

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

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

AGENDA**October 11, 2006
9:00 AM****Committee Room
2nd Floor Durham City Hall**

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

ACTION ITEMS**5. September 13, 2006 TAC Meeting Minutes
(Attachment 5)**

A copy of the September 13, 2006 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the September 13, 2006 TAC meeting.

**6. Request for Further Financial and Design Studies for the Triangle Parkway
(Attachment 6, 6A, 6B, 6C, 6D, 6E, 6F)**

David Joyner, North Carolina Turnpike Authority
Mark Ahrendsen, TCC Chair

The North Carolina Turnpike Authority (NCTA) is requesting the DCHC MPO's support to proceed with an Investment-Grade financial feasibility study on the Triangle Parkway. The NCTA's Project Approval Process is included as Attachment 6. The NCTA has provided summary information about the project and the studies that have been conducted thus far (Attachment 6A). The TCC sent a letter to the NCTA's Triangle Parkway project team in July 2006 outlining initial concerns of the project in response to the request for public comment issued as part of the environmental study (Attachment 6B).

The NCTA requested support for an Investment-Grade financial feasibility 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 6C, and the NCTA's response to CAMPO's letter is included as Attachment 6D. Subsequently, the TTA Board of Trustees wrote a memorandum expressing their concerns regarding the effect of the toll roads on the region's transit systems (Attachment 6E). A draft letter has been written by LPA staff to express the

MPO's position on further study of the Triangle Parkway (Attachment 6F). This letter reiterates many of the concerns outlined in the letter sent in July 2006 (Attachment 6B).

TCC Recommendation: That the TAC endorse further study of the Triangle Parkway with qualifications as outlined in the draft letter (Attachment 6F).

TAC Action: Endorse further study of the Triangle Parkway with qualifications as outlined in the draft letter (Attachment 6F).

**7. Draft 2007-2013 Transportation Improvement Program (TIP)
(Attachment 7, 7A, 7B, 7C)**

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. At the 9/13/06 TAC meeting, the TAC released the DCHC MPO supplement to the draft 2007-2013 STIP as the draft MTIP for public comment with the understanding that the draft MTIP could be modified by the TAC based on public input and other factors. The draft MTIP has been distributed with the 2007-2013 TIP Regional Priority List. The schedule illustrating the proposed STIP and MTIP approval process is included as Attachment 7A.

A table listing the changes between the 2006-2012 STIP and the draft 2007-2013 STIP is Attachment 7B. Attachment 7C is a map that illustrates a comparison of the schedules for funded projects in the 2006-2012 STIP and the draft 2007-2013 STIP. LPA staff and the TCC have begun analyzing the draft 2007-2013 STIP and developing a list of flagged issues.

TAC Action: Conduct a public hearing on the draft 2007-2013 Metropolitan Transportation Improvement Program (MTIP). Refer comments to the TCC.

**8. MPO Public Involvement Policy
(Attachment 8)**

Felix Nwoko, LPA Staff

Ellen Beckmann, LPA Staff

The MPO Public Involvement Policy (PIP) needs to be revised to reflect the new requirements of SAFETEA-LU, provisions of the Environmental Justice (EJ) and Limited English Proficiency (LEP) Executive Orders, comments from the federal Certification Team, and to address other concerns raised by the TAC. 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 8 is a revised version of the PIP.

TCC Recommendation: That the TAC approve the Public Involvement Policy for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization dated October 11, 2006 (Attachment 8).

TAC Action: Approve the Public Involvement Policy for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization dated October 11, 2006 (Attachment 8).

9. 2006-2007 Unified Planning Work Program Amendment #1

(Attachment 9, 9A)

Felix Nwoko, LPA Staff

Amendment #1 to the 2006-2007 UPWP represents three separate changes to the 2006-2007 UPWP approved by the TAC on May 10, 2006. These changes include corrections to transit funding in Chapel Hill, inclusion of FTA funding for the development of the Coordinated Public Transit – Human Services Transportation Plan as approved by the TAC on September 13, 2006, and transfer of STPDA funds from FY 2005 and FY 2006 to FY 2007 to permit the City of Durham to seek reimbursement for expenditures associated with the completion of work tasks in the approved FY 2005 and FY 2006 UPWPs. Attachment 9 is a memo explaining the three changes included in Amendment #1. Attachment 9A is the resolution and accompanying narrative and tables amending the FY 2006-2007 UPWP.

TCC Recommendation: That the TAC approve a Resolution regarding Amendment #1 to the 2006-2007 UPWP (Attachment 9A).

TAC Action: Approve a Resolution regarding Amendment #1 to the 2006-2007 UPWP (Attachment 9A).

