 2012.
Proposed: Some construction in 2009, most construction unfunded through 2013.

12. N.C. 42 WIDENING, Johnston County, \$30.5 million. 6 miles.
Now scheduled: Construction to start in 2008, most construction in future years.
Proposed: Construction to start in 2009, most in future years.

Source: N.C. Department of Transportation, Draft State Transportation Improvement Program, 2007-2013
JUDSON DRENNAN / The News & Observer

Increasing Smith Level Road traffic attracting attention

BY JENNIFER FERRIS, The Herald-Sun
September 5, 2006 10:23 pm

CARRBORO -- With the town of Carrboro on one end and the fastest growing portion of Chatham County on the other, Smith Level Road has become a bit crowded.

According to the residents of the neighborhoods surrounding the formerly bucolic two-lane road, fast-moving cars and rumbling dump trucks have transformed the thoroughfare from a safe place for cyclists to a dangerous death trap.

"It's an area I used to cycle on with some comfort," said Steve Marshall, who lives near the road. "The volume of traffic, density of traffic and nature of traffic is truly escalating."

More than 20 residents of the area along Smith Level Road showed up Tuesday night to request the Board of Aldermen to create a task force to look out for their concerns.

Earlier this year, Terri Buckner -- a resident of the area -- requested that the board create a task force and petition the state Department of Transportation to reconsider an agreement to issue a driveway permit adjacent to Smith Level Road.

The driveway permit has recently become a hot issue, as it is connected with a proposed big-box development on the Orange-Chatham line. The developer of the shopping complex, Lee-Moore Oil, has asked the DOT to allow a driveway lined up with Smith Level Road to take advantage of an existing signal and to ease traffic flow from Orange County.

Although the development lies within Chatham County, the driveway is in a fuzzy area between the Chapel Hill and Carrboro planning districts. If the DOT chooses to allow the driveway at that location, nearby municipalities will have little recourse.

Town staff drafted a letter to the DOT objecting to the driveway and mailed it in June. At Tuesday's meeting, the board discussed other ways to protect Smith Level Road and its residents from being overrun by traffic.

"We ask for help because of amazing increase in traffic on Smith Level Road," Buckner told the board. "Just to get out to the park and ride lot in the morning, I have to wait 20 cars to pass before I can 'get.'"

Originally town staff had not recommended the creation of the task force, saying it could overtax town staff and elected officials' limited schedules.

"A task force is one approach to deal with the circumstances," the town's planning administrator, Trish McGuire, said. "Many people in the community are committed to a number of initiatives. This can take time away from other initiatives."

Nearly 100 people signed the original petition asking for the task force. Alderman Jacquelyn Gist said that in itself was reason to respond to the request.

"The municipality is the people," Gist said. "So whenever 100 of the people who own the municipality say 'we want to get together and work on an issue,' unless it's something really weird or unusual, I think we support it."

URL for this article: <http://www.heraldsun.com/orange/10-767147.html>

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NextStop

PERIODIC NEWSLETTER PUBLISHED BY THE TRIANGLE TRANSIT AUTHORITY

Connect with TTA

phone:
919-549-9999
website:
www.rideTTA.org
email:
rail@rideTTA.org

mailing address:
PO Box 13787
Research Triangle Park
North Carolina 27709



M. CARTER WORTHY
Chair
TTA Board of Trustees

UPDATE FROM THE CHAIR

New Leadership Changes at Triangle Transit Authority

General Manager Departs, Two Area Leaders Join TTA Board

(Research Triangle Park, N.C. - September 1, 2006) The Triangle Transit Authority (TTA) today announced that John Claflin has resigned as general manager. The agency also announced that two area leaders, Sig Hutchinson and Jeff Merritt, have joined the Board of Trustees, replacing two departing members whose terms have expired.

John Claflin's departure from the position of General Manager comes as the result of a mutual agreement between Claflin and TTA's Board of Trustees. Wib Gulley, TTA General Counsel, and Saundra Freeman, Director of Finance and Administrative Services, will temporarily divide the responsibilities of General Manager while a search is conducted for an interim replacement.

"In light of the Triangle Regional Rail Project's recent shift in direction, I feel that this is the appropriate time to appoint new leadership to pursue TTA's mission," said Claflin. "TTA has an excellent management team and talented employees to meet the growing transportation needs of our community."

