

Member Governments

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

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

AGENDA

**September 27, 2006
9:00 a.m.**

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

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

ACTION ITEMS

- 4. Approval of August 23, 2006 TCC Meeting Minutes
(Attachment 4)**

A copy of the August 23, 2006 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the August 23, 2006 TCC meeting.

- 5. Request to Further Financial and Design Studies for the Triangle Parkway
(Attachment 5, 5A, 5B, 5C, 5D, 5E)**
David Joyner, North Carolina Turnpike Authority
Mark Ahrendsen, TCC Chair

The North Carolina Turnpike Authority (NCTA) is requesting the DCHC MPO's support to continue financial and design studies on the Triangle Parkway. The NCTA has provided summary information about the project and the studies that have been conducted thus far (Attachment 5). The NCTA has requested support for further study of the Triangle Parkway and the Western Wake Parkway from CAMPO in August 2006. The letter from CAMPO endorsing further studies is included as Attachment 5A, and the NCTA's response to CAMPO's letter is included as Attachment 5B. Subsequently, the TTA Board of Trustees wrote a memorandum expressing their concerns for the effect of the toll roads on the region's transit systems (Attachment 5C). A draft letter has been written by LPA staff to express the MPO's position on further study of the Triangle Parkway (Attachment 5D). The NCTA's Project Approval Process is included as Attachment 5E.

TCC Action: Make a recommendation to the TAC regarding the request from the NCTA.

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

The MPO Public Involvement Policy (PIP) needs to be revised to reflect the new requirements of SAFTETEA-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. The TAC reviewed changes and released the draft PIP for a 45 day public comment period at the 8/9/2006 TAC meeting. A public hearing was held at the 9/13/2006 TAC meeting. No comments from the public were received. LPA staff have made revisions to the draft PIP based on feedback from the TAC. Attachment 6 is a revised version of the PIP.

TCC Action: Recommend that the TAC approve the changes to the Public Involvement Policy (Attachment 6).

7. Draft 2007-2013 Transportation Improvement Program (TIP)**(Attachment 7, 7A, 7B, 7C, 7D, 7E)****Felix Nwoko, LPA Staff****David Bonk, 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 7. The Funding Report for the draft 2007-2013 STIP is Attachment 7A. A table describing the changes between the 2006-2012 STIP and the draft 2007-2013 STIP is Attachment 7B. The TAC released the DCHC MPO supplement to the draft 2007-2013 STIP as the draft MTIP for public comment at the 9/13/06 TAC meeting.

The TCC has also been working on creating the 2007-2013 MTIP and making changes to the STP-DA allocation spreadsheet. The TIP Subcommittee met on 9/19/2006 to continue work on the MTIP and begin to develop a list of flagged issues (Attachment 7C). The 2007-2013 TIP Regional Priority List is included as Attachment 7D and the most recent STP-DA allocation spreadsheet is included as Attachment 7E. The STP-DA spreadsheet includes changes that have been recommended by the TIP subcommittee but not approved by the TAC in blue text. The next TIP subcommittee meeting is scheduled for Wednesday, October 4, 2006. The TCC should also ask the area transit providers to meet with NCDOT-PTD to identify issues in regard to the transit projects in the draft TIP.

TCC Action: Direct the TIP Subcommittee to develop the 2007-2013 MTIP and identify flagged issues.

8. 2006-2007 Unified Planning Work Program Amendment #1**(Attachment 8, 8A, 8B)****Felix Nwoko, LPA Staff**

Amendment #1 to the 2006-2007 UPWP accounts for three corrections and additions. Attachment 8 is a memo explaining the three changes included in Amendment #1. Attachment 8A is the draft resolution and accompanying tables that will be presented to the TAC on October

11, 2006. Attachment 8B is a table that illustrates the STP-DA adjustments needed to accommodate Amendment #1.

TCC Action: Make a recommendation to the TAC regarding Amendment #1 to the 2006-2007 UPWP (Attachment 8A).

9. Southwest Durham Drive Realignment
(Attachment 9, 9A, 9B, 9C)
Andy Henry, LPA Staff
Felix Nwoko, LPA Staff

During the public workshops and hearings for the Southwest Durham/Southeast Chapel Hill Collector Street Plan, citizens frequently commented that the proposed Southwest Durham Drive corridor should be adjusted to use the existing George King Road alignment. In addition, the Durham Public Schools has asked local elected officials to move the corridor off the Creekside Elementary School property. The Southwest Durham Drive is in the MPO's 2030 Long Range Transportation Plan (2030 LRTP) as a two-lane, minor arterial road that is to be built before 2020, and local planners use the currently defined corridor in the 2030 LRTP to reserve and dedicate right-of-way through the development process. As the area around this proposed road quickly develops, alternative corridors quickly vanish and therefore waiting to make minor adjustments to the corridor through the updated LRTP (the 2035 LRTP will not be approved until early 2009) will very likely eliminate possible adjustments.

Attachment 9 is a memorandum that provides details on the Southwest Durham Drive and proposed adjustments. Attachment 9A is a map of the Revised Southwest Durham/Southeast Chapel Hill Collector Street Plan showing the segments of the Southwest Durham Drive that might need to be adjusted. Attachment 9B is a close-up view of Laurel Hill Drive, as the Southwest Durham Drive was once called, in the 1991 Thoroughfare Plan. Attachment 9C is a copy of a letter from the Durham Public Schools asking local elected officials to move the proposed road off the Creekside Elementary School property.

TCC Action: The TCC needs to discuss making adjustments to the Southwest Durham Drive corridor and make a recommendation to the TAC.

10. Update on Metropolitan Area Boundary Expansion Efforts
(Attachment 10)
Ellen Beckmann, LPA Staff

The TAC requested that LPA staff investigate the possibility of expanding the MPO's Metropolitan Area Boundary (MAB) early in the development of the 2035 Long Range Transportation Plan. LPA staff sent a letter to Butner, Stem, Granville County, Roxboro, Person County, and Pittsboro in July 2006 soliciting their interest in becoming members of the MPO. All of the jurisdictions were interested in receiving more information about the MPO and three presentations were given in September 2006. MAB expansion into Orange County and Chatham County will also be considered by the MPO.

TCC Action: Receive update.

REPORTS FROM STAFF:

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

TCC Action: Receive Report from staff

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

TCC Action: Receive Report from TCC Chair

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

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

TCC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS

- 14. Recent Newspaper Articles/Legislative Update**
(Attachment 14)

- 15. Walkable Communities Workshops – October 30 - November 2**
(Attachment 15)

- 16. History of the Triangle Regional Model**
(Attachment 16)

- 17. NCDOT Response to Letter re Policy on Projects Selected by Entities Other than the State Board of Transportation**
(Attachment 17)

- 18. WTS Transit Forum – October 19, 2006**
(Attachment 18)

PENDING ITEMS

MPO Functional Classification of Streets and Roadways
Regional Priority List Ranking Methodology

Adjourn

Next meeting: October 25, 2006

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TECHNICAL COORDINATING COMMITTEE

August 23, 2006

MINUTES OF MEETING

- *Mark Ahrendsen City of Durham/Transportation (TCC Chair)
- *Andy Henry City of Durham/Transportation
- *John Hodges-Copple Triangle J COG
- *Karen Lincoln Orange County Planning
- *Dale McKeel Town of Carrboro
- *Jon Nance NCDOT-Division 5 Engineer
- *Felix Nwoko City of Durham/Transportation
- *Pierre Osei-Owusu City of Durham/DATA
- *Frost Rollins Town of Chapel Hill
- *Liz Rooks Research Triangle Foundation
- *Tamra Shaw NCDOT-PTD
- *Barbara Weigel Triangle Transit Authority
- Ellen Beckmann City of Durham/Transportation
- Fleming El-Amin Triangle Transit Authority
- Brian Rhodes City of Durham/Transportation
- John Tallmadge Triangle Transit Authority
- Chao Wang City of Durham/Transportation
- *Voting Member

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

Preliminaries:

Adjustments to the Agenda

There were no adjustments to the agenda.

Public Comment

Liz Rooks, Research Triangle Foundation, spoke regarding the Smart Commute Challenge.

Action Items:

Approval of July 26, 2006 TCC Meeting Minutes (Attachment 4)

33 A motion was made by Felix Nwoko and seconded by Liz Rooks to approve the
34 July 26, 2006 TCC Meeting Minutes. The motion carried unanimously.

35 **Southwest Durham and Southeast Chapel Hill Collector Street Plan (Attachments 5**
36 **and 5A)**

37
38 Mark Ahrendsen provided an introduction for the Southwest Durham and
39 Southeast Chapel Hill Collector Street Plan, along with the attachments. Andy Henry
40 reviewed the attachments with staff noting the revisions. Dale McKeel asked if there
41 were any plans to pave George King Road. Andy stated George King Road is being
42 paved as development occurs. The right-of-way is not available for paving. Karen
43 Lincoln asked if Chapel Hill designated any collector streets and Mark stated that
44 Lancaster Drive and Meadowmont Drive are designated as collector streets. John
45 Hodges-Copple asked if both municipalities and counties have designated processes for
46 development proposals to ensure that there is reservation or dedication of collector
47 streets. How are we ensuring the decision? Frost Rollins stated that David Bonk felt
48 strongly that the collector street plan should remain as a separate plan and the alignment
49 of Southwest Durham Drive and the Farrington Road study should be part of the Long
50 Range Transportation Plan. Those two things should not be included. David would be in
51 opposition of the proposed action as far as it relates to the initiation of related studies.
52 John Hodges-Copple stated if the current alignment of Southwest Durham Drive is not
53 going to survive through the 2035 LRTP, why are we requiring developers to reserve
54 space that has very little likelihood of surviving? Staff will bring an amendment to the
55 LRTP to realign Southwest Durham Drive forward to the TCC for consideration. Mark
56 doesn't think staff can wait two years for the LRTP process to flush it out because we are
57 now (1) reserving right-of-way that won't be needed when we select the final alignment

58 and (2) allowing development in the alignment that we would like to see two years from
59 now. Mark thinks the intent of staff is to bring forward to the TCC at the next meeting an
60 amended alignment that will look at using more of George King Road as an alignment for
61 Southwest Durham Drive while still connecting to Meadowmont Drive. Andy Henry will
62 meet with Wesley Parham to move the line on the map.

63 A motion was made by Felix Nwoko and seconded by Pierre Osei-Owusu to
64 provide the revised plan as an informational item to the TAC and explain the TCC
65 recommendation so it can be passed along to the Town of Chapel Hill. Jon Nance
66 suggested replacing the arrows pointing towards NC 54 with actual lines connecting the
67 collector streets to NC 54 using existing roadways such as Crossland Drive and Celeste
68 Circle. A substitute motion was made and seconded by John Hodges-Copple to actually
69 illustrate the lines on the map per the discussion. Andy Henry stated, for clarification,
70 that the collector street off of Farrington Road heading south is going to be shown all the
71 way to NC 54. Barbara Weigel asked if there is a possibility that only one collector street
72 would go through to NC 54 if a development proposal suggested it. Mark Ahrendsen
73 said yes, it is possible. The motion carried unanimously.

74 **Coordinated Human Services Transportation Plan (Attachments 6, 6A, 6B, 6C, 6D,**
75 **and 6E)**

76
77 Mark Ahrendsen provided an introduction for the Coordinated Human Services
78 Transportation Plan, along with the attachments.

79 John Tallmadge stated this process will try to bridge the gap between the fixed
80 route public transportation operated by Chapel Hill, Durham, and TTA and the existing
81 community transportation programs including Chatham County. The meetings will be to
82 identify needs of the target markets and prioritize those needs.

83 The recommendation of the subcommittee is for the final plan to look like a
84 prioritization of the needs of the area and not a prescription of specific services that will
85 be provided. The competitive selection process is supposed to be looking for proposals
86 to fit the needs rather than competition for funding to provide a specific service.

87 The proposed scope of work is estimated to take 350 to 400 staff hours. The LPA
88 doesn't feel they have the staff to do it at this time. However, TTA does have the staff
89 resources so the City of Durham would contract with TTA to provide these services in
90 the needed time frame.

91 Tamra Shaw stated that on the TIP Amendment table the system says "City of
92 Durham". It should say DATA.

93 A motion was made by Pierre Osei-Owusu and seconded by Barbara Weigel to
94 recommend that the TAC contract with TTA for the creation of the Coordinated Human
95 Services Transportation Plan and that the TAC approve Amendment #4 to the 2006-2012
96 MTIP with the changes noted by Tamra Shaw and add any necessary amendments to the
97 UPWP. The motion carried unanimously.

98 **US 15-501 Transit Corridor Memorandum of Agreement (MOA) (Attachment 7 and**
99 **7A)**

100
101 Mark Ahrendsen provided an introduction for the US 15-501 Transit Corridor
102 Memorandum of Agreement (MOA), along with the attachments. Andy Henry provided
103 an update on this item. The subcommittee decided there were two issues: (1) how to
104 protect the corridor; and (2) what are the adoption procedures for making changes to
105 major corridors? Andy recommends bringing a new MOA to the TAC. After discussion,
106 it was decided to give the TAC both the red marked version and the clean version of the
107 MOA.

108 Barb Weigel asked if the studies proposed in the MOA had a timeframe for
109 completion. The study timeframe will be determined and designated when the
110 ordinances are written.

111 Felix asked about the final US 15-501 Transit Corridor report. The most recent
112 copy that the LPA has is dated in June 2005. John Hodges-Copple will send a copy of
113 the final version of the mapping and the individual reports to Andy.

114 Frost Rollins asked for clarification as to why TTA is not a partner in the MOA.
115 Andy stated that it is because the MOA is asking for changes in development ordinances.

116 Frost Rollins requested that this item be deferred until the September meeting as
117 David Bonk has comments. Mark asked Frost if she knew the nature of the comments
118 and Frost stated that she did not. John Hodges-Copple stated that the recommendation
119 was only to take it to the TAC. If Chapel Hill has comments, they can submit them to the
120 TAC.

121 A motion was made by Karen Lincoln and seconded by Barbara Weigel to
122 forward the recommendation to the TAC and suggest that Chapel Hill submit their
123 comments to the TAC. The motion carried unanimously.

124 **Reports from Staff:**

125 **Reports from Staff (Attachment 8)**

126 Felix Nwoko reviewed the staff report. Felix stated that the TIP will be reviewed
127 in September.

128 John Hodges-Copple asked if the staffing conditions have affected project
129 schedules and Felix stated that it has not. The Transportation Planner II position is open

130 until September 8, 2006 and the Transportation Systems Engineer position has been
131 extended another month.

132 **Report from the Chair**

133 On September 7, 2006 there will be a briefing for both the Durham Board of
134 County Commissioners and the City Council on the status of the Environmental Study for
135 the East End Connector project. There is a public meeting scheduled for September 26,
136 2006 from 4-7 p.m. at the Living Waters Church on US-70.

137 Staff is still trying to schedule a joint TAC meeting with CAMPO.

138 Dale McKeel stated that a letter was sent regarding the policy on projects selected
139 by entities other than the State Board of Transportation. Have we received a response
140 yet? Yes, Mark will share the response.

141 **NCDOT Report (Attachment 10)**

142 Jon Nance, NCDOT Division 5 Engineer provided an update on projects. John
143 Hodges-Copple asked about the status of NC 54 and I-40. They are supposed to start
144 next week. Jon said that there were barricades out. There will be lane closures during
145 the day and the media will be notified in advance to assist the public. Regarding the
146 roundabout; plans have been provided to the developer and NCDOT has revised their
147 proposal. There is not a completion date as of yet.

148 John Hodges-Copple stated that there will be a meeting at TJCOG regarding the
149 toll road projects in the Triangle and the implications for air quality conformity and how
150 the TTA Phase I decision might fit in. The meeting will begin at 9:30 a.m on Friday
151 August 25, 2006.

152 Mark Ahrendsen stated that the next step for the NC Turnpike Authority is to
153 conduct the next level of financial studies associated with the toll projects. For them to
154 proceed they needed the CAMPO TAC's approval and they will be coming to DCHC
155 MPO for approval in September/October.

156 **Informational Items:**

157 **Recent Newspaper Articles/Legislative Update (Attachment 11)**

158 The recent newspaper articles/legislative updates are attached.

159 **Adjournment**

160 There being no further business before the Technical Coordinating Committee,
161 the meeting adjourned at 11:02 a.m.

The Triangle Parkway Project

Information prepared for

*Durham-Chapel Hill-Carrboro
Technical Coordinating Committee*

September 27, 2006

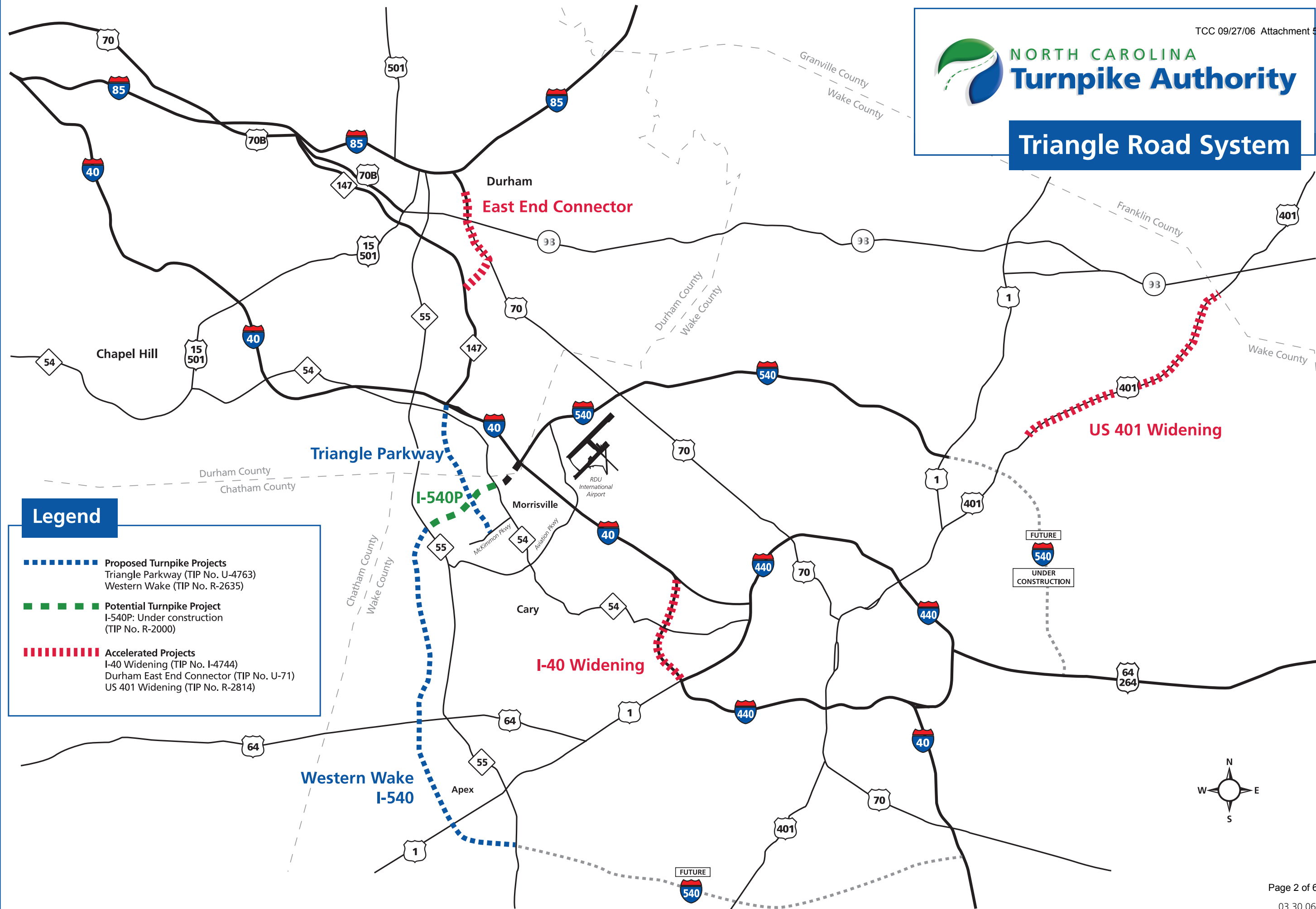
Contents:

- Triangle Roadway System map
- Executive Summary
- Links to complete study reports





Triangle Road System



Legend

- Proposed Turnpike Projects**
Triangle Parkway (TIP No. U-4763)
Western Wake (TIP No. R-2635)
- Potential Turnpike Project**
I-540P: Under construction (TIP No. R-2000)
- Accelerated Projects**
I-40 Widening (TIP No. I-4744)
Durham East End Connector (TIP No. U-71)
US 401 Widening (TIP No. R-2814)

**Triangle Parkway Project
Executive Summary
Durham-Chapel Hill-Carrboro TCC
September 27, 2006**

Request concerning Triangle Parkway to the TCC from the North Carolina Turnpike Authority

In accordance with the policy of the North Carolina Turnpike Authority (NCTA), the NCTA requests that the Durham-Chapel Hill-Carrboro TCC review the project's preliminary financial feasibility study and corresponding financial analysis for construction of the Triangle Parkway as a toll project and make a recommendation to the DCHC TAC that the NCTA proceed with an Investment-Grade financial feasibility study. (Links provided below.)

Background

NCTA Policy

In March of 2006, the NCTA Board adopted a Project Approval Process containing, in part, the following language:

“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.”

The purpose of this provision is to inform local government officials of the financial viability of any proposed toll road and to make them aware of the likelihood that local incremental financing may be needed to fill the “gap” between the right-of-way and construction costs of the project and the amount of funds that should be available through private sources.

Project Description

The Triangle Parkway project is an approximately five-mile, new-location roadway from Interstate 40 at NC 147 in Durham County to McCrimmon Parkway in Wake County. The roadway intersects the planned I-540 extension through western Wake County and provides a continuous route from the Durham Freeway to the southwestern sections of Wake County. Eventually, the route will connect with I-40 south of US 70 in southeastern Wake County. (See Triangle Road System map which is available at: http://www.ncturnpike.org/pdf/Triangle_Road_System_Map.pdf.)

Cost

Total project cost is estimated at \$160.5 million (year-of-construction dollars).

Schedule

An Environmental Assessment of the project is currently underway, and a FONSI is expected in spring 2007. Construction contracts are scheduled to be awarded in fall 2007, and the Parkway could be open to citizens by fall 2010.

Remarks to Durham-Chapel Hill-Carrboro MPO by David Joyner

In remarks to the TAC on August 9, 2006, David Joyner, NCTA Executive Director, made the following comments:

“We at the Turnpike Authority believe strongly that, along with providing financing opportunities for critical new projects, part of our legislative mandate, as reflected in our policy, is our intent to ensure local planning organizations are given the opportunity to express their support for delivery of a new project. In addition, we fully appreciate any concerns that the DCHC will have regarding any potential requests that may be forthcoming from the NCTA for local financial assistance to build the project. I would like to assure the members of DCHC and other local officials in this area that, while it is anticipated that a \$38 million gap does exist for the project, no local funds are anticipated to be requested to complete the project. Should this situation change at any point in the future, a formal presentation and notification will be made immediately to the DCHC.”

Summary of Preliminary Studies

In December 2005, mayors of five Wake County towns and the chair of the Regional Transportation Alliance requested that the NCTA conduct a preliminary financial feasibility study for building the Triangle Parkway and the Western and Southern Wake sections of I-540. The preliminary financial feasibility study consists of three reports which are summarized below.

Preliminary Traffic and Revenue Study

A preliminary traffic and revenue study was undertaken by Wilbur Smith Associates and presented to the NCTA Board of Directors in June of this year. Various scenarios examined revenue potential from the Triangle Parkway as a part of an interconnecting system with the Western Wake Parkway and I-540P currently under construction between Highways 54 and 55 in Wake County.

Conclusions of that study found:

- The optimum opening year toll rate for the Triangle Parkway to be \$1.00 at the mainline plaza.
- Triangle Parkway will provide major regional future traffic benefits. When opened in 2010, the Parkway will be a critical link to the Research Triangle Park and I-540 in western and southern Wake County. This link will also provide access to potentially heavy traffic volumes that could bypass sections of I-40 between Durham and Raleigh.
- Tolls potentially can cover a significant portion - up to 75% - of the project's cost.

For more information, see the full report which is available at:

http://www.ncturnpike.org/pdf/Triangle_Pky_Final_Traffic_and_Revenue_Report_040106.pdf.

Technical Memorandum on Total Cost

HNTB conducted cost studies on the Triangle Parkway. The project is estimated to cost \$160.5 million (year-of-construction dollars). Additional details on cost are available in the full report which is available at: http://www.ncturnpike.org/pdf/Triangle_Parkway_Cost_Memo_HNTB.pdf.