10. Southwest Durham Drive Realignment

(Attachment 10, 10A, 10B, 10C)

Andy Henry, LPA Staff

Felix Nwoko, LPA Staff

During the public workshops and hearings for the Southwest Durham/Southeast Chapel Hill Collector Street Plan, several comments were received 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 alignment of Southwest Durham Drive from the Creekside Elementary School property. The Southwest Durham Drive is included in the MPO's 2030 Long Range Transportation Plan (2030 LRTP) as a two-lane, minor arterial road that is scheduled to be built before 2020. Local planners use the currently identified corridor in the 2030 LRTP to reserve and dedicate right-of-way through the development process.

In response to suggestions received during the development of the Southwest Durham/Southeast Chapel Hill Collector Street Plan about changing the alignment of the Southwest Durham Drive, it was indicated that this action was beyond the scope of the collector street study and more appropriately considered in development of the 2035 LRTP. The LRTP update is scheduled to

take place over the next two years. Due to the pace of development expected to occur in Southwest Durham over the next two years, concern has been expressed that this development could adversely affect alternative alignments for Southwest Durham Drive. Therefore, it is recommended that a process be initiated now to consider alternative alignments.

Attachment 10 is a memorandum that provides details on the Southwest Durham Drive and proposed adjustments. Attachment 10A 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 10B is a close-up view of Laurel Hill Drive, as the Southwest Durham Drive was once called, in the 1991 Thoroughfare Plan. Attachment 10C 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.

TAC Action: Request that staff initiate process necessary to consider alternative alignments for Southwest Durham Drive.

11. Update on Metropolitan Area Boundary Expansion Efforts **(Attachment 11)**

Mark Ahrendsen, TCC Chair

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 to the aforementioned jurisdictions were given in September 2006. MAB expansion into Orange County and Chatham County will also be considered by the MPO.

The LPA is currently waiting to receive responses from Butner, Stem, Granville County, Roxboro, Person County, and Pittsboro. If any of the jurisdictions are interested in joining the DCHC MPO, the LPA and the TCC will analyze expansion opportunities and bring this to the TAC at a future meeting. Attachment 11 is a memo describing the MAB expansion process.

TCC Action: Receive update.

REPORTS FROM STAFF:

12. Reports from Staff

(Attachment 12, 12A)

Felix Nwoko, LPA Staff

TAC Action: Receive Report from Staff

13. Report from the TCC Chair

Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

14. NCDOT Report

(Attachment 14)

Jon Nance, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS

15. Recent News Articles and Updates

(Attachment 15)

16. Walkable Communities Workshops – October 30 - November 2

(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)

19. Chatham/Orange Retail Development – follow-up letter to Divisions 7 and 8 – September 18, 2006

(Attachment 19)

20. Letter to CAMPO re Regional Transit Issues – September 18, 2006

(Attachment 20)

Adjourn

Next meeting: November 8, 2006

Joint CAMPO/DCHC MPO TAC Meeting: November 29, 2006

Location: TBD

TAC Directives to Staff

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

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

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

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

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

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

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

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

04/12/06	Investigate use of peer review for Triangle Regional Model (TRM)	<u>In Progress:</u> TRM committee has taken up this project
04/12/05	Address cost splits for TRM tasks at next DCHC MPO/CAMPO joint TAC meeting	<u>In Progress:</u>
04/12/06	Make MVEB recommendations to TAC in light of Maintenance redesignation	<u>Completed:</u> See Attachment 9 of 05/10/06 TAC Agenda.
05/10/06	Send a letter to Senator Atwater requesting funds for the Farrington/Farrington Mill/Stagecoach Rd. corridor	<u>Completed:</u> See Attachments 16, 16A of 06/14/06 TAC Agenda.
05/10/06	Provide clarification on the effect of the Collector Street Plan on zoning and site plan approvals, Celeste Circle, George King Rd., and NC 54 Service Rd.	<u>In Progress:</u> See Attachment 6 of 06/14/06 TAC Agenda
06/14/06	Refer public comments on the Collector Street Plan to the TCC to develop a revised plan.	<u>In Progress:</u> See Attachment 7 of 09/13/06 TAC Agenda.
06/14/06	Work with the Regional Transportation Alliance and the Durham Chamber to craft alternate language for SB 1819/HB 2828.	<u>Completed:</u> See Attachment 20 of 08/09/06 TAC Agenda.
06/14/06	Review and provide input on the design of the Triangle Parkway	<u>Completed:</u> See Attachment 6B of 08/09/06 TAC Agenda.
06/14/06	Provide information on how the federal rescission was applied to other states	<u>Completed:</u> See Attachment 18 of 08/09/06 TAC Agenda.
08/09/06	Follow up with the BPAC and DATA Boards regarding public involvement for MPO activities.	<u>In Progress:</u>
09/13/06	Schedule another public workshop for the Southwest Durham/Southeast Chapel Hill Collector Street Plan	<u>Completed:</u> Workshop held 10/10/06
09/13/06	Send a follow-up letter to NCDOT regarding the retail development on the Chatham-Orange County line.	<u>Completed:</u> See Attachment 19 of 10/11/06 TAC Agenda.