TTA recently announced its decision to remove the Triangle Regional Rail Project from the Federal Transit Administration's (FTA) New Starts Process. TTA is now exploring new options with the community to develop a transit system that best meets the needs of the Triangle.

"We extend our sincere thanks to John for his hard work and dedicated service over the past four years," said TTA Chairman of the Board Carter Worthy. "Under John's guidance, TTA's regional bus service has achieved record ridership, and ridematching and vanpooling have enjoyed unprecedented success. We are eager to build upon the strong platform that is in place to enhance the network of transportation options in the Triangle."

Claflin joined TTA as General Manager in 2002. Prior to joining TTA, he was employed with Denver's Regional Transportation District in senior management positions, including assistant general manager and chief operations officer.

(more)

Two New Leaders Join TTA Board of Trustees

Sig Hutchinson, appointed by the Raleigh City Council to replace Thomas Hilliard III, is publisher of the *Raleigh Downtown*, and is the producer and host of a local program called RTP TV, which focuses on the entrepreneurial and technology community within the Research Triangle Park. He also helped transform the region by successfully leading three bond referendums since 2000 totaling \$88 million dollars for open space preservation, parks and greenways and has been acknowledged as a "Tarheel of the Week" by *The News & Observer*.

Jeff Merritt, appointed by the Wake County Commission to replace Lewis Hannah Jr., is KB Home's Eastern Regional Director for Government and Public Affairs. Before joining KB Home in 2003, Merritt spent more than five years as Vice President of Government and Community Affairs for the Greater Raleigh Chamber of Commerce. At the Chamber, he oversaw a number of initiatives designed to address critical regional issues such as transportation, growth and sports development. Those initiatives included development of the Regional Transportation Alliance, the Community Success Forum and the Sports Council.

Hutchinson and Merritt were sworn in at last week's board meeting.

Worthy said, "I am excited about the future of TTA, and I am confident that the addition of our two new board members strengthens an exceptional leadership team that will pursue new opportunities and deliver the best transportation solutions for the Triangle."

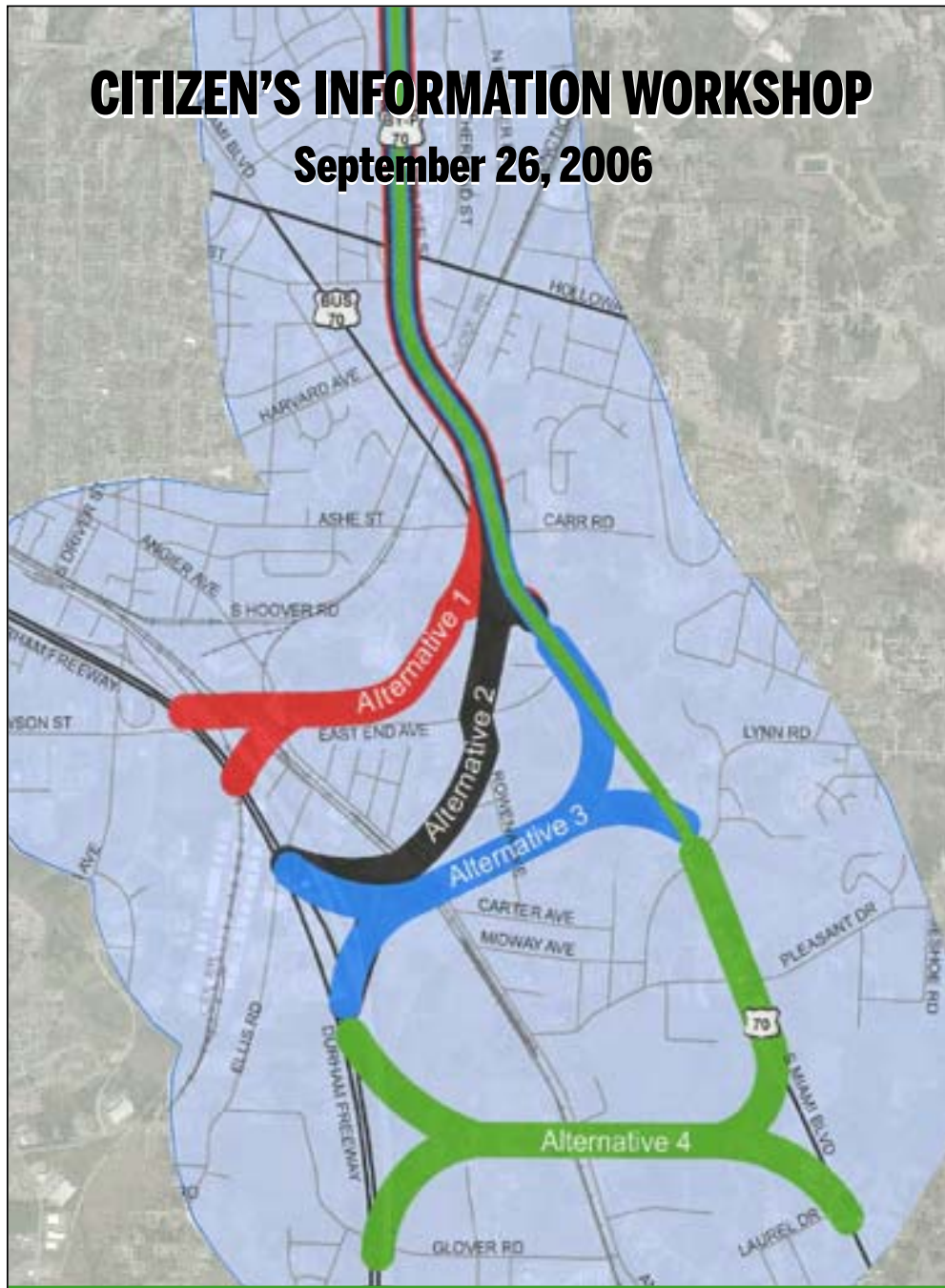
TTA is a regional public transportation provider, offering a wide variety of transit and vanpool services to North Carolina's greater Triangle Region and outlying counties. Bus service is available to Apex, Cary, Chapel Hill, Durham, Garner, Hillsborough, RDU International Airport, RTP and Raleigh. The Triangle Transit Authority also provides commuter resources and hosts GoTriangle.org, the new on-line resource for the public transportation information in the Triangle.