Preliminary Financing Plan

PFM prepared a preliminary financing plan for the Triangle Parkway as a toll facility. This plan consists of project toll revenue bonds along with financing options to fund the gap between construction costs and bond revenue. In the base case, a \$38 million gap funding was assumed to be filled with a state governmental loan repaid subordinate to the toll revenue bonds. An alternate plan utilized a non-toll revenue source over time. For more information, see the full report available at: http://www.ncturnpike.org/pdf/Triangle_Parkway_Financing_Plan_PFM.pdf.

Conclusions and Next Steps

The preliminary financial feasibility study reports outlined above indicate that the Triangle Parkway project is quite viable as a toll facility and could have a critical impact on the viability of the region's roadway system.

Benefits of the combined projects include:

- Significant time savings: It is anticipated by Wilbur Smith Associates that a commuter traveling from Holly Springs and driving to work in the northern sections of the RTP will save as much as 20 minutes each way. That equates to an annual time savings of one full week that will be added back to that commuter's life.
- Advanced project delivery: If funded through traditional sources, these projects will not be completed for 20-25 years. However, if tolling is used as a revenue source, the NCTA expects construction can begin in less than two years and will be open to the public in 2011.
- Significant cost savings: When combined, the Triangle Parkway and I-540 Western Wake projects have an estimated cost of over \$800 million. Using tolling as a revenue source, only \$215 million of state or additional privately financed gap funds will be needed to complete the project. If successful, the \$800 million project cost will be removed from Division 5's TIP priority list, thereby freeing \$800 million that may be used in future years for other critical projects such as the East-End Connector.
- A significant road system for the citizens of Durham, Orange and Wake counties: As shown in the Triangle Road System map, completing the East-End Connector, the Triangle Parkway, and the Western Wake Parkway will provide an interstate-quality roadway corridor from I-85 in northern Durham through the Research Triangle Park to the southwestern portions of Wake County. Eventually, this corridor will be completed through southern Wake County to connect with I-40.

As noted above, prior to incurring the expense necessary to more fully assess the financial viability of the Triangle Parkway and the necessary environmental reviews, the Durham-Chapel Hill-Carrboro MPO must request that the NCTA proceed with these studies. As a result, the NCTA would ask that the TCC make the following recommendation to the TAC for their approval at their October 11 meeting:

The Durham-Chapel Hill-Carrboro TCC has reviewed the preliminary financial feasibility and financial analysis reports for the Triangle Parkway as a toll facility and recommends that the TAC request the North Carolina Turnpike Authority to proceed with an Investment-Grade traffic and revenue study and all necessary environmental studies for delivery of the Triangle Parkway as a toll facility.

Later next year, the NCTA will be returning to the DCHC with a request for approval of the modified air quality results that will be generated by the CAMPO air quality study.

LINKS:

Preliminary Traffic and Revenue Study, Wilbur Smith Associates

http://www.ncturnpike.org/pdf/Triangle_Pky_Final_Traffic_and_Revenue_Report_040106.pdf

Technical Memorandum on Total Cost, HNTB

http://www.ncturnpike.org/pdf/Triangle_Parkway_Cost_Memo_HNTB.pdf

Preliminary Financing Plan

http://www.ncturnpike.org/pdf/Triangle_Parkway_Financing_Plan_PFM.pdf

Triangle System Roadway Map

http://www.ncturnpike.org/pdf/Triangle_Road_System_Map.pdf



August 31, 2006

Mr. David Joyner, Chairman
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578

Dear Mr. Joyner:

The members of the Capital Area Metropolitan Planning Organization's Transportation Advisory Committee would like to express our appreciation to the North Carolina Turnpike Authority (NCTA) for its efforts to date. The efforts put forth in exploring the feasibility of constructing the I-540 Western Wake Freeway, including the Triangle Parkway, as a toll road are greatly appreciated. Based on the findings of the Preliminary traffic and revenue studies, the Capital Area MPO is hereby requesting that the NCTA proceed further by undertaking the investment-grade financial feasibility study for the Triangle Parkway and Western Wake Freeway.

Additionally, the Capital Area MPO requests that the NCTA undertake the necessary environmental documentation and additional design work to ensure that both projects will be prepared to proceed to construction expeditiously should the findings of the investment grade study be favorable and a sound financial plan developed.

The Capital Area MPO also requests that the NCTA initiate environmental studies and a study of all feasible financing options on the Southern Wake Freeway to allow for its construction as a toll road at the earliest possible future date. The MPO also urges the NCTA Board to work with the NC General Assembly to identify potential sources of new revenue, which could be used to fill the financing "gap" needed to complete this project and the remainder of the entire I-540 system.

The MPO is requesting that the Authority study the feasibility of tolling that portion of I-540 currently under construction between NC 54 and NC 55. The purpose of this feasibility study would be to determine if tolling this portion of the roadway would significantly reduce the funding gap and lower the toll rate required on the Western Wake Freeway and Triangle Parkway.

The MPO members understand and appreciate that the NCTA recognizes the importance of working closely together with the MPO on potential turnpike projects in our planning region. They look forward to continuing to be closely involved in upcoming work associated with implementing this important turnpike project including updates that will be needed to the Long-Range Transportation Plan and the

Metropolitan Transportation Improvement Program both of which require MPO approval.

The information presented at the Transportation Advisory Committee of the MPO on August 16, 2006 was well-received and provided answers to many of the questions from member agencies. Members present at that meeting requested that the NCTA and MPO staff work together to formulate a Memorandum of Understanding to clearly define and clarify issues including, but not limited to:

- 1) Any funds raised as a result of tolls on this project be used on this project and not diverted to other projects or areas of the state;
- 2) A sunset of tolls when improvement costs are satisfied;
- 3) NCDOT be included in the discussions relating to any funding shortfall; and
- 4) The road must be designed and constructed to meet or exceed NCDOT standards.

The TAC appreciates the efforts of the NC Turnpike Authority, fully supports the emerging MPO/NCTA partnership and looks forward to working closely with the Authority to develop the Memorandum of Understanding.

Sincerely,

Joe Bryan, Chair
Transportation Advisory Committee
Capital Area MPO

cc: Mr. Perry Safran
Capital Area MPO TAC Members
Ed Johnson, Director, Capital Area MPO Lead Planning Agency

NCTA Draft Response to Issues in CAMPO Memorandum of Understanding

*Draft subject to legal review, drafting of the memorandum,
and approval by the NCTA Board.*

Draft Responses to Four Points:

Members present at that meeting requested that the NCTA and MPO staff work together to formulate a Memorandum of Understanding to clearly define and clarify issues including, but not limited to:

1. Any funds raised as a result of tolls on this project be used on this project and not diverted to other projects or areas of the state;
 - It is the policy of NCTA “that toll revenues generated in one corridor are intended to be expended on financial obligations and improvements in the corridor from which those revenues were generated.”
 - The policy would permit the project to be refinanced or financially consolidated with a contiguous toll facility such as Southern Wake for reducing the gap on the contiguous toll facility or otherwise enabling or accelerating the completion of the contiguous toll facility.
 - Revenues generated from the sale or lease (concession) of all or a portion of a proposed toll road shall only be used for the funding or financing of the right-of-way acquisition, construction, expansion, operations, maintenance, and Authority administration costs associated with the toll segment or a contiguous toll facility.
2. A sunset of tolls when improvement costs are satisfied;
 - NCTA fully intends to comply with the law which requires that the tolls be removed when the bonds are repaid as stated below:

“The Authority shall, upon fulfillment of and subject to any restrictions included in the agreements entered into by the Authority in connection with the issuance of the Authority's revenue bonds, remove tolls from a Turnpike Project.”
 - The project may be refinanced or financially consolidated with a contiguous toll facility such as Southern Wake, thereby extending the original length of the original financing.

***Draft subject to legal review, drafting of the memorandum,
and approval by the NCTA Board.***

3. NCDOT be included in the discussions relating to any funding shortfall; and
 - NCTA agrees with this point.
 - NCDOT has been and will continue to be included “in the discussions relating to any funding shortfall” – i.e. filling the financial gap.
 - While NCTA intends to seek project gap funding from the NC General Assembly during the upcoming legislative session, it is not certain that adequate funding will be provided to provide for construction of the project. If this occurs, NCTA will consider all other options for building the project including entry into a Public Private Partnership, as referenced above in Question 1.

4. The road must be designed and constructed to meet or exceed NCDOT standards.
 - NCTA agrees with this point.
 - The Master Agreement between NCTA and NCDOT requires that NCDOT approve important elements of the project at key points.

MEMORANDUM

TO: Capital Area MPO Members
CC: Durham-Chapel Hill-Carrboro MPO Members
FROM: Triangle Transit Authority Board of Trustees
DATE: September 21, 2006
SUBJECT: NC Turnpike Authority and transit issues

The Triangle Transit Authority (TTA) Board of Trustees has reviewed the North Carolina statutes regarding the responsibilities of the North Carolina Turnpike Authority (NCTA) and public transportation in light of the upcoming financial feasibility study by NCTA of the proposed Wake turnpike facility. As a result of this review, TTA would request that several matters be included in the scope and objectives of this study.

In the 2002 legislation creating the NCTA, the General Assembly authorized the NCTA to study, plan and develop turnpike or toll road facilities in the state. In Section 9 of that legislation, the Authority was required to “evaluate the feasibility of encouraging mass transit and ridesharing in its proposed toll road facilities.”

It is our understanding that the NCTA has completed its preliminary feasibility study for a toll road facility under consideration in Wake County. In the next month the NCTA will begin the preliminary finance study for the Wake toll facility. Based upon the language of Section 9 cited above, it appears that there is firm ground (“shall evaluate”) for MPO members to ask that certain areas of interest or pertinent issues will be studied as a part of this preliminary finance study of the toll facility. More specifically, we would ask that the following matters be reviewed and investigated as a part of the financial feasibility study:

1. How adequate is the provision for future transit facilities: TTA has raised the question of whether the proposed toll facility or facilities would provide for possible future transit services, vehicles or facilities. An answer to this question was offered by a letter from NCTA Director David Joyner to TTA stating that the design of the toll road included an approximately 70 foot center corridor which could be available for transit use. While acknowledging that this is a helpful response, some additional clarification is needed, such as:
 - a. Will this center corridor be clearly and legally reserved for transit use in any binding manner?
 - b. Will this corridor be made available for other uses as well, such as fiber optic or other utility easements?
 - c. Perhaps most importantly, at some point in the future can this same corridor be used for future expansion of the toll road itself (from a 4 lane to a 6 lane facility)?
 - d. Will the design of the toll road and the center corridor allow for and accommodate a functional design of rail transit if that is chosen as the preferred transit alternative?

2. Does the toll facility encourage transit and ridesharing:
 - a. Will the buses of transit agencies such as TTA, CATS, and DATA be able to travel free on the toll road?
 - b. Will the regions vanpools be able to travel at no cost on the toll road?
 - c. Will carpoolers (of, say, 3 or more persons) also be able to ride on the toll road at no cost?
 - d. In what other financial ways can the NCTA encourage and facilitate transit and ridesharing on this proposed toll facility?



 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

October 11, 2006

Mr. David Joyner, Chairman
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578

RE: Triangle Parkway (TIP U-4763)

Dear Mr. Joyner:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) appreciates the efforts of the North Carolina Turnpike Authority (NCTA) in pursuing the construction of toll roads in the state. The DCHC MPO realizes that alternative financing, such as tollroads, is an important tool to address some of our area's transportation needs. The DCHC MPO also appreciates the NCTA's efforts to involve the MPO in the financial, environmental, and design studies for the Triangle Parkway. Based on the findings of the preliminary traffic and revenue studies, the DCHC MPO requests that the NCTA proceed with the investment-grade financial feasibility study for the Triangle Parkway with several qualifications.

The DCHC MPO would like the NCTA to consider the provision of future transit facilities in the design of the project. Consideration should be given to reserving space in the median of the project for future transit use and the design of the Triangle Parkway should not rule out the later construction of a transit facility in the median. In addition, the MPO would like the NCTA to consider free use of the road by buses, vanpools, and (at least 3+) carpools in its studies for the roadway. Because this toll option may have a significant effect on potential toll revenues and the design of the roadway, the MPO wants to ensure that this option is not being precluded by the modeling assumptions that are being used for the financial, environmental, and design studies.

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

The Research Triangle Foundation has been a strong supporter of the Triangle Parkway from the roadway's inception. The foundation has planned for the roadway by protecting

a roadway corridor through the Research Triangle Park. Use of this corridor would minimize the impact on the businesses, facilities, and infrastructure. Accordingly, the DCHC MPO requests that, to the extent feasible, the toll road utilize the right of way that has been reserved for this project, considering the environmental and design constraints.

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

The DCHC MPO also wants to ensure that all toll revenues from the Triangle Parkway be dedicated to this project or a contiguous toll project and not be diverted to other projects or other areas of the state. Furthermore, the MPO wants the tolls to be eliminated once the project costs are paid (i.e. sunset provision). The DCHC MPO also continues to be concerned about additional funding that will be required to construct the project. The NCTA has stated that toll revenues will not cover all of the project costs. While the DCHC MPO is generally supportive of the Triangle Parkway, it is not the MPO's highest priority for funding. Realizing the tight competition for highway funding in Division 5, the MPO objects to any diversion of funds from any higher priority projects to the Triangle Parkway. The DCHC MPO encourages the NCTA to work with the NC General Assembly to identify new sources of revenue that could be used to fill the funding gap for toll road projects. Accordingly, all discussions relating to covering the funding shortfall should include the DCHC MPO and NCDOT.

The DCHC MPO hopes to be a partner in the planning, design, construction, and operation of the Triangle Parkway. Please contact Mark Ahrendsen at 919-560-4366 if you have any questions or if you would like to set up a meeting to discuss our concerns.

Sincerely,

William V. "Bill" Bell, Chair
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
Transportation Advisory Committee

CC: DCHC MPO TAC members
DCHC MPO TCC members

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.



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

September 27, 2006

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

(919) 560-4366

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I. Introduction

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

The 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, transportation citizen advisory committees of local jurisdiction, 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, Unified Planning Work Program 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, transportation citizen advisory committees of MPO member jurisdictions, 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: citizen advisory committees of MPO jurisdictions, 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 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 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 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 citizen advisory committee of MPO member jurisdictions. 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. The DCHC Technical Coordinating Committee will provide comments to the Air Quality Inter-Agency Partners during the interagency comment period.
2. The DCHC Technical Coordinating Committee will receive the final 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.

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	IM	18,800	UNFUNDED
			CONSTRUCTION	NHS	28,200	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
STRATEGIC HIGHWAY CORRIDOR			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		1,800	PRIOR YEARS
			MITIGATION	IM	359	IN PROGRESS
			MITIGATION	NHS	538	UNFUNDED
	A	SR 1006 NEAR HILLSBOROUGH TO EAST OF SR 1709.	RIGHT-OF-WAY	NHS	960	FY 12
			CONSTRUCTION	IM	10,800	UNFUNDED
			CONSTRUCTION	NHS	16,200	UNFUNDED
	B	EAST OF SR 1709 TO DURHAM COUNTY LINE.	RIGHT-OF-WAY	NHS	250	FY 10
			CONSTRUCTION	IM	16,000	UNFUNDED
			CONSTRUCTION	NHS	24,000	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
STRATEGIC HIGHWAY CORRIDOR			TOTAL PROJECT COST		270,352	IN PROGRESS
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

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	COST	
				FUNDING SOURCE	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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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)
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
<i>PROJECT LET WITH U-4026. FFY 08 AMOUNT PROGRAMMED INCLUDES PAYBACK TO RTF.</i>					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
<i>SECTION A UNDER CONSTRUCTION WITH PAYBACK IN FFY 07 AS PROGRAMMED</i>					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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TRANSPORTATION PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST		SCHEDULE (FISCAL YEARS)
					ESTIMATES (THOU)		
RURAL PROJECTS							
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	
URBAN PROJECTS							
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			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			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			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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 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						
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 IN PROGRESS
			RIGHT-OF-WAY	STP	1,600	UNFUNDED
			CONSTRUCTION	STP	5,000	UNFUNDED
ORANGE						
<i>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY</i>			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.			5,355	PRIOR YEARS IN PROGRESS
ORANGE			CONSTRUCTION			
			TOTAL PROJECT COST		5,355	
CHAPEL HILL	U-4449	REAL-TIME TRANSPORTATION INFORMATION SYSTEM.			1,248	PRIOR YEARS IN PROGRESS
ORANGE			IMPLEMENTATION			
			TOTAL PROJECT COST		1,248	
CHAPEL HILL	U-4704	CHAPEL HILL-CARRBORO COMPUTERIZED TRAFFIC SIGNAL SYSTEM.	CONSTRUCTION	C	400	FY 11
ORANGE			CONSTRUCTION	STP	4,200	FY 11
			TOTAL PROJECT COST		4,600	
CHAPEL HILL	U-4723	PUBLIC TRANSIT IMPROVEMENTS.			3,625	PRIOR YEARS IN PROGRESS
ORANGE			IMPLEMENTATION			
			TOTAL PROJECT COST		3,625	
CHAPEL HILL	U-4725A	EIGHTEEN (18) EXPANSION BUSES.	CONSTRUCTION	O	418	FY 07
ORANGE			CONSTRUCTION	STPDA	1,670	FY 07
<i>FUNDS TRANSFERRED TO PROJECT TD-4711D FOR CHAPEL HILL TRANSIT MAINTENANCE FACILITY</i>			TOTAL PROJECT COST		2,088	

* 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		SCHEDULE (FISCAL YEARS)
					ESTIMATES (THOU)		
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		SCHEDULE (FISCAL YEARS)
					ESTIMATES (THOU)		
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 IN PROGRESS
			RIGHT-OF-WAY	STP		800	FY 07
			CONSTRUCTION	STP		18,100	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 IN PROGRESS
DURHAM							
	A	SR 1121 (CORNWALLIS ROAD) TO EAST OF NC 147.	RIGHT-OF-WAY	STP		500	FY 08
			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
CHATHAM DURHAM ORANGE						2,314	FY 07 08 09 10
			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 IN PROGRESS
			RIGHT-OF-WAY	STPDA		3,000	FY 07
			CONSTRUCTION	STP		4,500	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 IN PROGRESS
			CONSTRUCTION	O		200	FY 08
			CONSTRUCTION	S		1,500	FY 08
DURHAM			TOTAL PROJECT COST			3,126	

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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		SCHEDULE (FISCAL YEARS)
					ESTIMATES (THOU)		
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 CONSTRUCTION CONSTRUCTION	S STPDA	1,510 540 2,160		PRIOR YEARS IN PROGRESS FY 07 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 RIGHT-OF-WAY MITIGATION CONSTRUCTION	STP STP STP	150 2,290 52 1,550		PRIOR YEARS IN PROGRESS FY 08 FY 08 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 CONSTRUCTION	NHS	1,309 12,300		PRIOR YEARS 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			TOTAL PROJECT COST		6,500		
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		<i>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>				
DURHAM DURHAM	U-4722*	ROXBORO ROAD, DUKE STREET TO GOODWIN ROAD. 4.4 Mile(s)				
STRATEGIC HIGHWAY CORRIDOR		<i>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>				
DURHAM DURHAM	U-4724	CORNWALLIS ROAD, SOUTH ROXBORO ROAD TO UNIVERSITY DRIVE. BIKE AND PEDESTRIAN FEATURES.	CONSTRUCTION CONSTRUCTION	O STPDA	454 1,816	FY 10 FY 10
					TOTAL PROJECT COST	2,270
DURHAM DURHAM	U-4725	EIGHTEEN (18) EXPANSION BUSES.				
CHAPEL HILL ORANGE	A	PURCHASE A - SEE PROJECT U-4725A, ORANGE COUNTY.	CONSTRUCTION CONSTRUCTION	O STPDA	418 1,670	FY 07 FY 07
	B	PURCHASE B. AMOUNT PROGRAMMED DOES NOT INCLUDE \$288,000 REALLOCATED TO PURCHASE A.	ACQUISITION ACQUISITION	O STPDA	302 1,210	FY 08 FY 08
	C	PURCHASE C.	ACQUISITION ACQUISITION	O STPDA	360 1,440	FY 09 FY 09
					TOTAL PROJECT COST	3,312
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.	RIGHT-OF-WAY CONSTRUCTION	STP STP	600 1,750	UNFUNDED UNFUNDED
					TOTAL PROJECT COST	2,350
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 Mile(s)	PLANNING/DESIGN RIGHT-OF-WAY MITIGATION CONSTRUCTION		400 1,400 598 20,800	PRIOR YEARS IN PROGRESS FY 10 FY 11 FY 12
					TOTAL PROJECT COST	23,198

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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						
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
<i>LET WITH R-2904</i>			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		<i>NORTH CAROLINA TURNPIKE AUTHORITY PROJECT - PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY</i>				
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		SCHEDULE (FISCAL YEARS)
					ESTIMATES (THOU)		
FEASIBILITY STUDIES							
CHAPEL HILL ORANGE	FS-0307A	RELOCATED MASON FARM ROAD, NC 86 (SOUTH COLUMBIA STREET) TO US 15-501.					
<i>FEASIBILITY STUDY IN PROGRESS</i>							
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		SCHEDULE (FISCAL YEARS)
					ESTIMATES (THOU)		
FEDERAL BRIDGE PROJECTS							
SR 1402	B-3169	CREEK. REPLACE BRIDGE NO. 158				174	PRIOR YEARS
			RIGHT-OF-WAY				IN PROGRESS
			CONSTRUCTION	FA		375	FY 08
DURHAM							
TOTAL PROJECT COST						549	
SR 1561	B-4592	ENO RIVER. REPLACE BRIDGE NO. 64				200	PRIOR YEARS
			RIGHT-OF-WAY	NFA		80	FY 08
			CONSTRUCTION	NFA		1,175	FY 09
ORANGE							
TOTAL PROJECT COST						1,455	
SR 1616	B-4110	MOUNTAIN CREEK. REPLACE BRIDGE NO. 5				1,325	PRIOR YEARS
			CONSTRUCTION				IN PROGRESS
DURHAM							
TOTAL PROJECT COST						1,325	
SR 1616	B-4943	SANDY CREEK. REPLACE BRIDGE NO. 20				100	UNFUNDED
			CONSTRUCTION	NFA		1,000	UNFUNDED
DURHAM							
TOTAL PROJECT COST						1,100	
SR 1730	B-4218	NEW HOPE CREEK. REPLACE BRIDGE NO. 108				150	PRIOR YEARS
			RIGHT-OF-WAY	NFA		70	FY 07
			MITIGATION	NFA		55	FY 07
			CONSTRUCTION	NFA		675	FY 08
ORANGE							
TOTAL PROJECT COST						950	
SR 1839	B-3528	SYCAMORE CREEK. REPLACE BRIDGE NO. 429				310	PRIOR YEARS
SR 1906			RIGHT-OF-WAY	NFA		200	FY 07
			MITIGATION	NFA		27	FY 07
			CONSTRUCTION	NFA		1,150	FY 08
WAKE							
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)
MUNICIPAL BRIDGE PROJECTS						
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	
MITIGATION PROJECTS						
VARIOUS	EE-4905	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 5 PROJECT MITIGATION.			5,167	PRIOR YEARS IN PROGRESS
WAKE FRANKLIN DURHAM PERSON GRANVILLE VANCE WARREN			MITIGATION			
TOTAL PROJECT COST					5,167	
VARIOUS	EE-4907	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 7 PROJECT MITIGATION.			7,221	PRIOR YEARS IN PROGRESS
ROCKINGHAM CASWELL GUILFORD ALAMANCE ORANGE			MITIGATION			
TOTAL PROJECT COST					7,221	
VARIOUS	EE-4908	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 8 PROJECT MITIGATION.			8,756	PRIOR YEARS IN PROGRESS
RANDOLPH CHATHAM LEE MONTGOMERY MOORE RICHMOND HOKE SCOTLAND			MITIGATION			
TOTAL PROJECT COST					8,756	
BICYCLE AND PEDESTRIAN PROJECTS						
SR 1006 (ORANGE GROVE ROAD) ORANGE	E-4980	CONSTRUCT PEDESTRIAN BRIDGE OVER I-40.				
<i>SCHEDULED FOR FEASIBILITY STUDY</i>						

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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		SCHEDULE (FISCAL YEARS)
					ESTIMATES (THOU)		
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

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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		SCHEDULE (FISCAL YEARS)
					ESTIMATES (THOU)		
CONGESTION MITIGATION PROJECTS							
DURHAM DURHAM	C-4702	TEN (10) - REPLACEMENT BUSES.	ACQUISITION	CMAQ	3,000		FY 09
					TOTAL PROJECT COST	3,000	
DURHAM DURHAM	C-4928	MORREENE ROAD, NEAL ROAD TO ERWIN ROAD. CONSTRUCT BIKE LANES AND SIDEWALKS.	CONSTRUCTION CONSTRUCTION	CMAQ L	444 112		FY 09 FY 09
					TOTAL PROJECT COST	556	
DURHAM DURHAM	C-4929	BICYCLE PARKING PROGRAM. INSTALL BIKE RACKS AT VARIOUS LOCATIONS.	CONSTRUCTION CONSTRUCTION	CMAQ L	16 26 6		PRIOR YEARS FY 07 08 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 CONSTRUCTION OPERATIONS OPERATIONS	CMAQ L CMAQ L	89 16 147 147		FY 08 FY 08 FY 09 10 11 FY 09 10 11
ORANGE					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 IMPLEMENTATION	CMAQ L	80 20		FY 07 08 FY 07 08
	B	DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN DURHAM-CHAPEL HILL-CARRBORO (DCHC).	IMPLEMENTATION IMPLEMENTATION	CMAQ L	80 20		FY 07 08 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	

* 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)
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						
<i>SCHEDULED FOR PLANNING AND DESIGN ONLY</i>						
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
TOTAL PROJECT COST					70	
<i>PLANNING, DESIGN AND CONSTRUCTION BY TOWN</i>						
CARRBORO	E-4995	DRY CREEK GREENWAY.	CONSTRUCTION		80	PRIOR YEARS
CHAPEL HILL						IN PROGRESS
ORANGE						
TOTAL PROJECT COST					80	
<i>PLANNING, DESIGN AND CONSTRUCTION BY TOWN</i>						

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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 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.	CONSTRUCTION		481	PRIOR YEARS IN PROGRESS
					TOTAL PROJECT COST	481
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.	PLANNING/DESIGN		89	PRIOR YEARS IN PROGRESS
PLANNING AND DESIGN BY TOWN					TOTAL PROJECT COST	89
DURHAM DURHAM	E-2921E	AMERICAN TOBACCO RAIL TRAIL. NC 54 TO SOUTH OF I-40. CONSTRUCT A MULTI-PURPOSE TRAIL.	CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION	DP HP O STPDA	446 2,012 768 1,062	FY 07 08 FY 07 08 FY 07 08 FY 07 08
					TOTAL PROJECT COST	4,288
DURHAM 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
					TOTAL PROJECT COST	719
DURHAM 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
					TOTAL PROJECT COST	264
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.	CONSTRUCTION		105	PRIOR YEARS IN PROGRESS
					TOTAL PROJECT COST	105
DURHAM DURHAM	E-4999	BICYCLE AND PEDESTRIAN TRAILS IN DURHAM AND DURHAM COUNTY. ACQUISITION OF RAIL CORRIDORS AND CONSTRUCTION.				
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		SCHEDULE (FISCAL YEARS)
					ESTIMATES (THOU)		
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 IN PROGRESS
			OPERATIONS	S(5)	18,200	FY 07 08 09 10 11 12 13
			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. SAFETY IMPROVEMENTS.	IMPLEMENTATION		95	PRIOR YEARS IN PROGRESS
ORANGE						
<i>FUNDED - CONSTRUCTION NOT AUTHORIZED</i>						
TOTAL PROJECT COST					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		SCHEDULE (FISCAL YEARS)
					ESTIMATES (THOU)		
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							
<i>UNFUNDED PROJECT</i>			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							
<i>UNFUNDED PROJECT</i>			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							
<i>UNFUNDED PROJECT</i>			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							
<i>UNFUNDED PROJECT</i>			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							
<i>UNFUNDED PROJECT</i>			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							
<i>UNFUNDED PROJECT</i>			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							
<i>UNFUNDED PROJECT</i>			TOTAL PROJECT COST		180		

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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		SCHEDULE (FISCAL YEARS)
					ESTIMATES (THOU)		
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							
<i>UNFUNDED PROJECT</i>			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							
<i>UNFUNDED PROJECT</i>			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							
<i>UNFUNDED PROJECT</i>			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							
<i>UNFUNDED PROJECT</i>			TOTAL PROJECT COST		4,290		
CHAPEL HILL	TA-4979	REPLACEMENT VANS - 7	CAPITAL	FED	168		FY 10
			CAPITAL	L	34		FY 10
ORANGE							
<i>UNFUNDED PROJECT</i>			TOTAL PROJECT COST		202		
CHAPEL HILL	TA-4981	SEDANS/WAGONS/4X4 - 2	CAPITAL	FED	48		FY 10
			CAPITAL	L	12		FY 10
ORANGE							
<i>UNFUNDED PROJECT</i>			TOTAL PROJECT COST		60		
CHAPEL HILL	TA-4982	REPLACEMENT VANS - 4	CAPITAL	FED	160		FY 11
			CAPITAL	STAT	15		FY 11
ORANGE							
<i>UNFUNDED PROJECT</i>			TOTAL PROJECT COST		175		

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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-4983	REPLACEMENT VANS	CAPITAL	FED	269	FY 13
			CAPITAL	L	29	FY 13
			CAPITAL	STAT	26	FY 13
ORANGE						
<i>UNFUNDED PROJECT</i>			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						
<i>UNFUNDED PROJECT</i>			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						
<i>UNFUNDED PROJECT</i>			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						
<i>UNFUNDED PROJECT</i>			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						
<i>UNFUNDED PROJECT</i>			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						
<i>UNFUNDED PROJECT</i>			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						
<i>UNFUNDED PROJECT</i>			TOTAL PROJECT COST		2,000	

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 GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

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

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		SCHEDULE (FISCAL YEARS)
					ESTIMATES (THOU)		
PUBLIC TRANSPORTATION PROJECTS							
CHAPEL HILL	TG-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							
<i>UNFUNDED PROJECT</i>			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							
			TOTAL PROJECT COST		1,862		
CHAPEL HILL	TG-4730B	2 - REPLACEMENT SUPPORT VEHICLES	CAPITAL	FED	34		FY 07
			CAPITAL	L	8		FY 07
ORANGE							
<i>UNFUNDED PROJECT</i>			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							
			TOTAL PROJECT COST		2,086		
CHAPEL HILL	TG-4731B	2 - REPLACEMENT SUPPORT VEHICLES	CAPITAL	FED	34		FY 08
			CAPITAL	L	8		FY 08
ORANGE							
<i>UNFUNDED PROJECT</i>			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							
			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							
			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							
			TOTAL PROJECT COST		2,930		

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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	TG-4925B	2 - REPLACEMENT SUPPORT VEHICLES	CAPITAL	FED	38	FY 11
			CAPITAL	L	9	FY 11
ORANGE						
<i>UNFUNDED PROJECT</i>			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
			CAPITAL	L	656	FY 12
ORANGE						
			TOTAL PROJECT COST		3,282	
CHAPEL HILL	TG-4926B	3 - REPLACEMENT SUPPORT VEHICLES	CAPITAL	FED	70	FY 12
			CAPITAL	L	17	FY 12
ORANGE						
<i>UNFUNDED PROJECT</i>			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
			CAPITAL	L	735	FY 13
ORANGE						
			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
			CAPITAL	L	326	FY 07
DURHAM						
			TOTAL PROJECT COST		1,500	
DURHAM	TA-4753	18 - REPLACEMENT VANS	CAPITAL	FED	504	FY 07
			CAPITAL	L	63	FY 07
			CAPITAL	STAT	63	FY 07
DURHAM						
<i>UNFUNDED PROJECT</i>			TOTAL PROJECT COST		630	
DURHAM	TA-4754	6 - EXPANSION VANS	CAPITAL	FED	168	FY 07
			CAPITAL	L	21	FY 07
			CAPITAL	STAT	21	FY 07
DURHAM						
<i>UNFUNDED PROJECT</i>			TOTAL PROJECT COST		210	

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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						
DURHAM	TA-4755	13 - EXPANSION BUSES	CAPITAL	FED	3,120	FY 07
			CAPITAL	L	390	FY 07
			CAPITAL	STAT	390	FY 07
DURHAM						
<i>UNFUNDED PROJECT</i>			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						
<i>UNFUNDED PROJECT</i>			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						
<i>UNFUNDED PROJECT</i>			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						
<i>UNFUNDED PROJECT</i>			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						
<i>UNFUNDED PROJECT</i>			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						
<i>UNFUNDED PROJECT</i>			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						
<i>UNFUNDED PROJECT</i>			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					2,520	

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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)	
PUBLIC TRANSPORTATION PROJECTS						
TRIANGLE TRANSIT AUTHORITY	TA-4818	22 - REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FED	5,544	FY 08
			CAPITAL	L	693	FY 08
			CAPITAL	STAT	693	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	FED	3,780	FY 11
			CAPITAL	L	473	FY 11
			CAPITAL	STAT	473	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	FED	3,024	FY 12
			CAPITAL	L	378	FY 12
			CAPITAL	STAT	378	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	FNS	416,000	FY 07
			CAPITAL	L	138,000	FY 07
			CAPITAL	STAT	138,000	FY 07
DURHAM WAKE						
UNFUNDED PROJECT			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	FED	1,649	FY 07
			CAPITAL	L	550	FY 07
			CAPITAL	STAT	550	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	COST		SCHEDULE (FISCAL YEARS)
				FUNDING SOURCE	ESTIMATES (THOU)	
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

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

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

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)	
PUBLIC TRANSPORTATION PROJECTS						
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					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					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
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
TOTAL PROJECT COST					1,000	

* 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	COST		SCHEDULE (FISCAL YEARS)
				FUNDING SOURCE	ESTIMATES (THOU)	
PUBLIC TRANSPORTATION PROJECTS						
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

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																
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															
							L													PL	100										
							STAT													PL	100										
TRIANGLE TRANSIT AUTHORITY	DURHAM ORANGE WAKE	TP-4914	PLANNING ASSISTANCE---UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.		1000		FUZ									PL	800														
							L													PL	100										
							STAT													PL	100										
TRIANGLE TRANSIT AUTHORITY	DURHAM ORANGE WAKE	TP-4733	PLANNING ASSISTANCE---UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.		1000		FUZ								PL	800															
							L													PL	100										
							STAT													PL	100										
TRIANGLE TRANSIT AUTHORITY	DURHAM ORANGE WAKE	TP-4922	PLANNING ASSISTANCE---UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.		1000		FUZ																								
							L																								
							STAT																								
TRIANGLE TRANSIT AUTHORITY	DURHAM ORANGE WAKE	TP-4725	PLANNING ASSISTANCE---UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.		1000		FUZ									PL	800														
							L														PL	100									
							STAT															PL	100								
TRIANGLE TRANSIT AUTHORITY	DURHAM ORANGE WAKE	TP-4915	PLANNING ASSISTANCE---UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.		1000		FUZ																								
							L																								
							STAT																								
TRIANGLE TRANSIT AUTHORITY	DURHAM ORANGE WAKE	TP-4732	PLANNING ASSISTANCE---UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.		1000		FUZ									PL	800														
							L														PL	100									
							STAT															PL	100								

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																	
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																									
							UNFUNDED PROJECT																									
CHAPEL HILL	ORANGE	TA-4981	SEDANS/WAGONS/4X4 - 2		60		FED									CP	48															
							L													CP	12											
							UNFUNDED PROJECT																									
							UNFUNDED PROJECT																									
CHAPEL HILL	ORANGE	TA-4726	10 - EXPANSION BUSES		3000		FED									CP	2490															
							L													CP	270											
							STAT														CP	240										
							UNFUNDED PROJECT																									
CHAPEL HILL	ORANGE	TA-4983	REPLACEMENT VANS		324		FED																	CP	269							
							L																					CP	29			
							STAT																						CP	26		
							UNFUNDED PROJECT																									
CHAPEL HILL	ORANGE	TA-4941	1 - REPLACEMENT VAN		47		FED																	CP	37							
							L																					CP	5			
							STAT																						CP	5		
							UNFUNDED PROJECT																									
CHAPEL HILL	ORANGE	TA-4982	REPLACEMENT VANS - 4		175		FED																	CP	160							
							STAT																						CP	15		
							UNFUNDED PROJECT																									
							UNFUNDED PROJECT																									
CHAPEL HILL	ORANGE	TA-4977	12 - REPLACEMENT BUSES		3960		FED																	CP	3287							
							L																					CP	356			
							STAT																						CP	317		
							UNFUNDED PROJECT																									
CHAPEL HILL	ORANGE	TA-4940	4 - REPLACEMENT VAN		180		FED																	CP	144							
							L																					CP	18			
							STAT																						CP	18		
							UNFUNDED PROJECT																									
CHAPEL HILL	ORANGE	TA-4748A	1 - REPLACEMENT VAN		46		FED																	CP	36							
							L																					CP	5			
							STAT																						CP	5		
							UNFUNDED PROJECT																									
CHAPEL HILL	ORANGE	TA-4746A	1 - EXPANSION VAN		47		FED																	CP	37							
							L																					CP	5			
							STAT																						CP	5		
							UNFUNDED PROJECT																									
CHAPEL HILL	ORANGE	TA-4745B	3 - REPLACEMENT VANS		120		FED																	CP	96							
							L																					CP	12			
							STAT																						CP	12		
							UNFUNDED PROJECT																									
CHAPEL HILL	ORANGE	TA-4748C	8 - REPLACEMENT VANS		360		FED																	CP	288							
							L																					CP	36			
							STAT																						CP	36		
							UNFUNDED PROJECT																									
CHAPEL HILL	ORANGE	TA-4746C	1 - EXPANSION VAN		47		FED																	CP	37							
							L																					CP	5			
							STAT																						CP	5		
							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													POST YEAR COST (THOU)						
							FISCAL YEARS																			
							FUND	FFY06	FFY07	FFY08	FFY09	FFY10	FFY11	FFY12	FFY13											
DURHAM	DURHAM	TG-4908	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS--SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.		3169		FUZ											CP	2535							
							L											CP	634							
DURHAM	DURHAM	TG-4944	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS - SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.		3169		FUZ												CP	2535						
							L												CP	634						
DURHAM	DURHAM	TG-4907	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS--SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.		3169		FUZ											CP	2535							
							L											CP	634							
DURHAM	DURHAM	TG-4737	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS--SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.		2737		FUZ			CP	2190															
							L			CP	547															
DURHAM	DURHAM	TG-4738	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS--SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.		2847		FUZ				CP	2299														
							L				CP	548														
DURHAM	DURHAM	TG-4739	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS--SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.		3018		FUZ							CP	2414											
							L							CP	604											
DURHAM	DURHAM	TG-4740	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS--SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.		3169		FUZ								CP	2535										
							L								CP	634										
DURHAM COUNTY	DURHAM	TJ-4931	PROVIDE OPERATING ASSISTANCE TO COUNTIES AND COMMUNITY TRANSPORTATION SYSTEMS TO MEET WORK FIRST AND EMPLOYMENT TRANSPORTATION NEEDS.		16		OAWF			O	8		O	8												
DURHAM COUNTY	DURHAM	TL-4931	PROVIDE OPERATING ASSISTANCE FOR ADDITIONAL TRANSPORTATION SERVICES TO THE ELDERLY AND DISABLED.		174		EDTAP			O	87		O	87												
DURHAM COUNTY	DURHAM	TR-4931	PROVIDE MAINTENANCE ASSISTANCE FOR COMMUNITY TRANSPORTATION SYSTEMS TO SERVE THE RURAL GENERAL PUBLIC.		72		RGP			O	36		O	36												
SR 1567 (PLEASANT ORANGE GREEN ROAD)		SF-4907A	SR 1569 (COLE MILL ROAD). IMPROVE SIGHT DISTANCE.		25		HES			C	25															
SR 1548 SCHLEY ROAD	ORANGE	SI-4807	SR 1538 (NEW SHARON CHURCH ROAD). INSTALL CENTER ISLAND WITH STOP SIGN.		60		SG			R	5															
							SG			C	55															

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												
TRIANGLE REGION	DURHAM WAKE	E-2913B	INCLUDES RESEARCH TRIANGLE PARK, DURHAM AND WAKE COUNTIES. ON-ROAD IMPROVEMENTS AND SIGNING.	900	900																						
UNDER CONSTRUCTION																											
TRIANGLE TRANSIT AUTHORITY	DURHAM ORANGE WAKE	TA-4818	22 - REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.		6930		FED						CP	5544													
							L						CP	693													
							STAT						CP	693													
UNFUNDED PROJECT																											
TRIANGLE TRANSIT AUTHORITY	DURHAM ORANGE WAKE	TA-4797	8 - REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.		2520		FED						CP	2016													
							L						CP	252													
							STAT						CP	252													
UNFUNDED PROJECT																											
TRIANGLE TRANSIT AUTHORITY	DURHAM ORANGE WAKE	TA-4819	15 - REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.		4726		FED							CP	3780												
							L							CP	473												
							STAT							CP	473												
UNFUNDED PROJECT																											
	CHATHAM	E-2921F	AMERICAN TOBACCO RAIL TRAIL. DURHAM COUNTY LINE TO WAKE COUNTY LINE. CONSTRUCT A MULTI-PURPOSE TRAIL.		2196		STPEB			C	1700																
							DP			C	496																

DIVISION: 5**CHANGES BETWEEN THE 06-12 TIP AND THE DRAFT 07-13 TIP**

PROJECT	COUNTY	ROUTE/CITY	DESCRIPTION	COMMENTS
I-2810	VANCE	I-85	GRANVILLE COUNTY LINE (MILEPOST 208.5) TO US 158 BYPASS (MILEPOST 213.5) IN VANCE COUNTY. PAVEMENT AND BRIDGE REHABILITATION.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 07 TO FY 08.
I-4705	WAKE	I-40 I-440	SOUTH SAUNDERS STREET (MILEPOST 298) TO I-40/I-440-US 64 (MILEPOST 301). PAVEMENT REHABILITATION.	TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, AND TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 06 TO FY 08.
I-4706	VANCE WARREN	I-85	GRANVILLE COUNTY LINE (MILEPOST 209) TO VIRGINIA STATE LINE (MILEPOST 234). REPAIR ON SIX EXISTING BRIDGE DECKS.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 06 TO FY 07.
I-4709	WAKE	I-40 I-440	US 1 (MILEPOST 293) TO SOUTH SAUNDERS STREET (MILEPOST 298). PAVEMENT REHABILITATION.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 07 TO FY 08.
I-4710	WAKE	I-40	CARY TOWNE BOULEVARD (MILE POST 291) TO SOUTH OF BUCK JONES ROAD (MILE POST 292). PAVEMENT REPAIR.	TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, CONSTRUCTION DELAYED FROM FY 06 TO FY 07.
R-2241	PERSON	US 501	US 501 IN ROXBORO TO THE VIRGINIA STATE LINE. WIDEN TO MULTI-LANES, PART ON NEW LOCATION.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION FOR SEGMENT "A" DELAYED FROM FY 12 TO FY 13.
R-2552	WAKE JOHNSTON	US 70	CLAYTON BYPASS, I-40 IN WAKE COUNTY TO US 70-70 BUSINESS IN JOHNSTON COUNTY. FREEWAY ON NEW LOCATION.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION FOR SEGMENT "D" DELAYED FROM FY 08 TO FY 10.
R-2587	WARREN HALIFAX	US 158	I-85 IN WARREN COUNTY TO SR 1405 EAST OF LITTLETON IN HALIFAX COUNTY. WIDEN TO MULTI-LANES WITH BYPASSES OF NORLINA, MACON AND LITTLETON ON NEW LOCATION.	TO ASSIST IN BALANCING FUNDS, RIGHT OF WAY DELAYED FROM FY 12 TO UNFUNDED.
R-2635	WAKE	NEW ROUTE	WESTERN WAKE FREEWAY, NC 55 (SOUTH) TO NC 55 (NORTH). FREEWAY ON NEW LOCATION.	TO ASSIST IN BALANCING FUNDS, RIGHT OF WAY FOR SEGMENT "B" DELAYED FROM FY 09 TO UNFUNDED, RIGHT OF WAY FOR SEGMENT "C" DELAYED FROM FY 07 TO UNFUNDED, AND CONSTRUCTION FOR SEGMENT "C" DELAYED FROM FY 12 TO UNFUNDED.
R-2809	WAKE	NC 98	WAKE FOREST BYPASS, WEST OF SR 1923 (THOMSON MILL ROAD) TO EAST OF SR 2053 (JONES DAIRY ROAD). MULTI-LANES ON NEW LOCATION.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 07 TO FY 08.
R-2814	WAKE FRANKLIN	US 401	NORTH OF SR 2044 (LIGON MILL ROAD) TO NC 39 IN LOUISBURG. WIDEN TO MULTI-LANES.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION FOR SEGMENT "A" DELAYED FROM FY 08 TO FY 09, RIGHT OF WAY FOR SEGMENT "B" DELAYED FROM FY 10 TO FY 12, AND CONSTRUCTION FOR SEGMENT "B" DELAYED FROM FY 12 TO UNFUNDED.
R-4906	PERSON	SR 1322	REPLACEMENT OF BRIDGE NO. 59 OVER STORY'S CREEK AND BRIDGE NO. 86 OVER A CREEK.	TO ASSIST IN BALANCING FUNDS, RIGHT OF WAY AND CONSTRUCTION DELAYED FROM FY 07 TO FY 08.

PROJECT	COUNTY	ROUTE/CITY	DESCRIPTION	COMMENTS
U-0071	DURHAM	DURHAM	EAST END CONNECTOR, NC 147 (BUCK DEAN FREEWAY) TO NORTH OF NC 98. MULTI-LANE DIVIDED, PART ON NEW LOCATION.	BASED ON PRIORITY NEED, RIGHT OF WAY FOR SEGMENTS "B" AND "C" ACCELERATED FROM FY 12 TO FY 10, AND CONSTRUCTION FOR SEGMENTS "A", "B", AND "C" ACCELERATED FROM UNFUNDED TO FY 12.
U-2823	WAKE	RALEIGH	US 70 (GLENWOOD AVENUE), WEST OF SR 1664 (DURALEIGH ROAD) TO WEST OF SR 1876 (TRIANGLE DRIVE). UPGRADE ROADWAY TO IMPROVE CAPACITY, SAFETY AND TRAFFIC OPERATIONS INCLUDING INTERCHANGE AT LYNN ROAD.	TO ASSIST IN BALANCING FUNDS, RIGHT OF WAY DELAYED FROM FY 11 TO UNFUNDED.
U-3344	WAKE	MORRISVILLE	SR 3015 (AIRPORT BOULEVARD), NC 54 TO I-40. WIDEN TO MULTI-LANES.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 06 TO FY 07.
U-3804	DURHAM	DURHAM	SR 1321 (HILLDALE ROAD), I-85 TO CARVER STREET. WIDEN TO MULTI-LANES.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 08 TO FY 09.
U-4009	DURHAM	DURHAM	SR 1126 (SERVICE ROAD) PARALLEL TO US 15-501. RELOCATE EXISTING SERVICE ROAD.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 07 TO FY 08.
U-4010	DURHAM	DURHAM	NC 98 (HOLLOWAY STREET), EAST OF US 70 TO EAST OF JUNCTION ROAD. WIDEN FOR CENTER TURN LANE.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 06 TO FY 07.
U-4011	DURHAM	DURHAM	SR 1959 (SOUTH MIAMI BOULEVARD), SOUTH OF SR 2112 (METHODIST STREET) TO NORTH OF SR 1960 (BETHESDA AVENUE). WIDEN TO FIVE LANES TO PROVIDE CENTER TURN LANE.	TO ASSIST IN BALANCING FUNDS, RIGHT OF WAY DELAYED FROM FY 07 TO FY 08 AND CONSTRUCTION DELAYED FROM FY 08 TO FY 09.
U-4026	WAKE DURHAM	RESEARCH TRIANGLE PARK	SR 1613-SR 1999 (DAVIS DRIVE), SR 3014 (MORRISVILLE-CARPENTER ROAD) IN WAKE COUNTY TO NC 54 IN DURHAM COUNTY. WIDEN TO MULTI-LANES.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 06 TO FY 07.
U-4410	WAKE	RESEARCH TRIANGLE PARK	RTP ACCESS ROUTES.	BASED ON PRIORITY NEED, PAYBACK FOR CONSTRUCTION ON SEGMENT "C" FUNDED IN FY 08, CONSTRUCTION FOR SEGMENT "DA" FUNDED IN FY 07, AND CONSTRUCTION FOR SEGMENT "F" DELAYED FROM FY 08 TO UNFUNDED.
U-4724	DURHAM	DURHAM	CORNWALLIS ROAD, SOUTH ROXBORO ROAD TO UNIVERSITY DRIVE. BIKE AND PEDESTRIAN FEATURES.	AT REQUEST OF CITY, CONSTRUCTION DELAYED FROM FY 06 TO FY 10.
U-4901	WAKE	SR 2000	FALLS OF NEUSE ROAD. WIDEN TO MULTILANES AND REALIGNMENT FROM RAVEN RIDGE ROAD TO NEUSE RIVER INCLUDING NEW STRUCTURE OVER THE NEUSE RIVER.	BASED ON CITY SCHEDULE, RIGHT OF WAY ADVANCED FROM FY 10 TO FY 09.
U-4916	VANCE	HENDERSON	SR 1165 (BECKFORD DRIVE) - WIDEN TO MULTILANES	BASED ON PRIORITY NEED, CONSTRUCTION FUNDED IN FY 07.