TTA is the implementation agency responsible for carrying out a regional plan to construct a 28-mile rail transit system with 12 stations connecting Durham, RTP, Cary and Raleigh, with shuttles linking RDU International Airport and RTP. For more information, visit **www.rideTTA.org** or call (919) 549-9999.

###

CITIZEN'S INFORMATION WORKSHOP

September 26, 2006



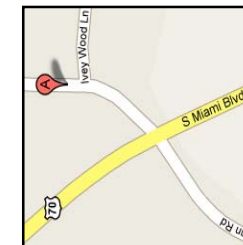
EAST END CONNECTOR

DURHAM COUNTY (T.I.P NO. U-0071)

"Connecting Durham"



A PUBLIC WORKSHOP



WHERE:

Living Waters Christian Community Church
1104 Lynn Road - Durham NC 27703

WHEN:

September 26, 2006

WHAT TIME:

4:00 PM to 7:00 PM

CONTACT:

For more information you can contact
the East End Connector Project Hotline:
1-800-734-7062

EMAIL:

EastEndConnectorProject@rsandh.com

PROJECT TEAM ADDRESS:

8008 Corporate Center Drive, Ste 120
Charlotte, NC 28226



DURHAM COUNTY (T.I.P NO. U-0071)
"Connecting Durham"

RS&H

8008 Corporate Center Drive, Suite 120
Charlotte, NC 28226

The North Carolina Department of Transportation is sponsoring a "DROP IN" public meeting for the **East End Connector** project. The purpose of the meeting is to provide information about the **East End Connector** project and the alternatives being studied. Members of the project team will be available to answer questions.



Walkable Communities Workshops

HILLSBOROUGH

Monday, Oct. 30: 9:00 am to 12:30 pm

Contact: Margaret.hauth@hillsboroughnc.org

CARRBORO

Monday, Oct. 30: 3:30 to 7:00 pm

Contact: dmckee@ci.carrboro.nc.us

DURHAM:

Tuesday, Oct. 31: 9:00 am to 12:30 pm

Trinity Park/Walltown Neighborhood
St. James Family Life Center
1305 W. Club Blvd.

Wednesday, Nov. 1: 9 am to 12:30 pm

Bring Your Bike and Helmet!
North East Central Durham
E. D. Mickle Neighborhood Center
1204 N. Alston Ave.