DIVISION: 7

CHANGES BETWEEN THE 06-12 TIP AND THE DRAFT 07-13 TIP

PROJECT	COUNTY	ROUTE/CITY	DESCRIPTION	COMMENTS
I-0305	ORANGE	I-85	I-40 AT HILLSBOROUGH TO DURHAM COUNTY LINE. WIDEN TO SIX LANES AND RECONSTRUCT INTERCHANGES AND STRUCTURES.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION FOR SEGMENT "B" DELAYED FROM FY 12 TO UNFUNDED.
I-4715	GUILFORD	I-40/85	US 29 TO I-85 BYPASS. MILL AND RESURFACE.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 07 TO FY 09.
I-4716	ORANGE	I-40	I-85 TO DURHAM COUNTY LINE. GRIND AND RESEAL JOINTS.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 07 TO FY 08.
I-4907	GUILFORD	I-85/I-40	EAST OF SR 3000 (MILEPOST 131) TO WEST OF NC 61 (MILEPOST 137). PAVEMENT REPAIR.	BASED ON PRIORITY NEED, CONSTRUCTION ADVANCED FROM FY 08 TO FY 07.
R-0609	GUILFORD FORSYTH RANDOLPH	US 311 BYPASS "EAST BELT"	HIGH POINT, SOUTH OF SR 1920 EAST OF ARCHDALE TO WEST OF HIGH POINT RESERVOIR. FOUR LANES DIVIDED, NEW LOCATION. INTEGRATION OF ITS DEVICES WITH PIEDMONT REGIONAL TRANSPORTATION MANAGEMENT AND HIGH POINT'S TRAFFIC OPERATIONS CENTER.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION FOR SEGMENTS "IA" AND "IB" DELAYED FROM FY 06 TO FY 07.
R-2309	GUILFORD	US 220	SR 2182 (HORSEPEN CREEK ROAD) TO US 220-NC 68 CONNECTOR (R-2413). WIDEN TO MULTI-LANES.	TO ASSIST IN BALANCING FUNDS, RIGHT OF WAY FOR SEGMENT "AB" DELAYED FROM FY 07 TO FY 08 AND CONSTRUCTION DELAYED FROM FY 09 TO FY 10.
R-2413	GUILFORD ROCKINGHAM	US 220-NC 68	SR 2133 (PLEASANT RIDGE ROAD) TO US 220-NC 68. MULTI-LANE CONNECTOR, ON NEW LOCATION, NC 68 TO US 220 AND MULTI-LANE US 220 TO NC 68.	TO ASSIST IN BALANCING FUNDS, RIGHT OF WAY FOR SEGMENT "A" DELAYED FROM FY 09 TO FY 10, CONSTRUCTION FOR SEGMENT "A" DELAYED FROM FY 12 TO FY 13, CONSTRUCTION FOR SEGMENT "B" DELAYED FROM FY 12 TO FY 13, AND CONSTRUCTION FOR SEGMENT "C" DELAYED FROM FY 08 TO FY 09.
R-2577	FORSYTH GUILFORD	US 158	MULTI-LANES NORTH OF US 421/I-40 BUSINESS IN WINSTON-SALEM TO US 220. WIDEN TO MULTI-LANES.	TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN AND TO ASSIST IN BALANCING FUNDS, RIGHT OF WAY FOR SEGMENT "A" DELAYED FROM FY 10 TO UNFUNDED AND CONSTRUCTION DELAYED FROM FY 12 TO UNFUNDED.
R-2612	GUILFORD	US 421	SR 3389 (WOODY MILL ROAD) AND NC 22 SOUTH OF GREENSBORO. CONVERT AT-GRADE INTERSECTIONS TO INTERCHANGES.	TO ASSIST IN BALANCING FUNDS, RIGHT OF WAY FOR SEGMENT "A" DELAYED FROM FY 07 TO FY 09 AND CONSTRUCTION DELAYED FROM FY 09 TO FY 10.
R-4403	ROCKINGHAM CASWELL GUILFORD ORANGE	US 15-501, US 29, US 158, US 220, US 421, NC 68	NATIONAL HIGHWAY SYSTEM GUARDRAIL REHABILITATION. UPGRADE SUBSTANDARD GUARDRAIL, END TREATMENTS AND BRIDGE ANCHOR UNITS.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 06 TO FY 07.
R-4468	ORANGE	I-40/85	HILLSBOROUGH WEIGH STATION. COMMERCIAL VEHICLE INFORMATION SYSTEM NETWORK (CVISN) TO SCREEN TRUCK ON-BOARD TRANSPONDERS.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 07 TO FY 08.

PROJECT	COUNTY	ROUTE/CITY	DESCRIPTION	COMMENTS
U-2412	GUILFORD	GREENSBORO HIGH POINT	SR 1486-SR 1421 (GREENSBORO-HIGH POINT ROAD), HILLTOP ROAD TO PROPOSED US 311 BYPASS. WIDEN TO MULTI-LANES, PART ON NEW LOCATION.	TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN AND TO ASSIST IN BALANCING FUNDS, RIGHT OF WAY FOR SEGMENT "A" DELAYED FROM FY 07 TO FY 09, CONSTRUCTION FOR SEGMENT "A" DELAYED FROM FY 09 TO FY 12, RIGHT OF WAY FOR SEGMENT "B" DELAYED FROM FY 07 TO FY 09 AND CONSTRUCTION FOR SEGMENT "B" DELAYED FROM FY 09 TO FY 11.
U-2524	GUILFORD	GREENSBORO	WESTERN LOOP, NORTH OF I-85 TO LAWNDALE DRIVE. CONSTRUCT FREEWAY ON NEW LOCATION.	TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN AND TO ASSIST IN BALANCING FUNDS, RIGHT OF WAY FOR SEGMENT "AE" DELAYED FROM FY 07 TO FY 09 AND CONSTRUCTION FOR SEGMENT "AE" DELAYED FROM FY 09 TO FY 11.
U-2525	GUILFORD	GREENSBORO	EASTERN LOOP, LAWNDALE DRIVE TO NORTH OF I-40/85. CONSTRUCT FREEWAY ON NEW LOCATION.	BASED ON PRIORITY NEED, RIGHT OF WAY FOR SEGMENT "B" ACCELERATED FROM FY 10 TO FY 09 AND CONSTRUCTION FOR SEGMENT "B" ACCELERATED FROM UNFUNDED TO FY 11.
U-2702	GUILFORD RANDOLPH	ARCHDALE HIGH POINT	SR 1595 (SURRETT DRIVE), SOUTH OF EDEN TERRACE-CORPORATION DRIVE NORTH TO WEST FAIRFIELD ROAD. WIDEN SURRETT DRIVE TO THREE LANES, IMPROVE GRADE AND DRAINAGE IN AREA.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 07 TO FY 09.
U-2803	ORANGE	CARRBORO	SR 1919 (SMITH LEVEL ROAD), ROCK HAVEN ROAD TO BRIDGE NO. 88. WIDEN TO MULTI-LANES.	TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, RIGHT OF WAY DELAYED FROM FY 07 TO FY 10 AND CONSTRUCTION DELAYED FROM FY 10 TO FY 12.
U-3110	ALAMANCE	ELON COLLEGE	NEW ROUTE, US 70 TO NC 100. MULTI-LANES, PART ON NEW LOCATION.	TO ASSIST IN BALANCING FUNDS, RIGHT OF WAY FOR SEGMENT "B" DELAYED FROM FY 08 TO FY 09 AND CONSTRUCTION DELAYED FROM FY 11 TO FY 12.
U-3303	ALAMANCE	BURLINGTON	SR 1306-SR 1363 (MEBANE STREET), SR 1158 (HUFFMAN MILL ROAD) TO NC 54 (CHAPEL HILL ROAD). WIDEN TO MULTI-LANES.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION FOR SEGMENT "A" DELAYED FROM FY 08 TO FY 09 AND CONSTRUCTION FOR SEGMENT "B" DELAYED FROM FY 07 TO FY 09.
U-3313	GUILFORD	GREENSBORO	SR 1129 (GROOMETOWN ROAD), SR 1383 (WILEY DAVIS ROAD) TO SR 1479 (WAYNE ROAD). WIDEN TO A FOUR-LANE DIVIDED CURB AND GUTTER FACILITY WITH A RAISED GRASS MEDIAN.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 06 TO FY 07.
U-3612	GUILFORD	GREENSBORO	SR 1424 (HILLTOP ROAD), SR 1546 (GUILFORD COLLEGE ROAD) TO ADAMS FARM PARKWAY. WIDEN TO MULTI-LANES.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 06 TO FY 07.
U-3615	GUILFORD	HIGH POINT	SR 1003-SR 1820 (SKEET CLUB ROAD), US 311 TO NC 68 (EASTCHESTER DRIVE). WIDEN TO MULTI-LANES.	TO ASSIST IN BALANCING FUNDS, RIGHT OF WAY FOR SEGMENT "A" DELAYED FROM FY 12 TO UNFUNDED.
U-3808	ORANGE	HILLSBOROUGH	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.	TO ASSIST IN BALANCING FUNDS, RIGHT OF WAY DELAYED FROM FY 09 TO FY 10 AND CONSTRUCTION DELAYED FROM FY 11 TO FY 12.

PROJECT	COUNTY	ROUTE/CITY	DESCRIPTION	COMMENTS
U-4006	GUILFORD	GREENSBORO	BRIDFORD PARKWAY, SR 1541 (WENDOVER AVENUE) AT HORNADAY ROAD TO BURNT POPLAR ROAD AT SWING ROAD. MULTI-LANE CONNECTOR ON NEW LOCATION.	TO ASSIST IN BALANCING FUNDS, RIGHT OF WAY DELAYED FROM FY 06 TO FY 07 AND CONSTRUCTION DELAYED FROM FY 08 TO FY 09.
U-4015	GUILFORD	GREENSBORO	SR 1556 (GALLIMORE DAIRY ROAD), NC 68 TO SR 1008 (MARKET STREET) . WIDEN TO MULTI-LANES.	TO ASSIST IN BALANCING FUNDS, RIGHT OF WAY FOR SEGMENT "A" DELAYED FROM FY 12 TO UNFUNDED.
U-4704	ORANGE	CHAPEL HILL	CHAPEL HILL-CARRBORO COMPUTERIZED TRAFFIC SIGNAL SYSTEM.	BASED ON PRIORITY NEED, CONSTRUCTION FUNDED IN FY 11.
U-4750	GUILFORD	GREENSBORO	EXTENSION OF HORNADAY ROAD, CURRENT TERMINUS TO CHIMNEY ROCK ROAD, INCLUDING A GRADE SEPARATION OVER THE GREENSBORO URBAN LOOP.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION PAYBACK FUNDED IN FY 08.

DIVISION: 8**CHANGES BETWEEN THE 06-12 TIP AND THE DRAFT 07-13 TIP**

PROJECT	COUNTY	ROUTE/CITY	DESCRIPTION	COMMENTS
R-0609	GUILFORD FORSYTH RANDOLPH	US 311 BYPASS "EAST BELT"	HIGH POINT, SOUTH OF SR 1920 EAST OF ARCHDALE TO WEST OF HIGH POINT RESERVOIR. FOUR LANES DIVIDED, NEW LOCATION. INTEGRATION OF ITS DEVICES WITH PIEDMONT REGIONAL TRANSPORTATION MANAGEMENT AND HIGH POINT'S TRAFFIC OPERATIONS CENTER.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION FOR SEGMENTS "IA" AND "IB" DELAYED FROM FY 06 TO FY 07.
R-0623	MONTGOMERY	NC 24-27	TROY BYPASS, SR 1138 TO EAST OF LITTLE RIVER. FOUR LANES, PART ON NEW LOCATION.	TO ASSIST IN BALANCING FUNDS, RIGHT OF WAY DELAYED FROM FY 10 TO FY 11 AND CONSTRUCTION DELAYED FROM FY 12 TO FY 13.
R-2212	MOORE	NC 24-27	CARTHAGE BYPASS, SR 1640 TO SR 1653. FOUR LANES ON NEW LOCATION.	TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, RIGHT OF WAY DELAYED FROM FY 11 TO FY 12.
R-2417	LEE	US 421-NC 87	SANFORD BYPASS, WEST OF SR 1400 TO NC 87 WEST OF SR 1138. MULTI-LANE FREEWAY ON NEW LOCATION.	TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN AND TO ASSIST IN BALANCING FUNDS, CONSTRUCTION FOR SEGMENT "AA" DELAYED FROM FY 08 TO FY 09, RIGHT OF WAY FOR SEGMENT "C" DELAYED FROM FY 06 TO FY 07, AND CONSTRUCTION FOR SEGMENT "C" DELAYED FROM FY 08 TO FY 09.
R-2501	RICHMOND	US 1	SOUTH CAROLINA STATE LINE TO SR 1001. WIDEN TO MULTI-LANES WITH BYPASS OF ROCKINGHAM ON NEW LOCATION. (COORDINATE WITH PROJECT K-3808)	TO ASSIST IN BALANCING FUNDS, RIGHT OF WAY FOR SEGMENT "BA" DELAYED FROM FY 10 TO FY 11, CONSTRUCTION FOR SEGMENT "BA" DELAYED FROM FY 12 TO FY 13, RIGHT OF WAY FOR SEGMENT "BB" DELAYED FROM FY 09 TO FY 10, AND CONSTRUCTION FOR SEGMENT "BB" DELAYED FROM FY 11 TO FY 12. TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN AND TO ASSIST IN BALANCING FUNDS, RIGHT OF WAY FOR SEGMENT "BC" DELAYED FROM FY 08 TO FY 11, CONSTRUCTION FOR SEGMENT "BC" DELAYED FROM FY 10 TO FY 13, RIGHT OF WAY FOR SEGMENT "C" DELAYED FROM FY 06 TO FY 11 AND CONSTRUCTION FOR SEGMENT "C" DELAYED FROM FY 09 TO FY 13.
R-2527	MONTGOMERY	NC 24-27	NC 73 TO THE TROY BYPASS. WIDEN TO MULTI-LANES.	TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, RIGHT OF WAY DELAYED FROM FY 09 TO FY 10 AND CONSTRUCTION DELAYED FROM FY 11 TO FY 12.
R-2606	RANDOLPH	US 311 FUTURE I-74 CORRIDOR	SOUTH OF SR 1920 TO US 220 NORTH OF ASHEBORO. FREEWAY ON NEW LOCATION.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION FOR SEGMENT "A" DELAYED FROM FY 06 TO FY 07. BASED ON PRIORITY NEED, RIGHT OF WAY FOR SEGMENT "B" ACCELERATED FROM FY 09 TO FY 08, CONSTRUCTION FOR SEGMENT "B" ACCELERATED FROM UNFUNDED TO FY 08, RIGHT OF WAY FOR SEGMENT "C" ACCELERATED FROM FY 11 TO FY 08, AND CONSTRUCTION FOR SEGMENT "C" ACCELERATED FROM UNFUNDED TO FY 08.
R-2812	MOORE	NC 211	NC 73 IN WEST END TO THE TRAFFIC CIRCLE IN PINEHURST. WIDEN TO MULTI-LANES.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 09 TO FY 10.
R-3421	RICHMOND	US 220 BYPASS I-73/74 CORRIDOR	BYPASS OF ROCKINGHAM. FOUR LANES DIVIDED ON NEW LOCATION.	BASED ON PRIORITY NEED, RIGHT OF WAY FOR SEGMENT "A" ACCELERATED FROM UNFUNDED TO FY 08, RIGHT OF WAY FOR SEGMENT "B" ACCELERATED FROM UNFUNDED TO FY 10 AND RIGHT OF WAY FOR SEGMENT "C" ACCELERATED FROM UNFUNDED TO FY 12.

PROJECT	COUNTY	ROUTE/CITY	DESCRIPTION	COMMENTS
R-4738	RICHMOND	US 74	PEE DEE RIVER TO EAST OF SR 1615. INSTALL MEDIAN GUARDRAIL.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 06 TO FY 07.
U-2702	GUILFORD RANDOLPH	ARCHDALE HIGH POINT	SR 1595 (SURRETT DRIVE), SOUTH OF EDEN TERRACE-CORPORATION DRIVE NORTH TO WEST FAIRFIELD ROAD. WIDEN SURRETT DRIVE TO THREE LANES, IMPROVE GRADE AND DRAINAGE IN AREA.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 07 TO FY 09.
U-3401	RANDOLPH	ASHEBORO	US 64-NC 49 AND NC 42. INTERSECTION IMPROVEMENT.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 06 TO FY 07.
U-3456	RICHMOND	ROCKINGHAM	US 1 (FAYETTEVILLE ROAD), SR 1424 (RICHMOND ROAD) TO SR 1640 (WIREGRASS ROAD)-SR 1422 (LEDBETTER ROAD). WIDEN TO MULTI-LANES.	TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 07 TO FY 08.
U-5010	RICHMOND	ROCKINGHAM	US 1, SOUTH OF SR 1108 TO US 74 (FUTURE I-74). WIDEN TO MULTILANES.	BASED ON PRIORITY NEED, RIGHT OF WAY FUNDED IN FY 12 AND CONSTRUCTION FUNDED IN FY 13.

General Issues – Draft – September 20, 2006
Durham-Chapel Hill-Carrboro MPO
Draft 2007-2013 Transportation Improvement Program

No.	Project Number	Project	Issue or <i>Subcommittee Note</i>
1	I-3306A	I-40 from I-85 to Durham County	Limit project to interchange improvements at NC 86, Old 86, and US 70. Or Split into 2 phases: A) Interchange improvements; B) Widening Schedule Phase A first.
2	R-2904	NC 54 & Davis Dr. (SR 1973)	Durham has objections to the intersection design.
3	U-2803	Smith Level Rd. (SR 1919)	Include bike/ped improvements in the design and reflect this in the description of the project. Object to the project delay due to the opening of the new high school.
4	U-3100B	Hillsborough Rd. (SR 1009)	Clarify if this project is classified as a highway or a bike/ped project. Regardless of classification, fund through the TIP. <i>NCDOT completed Phase A. Was the environmental document prepared for the entire project?</i>
5	U-2909	Estes Dr. (SR 1780)	Include bike/ped improvements in the design and reflect this in the description of the project. Split into 2 phases: A) Greensboro St. – Seawell School Rd. B) Seawell School Rd. – NC 86 Schedule Phase A first.
6	U-3306	Weaver Dairy Rd. (SR 1733)	Explain the cost increase. Why is the ROW cost 4,200? Is it based on the old cross-section? If there are ROW savings, reduce the STPDA funding. The STPDA allocation spreadsheet contains 707.5 for this project – not 841. Include the local match for STPDA funding in the table (C 141). <i>What is the status of the planning study?</i>
7	U-4704	Chapel Hill-Carrboro Signal System	<i>Is 4600 the total cost?</i>

8	U-4723	Public Transit Improvements	<i>Chapel Hill Maintenance Facility</i>
9	U-2405	MLK Pkwy and NC 55 Interchange	Look at lower cost alternatives.
10	U-2708	Hillandale Rd. (SR 1321), I-85 to Club Blvd.	Include bike/ped improvements in the design and reflect this in the description of the project. Widening is not in the LRTP.
11	U-2807	US 15-501	Split into 2 phases: C) Chapel Hill D) Durham (freeway upgrade)
12	U-3308	NC 55/Alston Ave., NC 147 to NC 98	<i>Durham wants to review this project. Possibility for delay. Air quality implications of delaying the project beyond 2010.</i>
13	U-4010	NC 98	Construction funding should be STP not STPDA.
14	U-4011	S. Miami Blvd. (SR 1959)	Maintain the current schedule: ROW 07 Construction 08
15	U-4716	Hopson Rd. (SR 1978)	Change Hobson to Hopson.
16	U-4720	US 70	Initiate the planning study
17	U-4721	Northern Durham Parkway	Initiate the planning study
18	U-4724	Cornwallis Rd. (bike/ped)	<i>Planning and design will need to be done locally unless exception by NCDOT</i>
19	U-4725	Eighteen expansion buses	Should be Thirteen (13) buses due to earmark for 5 buses. Include STPDA funding.
20	U-4725A	Orange County	<i>Need clarification on allocation of funding to Orange County project.</i>
21	U-3808	Elizabeth Brady Rd. Extension	Maintain the current schedule: ROW 09 Construction 11
22	FS-0307A	Mason Farm Rd. Relocation	Include cost, funding source, and schedule.
23	B		Bridge projects schedules should be based on safety. Schedules should not be delayed for monetary reasons.

24	B-4962	Eno River Bridge	<i>This project is tied to Elizabeth Brady Rd. project</i>
25	B-3450	New Hope Creek	<i>This project is tied to US 15-501/Garrett Rd. project (U-4012)</i>
26	B-4698	Apex St.	<i>This project should not be removed until Durham City Council takes action.</i>
27	E-4008	Robeson Place Bike Path	Project will be complete in one month. Should be taken off TIP.
28	C-4702	Ten Replacement Buses	<i>Should be five hybrid buses? Need to check with DATA.</i>
29	C-4932A	125 Space Park and Ride Lot in Hillsborough	Cost estimates need to be switched with the portion funded by the Triangle Area RPO.
30	E-4545	Old Fayetteville Rd.	Should be in green text (deliverable).
31	E-4924	Bolin Creek Greenway	Should list planning and design in progress. Should list STPDA allocation.
32	E-4995	Dry Creek Greenway	Should list planning and design in progress. Should list STPDA allocation.
33	E-4530	Fayetteville St.	Complete - remove this project

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) FY 2007-2013 MTIP Regional Priority List

Section 2 – Regional Priority List

Development Process

The Regional Priority List is a compilation of projects submitted by local governments and transportation agencies, such as the transit systems, that are not funded or fully-funded in the current TIP. After the governments and agencies submit the projects, MPO staff apply a set of ten criteria to each project to award points to the project and then rank the projects by total points. In the case of the FY 2007-2013 MTIP Regional Priority process, the TAC requested that local governments review the list of projects ranked by total points and submit comments to the TAC. The final FY 2007-2013 MTIP Regional Priority list was based on this set of comments, local comments provided earlier in 2005, and public comments during the public review period. Thus, the point ranking methodology is only one of several tools used to produce the final list.

Figures 2, 3 and 4 present the final project list for NCDOT Division 5, Division 7 and Division 8. The projects are separated by Division because most State and federal transportation funds are allocated by NCDOT Division in North Carolina. The first three columns show the final project ranking, ranking by points and total points for each project. There is a set of ten columns showing the points each project received for each criterion. The ten criteria include:

- Degree of Congestion - This category awards points to roadway projects based on the congestion level as measured in the volume to capacity (V/C) ratio, and to other project types such as signal systems.
- Safety (Accidents/100 Million Vehicle Miles) - Safety points are awarded to projects with reported accident rates significantly greater than statewide averages for urban road segments – the statewide average is 330 to 370 accidents per 100 million vehicle miles.
- Coordinate with National Highway System - Points are awarded for this item if the project is part of the existing or future National Highway System (NHS) or an intermodal facility on an NHS route.
- Reduces Use of Single Occupant Vehicles - Points are awarded for this category if the project is a bike, pedestrian, transit or High Occupancy Vehicle (HOV) project. Conventional roadway projects do not qualify.
- Expands Transportation Choices - Points are awarded for alternative modes such as transit, bicycle and pedestrian, including those that are part of a roadway project.
- Addresses Air Quality Concerns – Points are awarded by project type based on the relative potential for reducing pollutant emissions.
- Has Minimal Impacts on the Natural Environment - Points are awarded if the transportation project does not expand into or adversely affect documented environmentally sensitive areas.
- Encourages Economic Development - Points are awarded for this item if the primary or secondary purpose of the project is economic development or redevelopment.
- Adverse Impacts Do Not Disproportionately Affect Low Income Populations - Points are awarded if the project directly supports low-income groups or does not adversely affect low income groups in a disproportionate manner.

- Transportation Improvement Program (TIP) Status - Points are awarded to projects based on the percentage of the total project cost that is funded in the currently adopted Transportation Improvement Program (TIP).

Section 4, which contains reference documents, provides detailed definitions and directions for applying the ranking methodology. It is important to note that the ranking methodology continues to be more fully developed and refined with each TIP development cycle. The MPO is developing new data sources in related planning projects, such as the congestion management system, that will improve the data and application of the ranking criteria.