CHAPEL HILL

Thursday, Nov. 2: 9 am to 12:30 pm

Contact: mcone@townofchapelhill.org



Five Walkable Community Workshops will be held in Durham, Chapel Hill, Carrboro, and Hillsborough by the National Center for Bicycling and Walking

Workshops will include a presentation about successful pedestrian and bicycle design, safety, education, enforcement and encouragement. A **walking/bicycling audit** will help us understand and identify obstacles and potential solutions. Help us develop realistic strategies to make our community a safer, more pleasant place to walk and bike!

Elected officials, citizens and planning, law enforcement, public health and education professionals are invited.

Workshops are free and open to the public, but please RSVP!

For information or to RSVP, call (919) 560-4366, e-mail the local coordinator listed above or

felix.nwoko@durhamnc.gov, or visit www.dchcmpo.org.





TOWN OF CARRBORO

NORTH CAROLINA

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TAC 09/13/06 Attachment 18

August 9, 2006

Ms. Deborah M. Barbour , PE
Director of Preconstruction
N.C. Department of Transportation
1541 Mail Service Center
Raleigh, NC 27699-1541

Re: TIP Project U-2803, Smith Level Road in Carrboro

Dear Ms. Barbour:

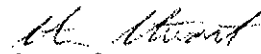
In April 2005, consensus was reached between NCDOT and the Town of Carrboro on a three-lane cross-section for TIP Project U-2803, Smith Level Road. The enclosed letter was sent to Mr. Doug Galyon on May 3, 2005 (Attachment A). In August 2005, the Town also received the enclosed e-mail stating the Division's support for the three-lane cross section (Attachment B).

Funding for the Smith Level Road project is included in the 2006-2012 TIP, with right-of-way acquisition scheduled for 2007 and construction scheduled for 2010. However, there is concern that little progress is being made on the project. As there will be a new high school opening near Smith Level Road in 2007, the Town of Carrboro desires that the TIP project be completed as soon as possible.

The Town of Carrboro looks forward to working with NCDOT on the Smith Level Road project. The Town requests your assistance in moving forward with work on this project.

Thank you for your assistance.

Sincerely,


Steve Stewart
Town Manager

cc: Mayor and Board of Aldermen
J. Douglas Galyon, N.C. Board of Transportation
Mike Mills, NCDOT Division 7 Engineer
Mark Ahrendsen, Chair, Durham-Chapel Hill-Carrboro MPO TCC
Linwood Stone, NCDOT PDEA Branch



TOWN OF CARRBORO

NORTH CAROLINA

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ATTACHMENT A

TAC 09/13/06 Attachment 18

May 3, 2005

Mr. J. Douglas Galyon, Chairman
N.C. Board of Transportation
PO Box 26969
Greensboro, NC 27419

Re: TIP Project U-2803, Smith Level Road in Carrboro

Dear Mr. Galyon:

On April 18, a meeting was held with NCDOT and Carrboro officials, town staff, and N.C. General Assembly members to discuss TIP Project U-2803, Smith Level Road. At this meeting, NCDOT staff proposed a three-lane cross-section for the TIP project, which would consist of one travel lane in each direction with a center turn lane, as well as curb and gutter, bike lanes, and sidewalks on both sides of the road, and intersection improvements.

The Carrboro Board of Aldermen discussed project U-2803 on April 26 and voted to support the three-lane cross-section for the U-2803 TIP project as proposed by NCDOT staff (with curb and gutter, bike lanes, and sidewalks on both sides of the road and intersection improvements). The Board of Aldermen requested that NCDOT use 11-foot lane widths for the project. As there will be a new high school opening near Smith Level Road in 2007, the Board of Aldermen desires that the TIP project be completed as soon as possible. The Board of Aldermen requests that the State reallocate any surplus project funds (including mitigation funds) which may accrue as a result of the more modest project design to additional pedestrian, bicycle, and vehicular safety and efficiency improvements in the vicinity of Smith Level Road.

During the same meeting, the Carrboro Board of Aldermen also requested that the "Moving Ahead" funds that had been set aside for Smith Level Road instead be used on Homestead Road to improve pedestrian safety and access to Chapel Hill High School. The funds would be used to purchase right-of-way, relocate utilities, and construct improvements on Homestead Road and Rogers Road as discussed by the Homestead-High School Road Safety Task Force on April 11, 2005. Improvements include a traffic signal with pedestrian signals and crosswalks at the intersection of Homestead Road and High School Road; curb and gutter and sidewalk on Homestead Road between Camden Lane and Rogers Roads; and a sidewalk on Rogers Road from the intersection with Homestead Road to the existing sidewalk. These improvements should be constructed to allow for bike lanes to be provided on Homestead Road in the future. Every effort should be made to construct the improvements on Homestead and Rogers roads in 2005



TOWN OF CARRBORO

NORTH CAROLINA

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TAC 09/13/06 Attachment 18

The following resolution was introduced by Alderman Alex Zaffron and duly seconded by Alderman Joal Broun.