Final Regional Priority List – Division 5
Figure 2

Ranking by Local Priorities	Ranking by Points	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
							Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
1	8	45	East End Connector -- (A) US 70 from Southern Railway to NC 98 including structure. (B) US 70 from Miami Blvd. to Southern Railway (C) Freeway connector between NC 147 and US 70	5	D-1 DC-1	U-71	3	10	5	0	0	0	10	5	5	7
2	4	53	Regional Rail Service (Phase I) -- light rail transit service to connect Durham, RTP, RDU, Cary, and Raleigh	5	D-28 T-1	TE-4705	3	0	5	10	3	7	10	5	10	0
3	36	31	NC 54 -- widen to multi-lanes with a divided median, consideration for bus rapid transit, and bicycle and pedestrian features; from I-40 to NC 55	5	D-2 DC-2	N/A	5	3	0	0	10	3	5	0	5	0
4	5 & 3	48	Transit Capital Projects – Fund transit capital projects as identified by the Triangle Transit Authority (TTA)	5 & 7	T-2	N/A	3	0	0	10	3	7	10	5	10	0
5	5 & 3	48	I-40 HOV Lanes -- High Occupancy Vehicle lanes; from US15-501 to I-540	5 & 7	D-8 DC-8	N/A	5	0	5	10	3	10	5	5	5	0

Ranking by Local Priorities	Ranking by Points	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
							Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
6	3 & 2	56	US 15-501 Fixed-Guideway from Duke University to Chapel Hill consistent with the 2030 LRTP and the US 15-501 Major Investment Study	5 & 7	D-16 DC-16 C-14 T-3	TE-4706	3	0	5	10	3	7	5	10	10	3
7	19	38	Fayetteville Road --widen to 4-lane with bicycle, pedestrian and transit improvements; from Woodcroft Parkway to Riddle Road	5	D-9 DC-11	N/A	5	5	0	0	10	3	10	0	5	0
8	5	48	Airport Rail Link - Triangle Transit Authority; \$5.5 million total	5	T-4	N/A	3	0	0	10	3	7	10	5	10	0
9	2	58	DATA Buses -- purchase 18 expansion buses	5	D-14	TA-4751 & 4755	3	0	0	10	3	7	10	5	10	10
10	15	41	Holloway Street -- construct sidewalk; from Junction Road to Lynn Road, and from Miami Boulevard to US 70	5	D-19	N/A	0	10	0	10	3	3	10	0	5	0
11	15	41	Hillsborough Road -- construct sidewalks; from US 15-501 to Cole Mill Road	5	D-21	N/A	0	10	0	10	3	3	10	0	5	0
12	11	43	Alston Avenue Extension -- new alignment from current terminus to Old Oxford Road; including bicycle, pedestrian and transit accommodations	5	D-26 DC-24	N/A	5	10	0	0	10	3	10	0	5	0

Ranking by Local Priorities	Ranking by Points	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
							Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
13	19	38	NC 54 -- widen 2-lane roadway to multiple lanes, including bicycle, pedestrian and transit facilities; from Page Road to the Wake County Line	5	D-3 DC-3	N/A	7	3	0	0	10	3	10	0	5	0
14	9 & 11	44	Old Durham-Chapel Hill Road -- bicycle and pedestrian improvements between Garrett Road and US 15-50, including connectivity between residential areas, Githens Middle School, and the existing greenway and trail systems	5 & 7	D-4 DC-4 CH-4	E-4707	0	7	0	10	7	3	5	0	5	7
15	43	28	US 70 -- convert existing 4-lane facility to 6-lane freeway; from Lynn Road to Wake County Line	5	D-5 DC-5	U-4720	0	0	5	0	3	0	10	5	5	0
16	36	31	Northern Durham Parkway --(A) I-85 to Old Oxford Road, 4-lane divided; (B) US 70 to I-85, 4-lane divided; and (C) Old Oxford to Roxboro Road-construct 2-lane road on a 4-lane right-of-way. Include bicycle, pedestrian and transit features	5	D-7 DC-7	U-4721	0	3	0	0	10	3	5	5	5	0
17	11	43	American Tobacco Trail Phase E -- construct trail; from South Point Mall to Chatham County Line	5	D-17 DC-9	E-2921E	0	3	0	10	7	3	5	0	5	10

Ranking by Local Priorities	Ranking by Points	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
							Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
18	24	36	Triangle Parkway -- extend NC 147, construct new multilane freeway from I-40 to I-540	5	D-12 DC-13	U-4763	5	0	5	0	3	0	10	5	5	3
19	11	43	Bicycle/Pedestrian Connectivity to Regional Rail -- provide bicycle/pedestrian connectivity within 1 mile of planned Phase I rail stations	5	D-13 DC-14	N/A	0	3	5	10	7	3	10	0	5	0
20	40	29	Roxboro Road -- widen to 6-lane divided, including bicycle, pedestrian and transit improvements, and Latta Road/Infinity Road intersection improvements; from Duke Street to Goodwin Road	5	DC-15	U-4722	3	3	0	0	10	3	5	0	5	0
21	36	31	Alexander Drive -- widen to 4-lane divided with bicycle, pedestrian and transit facilities; from Cornwallis Road to NC 55	5	DC-17	N/A	0	3	0	0	10	3	10	0	5	0
22	17	40	Hope Valley Road -- construct bicycle and pedestrian enhancements	5	D-18	N/A	0	5	0	10	7	3	10	0	5	0
23	36	31	Hillandale Road -- widen to 4-lane divided with bicycle, pedestrian and transit facilities; from Carver Street to Horton Road	5	DC-18	N/A	0	3	0	0	10	3	10	0	5	0

Ranking by Local Priorities	Ranking by Points	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
							Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
24	28	35	Garrett Road -- widen to 3 lanes with bicycle, pedestrian and transit facilities; from NC 751 to Chapel Hill Boulevard	5	DC-19	N/A	5	7	0	0	10	3	5	0	5	0
25	9	44	Hillandale Road -- construct sidewalk; from I-85 to Club Boulevard; and from Club Boulevard to NC147	5	D-20	U-2708	0	10	0	10	3	3	10	0	5	3
26	28	35	Latta Road -- widen from existing 2-lane to a 3-lane with bicycle and pedestrian facilities; from Guess Road to Roxboro Road	5	D-22 DC-21	N/A	0	10	0	0	7	3	10	0	5	0
27	44	20	I-85 -- widen from existing 4-lane freeway to 6-lane freeway; from US 70 to Red Mill Road	5	D-6 DC-6	I-4743	0	0	5	0	0	0	5	5	5	0
28	40	29	Erwin Road - bicycle improvements; from NC 751 to Orange County Line	5	D-10 DC-10	N/A	0	3	0	10	3	3	5	0	5	0
29	31	34	Carpenter Fletcher Rd - bicycle improvements; from Woodcroft Pkwy to Alston Ave	5	D-11 DC-12	N/A	0	3	0	10	3	3	10	0	5	0

Ranking by Local Priorities	Ranking by Points	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
							Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
30	24	41	Old Oxford Highway (Phase I) -- expand capacity, including bicycle, pedestrian and transit facilities; from North Roxboro to Hamlin Road	5	D-15 DC-20	N/A	5	3	0	0	10	3	10	5	5	0
31	40	29	Barbee Chapel Road -- construct bicycle lanes; from Farrington Road to NC54	5	D-24 DC-22	N/A	0	3	0	10	3	3	5	0	5	0
32	24	36	NC 751 (Phase I) --widen to 4-lane with bicycle, pedestrian and transit facilities; from South Roxboro to NC 54	5	D-25 DC-23	N/A	3	10	0	0	10	3	5	0	5	0
33	28	35	M.L. King Jr. Parkway/NC55 Interchange -- revise feasibility study to consider at-grade crossing at NC 55 to reduce project costs and complete connector to Cornwallis Road	5	D-23	U-2405	3	7	0	0	7	0	10	0	5	3
34	34	33	NC 751 (Phase II) --widen to 4-lane with bicycle, pedestrian and transit facilities; from NC 54 to I-40	5	D-27 DC-25	N/A	0	10	0	0	10	3	5	0	5	0
35	19	38	LaSalle Street -- pedestrian facilities; from Erwin Road to Hillsborough Road	5	D-31 DC-26	N/A	0	7	0	10	3	3	10	0	5	0

Ranking by Local Priorities	Ranking by Points	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
							Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
36	17	40	Chapel Hill Road -- bicycle and pedestrian facilities; from University Drive to Duke University Drive	5	D-32 DC-27	N/A	0	5	0	10	7	3	10	0	5	0
37	34	33	Dearborn Drive -- bicycle and pedestrian facilities; from East Club Boulevard to Old Oxford Road	5	D-33 DC-28	N/A	0	3	0	10	7	3	5	0	5	0
38	19	38	Morreene Road -- bicycle and pedestrian facilities; from American Drive to Neal Road	5	D-34 DC-29	N/A	0	3	0	10	7	3	10	0	5	0
39	19	38	Parkwood to American Tobacco Trail- Connecting trail (submitted by citizen)	5	P	N/A	0	3	0	10	7	3	10	0	5	0
40	31	34	Bicycle Improvements to Sedwick Rd. and Alston Rd. (submitted by citizen)	5	P	N/A	0	3	0	10	3	3	10	0	5	0
41	24	36	Briggs Avenue Extension -- new 2-lane alignment; from Riddle Road to So-Hi Drive, including bicycle and pedestrian features	5	D-29	U-2831	0	3	0	0	5	3	10	0	5	10
42	31	34	Cole Mill Road -- bicycle facilities; from Rose of Sharon Road to Durham/Orange County line	5	D-35 DC-30	N/A	0	3	0	10	3	3	10	0	5	0

Ranking by Local Priorities	Ranking by Points	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
							Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
43	14	42	Cornwallis Road -- curb-n-gutter, bicycle and pedestrian improvements; from South Roxboro to Chapel Hill Road	5	D-30	N/A	0	7	0	10	7	3	10	0	5	0
44	1	60	Northern Rail Corridor Protection - reserve right-of-way along abandoned Duke Beltline and Timberlake rail corridor for transit and bike/ped use	5	D-36 DC-31	N/A	3	3	0	10	7	7	10	5	5	10
45	39 (Div.7)	33	Barbee Chapel Rd - add sidewalks and bike lanes; from NC54 to Downing Creek Pkwy	5	CH-13	N/A	0	3	0	10	7	3	5	0	5	0
46	36 (Div.7)	34	Pope Rd-Ephesus Church Rd - add 5ft bike lanes	5 & 7	CH-15	N/A	0	3	0	10	3	3	10	0	5	0
47	20 (Div.7)	41	NC 54 Corridor - add bike, pedestrian and transit improvements; from Fordham Blvd to Barbee Chapel Rd	5 & 7	CH-24	N/A	0	3	0	10	10	3	10	0	5	0

C = Town of Carrboro

CH = Town of Chapel Hill

Chm = Chatham County

D = City of Durham

DC = Durham County

DOT = North Carolina Dept. of Transportation

N/A = Not applicable

O = Orange County

P = Submitted by Public

H = Town of Hillsborough

T = Triangle Transit Authority

Ranking by Local Priorities	Ranking by Points	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
							Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status

Example: D-3 = Number 3 on City of Durham local priority list

Note: Projects submitted or located in both Divisions, display "Rankings by Points" in Division 5 and Division 7, respectively.

Final Regional Priority List – Division 7
Figure 3

Ranking by Local Priorities	Ranking by Points	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
							Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
1	7	45	Orange Grove Rd (SR 1006) Ped Bridge - construct a pedestrian bridge over I-40	7	O-1 H-4	N/A	0	10	0	10	7	3	10	0	5	0
2	3	48	Transit Capital Projects – Fund transit capital projects as identified by Chapel Hill Transit	7	CH-1 C-5	N/A	3	0	0	10	3	7	10	5	10	0
3	11	44	Estes Drive (Phase I) – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Greensboro Street to Seawell School Rd.	7	C-1	U-2909	0	3	0	10	10	3	10	0	5	3
4	30	38	Elizabeth Brady Rd - Construct proposed 4-lane boulevard that connects US 70 Business, US 70 Bypass, and St. Mary's Road (SR 1002), includes bicycle and pedestrian features	7	H-1	U-3808	5	3	0	0	7	3	5	0	5	10
5	18	42	South Churton St - develop congestion management, limited access, aesthetic and capacity improvements; from US 70 Business to I-40, including bicycle and pedestrian facilities	7	O-3 H-2	R-2825	3	3	0	0	10	3	10	5	5	3

Ranking by Local Priorities	Ranking by Points	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
							Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
6	6	46	Chapel Hill/Carrboro Computerized Traffic Signal System -- Install new system	7	CH-2 C-12	U-4704	10	3	5	0	0	10	10	0	5	3
7	15	43	Homestead Rd (SR 1777) - provide bicycle and pedestrian facilities from High School Rd (SR1834) to NC86	7	CH-6 O-2	U-2805	0	3	0	10	7	3	10	0	5	5
8	5 & 3	48	Transit Capital Projects – Fund transit capital projects as identified by the Triangle Transit Authority (TTA)	5 & 7	T-2	N/A	3	0	0	10	3	7	10	5	10	0
9	15	43	Old Fayetteville Road - Add bike lanes and transit accommodations on both sides of the road and sidewalk on the east side from McDougle Middle School to NC 54.	7	C-2	N/A	0	3	0	10	7	3	10	0	5	5
10	3 & 2	56	US 15-501 Fixed-Guideway from Duke University to Chapel Hill consistent with the 2030 LRTP and the US 15-501 Major Investment Study	5 & 7	D-16 DC-16 C-14 T-3	TE-4706	3	0	5	10	3	7	5	10	10	3
11	20	41	Seawell School Road - add turn lanes, bike lanes, sidewalks and transit accommodations; from Homestead Rd to Estes Dr Extension	7	CH-5 C-3	E-4710	0	3	0	0	10	3	10	0	5	10

Ranking by Local Priorities	Ranking by Points	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
							Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
12	43	28	US 70 Bypass Widening - widen to a four-lane, divided section with bike and pedestrian improvements; from Orange/Durham County line to the US 70 - I-85 Connector east of Efland	7	O-7 H-3	N/A	0	3	5	0	7	3	5	0	5	0
13	20	41	MLK Blvd. Corridor - pedestrian, bicycle and transit improvements; from I-40 to North St	7	CH-3	N/A	0	3	0	10	10	3	10	0	5	0
14	9 & 11	44	Old Durham-Chapel Hill Road -- bicycle and pedestrian improvements between Garrett Road and US 15-50, including connectivity between residential areas, Githens Middle School, and the existing greenway and trail systems	5 & 7	D-4 DC-4 CH-4	E-4707	0	7	0	10	7	3	5	0	5	7
15	11	44	Homestead Rd. – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Seawell School Road to Old NC 86.	7	C-4	N/A	0	3	0	10	10	3	10	0	5	3
16	42	31	Old NC 86 (SR 1009) - construct 4ft paved shoulders for bicycles; from Eubanks Rd in Carrboro to I-40 in Hillsborough	7	O-4	N/A	0	5	0	10	3	3	5	0	5	0

Ranking by Local Priorities	Ranking by Points	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
							Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
17	36	34	NC 86 Bicycle Improvements - construct 4ft paved shoulders for bicycles; from Whitfield Rd in Chapel Hill to US 70 Business in Hillsborough	7	O-5 H-5	N/A	0	3	0	10	3	3	10	0	5	0
18	43	28	Eno Mountain Rd/Mayo St/Orange Grove Rd Intersection Improvements - realign intersection and make safety improvements	7	O-8 H-6	U-3436	0	10	0	0	0	0	10	0	5	3
19	18	42	South Greensboro Street – Add sidewalks and transit accommodations on both sides of the road from Main Street to Merritt Mill Road.	7	C-6	N/A	0	7	0	10	7	3	10	0	5	0
20	48	15	NC 86 - widen NC 86; from US 70 Business north of Hillsborough to Coleman Loop (SR 1332)	7	O-6	N/A	0	0	0	0	0	0	10	0	5	0
21	29	40	Estes Drive - widen to 12ft travel lanes, add 4ft bike lanes and sidewalks; from NC86 to Curtis Rd	7	CH-7	N/A	0	5	0	10	7	3	10	0	5	0

Ranking by Local Priorities	Ranking by Points	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
							Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
22	30	38	BPW Club Road-Westbrook Drive Multi-Use Path – <i>Feasibility Study</i> – Provide pedestrian and bicycle access from the BPW Club Road area to the Westbrook Drive area by building a pedestrian/bicycle path and creek crossings behind the Sterling Bluff Apartments	7	C-7	N/A	0	3	0	10	7	3	10	0	5	0
23	47	20	Western Bypass - new two-lane alignment, using portion of Coleman Loop Road (SR 1332) ROW; from US 70 to NC 86	7	H-7	R-3438	0	0	0	0	7	0	5	0	5	3
24	5 & 3	48	I-40 HOV Lanes -- High Occupancy Vehicle lanes; from NC-86 to I-540	5 & 7	D-8 DC-8	N/A	5	0	5	10	3	10	5	5	5	0
25	11	44	Estes Drive (Phase II) – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Seawell School Rd. to Airport Rd.	7	CH-8	U-2909	0	3	0	10	10	3	10	0	5	3
26	20	41	Old NC 86 - Add bike lanes and transit accommodations on both sides of the road, and sidewalk on the east side from Hillsborough Road to Homestead Road.	7	C-8	N/A	0	3	0	10	10	3	10	0	5	0

Ranking by Local Priorities	Ranking by Points	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
							Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
27	7	45	Community Center to Willow Dr. - build bike and pedestrian connection; from Community Center to Willow along Estes Dr	7	CH-9	N/A	0	10	0	10	7	3	10	0	5	0
28	20	41	Old NC 86 – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Homestead Road to Eubanks Road.	7	C-9	N/A	0	3	0	10	10	3	10	0	5	0
29	46	23	Orange Grove Rd Extension - extend road east to US 70 Business, including sidewalks	7	O-9	N/A	5	0	0	0	3	0	10	0	5	0
30	7	45	Franklin St/Bolin Creek Greenway	7	CH-10	N/A	0	10	0	10	7	3	10	0	5	0
31	15	43	Eubanks Rd – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Old NC 86 to Rogers Road.	7	C-10	N/A	0	5	0	10	10	3	10	0	5	0
32	20	41	Franklin / Main / Merritt Mill / Brewer Intersection – Make changes to improve operation and safety for motorists, pedestrians, bicyclists, and transit.	7	C-11	N/A	0	3	0	10	10	3	10	0	5	0

Ranking by Local Priorities	Ranking by Points	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
							Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
33	35	36	Estes Drive - add sidewalk and pedestrian signal at Chapel Hill Library; from Curtis Rd to Franklin St	7	CH-11	N/A	0	5	0	10	3	3	10	0	5	0
34	30	38	Bolin Creek Greenway - MLK Blvd. to Umstead Park	7	CH-12	N/A	0	3	0	10	7	3	10	0	5	0
35	1	60	Fixed Guideway – Connection to Carolina North / Horace Williams property utilizing existing railroad right-of-way from University Power Plant to Carolina North; including bicycle and pedestrian facilities	7	C-13	N/A	3	3	0	10	7	7	10	10	10	0
36	39	33	Barbee Chapel Rd - add sidewalks and bike lanes; from NC54 to Downing Creek Pkwy	5	CH-13	N/A	0	3	0	10	7	3	5	0	5	0
37	30	38	Southern Railroad Greenway - from Estes Dr to UNC Horace Williams Property	7	CH-14	N/A	0	3	0	10	7	3	10	0	5	0
38	36 (Div.7)	34	Pope Rd-Ephesus Church Rd - add 5ft bike lanes	5 & 7	CH-15	N/A	0	3	0	10	3	3	10	0	5	0
39	20	41	Piney Mountain Rd - add turn lanes, sidewalks, bike lanes and transit accommodations; from NC86 to Riggsbee Rd	7	CH-16	N/A	0	3	0	10	10	3	10	0	5	0

Ranking by Local Priorities	Ranking by Points	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
							Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
40	20	41	Mount Carmel Church Rd - add bike lanes, sidewalks, transit and safety improvements; from US 15-501 South to Chatham County	7	CH-17	N/A	0	3	0	10	10	3	10	0	5	0
41	30	38	Country Club Rd - sidewalk on east side; from South Rd to Raleigh St	7	CH-18	N/A	0	7	0	10	3	3	10	0	5	0
42	36	34	Fordham Boulevard - sidewalk along north side; from Manning Dr to Carmichael St	7	CH-19	N/A	0	3	0	10	3	3	10	0	5	0
43	7	45	Bolin Creek/Little Creek Greenway - from Chapel Hill Community Center to Pinehurst Dr	7	CH-20	N/A	0	10	0	10	7	3	10	0	5	0
44	39	33	Old Mason Farm/Finley Golf - add bike lanes, sidewalk	7	CH-21	N/A	0	3	0	10	7	3	5	0	5	0
45	39	33	Erwin Rd - add bike lanes, sidewalks and safety improvements; from Sage Rd to Durham County line	7	CH-22	N/A	0	3	0	10	7	3	5	0	5	0
46	20	41	Fordham Boulevard Corridor - add bike, pedestrian and transit improvements; from US 15-501 South to Ephesus Church Rd	7	CH-23	N/A	0	3	0	10	10	3	10	0	5	0

Ranking by Local Priorities	Ranking by Points	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
							Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
47	20 (Div.7)	41	NC 54 Corridor - add bike, pedestrian and transit improvements; from Fordham Blvd to Barbee Chapel Rd	5 & 7	CH-24	N/A	0	3	0	10	10	3	10	0	5	0
48	45	26	I-85 -- Widen and improve intersections; from I-40/I-85 interchange to Durham County line, (submitted by NCDOT)	7	DOT	I-0305	0	3	5	0	0	0	10	0	5	3

C = Town of Carrboro

CH = Town of Chapel Hill

Chm = Chatham County

D = City of Durham

DC = Durham County

DOT = North Carolina Dept. of Transportation

N/A = Not applicable

O = Orange County

P = Submitted by Public

H = Town of Hillsborough

T = Triangle Transit Authority

Example: D-3 = Number 3 on City of Durham local priority list

Note: Projects submitted or located in both Divisions, display "Rankings by Points" in Division 5 and Division 7, respectively.

Final Regional Priority List – Division 8
Figure 4

Final Ranking	Ranking by Points	FY2007-2013 Total Criteria Points	Project Name & Description	Division	Local Priority	TIP ID	Criteria and Points:									
							Congestion	Safety	National Highway System	Single Occupant Vehicle Reduction	Expands Transportation Choices	Addresses Air Quality Concerns	Minimal Impact on Natural Environment	Encourages Economic Development	No Disproportional Disadvantaged Pop Impact	TIP Funding Status
1	2	43	American Tobacco Trail Phase F -- construct trail; from Durham/Chatham County line to Wake/Chatham County line	8	N/A	E-2921E	0	3	0	10	7	3	5	0	5	10
2	1	48	Pittsboro to Chapel Hill Park & Ride - establish bus route from Pittsboro to Chapel Hill with a park and ride lot on US 15-501	8	Chm-1	N/A	3	0	5	10	3	7	10	0	10	0
3	3	19	NC 751 - widen from two lanes to four lanes with bike features; from US 64 to Durham County line.	8	Chm-2	N/A	0	3	0	0	3	3	5	0	5	0
4	4	18	Jack Bennett Rd & Lystra Rd Safety Improvements - widen shoulders and improve curves; on Jack Bennett Rd (SR1717) between US15-501 and Lystra Rd, and Lystra Rd (SR1721) between US15-501 and Farrington Point Rd	8	Chm-3	N/A	0	5	0	0	3	0	5	0	5	0
5	5	18	Lystra Rd - increase length of turn lanes on Lystra Rd at North Chatham Elementary School	8	Chm-4	N/A	0	0	0	0	3	0	10	0	5	0

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Example: D-3 = Number 3 on City of Durham local priority list

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DCHC MPO -- STP-DA Allocation Table (FY 2007-2013) for 09/27/06 TCC

TIP #	Location	Description	Total Cost	Prior Years	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	Non-Fed Match	Agency		
DURHAM COUNTY																			
1	I-306 C	I-85 C (15-501 to Broad)	Median Planters		\$1,403,204	\$0	\$1,122,563									\$280,641	Durham		
2	I-306 C	I-85 C (15-501 to Broad)	Brick Betterment Noise Wall		\$559,654	\$0	\$447,723									\$111,931	Durham		
3	I-306 C	I-85 C (15-501 to Broad)	Interchange Sidewalks		\$93,842	\$0	\$75,074									\$18,768	Durham		
4	I-306 DB	I-85 DB (Broad to Camden)	Brick Betterment -- Club Blvd. E. S. Noise Wall		\$133,300	\$0		\$106,640								\$26,660	Durham		
5	I-306 C	I-85 (Hillandale Commons)	Landscaping - Bern Hillandale Commons area		\$25,000	\$0		\$20,000								\$20,000	Private		
6	I-85		Interchange Fencing - (Placeholder)		\$75,000	\$0		\$60,000								\$15,000	Durham		
7	E-2921	American Tobacco Tr.	Phase E		\$1,476,250	\$0			\$1,181,000							\$295,250	Durham		
8	U-4724	Cornwallis Rd	Bike/Ped Facilities (S. Roxboro to University of C.H. Rd.)		\$2,270,000	\$0						\$1,816,000				\$454,000	Durham		
9	U-4009	US 15-501	Add left turn lane at Garrett Road intersection		\$285,000	\$0	\$228,000									\$57,000	Durham		
10	U-4725	DATA (transit)	13 new buses for service expansion		\$3,900,000	\$0				\$1,352,000	\$1,768,000	\$0				\$780,000	Durham		
11	U-3804	Hillandale Rd	I-85 to Carver Street		\$3,000,000	\$0			\$2,400,000							\$600,000	State		
12	R-2906	NC 55 Widening Project	MLK ROW/Extension		\$2,700,000	\$0	\$2,160,000									\$540,000	State		
13	R-2906	NC 55 Widening Project	Sidewalks/Landscaping/Entryway Enhancements		\$430,000	\$0	\$344,000									\$86,000	State		
ORANGE COUNTY																			
14	U-3306	Weaver Dairy Rd.	Bike & Pedestrian Features		\$707,500	\$0					\$566,000					\$141,500	Chapel Hill		
15	E-4994	Carrboro	Bolin Creek Greenway (CA)		\$807,500	\$0		\$56,000		\$590,000						\$161,500	Carrboro		
16	E-4825	Carrboro	Morgan Creek Greenway West (CA)		\$650,000	\$0		\$40,000	\$480,000							\$130,000	Carrboro		
17	E-4008	Carrboro	Roberson Place Greenway (CA)		\$168,695	\$0	\$45,600	\$89,356								\$33,739	Carrboro		
18	TD-4711C	Chapel Hill	Transit Maintenance Facility		\$4,788,330	\$0	\$560,000	\$1,600,000	\$1,670,664							\$957,666	Chapel Hill		
19		Chapel Hill	Bus Replacement		\$1,000,000	\$0	\$800,000									\$200,000	Chapel Hill		
20	E-4601	Chapel Hill/Carrboro	Morgan Creek Greenway (East)		\$900,000	\$0	\$80,000		\$640,000							\$180,000	CH/Carrboro		
21	E-4995	Chapel Hill	Dry Creek Greenway		\$780,000	\$0		\$64,000		\$560,000						\$156,000	Chapel Hill		
22		Chapel Hill	Upper Booker Creek Greenway		\$800,000	\$0					\$64,000		\$576,000			\$160,000	Chapel Hill		
23	U-4704	Chapel Hill-Carrboro	Signal System Improvements		\$900,000	\$360,000							\$360,000			\$180,000	Chapel Hill		
OTHER																			
24	U-4727	MPO -UPWP	MPO Planning		\$4,482,500	\$1,510,000	\$165,000	\$273,000	\$273,000	\$273,000	\$273,000	\$273,000	\$273,000			\$896,500	Multiple		
25			UPWP Planning \$165,000																
26			MPO Bike Ped Planner Position \$28,000																
27			TRM Service Bureau \$80,000 (FY 04 - FY 08)																
31		Old Durham-CH Rd	Bike Lanes		\$3,828,000	\$0					\$1,200,000	\$1,200,000				\$765,600	State		
33	U-4726	MPO/Various Local Govt.	Urban Area Bike/Ped Allocation 1,769,524		\$3,000,000	\$0				\$200,000	\$200,000	\$500,000	\$500,000	\$500,000	\$500,000	\$600,000	Multiple		
34	U-4726B		CAR Bolin Forest Drive Sidewalk		\$19,950	\$0		\$15,960								\$3,990	Carrboro		
35	U-4726A		CAR Hanna Street Sidewalk		\$88,455	\$0		\$55,564								\$32,891	Carrboro		
36	U-4726F	03-04 bike allocation	Chapel Hill Sidewalks		\$250,000	\$0			\$200,000							\$50,000	Chapel Hill		
37	U-4726D		Bicycle Pedestrian Plan (2004 Allocation)		\$93,750	\$0		\$60,000	\$15,000							\$18,750	Durham		
38	U-4726E	05 bike/ped allocation	CH - Airport Road		\$50,000	\$0		\$40,000								\$10,000	Chapel Hill		
39	U-4726C	05 bike/ped allocation	CH - Culbreth Rd.		\$45,000	\$0		\$36,000								\$9,000	Chapel Hill		
40	U-4726G	05 bike/ped allocation	DUR Holloway St sidewalks		\$67,000	\$0		\$53,600								\$13,400	Durham		
41	U-4726H	05 bike/ped allocation	DUR Bike Education		\$60,000	\$0		\$8,000	\$40,000							\$12,000	Durham		
42	U-4726I	05 bike/ped allocation	CAR Bel Air Path		\$65,695	\$0						\$52,556				\$13,139	Carrboro		
43	U-4726J	06 bike/ped allocation	South Greensboro St./Smith Level Sidewalk -CA		\$46,000	\$0						\$36,800				\$9,200	Carrboro		
44	U-4726K	06 bike/ped allocation	Hillandale Club to I-85 5' sidewalk on both sides -DUR		\$165,484	\$0				\$132,387						\$33,097	Durham		
45	U-4726L	06 bike/ped allocation	Fordham Blvd sidewalk NE Fordham/Estes Dr. CH		\$15,000	\$0		\$12,000								\$3,000	Chapel Hill		
46	U-4726M	06 bike/ped allocation	Drainage gate replacement (NC 86) -CH		\$10,000	\$0		\$8,000								\$2,000	Chapel Hill		
47	U-4726N	06 bike/ped allocation	Walkable Communities Workshop (MPO)		\$17,000	\$0			\$13,600							\$3,400	MPO		
48	U-4726O	07 bike/ped allocation	Carpenter Fletcher RD/Woodcroft- Alston bike impr.		\$142,740	\$0			\$114,182							\$28,558	Durham		
49	U-4726P	07 bike/ped allocation	Culbreth Rd:15501-Culbreth Park Dr sidewalk		\$135,000	\$0		\$108,000								\$27,000	Chapel Hill		
50	U-3475	MPO -UPWP sp projects	Various Planning Activities - \$3,345,000																
51		(flexed to UPWP planning)	MPO TDM		\$212,500	\$0		\$85,000	\$85,000							\$42,500	NC DOT		
52			ITS Deployment Plan Update		\$70,000	\$0			\$56,000							\$14,000	MPO		
53			Bike/Ped (non-motorized trip)Model Development		\$250,000	\$0			\$200,000							\$50,000	MPO		
54			Data automation/management/GIS (\$200,000)		\$250,000	\$0		\$40,000	\$160,000							\$50,000	Multiple		
55			I-40/NC 54 Transit Corridor -- Phase II		\$0	\$0										\$0	Multiple		
56			Land Use/Transportation Model (Placeholder)		\$250,000	\$0			\$200,000							\$50,000	Multiple		
57			Congestion Management System		\$750,000	\$0		\$100,000	\$100,000	\$200,000			\$200,000			\$150,000	Multiple		
58		breaks needed ?	Chapel Hill Mobility Report Card		\$475,000	\$0	\$58,000	\$122,000		\$100,000			\$100,000			\$95,000	Chapel Hill		
59			Carrboro Downtown Study		\$50,000	\$0		\$40,000								\$10,000	Carrboro		
60			Old Durham-CH Rd bike/ped feasibility study		\$82,500	\$0	\$50,000									\$12,500	Multiple		
61			MPO Collector Street Plan		\$100,000	\$0		\$40,000	\$40,000							\$20,000	Multiple		
62			Model travel behavior surveys (HH, B&A counts)		\$300,000	\$0		\$240,000								\$60,000	Multiple		
63			Model Enhancements and major update		\$325,000	\$0		\$30,000	\$150,000		\$80,000					\$65,000	Multiple		
64																			
66			Model surveys ph-2 (onboard, travel time, external)		\$243,750	\$0			\$195,000										
67			TDM additional request (TTA)		\$50,000	\$0			\$40,000										
68			MPO CMS		\$60,000	\$0			\$48,000										
69			Chapel Hill/Carrboro Transit Master plan		\$200,000	\$0			\$160,000										
70																			
			Durham Total		\$25,781,085	\$7,103,867	\$4,377,360	\$186,640	\$0	\$1,181,000	\$2,400,000	\$1,352,000	\$1,768,000	\$1,816,000	\$0	\$0	\$5,611,217	Durham	
			Orange Total		\$18,347,223	\$5,618,160	\$0	\$1,418,000	\$125,600	\$2,011,356	\$2,780,664	\$1,250,000	\$630,000	\$100,000	\$576,000	\$0	\$0	\$3,669,445	Orange
			Other Total		\$16,163,824	\$1,700,000	\$165,000	\$273,000	\$394,524	\$1,133,600	\$2,089,792	\$805,387	\$1,753,000	\$2,262,356	\$500,000	\$500,000	\$500,000	\$3,163,688	Other
			Yearly Total		\$14,696,473	\$4,542,360	\$1,877,640	\$520,124	\$4,325,956	\$7,280,456	\$3,407,387	\$4,151,000	\$4,178,356	\$1,436,000	\$500,000	\$500,000	\$47,415,752	Total Yearly	
			STP DIRECT ATTRIBUTABLE		\$18,059,826	\$2,732,775	\$3,211,059	\$3,632,240	\$3,552,867	\$3,609,713	\$3,667,468	\$3,726,148	\$3,785,766	\$3,846,338	\$3,907,880	\$3,970,406	\$57,702,486	Total STPDA	
			MPO Reserve		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000			
			FY BALANCE			(\$1,809,585)	\$1,333,419	\$3,112,116	(\$773,089)	(\$3,670,743)	\$260,081	(\$724,852)	(\$692,590)	\$2,110,338	\$3,107,880	\$3,170,406			
			Uncommitted Balance		\$3,363,353	\$1,553,768	\$2,887,187	\$5,999,303	\$5,226,214	\$1,555,471	\$1,815,552	\$1,090,700	\$398,110	\$2,508,448	\$3,505,990	\$5,678,854			

Changes recommended by TCC Subcommittee.

MEMORANDUM

**TO: Transportation Advisory Committee
DCHC MPO**

FROM: DCHC MPO Lead Planning Agency

DATE: September 27, 2006

SUBJECT: 2006-2007 Unified Planning Work Program (UPWP) – Amendment #1.

This memo describes proposed Amendment #1 to the 2006-07 UPWP. The 2006-07 UPWP was approved by the TAC on May 10, 2006. The proposed amendments are necessary in order to:

1. Make corrections to the Chapel Hill Section 5303 Transit funds as shown in the tables below:

Task Description	Section 5303 Transit Funds								
	Original			Proposed			Difference		
	2006-07 UPWP 5/10/2006 TAC			Amendment #1 Oct. 11, 2006 TAC			(Change)		
	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	FTA
	10%	10%	80%	20%	10%	80%	10%	10%	80%
Short Range Transit Planning									
Short Range Transit Plan	125	125	1,000	0	0	0	(125)	(125)	(1,000)
Planning Work Program									
Planning Work Program	375	375	3,000	125	125	1,000	(250)	(250)	(2,000)
Transp. Improvement Plan									
Transp. Improvement Program	0	0	0	375	375	3,000	375	375	3,000
Net Change							\$0	\$0	\$0

- Add \$22,433 of JARC/New Freedom funds to the TTA UPWP for development of the Human Services Transportation Plan. The TAC, on September 13, 2006, approved an amendment to the MTIP to make the JARC/New Freedom funds available to the City of Durham (DATA). The City of Durham in its role as the LPA for the DCHC MPO is the area's designated recipient for the JARC/New Freedom funds. The TAC recommended that the MPO contract with TTA for the creation of the Human Services Transportation Plan.

			JARC/New Freedom Funds					
			Original		Proposed		Difference	
			2006-07 UPWP		Amendment #1		5/10/2006 TAC	
			5/10/2006 TAC		Oct. 11, 2006 TAC		(Change)	
Task Description			Local	FHWA	Local	FHWA	Local	FHWA
			0%	100%	0%	100%	0%	100%
C	Short Range Transit Planning							
	1	Short Range Transit Plan	0	0	0	22,433	0	22,433
Net Change							\$0	\$22,433

- Add \$172,480 of STP-DA funds transferred from FY 2005 and FY 2006. This amendment will allow the City of Durham to seek reimbursements for expenditures incurred in fiscal years 2005 and 2006 for which the City was unable to reimburse.

			STP-DA 133(b)(3)(7) Funds					
			Original		Proposed		Difference	
			2006-07 UPWP		Amendment #1		5/10/2006 TAC	
			5/10/2006 TAC		Oct. 11, 2006 TAC		(Change)	
Task Description			Local	FHWA	Local	FHWA	Local	FHWA
			20%	80%	20%	80%	20%	80%
II	B	Long Range Transp. Plan						
	4	Travel Surveys	49,881	199,525	69,761	279,042	19,879	79,517
III-E	E	Management & Operations						
	1	Management & Operations	11,941	47,763	35,182	140,726	23,241	92,963
Net Change							\$43,120	\$172,480

Attachment x is the Resolution for Amendment #1 to the 2006-07 UPWP.

RESOLUTION

TO APPROVE AMENDMENT #1 TO THE FY 2006-2007 UNIFIED PLANNING WORK PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)

October 11, 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, A comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation planning projects are effectively allocated to the DCHC MPO; and

WHEREAS, The Durham-Chapel Hill-Carrboro MPO requests an amendment to the 2006-2007 UPWP as outlined on the attached tables; and

WHEREAS, Members of the Transportation Advisory Committee agree that the Unified Planning Work Program amendment effectively advances transportation planning for 2006-2007.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses Amendment #1 of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for the FY 2006-2007 as described in the attached sheet.

I, William V. "Bill" Bell, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill-Carrboro Urban Area Transportation Advisory Committee, duly held on the 11th day of October, 2006.

Signature of TAC Chair
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

STATE OF: North Carolina
COUNTY OF: Durham

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

Notary Public
101 City Hall Plaza
Durham, NC 27701

My commission expires: _____

**Durham-Chapel Hill-Carrboro Urban Area
 FY 2006-2007 Unified Planning Work Program - Amendment #1 (TAC 10/11/06)
 Funding Source Tables - Detail Revision Tables**

Chapel Hill

		Section 5303 Transit Funds								
		<i>Original</i>			<i>Proposed</i>			<i>Difference</i>		
		<i>2006-07 UPWP 5/10/2006 TAC</i>			<i>Amendment #1 Oct. 11, 2006 TAC</i>			<i>(Change)</i>		
		<i>Local</i>	<i>NCDOT</i>	<i>FTA</i>	<i>Local</i>	<i>NCDOT</i>	<i>FTA</i>	<i>Local</i>	<i>NCDOT</i>	<i>FTA</i>
Task Description		10%	10%	80%	20%	10%	80%	10%	10%	80%
II	C	<u>Short Range Transit Planning</u>								
	1	125	125	1,000	0	0	0	(125)	(125)	(1,000)
III-A	<u>Planning Work Program</u>									
	1	375	375	3,000	125	125	1,000	(250)	(250)	(2,000)
III-B	<u>Transp. Improvement Plan</u>									
	1	0	0	0	375	375	3,000	375	375	3,000
Net Change								<u>\$0</u>	<u>\$0</u>	<u>\$0</u>

Durham-Chapel Hill-Carrboro Urban Area
FY 2006-2007 Unified Planning Work Program - Amendment #1 (TAC 10/11/06)
Funding Source Tables - Detail Revision Tables

Triangle Transit Authority -TTA

			JARC/New Freedom Funds					
Task Description			Original		Proposed		Difference	
			2006-07 UPWP 5/10/2006 TAC		Amendment #1 Oct. 11, 2006 TAC		(Change)	
			Local 0%	FHWA 100%	Local 0%	FHWA 100%	Local 0%	FHWA 100%
II	C	Short Range Transit Planning						
	1	Short Range Transit Plan	0	0	0	22,433	0	22,433
		Net Change					<u>\$0</u>	<u>\$22,433</u>

**Durham-Chapel Hill-Carrboro Urban Area
 FY 2006-2007 Unified Planning Work Program - Amendment #1 (TAC 10/11/06)
 Funding Source Tables - Detail Revision Tables**

City of Durham - The Lead Planning Agency (LPA)

		STP-DA 133(b)(3)(7) Funds						
		<i>Original</i>		<i>Proposed</i>				
		<i>2006-07 UPWP 5/10/2006 TAC</i>		<i>Amendment #1 Oct. 11, 2006 TAC</i>		<i>Difference (Change)</i>		
Task Description		Local	FHWA	Local	FHWA	Local	FHWA	
		20%	80%	20%	80%	20%	80%	
II	B	Long Range Transp. Plan						
	4	Travel Surveys	49,881	199,525	69,761	279,042	19,879	79,517
III	E	Management & Operations						
	1	Management & Operations	11,941	47,763	35,182	140,726	23,241	92,963
		Net Change					\$43,120	\$172,480

Durham (LPA) 2006-07 UPWP Amendment #1**2004-05 (FY 2005) STP-DA Adjustments**

	Original	Not invoiced/unpaid	Proposed FY 05 changes
LPA Planning	\$273,000	\$44,343	\$228,657

2005-06 (FY 2006) STP-DA Adjustments

STP-DA Changes	Original	Not invoiced/unpaid	Proposed FY 06 changes
LPA Planning	\$273,000	\$48,620	\$224,380
Model survey	\$240,000	\$79,517	\$160,483

Proposed 2006-07 (FY 2007) STP-DA Adjustments**FY 2007 STP-DA**

	Original	Additions from 05 & 06	Proposed FY 2007 Changes
LPA Planning	\$273,000	\$92,963	\$365,963
Model Survey	0	\$79,517	\$79,517

MEMORANDUM

TO: Transportation Coordinating Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency

DATE: September 27, 2006

RE: Southwest Durham Drive Alignment

Background

The Southwest Durham Drive has been in the region's long-range plans for a few decades. It started as a Chapel Hill by-pass called Laurel Hill Drive and has a "sketched" corridor in the 1991 DCHC MPO Thoroughfare Plan. Attachment 9B is an excerpted close-up of the 1991 Thoroughfare Plan that illustrates the Laurel Hill Drive corridor. Currently, the Southwest Durham Drive is in the MPO's 2030 Long Range Transportation Plan (2030 LRTP) as a two-lane, minor arterial road that is to be built before 2020. The planned corridor is to connect Mount Moriah Road (near the New Hope Commons shopping center) to NC 54 in Chapel Hill. Two segments of the planned corridor have not been built yet: 1) between Meadowmont Drive and the I-40 overpass (currently Farrington Road); and, 2) between US 15-501 and Mount Moriah Road. Local planners use the defined corridor to reserve and dedicate right-of-way through the development process, and have made very minor adjustments within site plans to accommodate site layout and feasible road geometrics.

Recent comments from the public, Durham Public Schools, and elected officials have requested that the planned segment of the corridor that is to be built between Meadowmont Drive and the I-40 overpass (currently Farrington Road) be evaluated for adjustments.

Comments from Collector Street Plan Process

During the public workshops and hearings for the Southwest Durham/Southeast Chapel Hill Collector Street Plan, citizens identified many transportation issues that were outside the scope of the collector street plan. Among these issues, citizens frequently criticized the proposed alignment of the Southwest Durham Drive. Most residents of Meadowmont Drive do not want Southwest Durham Drive, which is planned to function as a minor arterial, to connect to their residential street as planned, and residents in the Helmsdale Drive area believe the alignment runs too close to their backyards. Other workshop and hearing participants believe the alignment will limit options for future site plans because of the tight fit and angled alignment between the Oaks subdivision and George King Road. Many residents believed using a segment of George King Road as part of the future Southwest Durham Drive alignment made practical sense.

In addition, the Durham Public Schools has asked City and County elected officials to remove the Southwest Durham Drive right-of-way from the Creekside Elementary School site. Attachment 9C is a copy of this request. At least one TAC member has made the same request during comments on the Collector Street Plan.

Consider Corridor Adjustments

The TCC needs to consider two minor adjustments to the Southwest Durham Drive corridor in the proposed segment between Meadowmont Drive and the I-40 overpass (currently Farrington Road):

1. Adjoin the corridor to George King Road, from Ephesus Church Road in the north to the area where the US 15-501 Transit Corridor heads toward Meadowmont Drive. This adjustment has the advantage of moving the corridor off the Creekside School property, using an existing right-of-way, providing more uniform spacing with current roads and residential development.
2. Adjust the northern part of this segment to run between George King Road and the I-40/Farrington Road overpass. This adjustment has the advantage of moving the corridor off the Creekside Elementary School Property, using an existing intersection, and providing more uniform spacing with current roads and future development.

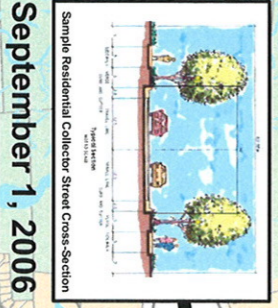
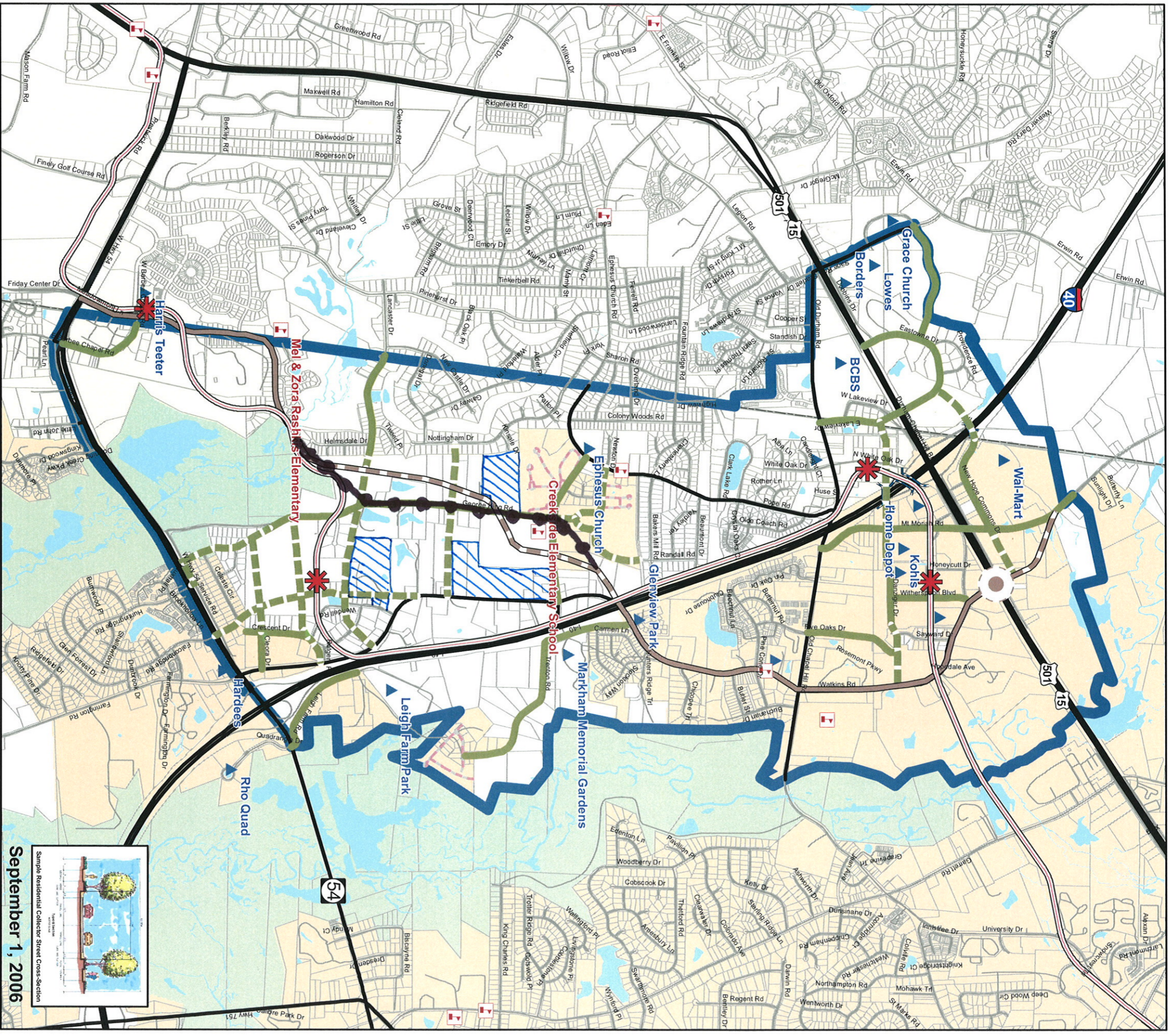
Attachment 9A is a copy of the Revised Collector Street Plan map that shows these proposed adjustments.

Why Not Wait for the LRTP Update?

There are two reasons for not using the 2035 Long Range Transportation Plan (2035 LRTP) process for making these adjustments. First, these adjustments do not change the overall function of the proposed roadway and therefore can reasonably be considered minor adjustments to the current corridor that do not need to be enacted through the higher-level LRTP process. Second, residential developments are occurring quickly in this area and therefore the opportunity to move the corridor off the Creekside School site and use the existing George King right-of-way could be lost as developments are approved in this area. There are proposed developments to the east and west of the Creekside School site, and an approved development to the north, as well. The 2035 LRTP is scheduled for approval in spring 2009, at which time, alternatives for adjusting the Southwest Durham Drive alignment are likely to be limited because of approved development plans.

TCC Action

Discuss adjusting the Southwest Durham Drive and make a recommendation to the TAC.