A RESOLUTION ON THE PROPOSED MODIFICATIONS TO SMITH LEVEL ROAD Resolution No. 143/2004-05

WHEREAS, the N.C. Department of Transportation (NCDOT) has proposed to widen a portion of Smith Level Road, TIP Project U-2803; and

WHEREAS, on March 18, 2003, the Board of Aldermen adopted a resolution requesting that the N.C. Department of Transportation consider an alternative design for the proposed modifications to Smith Level Road between Morgan Creek and Rock Haven Road.

NOW, THEREFORE, BE IT RESOLVED BY THE CARRBORO BOARD OF ALDERMEN:

Section 1. The Board accepts the report and selects Option B as identified in the staff report, with the request that the lanes be limited to eleven (11) feet.

Section 2. That NCDOT be formally requested to use Moving Ahead funding allocated for Orange County be diverted to the Homestead/High School Road intersection improvement project

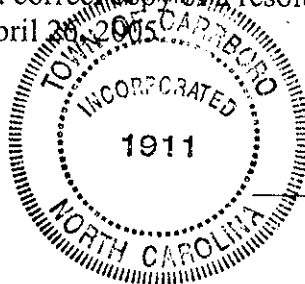
The foregoing resolution having been submitted to a vote, received the following vote and was duly adopted this 26th day of April, 2005:

Ayes: Joal Hall Broun, Diana McDuffee, John Herrera, Alex Zaffron,

Noes: Jacquelyn Gist, Michael Nelson

Absent: None

I, Sarah C. Williamson, Town Clerk of the Town of Carrboro, North Carolina, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by the Carrboro Board of Aldermen at its meeting on April 26, 2005.



Sarah C. Williamson
Town Clerk

Dale McKeel

From: Brenda L. Moore PE [blmoore@dot.state.nc.us]
Sent: Wednesday, August 03, 2005 8:12 AM
To: Mike Stanley; James H. Dunlop; Nathan Phillips; Roger Kluckman; Marshall W. Clawson PE; Dan C. Duffield, PE; Ron D. Allen PE
Cc: Brad Wall; Mark Pierce; Linwood Stone; Brenda L. Moore PE
Subject: U-2803-Smith Level Road Typical

To all,

I spoke with Brad Wall on Friday and he informed me that the Division would like to proceed with the three lane curb and gutter typical section with accommodations for bicyclists and pedestrians. As stated in our July 21st meeting, a new planning document will need to be written. PDEA and I will come up with revised R/W and Let dates in our upcoming barchart meetings as well as an estimated date for a Scoping Meeting. Thank you all for your past efforts on this project.

Brenda

NCTA Project Approval Process

The following process for studying, funding and constructing a project as a toll facility was recommended at the January 18, 2006 NCTA Board meeting. Additional revisions were made at the February and March meetings for approval by the NCTA board in April.

1. A recognized municipal, regional or local planning authority, or group of local elected officials or members of the General Assembly may submit a request to the NCTA Board of Directors to study building a project from their area as a toll project. This request shall include any local financing options that may be available. (For clarification of appropriate projects, see the attached "Project Selection Criteria" previously adopted by the Board.)

"A Turnpike project selected for construction by the Turnpike Authority shall be included in any applicable locally adopted comprehensive transportation plans and shall be shown in the current State Transportation Improvement Plan." (from Public Toll Roads & Bridges enabling legislation). In addition, the project may be studied if it is on the strategic highway corridor.

2. The NCTA will identify the source to fund the study.
3. Once the NCTA Board receives the request, they will consider three options:
 - (a) To conduct a "Sketch-level" financial feasibility study;
 - (b) To conduct a "Level 2" financial feasibility study;
 - (c) To deny the request. Denial will be based on the grounds that preliminary traffic and revenue studies indicate that the project is unlikely to meet adequate bonding capacity to qualify as a viable toll project or for other similar reasons. Upon denial, the NCTA Board will notify the requesting entity in writing. If the NCTA Board denies the request, the local MPO, RPO, or group of elected officials have the option of funding a study with private or alternative funds. The NCTA will manage the study for the local entity.
4. If the NCTA Board decides to proceed with a Sketch or Level-2 study, the Authority will contract for a study to provide:
 - An estimate of the traffic and revenue that would be generated from the project;
 - An estimate of the project's cost;
 - An estimate of the amount of the project's cost that could be funded through the issuance of bonds;
 - An estimate of the size of the "gap" (i.e. the amount of the project's cost that cannot be financed from bonds and project revenue). This gap analysis will consider funds that may be available from all possible sources.
5. Following the completion of the preliminary financial feasibility study, the NCTA Financial Advisor will examine available funding sources including local participation and make a report to the NCTA Board about the sources available for funding the "gap."
6. The NCTA Board will submit the preliminary financial feasibility study and the gap-funding analysis from the Financial Advisor to the local entity and the NCDOT Board.
7. After examining funding possibilities for the "gap," the local MPO or RPO and the NCDOT Board (if affected) will decide if they wish to proceed with a request to the NCTA Board that the project be constructed as a toll project. If it is deemed that the project gap cannot be funded by local, state, or private funds, the NCTA may decide not to proceed with the project. In that case the project will be returned to DOT and the project will remain on the TIP schedule as determined by the NCDOT board.

Project Selection Criteria

Previously Approved by NCTA Board

Roadway Type – The project must have full control of access.

Project Location – The project must have a “free” parallel route and meet legislative guidelines.

Project Feasibility – The project must have a high probability of being able to move to construction within a reasonable time frame.

Local Support – The project should have a demonstrated local support or a reasonable expectation of support for development as a toll facility.

Financial Feasibility – The project should be deemed to be financially feasible using available data and commercially reasonable assumptions.

Statewide or Regional Significance – Special consideration should be given to those projects that would play a significant role in the statewide or regional highway system or serve major economic generators.



Institute for Transportation Research and Education
North Carolina State University

July 18, 2006

FOR IMMEDIATE RELEASE

FOR MORE INFORMATION:

Lisa Gullette, ITRE Communications Manager
(919) 515-8039; lisa_gullette@ncsu.edu

12,560 Triangle Residents to Impact Community Planning

Raleigh, NC – Whether it is bicycle paths, transportation improvement, building schools or land development, local residents are concerned with improving their community. More than 12,000 residents will impact local and regional planning because they participated in research to help planners improve local growing communities. The Triangle Regional Model Service Bureau (TRMSB) at the Institute for Transportation Research and Education (ITRE) recently concluded a six-month Greater Triangle Household Travel Survey on 5,107 households in the Triangle and its surrounding counties. Participants were recruited to participate through a random sampling process, but several households that missed their initial recruitment call actually called the Service Bureau asking if they could be called again to participate. With the understanding that participating in the survey could impact decisions made at local transportation and planning agencies, many were eager to share something they have in common about how they live and work: their daily travel habits.

“Observed travel behavior is a critical building block for travel forecast models, and we are so grateful for the time commitment made by so many families across the Triangle region,” said Leta Huntsinger, program manager for TRMSB. “Their efforts will assure that this region has a robust planning tool that local transportation planners can use when evaluating transportation needs and choices for our growing and dynamic region.”

The primary objective of this survey was to document demographic and travel behavior characteristics of Triangle travelers in order to update the current regional model and to develop a new, more robust travel forecast model for the 12-county region. Travel forecast models help transportation engineers and planners make informed decisions about long-range transportation projects in a growing region. The survey provided high quality travel related data, which transportation planning agencies can begin to use immediately for planning needs.

The Triangle Regional Household Survey was jointly funded by four agencies: North Carolina Department of Transportation (NCDOT), Triangle Transit Authority (TTA), Capital Area Metropolitan Planning Organization (MPO), and the Durham-Chapel Hill-Carrboro MPO. These agencies now have up-to-date information that will inform agency decisions on future development, community use of bicycle paths, and alternative modes of travel as well as travel patterns categorized by demographics, so planners consider the travel characteristics of households in an area while planning travel routes. The results of this research will provide better roadways, sidewalks, bike routes and bus service, to the respective areas that will use the service.

Nagui M. Roupail,
Ph.D, Director

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campuses.