September 1, 2006

Southwest Durham - Southeast Chapel Hill Collector Street Plan

Revised Draft Recommended CSP Network

Legend:

- Kimley-Horn and Associates, Inc.
- Study Area
- County Boundary
- Durham City Limits
- Chapel Hill Town Limits
- Corps of Engineers Land
- Destination Points
- Approved SW Durham Drive Alignment
- Southwest Durham Drive
- Existing Higher Classification Facilities
- Approved Internal Neighborhood Street
- Proposed Transit Stations
- Recommended Collector Street**
- Existing Road to be Classified as Collector*
- Proposed New Collector Streets

Other Symbols:

- Harris Teeter
- Mel & Zora Rashins Elementary
- Ephesus Church
- Creekside Elementary School
- Markham Memorial Gardens
- Rho Quad
- Hardees
- Home Depot
- Kohls
- Wal-Mart
- BCBS
- Borders
- Grace Church
- Lowes

Collector Street Plan:

- Pending Development Proposals
- Proposed Corridor Adjustment

* 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.

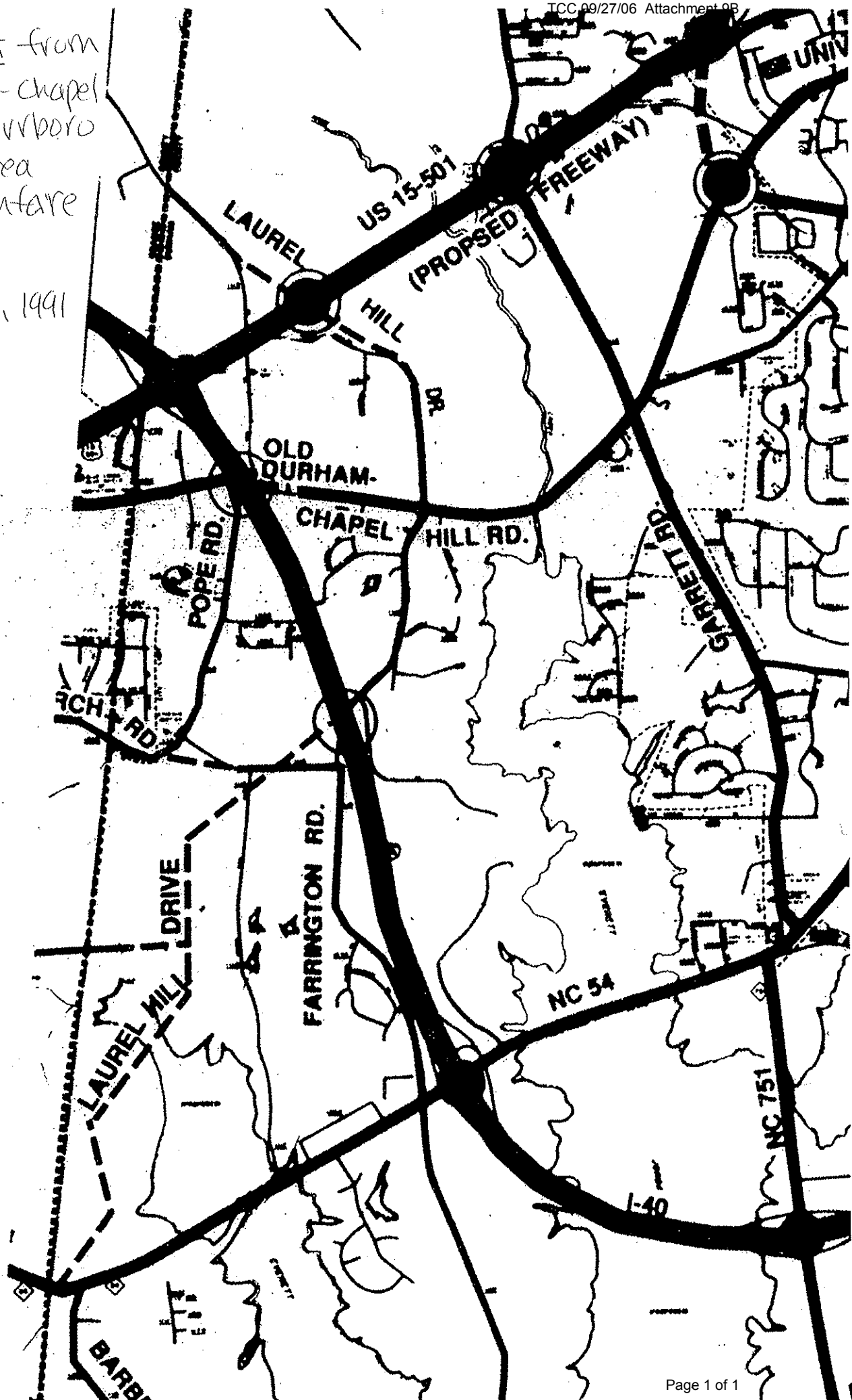
Scale: 0, 0.125, 0.25, 0.5 Miles

North Arrow: N, NE, E, SE, S, SW, W, NW

Proposed Corridor Adjustment

Pending Development Proposals

Excerpt from
Durham-Chapel
Hill-Carrboro
Urban Area
Thoroughfare
Plan.
October 2, 1991



*Copy Creekside -
SW Drive*



DURHAM PUBLIC SCHOOLS

Dr. Ann T. Denlinger, Superintendent

March 13, 2006

Commissioner Ellen Reckhow
Commissioner Becky Heron
Mayor Bill Bell
Durham, North Carolina 27701



Re: Southwest Drive at Creekside Elementary School

Dear Colleagues:

Thanks to the efforts of many, including you, this community enjoys the beautiful new Creekside Elementary School in the fast growing area of southwest Durham. With so few options in the region regarding land suitable for school development, Durham Public Schools, with review by the Board of Commissioners, acquired this site and developed a plan accommodating the uncertain and ambiguous transit corridors generally shown on planning maps.

Early in the process, some of you even joined the "community design" efforts held at Githens Middle School to logically plan for future growth around the school. Already, nearby residential development is quickening as if sparked by the opening of Creekside Elementary.

Last fall, we worked together to have the transit corridor moved away from the school site and toward the interstate right-of-way. This move will improve not only the safety issues of traffic around Creekside, but also the ability to utilize the rest of the property for further school development. To our dismay, it now appears that we, along with others, mistakenly thought the matter was settled. However, city transportation staff has confirmed that only one portion of the corridor was moved. A corridor for what could become Southwest Drive remains shown as traversing the school site. As the city transportation staff works to create their next street plans, it is crucial to move the remaining right-of-way from the school site if the community's school needs are to be met sufficiently through the Creekside property.

In your roles and work with the Transportation Advisory Committee, I ask that you take all necessary steps to work through this matter as soon as possible and choose an alternative path that will allow safe and practical school use of the Creekside property.

Thank you for your attention to this matter.

Sincerely,

Ann T. Denlinger
Ann T. Denlinger, Ed.D.
Superintendent

MEMORANDUM

TO: Transportation Coordinating Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency

DATE: September 27, 2006

RE: Metropolitan Area Boundary Expansion Efforts

Background

In 2004, the LPA staff looked into the possibility of expanding the Metropolitan Area Boundary (MAB) of the DCHC MPO. Outreach to neighboring jurisdictions was initiated. However, the TAC decided not to expand because the development of the 2030 Long Range Transportation Plan (LRTP) was well underway. The TAC requested that the LPA staff investigate the possibility of expanding the MAB early in the development of the 2035 LRTP.

In July 2006, LPA staff sent letters to Butner, Stem, Granville County, Roxboro, Person County, and Pittsboro to solicit their interest in MAB expansion. All of the jurisdictions requested a presentation be made on this issue. LPA staff presented to the Town of Pittsboro at a Town Board meeting on September 11, 2006. Pat Strong of the Triangle Area RPO also attended and presented on the RPO at this meeting. LPA staff presented to a group of Roxboro and Person County staff and elected officials on September 13, 2006. LPA staff presented to a group of Butner, Stem, and Granville County staff and elected officials on September 19, 2006. Shelby Powell of the Kerr-Tar RPO attended both of these meetings.

All of the jurisdictions were asked to consider if MPO or RPO membership would best suit the needs of their community. Staff and elected officials from the candidate jurisdictions are welcome to attend upcoming DCHC MPO TCC and TAC meetings. If the jurisdiction decides to pursue MPO membership, they are requested to send a letter of interest to the MPO within the next couple months. All of the jurisdictions were told that the DCHC MPO TAC has not taken the position to formally invite new members at this time. Rather the TAC instructed the LPA staff to simply provide information and solicit interest. The TAC will ultimately decide if expansion is desired.

Metropolitan Area Boundary Requirements

Federal legislation requires that an MPO's metropolitan area boundary (MAB) contain, at a minimum, the entire Urbanized Area (UZA), as defined by the U.S. Census. The legislation also states that the MAB should contain the area beyond the UZA that is expected to be urbanized within the next twenty years or that is affected by urban policies

and influence. The DCHC MPO's UZA has not changed recently, but may be expanded by future censuses. Inclusion of the area that is expected to be urbanized within the next twenty years or that is influenced by urban policies is up to the MPO and the local governments' discretion.

New Candidate Jurisdictions

Town of Butner
 Town of Stem
 Granville County

City of Roxboro
 Person County
 Town of Pittsboro

Existing Jurisdictions with Possible New Boundary

Chatham County

Orange County

Expansion Timeline for DCHC MAB

	Action	Start Date	End Date
1	Letter to candidate jurisdictions	July 2006	July 2006
2	Meetings with jurisdiction staff/officials	Aug 2006	Sep 2006
3	Jurisdiction letter requesting membership	Oct 2006	Nov 2006
4	LPA negotiates new MAB, MOU, by-laws	Nov 2006	Jan 2007
5	TCC Recommends new MOU etc.	Jan 2007	
6	TAC Adopts new MOU etc.	Feb 2007	
7	Jurisdictions Sign new MOU etc.	Feb 2007	Apr 2007

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 I (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

NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 9/1/2006

County	TIP #	Route	Location Description	Contract Estimate	Length	Contact Engineer	Phone #	Contract Let Date
DURHAM / WAKE	U-4026A/B 2904	R DAVIS DRIVE / NC-54	WIDENING OF DAVIS DRIVE FROM MORRISVILLE-CARPENTER ROAD TO NC 54, WIDENING OF NC-54 FROM DAVIS DRIVE TO MIAMI BLVD	\$ 38,100,000.00	6.363 miles	D. TAYLOR	(919) 250-4016	12/19/2006
DURHAM	U-4010	NC 98	WIDENING OF NC 98 (HOLLOWAY ST) FROM EAST OF US 70 TO EAST OF JUNCTION ROAD	\$ 2,700,000.00	0.369 miles	J. MOORE	(919) 250-4016	4/17/2007
DURHAM	U-4410DB	HOPSON ROAD	NEW ALIGNMENT OF HOPSON ROAD FROM NC-55 TO LOUIS STEPHENS DRIVE	\$ 3,800,000.00	0.587 miles	C. HAIRE	(919) 250-4016	6/19/2007
DURHAM	B-3450 / U-4009 / U-4012	GARRETT ROAD	TWO BRIDGES ON GARRETT RD; SERVICE ROAD NEAR US 15-501 AND GARRETT RD INTERSECTION; US 15-501 FROM NORTH MT. MORIAH RD SOUTH OF GARRETT RD	\$ 17,100,000.00	1.708 miles	C. HOUSER	(919) 250-4016	7/17/2007

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

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

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.) @ Sedgfield 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.

Carolina North panel agrees to meet twice a month

BY ROB SHAPARD, The Herald-Sun

September 7, 2006 9:03 pm

CHAPEL HILL -- The Carolina North committee pecked away at its collection of possible principles Thursday, but when it was done, member Cam Hill noted the group really hadn't gotten very far.

Although the Chapel Hill councilman said only half-jokingly that he was reluctant to bring up the idea, Hill said perhaps the committee needs to meet more than once a month, and the group agreed to add a second session each month.

That's not to say the group, officially the Leadership Advisory Committee for Carolina North, didn't have substantive discussions Thursday. It did get into some of the central issues, such as how to deal with the transportation needs and impacts of the new research campus that UNC Chapel Hill wants to build off Martin Luther King Jr. Boulevard.

The Chapel Hill contingent had a question about what UNC meant by its stated intent to use "intelligent transportation systems" to help handle anticipated Carolina North traffic impact, and the discussion went from there. Jack Evans, the university's point person, said that had to do mainly with technology that could help keep traffic moving.

Chapel Hill delegate George Cianciolo reiterated the town's stance that the new campus should be oriented around using public transit right from the start. But Holden Thorpe, chairman of the UNC Chemistry Department, said one of his concerns was that scientists would need to have access to Carolina North labs during off-hours, when public transit wasn't an option.

It's the peak traffic times that are at issue, not those off-hours, Cianciolo said. Chapel Hill Mayor Pro Tem Bill Strom contended later that the overall design of Carolina North would be critical for making public transit work, and that there really was no mystery to what kind of design that takes.

"You've got to have everything tight and dense around the [transit] station area," Strom said.

For the university's part, Evans said UNC clearly wants public transit to be a "significant" part of the transportation solution. At the same time, he said the university wants to talk more about exactly what "transit-centered" means and that it wants a "balanced plan" that accepts that a certain amount of single-occupancy cars would need direct access to the campus.

The undercurrent of this discussion is the concern some have that UNC wants the ability to take steps such as widening roads for the project, rather than relying as heavily as possible on transit. Cianciola brought up the interest that UNC apparently has expressed in the idea of a new interchange on Interstate 40, but UNC's Tony Waldrop said it wasn't true that UNC was pursuing that idea while UNC and the towns and county are gearing up for a transit study to start this fall.

Carrboro Mayor Mark Chilton said Carrboro officials in no way envisioned Estes Drive Extension or Seawell School Road becoming "major access points" for Carolina North.

Chilton also said that, for him, the ultimate question was where the people would live who fill all the jobs Carolina North might create. He said he's heard perhaps 20,000 jobs could be created, compared to 2,000 housing units envisioned for the new campus.

That's going to mean thousands of people living in northern Chatham County or Alamance and Durham counties, and major increases in commuter traffic, Chilton said.

Evans responded he shares that concern and that UNC realizes each phase of Carolina North, which could take decades to build, would have to address that question and others.

URL for this article: <http://www.heraldsun.com/orange/10-767840.html>

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Safer sidewalks, healthier habits sought for schoolchildren

BY JENNIFER FERRIS, The Herald-Sun
September 13, 2006 7:26 pm

CHAPEL HILL -- There was a time when almost every kid walked or biked to school. Before the morning bell, neighborhood streets would fill with children toting bookbags on their way to class.

These days traffic circles and driveways in front of schools fill up as even children who live nearby are delivered by car.

Seeking to reverse that trend, the N.C. Department of Transportation has joined a national campaign designed to provide safe routes for children who want to walk to school.

The state Safe Routes to School campaign's kickoff event was held in Chapel Hill Wednesday, at Mary Scroggs Elementary School in Southern Village. Organizers said they chose the town and the school because local efforts to promote pedestrian safety and a walkable community have paved the way for the rest of the state.

"Thank you, Chapel Hill, for providing the sidewalks we need to walk to school," said Susan Wells, the principal of Ephesus Road Elementary, the first school to participate in the initiative.

Wells and a committee of local residents spent the summer of 2004 brainstorming ways to lure more children and families to walk to school. The result, she said, "impacted significantly the number of children walking to school."

Scroggs has developed a successful pedestrian safety program called the "Walking School Bus," through which a group of students walk to school with one or more adults. Since the program began last October, more than 200 students participate daily.

But schools like Ephesus, Scroggs and Estes Hills Elementary -- which also participates -- are still the exception to the rule.

State Secretary of Transportation Lyndo Tippet said Wednesday that only 15 percent of children in the United States who live within a mile of school actually walk or bicycle to class.

"We want to encourage children K-8 to walk and bicycle to school," Tippet said. "It's a great way to go to class and get some much-needed exercise."

To accomplish that goal, North Carolina has been given \$15 million of the \$612 million the federal government plans to spend on Safe Routes to School over the next five years.

Schools that decide to join the initiative can participate in a one-day workshop with the state DOT in order to qualify for some of the grant money. During their workshop, schools will explore how best to meet their walking-to-school goals.

Tippett explained that the DOT evaluates these goals and efforts on the basis of five "E"s: education, engineering, enforcement, encouragement and evaluation.

"All of those have to be there for the children to be able to walk safely," said Theresa Canales, the state Safe Routes to School coordinator.

Chapel Hill schools that already have established their own programs will not need to participate in the workshops, Canales said.

"Chapel Hill has already pretty much done the program. We're kind of modeling off what they've done here," she said. "That's why we held this ceremony here."

URL for this article: <http://www.heraldsun.com/orange/10-769520.html>

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POSTED ON SEPTEMBER 13, 2006:

NCDOT silent on development, residents not

By Lisa Sorg

The musty smell of fertilizer hangs in the air at Pope's Tru Value Hardware in Cole Park Plaza, where shelves are packed with everything from sledgehammers to saws to fuses. For more than 20 years, Tommy Pope has owned this Chatham County store, which has withstood being sandwiched between two Lowe's, one eight miles north, the other 11 miles south. Here, locals still buy stamps at the post office that operates a small counter in back, not far from the key-grinder and the hedge clippers.

"We don't sell the same things," says Pope. "You couldn't build a house here, but we have personalized service that you can't get at a larger store. You can find things quicker."

This local flavor could sour, many area residents say, if Chatham County Commissioners approve a proposed 63-acre development, County Line Plaza, one mile north of Pope's on the Orange-Chatham line. According to the development application filed by Lee-Moore Oil, a Sanford-based company, the plan would develop 29 acres into a undisclosed 140,800-square-foot, big-box home improvement store, a gas station with 20 pumps, a fast-food joint, a sit-down restaurant, a bank and other retail outlets at the corner of U.S. 15-501 and Smith Level Road. The rest of the acreage would be used for a drip waste disposal system and stormwater management.

While Chatham County officials may be hooked by the lure of an estimated \$1 million in additional annual sales and property taxes, residents have voiced their concerns over the development's potential erosion of community character. But Orange County officials, who have negligible input on the project (although a driveway crosses into their jurisdiction), are worried about a more overarching issue: What happens in northeast Chatham County doesn't stay in northeast Chatham County. Traffic congestion and air pollution have no respect for political borders. And a lack of communication between Orange and Chatham officials, regional transportation planners and the N.C. Department of Transportation could result in hundreds of additional cars that could impact the quality of life on both sides of the county line--and beyond.

Within a thicket of forest, a portion of the property has been zoned for business since 1974. Lee-Moore Oil has owned it for more than 20 years, but only since 2002 has the company pursued this development for the site, says president Kirk Bradley.

"This fight is about the character of Chatham County," says Chatham County activist Mark Barroso. "The people here feel very strongly about not living in South Durham or North Raleigh. There are better ways to build a community, and it's not cookie-cutter suburban America."

But Bradley points out that the development will have 33 percent impervious cover--pavement--which is less than the county's allowable 36 percent. In addition, nearly 34 acres will be preserved.

"There's a place to preserve and a place for economic development," says Bradley, a former member of the Triangle Land Conservancy's board of directors. "I'm an advocate for green infrastructure."

Barroso remains unswayed. "We're not fighting for the trees; we're fighting for a community."

Chatham County Commissioner Patrick Barnes doesn't support the application primarily because of transportation issues. "My biggest objections are that 15-501 isn't adequately planned for. It's already too full."

Barnes also confirms activists' suspicions that developers in general are racing to secure commissioners' approval for their projects before a new commission, which is expected to be more circumspect about growth, takes office in December.

"The time has come to develop the site," says Bradley. "The application speaks for itself."

Perhaps not. The developer's traffic impact analysis, conducted by Ramey Kemp & Associates, is flawed, according to Mark Ahrendsen of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization. The MPO is charged with forming long-range transportation plans and policies in the region, albeit it is frequently hamstrung by a lack of responsiveness from the state transportation department.

In August 2005, Ahrendsen sent a letter to Tim Johnson, NCDOT Engineer for Division 8, which oversees Chatham County, asking him to withhold approval of the driveway permit. Ahrendsen emphasized that long-range plans, developed with input from Chatham County planners, forecast nine employees in the area of the proposed development over the next 25 years; however, the proposed land use would generate 650 employees. Ahrendsen also took issue with air-quality predictions and a projected traffic impact from the nearby Briar Chapel mega-subdivision.

A year later, state officials still have not responded.

Ahrendsen says that while the MPO communicates well with NCDOT division offices in Orange and Durham counties, it doesn't have a well-established relationship with the District 8 office in Chatham. "In all candor, we don't deal with them as much," he says.

Lisa Crawley, NCDOT spokesperson, says the department has yet to receive an application from Lee-Moore and thus hasn't reviewed it. However, Bradley says he's been working with NCDOT for two years on placement of the driveway.

Bradley declined to comment on air quality and transportation issues.

Orange County Commissioner Barry Jacobs adds that no mechanism exists to discuss projects that cross jurisdictions. Jacobs says he met with Chatham County Commissioners Bunkey Morgan and Tommy Emerson earlier this year, where "we said we'd like an opportunity to make friendly comments and they were receptive." Yet, there has been little or no dialogue between commissions since. "No one wants to tell someone else how to govern and there is no outside entity to compel it."

As for NCDOT, "they seem genuinely in the dark," Jacobs says.

Pope's grandfather started the store in Harnett County in the 1930s, although Pope says he has already seen business drop slightly due to competition from the big box stores. "I'm sure it [the new development] will affect us some," he says. "It does concern me, the more businesses that open, unless the population increases quite a bit. I'm not sure there's anything I could do. We know the customers and they know us."

The Chatham County Commissioners will hold a public hearing on Monday, Sept. 18 at 6 p.m. at the Pittsboro Courthouse.

URL for this story: <http://indyweek.gyrobase.com/gyrobase/Content?oid=36751>

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.

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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.

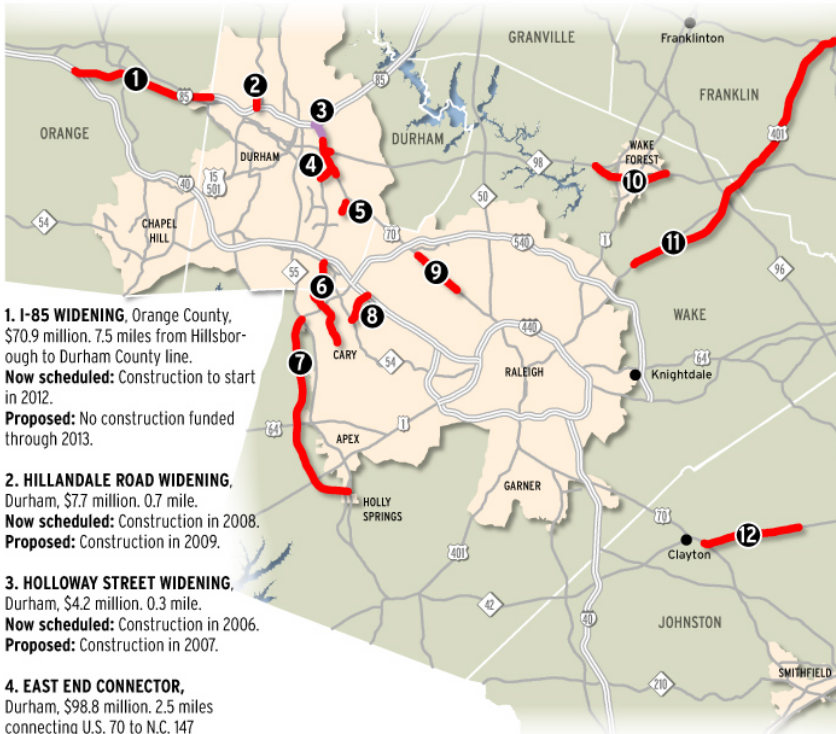
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ROAD PROJECTS

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."

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Nightly I-85 lane closures continue

BY GREGORY PHILLIPS, The Herald-Sun
September 19, 2006 7:32 pm

DURHAM -- By day, drivers on the widened I-85 through Durham have more lane choices than ever. But at night, it'll remain the same old story of traffic cones and closed lanes for another three months or so.

No sooner had it opened all lanes in either direction than the state Department of Transportation announced the highway would be reduced to one lane in both directions every night through early December for sawing and sealing of the asphalt, for planting trees in the median and for lighting installation.

The closures have already begun. Weather permitting, all but one lane in each direction are closed every night at 8 p.m. for the five miles between Cole Mill Road and East Club Boulevard. The lanes reopen at 6 a.m. weekdays and 8 a.m. on weekends.

"We tried to get all the lanes open so at peak times people could use them," said DOT resident engineer Aaron Earwood. "We knew we would have to have lane closures."

Earwood said the sawing is a customary element of the widening project and not the same as the joint-cutting work that took place on I-40 earlier this year. In that widening, the contractor -- Granite Construction of Georgia, the same company handling the I-85 project -- hadn't cut expansion joints deep enough to allow the road surface to move in response to temperature changes. That led to the premature crumbling of the asphalt and protracted lane closures while the joints were re-cut properly.