The data from this survey contains details about 12,560 household members, 9,312 vehicles, and details regarding 51,002 trips during a 24-hour period in the 12 counties in the Triangle region. The inner region primarily consists of Wake, Durham and Orange counties; the surrounding counties are considered the outer region. Statistics such as household size, number of household members employed, number of vehicles and use of bicycles, all factor into the model. For instance, the regional average for vehicle ownership was 1.82 vehicles per household. Households in Nash and Person Counties reported owning the most vehicles, on average (2.14 and 2.12, respectively). Households in Lee and Durham Counties reported owning the fewest (1.68 and 1.55). Households in the inner area reported owning 1.79 vehicles, on average, but the outer areas reported an average of 1.93 vehicles owned. Bicycle ownership was statistically higher for households in the inner area as compared to households in the outer area. Region-wide, households indicated having 1.29 workers, on average. Households in Orange and Wake Counties reported the highest average number of workers (1.37), while those in Vance County reported the lowest number (0.91). Households in the inner area made more trips, on average (10.3 trips) when compared to 8.9 trips in the outer area.

A short section of the questionnaire asked households how often they seek information about traffic conditions in the region and the results will be used in ITS (Intelligent Transportation Systems) investment decisions. Of those regional households that do seek regional traffic information, most (46 percent) look for it on the television, one-third listen to the radio, and 15 percent use the Internet. Households in the outer area listen more to the television than the radio. Those most likely to use the Internet live in Orange County, and those most likely to look to variable message signs live in Lee County. All these and many more statistics were collected in the study and are very valuable to engineers, researchers, and planners. Currently, this information will be used to in another research project underway at the ITRE, which is integrating the benefits of several ITS strategies.

The study was conducted using standard household travel survey methods and was conducted by NuStats, a nationally-known survey research firm specializing in travel behavior and transportation research for the Triangle Regional Model Service Bureau. The current travel forecast model was developed using a household survey from 1995.

The Triangle Regional Model Service Bureau is located at the Institute for Transportation Research and Education (ITRE), administered by North Carolina State University, is a non-profit organization that conducts research, education, and technical assistance projects on a wide variety of surface transportation issues with the goals of solving problems and creating new products, better services and smarter workers. ITRE is located on NCSU's Centennial Campus. For more information about ITRE and related programs, please visit our Web site at www.itre.ncsu.edu.

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FOR IMMEDIATE RELEASE
August 7, 2006

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New Study Documents Dramatic Voter Support for Transportation Ballot Measures

Voters Approve 70 percent of Transportation Measures Totaling \$70+ Billion in New Investment

Washington, DC (August 4, 2006) The Center for Transportation Excellence (CFTE) has released a new report examining transportation-related ballot measures since 2000. The report, "Transportation Finance at the Ballot Box: Voters Support Increased Investment," outlines the striking rise in the use of voter-approved ballot measures to generate funding for transportation choices.

CFTE analyzed more than 200 state and local ballot measures related to transportation since 2000. According to the report, voters in 33 different states have approved 70 percent of all proposed transportation measures generating funding conservatively estimated in the excess of \$70 billion. Transportation measures have passed at twice the rate of all ballot measures.

"Few issues have consistently won the confidence and support of voters – regardless of region, community size, or party – as measures supporting public transportation, said CFTE Advisory Board Member Art Guzzetti "A look at the track record clearly demonstrates the willingness of voters across the nation to support expanded choice and investment with their tax dollars."

The CFTE research also details trends in voter-approved financing for transportation. More than 80 percent of all transportation ballot measures since 2000 have specifically authorized financing. The report found support across the board for a variety of funding tools, including sales taxes, property taxes, bonds, and dedicated fees.

"This report makes plain the successful legacy and continuing value of the Federal – Local partnership embodied in federal policy," noted CFTE Advisory Board Member Janette Sadik-Khan. "Citizens seem to be ahead of elected officials. These findings should embolden policymakers at all levels to continue supporting transportation investment necessary to solve the problems people obviously care about."

Among the report's other findings are:

- More than 200 transportation ballot initiatives have been put before voters in the last six elections with the annual number of measures steadily increasing;
- Transportation measures have passed at a rate far greater than initiatives generally (70% to 34%);
- Sales tax proposals were the most common type of financing initiative, nearly 40% of the total;
- Property tax measures have the highest victory rate, winning more than 80% of the time since 2000.

CFTE is monitoring more than 40 proposed or pending ballot initiatives in 2006. The full report and information on upcoming elections is available at <http://www.cfte.org>.

The Center for Transportation Excellence is a Washington, D.C.-based policy research center providing information, strategies, analysis, and support to communities and organizations on public transportation issues.