"We shouldn't have that problem here," Earwood said. "This is not fixing a problem, this is just regular saw cutting."

The final completion date for the \$200 million project, including all work on interchanges, signage and road markings is Dec. 31. The contractor's focus until now has been on opening through-lanes on I-85, which has left some drivers irked at bridges that have been left unfinished.

Ken Foreman crosses Broad Street over I-85 twice a day and is frustrated that almost two years after the new bridge opened in March 2005 -- four months later than scheduled -- it still hasn't been paved.

"It's a day-and-a-half's work of asphaltting," said Foreman, who said he's had to get his car's front end aligned twice as often thanks to the bridge with its raised manhole covers and uneven surface.

The new bridge replaced a three-year-old temporary two-lane version that was repaved in August 2004 after complaints about the surface. That temporary span went up in February 2003 after the state Department of Transportation closed the old bridge a few feet to the east.

Since the new bridge opened, Foreman said DOT engineers have informed him of seven different paving deadlines. The work is now pledged to be finished by the end of the year.

Not only is that 21 months later than first promised, Foreman worries that won't happen, with paving ceasing for the winter on Dec. 15. That could push the work back beyond March 2007 or, if the contractor defaults, it would have to be rebid, which could take a year or more.

Earwood said he's confident the work will be done by December, but if it isn't -- which he conceded is possible -- Earwood insisted Granite will not default.

"They would definitely be responsible," he said.

Unlike the soil and utility issues cited for delays at the beleaguered Guess Road interchange, Foreman attributes the Broad delays to poor planning.

Earwood said besides the contractor's emphasis on getting the I-85 lanes open since the bridge opened, a retaining wall at Broad Street also had to be redesigned because the road was lower than the original plans indicated.

"We're still working out the details of that," he said. In the meantime, DOT opened a third lane on the bridge in June to allow for easier turns.

"That improved it a little bit," said Al Stone, former president of the now-inactive Duke Homestead Neighborhood Association that includes the bridge area. "It's better than it was."

URL for this article: <http://www.heraldsun.com/durham/4-771305.html>

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Road Worrier:

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Breakdowns plague TTA express buses

BRUCE SICELOFF, Staff Writer

The Triangle Transit Authority express bus from Chapel Hill zips along in the left lane of Interstate 40 on a wet morning, then slows down near Page Road.

Cars and trucks are stopped for a wreck somewhere ahead. A few bus riders look up from novels, notebooks and newspapers. Then they return to their reading.

Let the driver worry about it.

This morning, even with the rain and the rush-hour wreck, the two dozen riders will be only a few minutes late when the TTA delivers them to N.C. State University and downtown Raleigh.

But the TTA's popular express service has suffered a string of mechanical problems and delays in the past two months. That has riders worried.

The 8 a.m. bus left Chapel Hill an hour and 10 minutes late last Tuesday after a mechanic was dispatched to fix a balky wheelchair lift in Raleigh and again in Chapel Hill. Late arrivals are increasing, riders say, especially for the afternoon trips from Raleigh.

Now that the Triangle has shelved hopes for an \$810 million commuter train line, loyal customers say the TTA must focus on providing reliable bus service.

"These express buses are sort of ambassadors for a regional system of transportation -- they're all we've got right now," said Roy G. Campbell of Carrboro, who works in Raleigh at the N.C. Museum of Natural Sciences.

"What they need is to have these buses be state-of-the-art. They need to be absolutely dependable. People need to be seeing them and wishing they were on them."

The TTA's weekday express runs to Raleigh from Chapel Hill and Durham attracted riders as soon as they started in August 2005.

The Route 500 bus, with three hourly trips leaving Chapel Hill in the morning and returning from Raleigh in the afternoon, counted 5,500 passengers in August -- its busiest month yet. It's not uncommon to see all 34 seats filled, with six to nine riders standing.

The heavy loads and long trips across the region were more than some buses could handle during the heat spells of July and August. Sometimes the air conditioning went out.

The bus broke down on three steamy afternoons in August as it climbed a last, long hill on westbound I-40 in Orange County, Campbell said. The TTA rotates its buses through several routes, and different vehicles were involved.

"The driver would wait for the engine to cool down enough so he could get started again," said Campbell, 55.

Passengers opened the windows and popped the escape hatch. Once, TTA sent another bus to pick them up. Another time, the driver had to pull over five times before he could coax the bus to the top of the hill.

"The bus drivers were doing their darndest," Campbell said, "but the equipment was failing them."

John Tallmadge, TTA commuter resources director, said drivers go through a mechanical inspection checklist before each trip. The buses get preventive maintenance every 8,000 miles.

"They're complicated vehicles," Tallmadge said. "We put a lot of miles on them. Things do happen when they're out in service, although we try to avoid them."

The express routes generally use the best and newest buses. Still, he said, there were more problems with air conditioning on the long, heavily loaded express runs than on shorter routes. The TTA is working on the mechanical problems, he said.

"We'll be regrouping to see if there are other ways we can make it better the next time temperatures are high," Tallmadge said.

The express routes are popular because they make only a few stops and give commuters the option to bypass the TTA transfer center in Research Triangle Park.

The TTA gets more fan mail from express riders than from riders on other routes, and it is receiving requests for new express routes. Wake Forest and other outlying towns want express buses for residents who commute to Raleigh and RTP.

Joal H. Broun, a Carrboro alderman who works in the North Carolina secretary of state's office, wants to see express buses running every half-hour.

"As TTA changes its focus, it would be great if part of that focus would be that we need to have more buses," said Broun, 45. "I think if they had more [frequent service], they might have more people ride the buses."

Even with the recent delays, Campbell and Broun say they enjoy commuting by bus.

"There are people in Chapel Hill who want to ride the bus because we want to be responsible," Broun said. "It's our way of reducing the reliance on foreign oil."

Fare-free Friday

Celebrate International Car Free Day on Friday by riding the bus -- the TTA, Raleigh's CAT, Durham's DATA, even Cary's C-Tran -- free. Chapel Hill Transit buses are fare-free every day.

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

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City Council cautions East End 'connectors'

TCC 09/27/06 Attachment 14

Engineers behind project warned to be sensitive to area

BY RAY GRONBERG

gronberg@heraldsun.com; 419-6648

Consultants and engineers planning the \$99 million East End Connector need to be sensitive to neighborhoods and avoid the mistakes made years ago in the development of the Durham Freeway, City Council members said Thursday.

"I understand it's a fast-track project, but ... I should hope you'd have all the information available to us and the citizens of the city, especially to those who are low- and moderate-income," Councilwoman Cora Cole-McFadden said. "That part can't be fast for me. I want to be sure they're taken care of, because I've seen what's happened to so many people."

Her advice, echoed by other council members, came two days after officials confirmed that the N.C. Department of Transportation had finally pledged construction money for the 2.5-mile link between the freeway and U.S. 70. The money is in a draft construction program for 2007-13 that remains subject to approval by the department's overseers.

A Charlotte-based consultant is updating a 1982 environmental study for the project and coordinating a series of outreach efforts that will continue Sept. 26 when officials hold an information meeting from 4 p.m.



COLE-MCFADDEN

to 7 p.m. at the Living Waters Church, 1104 Lynn Road.

The point is to spread the word about the project and begin compiling information that will help officials pare down a list of four potential routings of the connector, said Jan Anderson, the consultant.

Officials hope to settle on a route late in the summer of 2008 and start designing the road soon after. Right of way purchases are scheduled to occur starting in the second half of 2009, and construction is supposed to get under way in 2011 or 2012.

To be affected ...

The connector, Durham's No. 1 road-construction priority, is likely to affect homes and businesses in the vicinity of Rowena Avenue, East End Avenue, Angier Avenue, Lynn Road, Carr Road, Holloway Street and Miami Boulevard, officials said. While DOT already owns land along one of the potential routes, it likely will need to buy more. Homes and businesses may be displaced, and streets may be re-routed.

Officials made it clear that they think a smooth planning process could be critical to retaining the proposed allocation, given that DOT has proposed using money previously earmarked for another Triangle road project on the connector.

At this point, the allocation "is still a draft," and construction is still a long way off, said Mark Ahrendsen, the city's transportation manager. "You will hear, I'm sure, from people who have legitimate concerns about the project. It will be important to maintain support for the project. There will be other cities looking for funding for their projects. They'll be waiting in the wings if we waiver here."

Cole-McFadden's mention of the Durham Freeway alluded to the lingering bitterness in Durham over the way that highway was routed through the predominantly black Hayti neighborhood and business district. She urged officials to learn from that experience and do all they can "to preserve whatever neighborhoods are affected."

Always tradeoffs

Anderson, however, noted that highway design also has to consider environmental factors, and there always are tradeoffs involved.

"Over the years we've learned that the path of least resistance is the path that affects the fewest people, but we also have agencies concerned with preserving our natural resources," she said.

Mayor Bill Bell asked about and was assured that the updated environmental study would examine the project's "environmental justice," a phrase referring to an attempt to gauge whether blacks and other minorities are suffering disproportionate harm from a public project.

A DOT engineer assigned to the project, Derrick Weaver, said that the routing where DOT has already bought rights-of-way remains "a very viable alternative." He also pledged that the agency would conduct an aggressive outreach effort.

"DOT is building this road because the city, the county and the [Durham-Chapel Hill-Carboro Metropolitan Planning Organization] have asked us to do so," Weaver said. "We want this to be a joint effort. We want everyone to be informed, and want you to stand up with us."

Officials also conducted a similar briefing Thursday for the County Commissioners. Anderson told them more than 4,200 postcards have gone out and that she'd fielded 60 calls on a toll-free number DOT set up to handle inquiries about the project.

County Commissioner Michael Page said there are concerns at some churches in the study area and he wants them involved early enough that they can have a say.

"I really do hope people are being informed and not coming to the table at the last minute," he said.

Staff writer Greg Phillips contributed to this story.



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: dmckeel@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: mccone@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.dchcmo.org.



History of the Triangle Regional Model (TRM)

PRE-TRIANGLE REGIONAL MODEL

The Triangle region is primarily defined by two Metropolitan Planning Organizations, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC) and the Capital Area Metropolitan Planning Organization (CAMPO.) Prior to the development of the Triangle Regional Model, two separate travel demand models were used for transportation analysis work in the region. Both models were developed in the Tranplan platform in the 1980's. While the modeled boundary for the DCHC model did not change significantly for DCHC between the MPO model and the regional model, the model area for CAMPO covered a model boundary much smaller than the area of Wake County. Following the 1990 census CAMPO expanded their metropolitan planning organization (MPO) area necessitating an expansion of the model boundary. In conjunction with this expansion, the region was continuing to grow together with respect to land development and travel patterns, the completion of I-40 through RTP in the late 80's facilitated this change. Due to these changes as well as a desire to do more regional planning, including the analysis of a regional transit system, the region adopted the concept of a regional travel demand model that would incorporate the planning jurisdictions of both MPOs as well as allowing for future expansion into boarding counties.

INITIAL 1995 BASE YEAR TRIANGLE REGIONAL MODEL

In 1989 a task force was formed to investigate the development of a regional travel demand model. This task force was a joint effort between CAMPO, DCHC, NCDOT, and the Triangle-J Council of Governments (TJCOG.) The task force was responsible for developing a prospectus which outlined the goals and process for model development. The task force disbanded in 1993 when model development work initially got underway. Out of the original task force a separate committee was formed with the original purpose of providing an informal gathering of interested parties to discuss issues and concerns related to the model. This committee was formalized into the Triangle Regional Model Committee in 1996.

At the onset the TRM was riddled with various project delays resulting from inadequate staff resources, unclear objectives, project logistics, data issues, and inter-agency conflict. The first major issue to delay the project was an inability to reach early agreement on the software modeling package to be used for the Triangle model. To address this issue a committee was developed to research various modeling packages. After careful analysis and consideration, Tranplan was selected. Data collection issues ranging from February 1996 to August of 1997 also contributed greatly to the delays with the TRM and were considered to be a major setback.

Perhaps the most significant issue contributing to the delay of the TRM was staffing resources and project logistics. The TRM represented the first modeling effort in North Carolina where the goal was to develop the travel model jointly between the NCDOT and the MPOs. While a worthy goal the success of this approach was largely hampered by having key staff members in different locations attempting to work on the project separately. Model development staff was unable to focus on model development work and were often pulled to other projects and tasks. In December 1995 at a joint meeting between the MPOs, NCDOT, and the Triangle Transit

Authority (TTA) a decision was made to pull together a model team with one representative from each of the MPOs and NCDOT with the sole purpose of developing the TRM. It was proposed that the model team come together following the completion of the data tabulations in February, 1996. In May of 1996, data tabulations for Raleigh and Durham were still not complete and a decision was made to delay assembling the model team until the tabulations were complete. Although data tabulations were still incomplete in January, 1997, the model team was convened in an effort to move the other components of the project forward. The respective MPOs continued to clean the data sets, which were provided to the model team for analysis by DCHC in June, 1997, and CAMPO in August, 1997.

The core model team was made up of a Senior Transportation Planning Engineering (NCDOT) serving as the team leader, a Transportation Planning Engineer (DCHC) serving as the key modeler, and a Transportation Engineer I (NCDOT.) Full time model development work started in January 1997 and was completed 18 months later in June 1998, at which time the model team was disbanded. The model was designated TRM Version 1.0 (TRMv1.0) and was formally adopted by the MPOs in October 1998.

The Triangle Regional Model is used to:

1. Calculate VMT and average speed by facility type for federally required air quality analysis.
2. Identify deficiencies in the transportation system, and to test various alternatives in the development of a transportation plan.
3. Forecast traffic volumes on proposed roadways.
4. Test various transportation policy strategies.
5. Forecast ridership for a regional rail system.

TRM RE-CALIBRATION VERSION 2.0

During early application of TRMv1.0 several key improvements were identified and targeted for implementation, resulting in a new version of the TRM designated as TRMv2.0. The key improvements include modifying link capacities from level of service (LOS) D to LOS E and changing the AM peak period from 2 hours to 4 hours. Other minor modifications reflected various employment data corrections and network coding corrections.

TRANSCAD CONVERSION OF TRM VERSION 2.0

In 1998 the state of North Carolina adopted TransCAD as the official travel model platform for the state and provided one license each to all North Carolina MPOs. In the interest of moving the TRM over to TransCAD, a more user friendly software package, CAMPO contracted with Caliper (developer of TransCAD) to convert the TRM from the Tranplan platform to the TransCAD platform. This work was completed but the model was never used because resources were not committed to learning the new interface and validating the assignment results.

TRM VERSION V5-2001

Ongoing modification and enhancement work on the TRM over the course of the next several years necessitated a new naming convention in order to better identify the latest version of the model. The latest official TRM to emerge from these modification efforts is designated as TRMv5-2001 reflecting that the official date of the model is May (5) of 2001. The various changes over the years have included network modifications, transit service and skim revisions, changes to the mode choice program, SE data changes, and changes to the walk access coding methodology.

TRM VERSION V6-2004

Following the adoption of the TRMv5-2001 an effort got underway to again convert the TRM Tranplan model to the TransCAD platform and update the base year from 1995 to 2002 recalibrating against 2002 observed traffic counts and transit ridership. The 1994 household survey was re-expanded to 2002 for this purpose. It was anticipated that this work would be completed in early 2004. However, constraints on time and resources prevented the completion of any significant work on this effort. With the deadline for plan development and air quality analysis fast approaching NCDOT, TTA, CAMPO, and DCHC (henceforth referred to as the stakeholder agencies) determined that sufficient time did not exist to complete the TransCAD model conversion and recalibration and that all modeling effort should be redirected to a 2002 validation of the TRMv5-2001 model. This validation effort involved the development of 2002 highway and transit networks, 2002 zonal land use data, and an application and comparison of model outputs to 2002 traffic counts and transit ridership. This work was completed by the TRM Service Bureau at ITRE (see below) in June 2004 and delivered to the stakeholder agencies for application work.

CREATION OF A TRM SERVICE BUREAU AT ITRE

Recognizing staff resource constraints and the lack of focused modeling expertise as ongoing issues, NCDOT, TTA, CAMPO, and DCHC agreed to fund a group of technical experts that would be responsible for model development and enhancement work for the Triangle Region. In July 2003 this concept was funded and a contract executed through a Master Agreement between NCDOT and the Institute for Transportation Research and Education (ITRE.) The other three stakeholder agencies contribute their share directly to NCDOT through municipal agreements.

The first TRM team member, a research associate, was hired in October 2003. The program manager was hired in November 2003. In September 2004 a senior research associate was hired. By October 2005 the TRM Service Bureau was fully staffed with a program manager, two senior research associates, a part-time research associate, and two student interns. Staffing contributions are also made by each of the four stakeholder agencies. The goal for this staff contribution is half of a full time equivalent. This goal is not obtained by all agencies on a regular basis.

TRM 2002 IN TRANSCAD

After delivery of TRMv6-2004 to the stakeholder agencies in June 2004 the TRM model team shifted focus to the development and calibration of a 2002 base year TRM within the TransCAD platform. This effort was completed in August 2005. The model was not given an official name and version number because it was never officially adopted by the TRM stakeholder agencies. This work effort involved the tasks outlined below:

1. Migration of the TRM model from base year 1995 in Tranplan to a base year 2002 in TransCAD 4.0
 - a) Restructured the traffic analysis zones.
 - b) Enhanced the highway network.
 - c) Modified the transit route system.
 - d) Restructured all data files and updated data.
 - e) Updated traffic count and transit ridership to reflect 2002 base.
 - f) Modified script as needed to address changes in model structure.
 - g) Application, modification, and reasonableness checking of all submodels.
 - h) Highway and transit assignment performance checks.

2. Update of TRM from TransCAD 4.0 to TransCAD 4.8 allowing for the greater utilization of enhanced features in TransCAD 4.8

TRM 2002XP IN TRANSCAD

In October 2005 CAMPO adopted a new MAB necessitating an expansion of the TRM 2002 TransCAD model. This new model is referred to as the TRM 2002XP. The model was not given an official name and version number because it was never adopted by the TRM stakeholder agencies. After completion of the TransCAD TRM 2002 the TRM model team began working on the expansion of the model area to cover the new CAMPO MAB. This effort was completed in November 2005 and delivered to the stakeholder agencies. This work effort involved the tasks outlined below:

1. Expansion of TRM base year 2002 model to include new CAMPO MAB
 - a) Modified TAZ layer to include new geographic region.
 - b) Modified highway network geography to include expanded area.
 - c) Collected all highway attribute data updated data files.
 - d) Modified data files to include expanded region.
 - e) Updated screenlines and traffic count data to cover expanded area.
 - f) Modified script as needed to address changes in model structure.
 - g) Application, modification, and reasonableness checking of all submodels.
 - h) Highway and transit performance checks.
 - i) Created user documentation and documentation of all input files and model steps.
 - j) Developed documentation for running a future year scenario.
 - k) Delivery of completed model including an enhanced user interface to stakeholder partners and PB Consult on November 30, 2005.

PROPOSED TRM VERSION V6-2006

Parallel to work efforts by the TRM model team on the development of a 2002 base year TransCAD model, the consulting firm Parsons Brinckerhoff (PB) was working with TTA on modeling enhancements to TRMv5-2001 for the regions New Starts analysis. Desiring to have these modeling enhancements incorporated into the TransCAD model TTA contracted with PB in January 2006 to undertake this effort. It is estimated that this work will be completed in September 2006 at which time the TRM model team will perform sensitivity testing against 2030 data and validation work against 2005 data. It is anticipated that this model will be approved for production work by the TRM Executive Committee in October 2006 and as such will become the next official model for the Triangle Region.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1501

LYNDO TIPPETT
SECRETARY

August 1, 2006

Mr. Mark Ahrendsen, Chair
Technical Coordinating Committee
Durham/Chapel Hill/Carrboro
Metropolitan Planning Organization
101 City Hall Plaza
Durham, North Carolina 27701

Dear Mr. Ahrendsen:

Thank you for your recent letter expressing concerns about the NCDOT Policy on Projects Selected by Entities Other than the State Board of Transportation. The Board of Transportation approved this policy on November 5, 2005.

To clarify the matter of applicability to STP-DA and CMAQ projects, the intent is to strike a balance between local autonomy and flexibility in direction of those funds and optimize the programming of scarce funding resources at the state and federal level. Generally, this has meant that STP-DA or CMAQ funds applied to projects already programmed in the Transportation Improvement Program are matched with state funds and are planned, designed, and constructed by the Department. Conversely, when such funds are applied to projects specifically requested by the MPO or local jurisdiction to be added to or funded in the TIP, the matching funds are the responsibility of the requesting entity, and that entity is responsible for planning, design, and construction. The policy specifically allows the Department to provide assistance in developing local projects when the Board of Transportation determines that circumstances warrant additional Departmental involvement.

I appreciate your taking the time to share your concerns. We will continue to review the application of the policy to determine what further clarification and guidance might be appropriate.

Sincerely,

Lyndo Tippet

LT/ms

Attachment

cc: Doug Galyon, North Carolina Board of Transportation
Ken Spaulding, North Carolina Board of Transportation
Nina Szlosberg, North Carolina Board of Transportation
Jon Nance, Division 5 Engineer
Mike Mills, Division 7 Engineer
Calvin Leggett, Program Development Branch

WHEREAS, Trooper William Brian Davis was very active in his community and willingly served as a mentor to new highway patrolmen; and

WHEREAS, The Guilford County Board of Commissioners requested the North Carolina Board of Transportation honor Trooper William Brian Davis.

NOW, THEREFORE, BE IT RESOLVED:

That the North Carolina Board of Transportation dedicates the bridge over Interstate 40/85 on Mount Hope Church Road (State Road 3045) as the **Trooper William Davis Bridge** in honor of his outstanding service to his community and state.

That appropriate signs be erected at a suitable time.

Adopted,++ this the third day of November 2005 by the North Carolina Board of Transportation.


Chairman


Secretary of Transportation

Approval – Policy on Federally Funded Projects Selected by Entities Other Than the State Board of Transportation

Upon a recommendation from the TIP Subcommittee, a motion was made by Board Member Wilson and seconded by Board Member Kindley to approve the following:

Whenever a Metropolitan Planning Organization (MPO) or other governmental entity directs funds to a project requested by one of its members that is not funded in the current N.C. Transportation Improvement Program, then it shall be the general position of the NCDOT that the requesting local government MPO member shall be responsible for conducting all necessary pre-construction activities and for providing matching funds. At this time, the affected programs are the federal aid STP-DA (Surface Transportation Program-Direct Apportionment), the CMAQ (Congestion Mitigation and Air Quality) programs, and locally requested, funded federal earmark projects. Local government entities may request assistance

of the NCDOT in developing these locally selected projects, but the decision to provide assistance is up to the Board of Transportation.

If it is determined that it is appropriate for the NCDOT to participate in one of these projects, and there exists adequate funds and/or staff to provide this assistance, the Department may contract with a local governmental entity to provide this service. In this circumstance, the local government must provide written documentation of MPO and/or local government willingness to allow NCDOT staff to charge to project funds.

Adjournment

There being no further business to come before the Board, the meeting was adjourned.

Chairman,
North Carolina Board of Transportation

Attest: _____
Secretary to the Board of Transportation

Dated this _____ day of _____, 2005

Growth -Transit - Choices Is the Triangle on the Right Track?

Thursday, October 19, 2006
4:00-7:00 PM

NC Museum of History
5 East Edenton Street, Raleigh, NC

The Women's Transportation Seminar (WTS) presents a forum to engage the entire community in the business of growing the Triangle. The program will feature panels of national, state and local experts focusing on their challenges and innovations in matching growth and regional transit development within their communities.

Panelists will include speakers from:

- * Utah Transit Authority
- * Cherokee Investment Partners
- * Regional Transportation District - Denver
- * Dallas Area Rapid Transit
- * Charlotte Area Transit System
- * Empire Properties
- *Kane Realty

**Be part of the growing discussion of Transit and Growth choices for the Triangle.
Register for the WTS Transit Forum Today!**

Continuing education credits available for some registered professionals. See registration web site for more information.



Courtesy of TTA



Courtesy of TTA

Registration Information

Admission is Free
Online Registration is Requested

www.wtsncevents.org

Janette Tudor, PE
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jtudor@G-and-O.com or 919-532-2311

Julie Hunt, AICP, CEP
WTS NC Chapter Vice President / Programs Chair
jhunt@moffattnichol.com or 919-781-4626



Courtesy of DART



Courtesy of TTA

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- Anthony & Company

Special Acknowledgements

- Nick Karsek
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- NC Department of Transportation
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- Capital Area Metropolitan Planning Organization
- Durham Chapel Hill Carrboro Metropolitan Planning Organization
- Triangle Transit Authority
- NC State University
- American Council of Engineering Companies
- NC American Planning Association
- NC Association of Environmental Professionals
- NC Public Transportation Association
- Professional Engineers of North Carolina