41	Dale McKeel	Town of Carrboro
42	Whit Morrow	Lincoln Harris
43	Jon Nance	NCDOT-Division 5 Engineer
44	Felix Nwoko	City of Durham
45	Charles Paterno	405 Meadowmont Lane
46	Johnny Randall	1301 Arboretum Drive
47	Brian Rhodes	City of Durham
48	Chris Selby	138 Celeste Circle
49	Jill Stark	FHWA
50	John Tallmadge	Triangle Transit Authority
51	Chao Wang	City of Durham
52	Barbara Weigel	Triangle Transit Authority

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54 Alice Gordon, TAC Vice-Chair called the meeting to order at 9:11 a.m. and the

55 Roll Call was conducted.

56 **PRELIMINARIES:**

57 **Adjustments to the Agenda**

58 Mark Ahrendsen stated that handouts were distributed prior to the beginning of
59 the meeting. One illustrates the differences between the 2006-2012 TIP and the Draft
60 2007-2013 TIP. The other is Attachment 11B which is the Durham-Chapel Hill-Carrboro
61 MPO/CAMPO Memorandum of Understanding which may have been omitted from the
62 packets. Mayor Bell arrived at 9:13 a.m. and chaired the meeting.

63 Mayor Bell added Item #12, TTA Phase I – MPO Coordination to the agenda.
64 Ellen Reckhow would like to add an update on the Triangle Transit Authority Board of
65 Trustees. A motion was made by Becky Heron and seconded by Alex Zaffron to accept
66 the adjusted agenda. The motion carried unanimously.

67 **Public Comments**

68 There were no public comments for items that are not on the agenda.

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

70 There were no comments regarding the Directives to Staff.

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ACTION ITEMS:

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August 9, 2006 TAC Meeting Minutes (Attachment 5)

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Diane Catotti provided a clarification on Page 4, at the end of line 109 “American Tobacco Trail/I-40” should be added. A motion was made by Diane Catotti and seconded by Alice Gordon to approve the August 9, 2006 TAC Meeting Minutes with the clarification above. The motion carried unanimously.

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MPO Public Involvement Policy – Public Hearing (Attachment 6 and 6A)

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Mark Ahrendsen provided an introduction for the MPO Public Involvement Policy – Public Hearing, along with the attachments.

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Becky Heron stated that someone with the Durham City/County Planning Department needs to attend our TAC meetings as their input is essential. Diane Catotti stated that perhaps we could get their input through email or telephone if they are not able to attend due to time constraints. Mark Ahrendsen stated staff will alert them when relevant important items are brought before the TAC and they will be encouraged to attend the meeting. Otherwise, staff will continue to work with them outside of TCC/TAC meetings.

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Mayor Bell opened the MPO Public Involvement Policy – Public Hearing. There were no comments from the public. A motion was made by Alice Gordon and seconded by Alex Zaffron to close the Public Hearing. The motion carried unanimously.

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Southwest Durham and Southeast Chapel Hill Collector Street Plan (Attachments 7 and 7A)

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Mark Ahrendsen provided an introduction for the Southwest Durham and Southeast Chapel Hill Collector Street Plan, along with the attachments. Mark stated that staff is looking at the alignment of Southwest Durham Drive and some possible changes

96 that may be brought back to the TAC before the Long Range Transportation Plan update
97 because of the development that is happening in the area. Mark stated at this point staff
98 is asking for the TAC to provide direction or comment on these changes or further
99 changes and release a revised draft for purposes of Chapel Hill's public hearing on
100 October 18, 2006. Staff thought it would be appropriate that changes be incorporated in a
101 revised draft so that the comments that Chapel Hill receives during their public hearing
102 will relate to the latest version of the plan.

103 Ed Harrison stated that in Attachment 7 his name is misspelled. Ellen Reckhow
104 stated she hopes we will look at the no action, no build alternative for Southwest Durham
105 Drive.

106 Rae H. LeSesne, a resident of 16 Burnwood Place spoke regarding the Southwest
107 Durham and Southwest Chapel Hill Collector Street Plan. Due to the scope of the
108 collector plan study area input has been limited to the members of the public living,
109 working, and traveling within the study area. The plan affects many in the surrounding
110 area, particularly those in Falconbridge. They first heard of the evening meeting the day
111 it was scheduled. They were not notified in enough time to attend the meeting. He
112 sincerely hopes that the overlooked group will be given the time and opportunity to study
113 and provide input to the proposed plan. Mr. LeSesne made the following comments
114 regarding the plan. The problem with the on-ramp from NC 54 to I-40 is one which will
115 not be solved by eliminating the traffic light at Farrington Road and moving it a few short
116 yards west. If anything, it will be worse for right-turning traffic on Farrington Road.
117 Continued development in the study area and Farrington Road will only make the
118 problem worse. Widening of NC 54 from Farrington Road to NC 55 to match the already

119 widened portions of NC 54 will ease the problem by offering an alternative route to RTP
120 and Durham areas. He did not see in the plan any study of current traffic volumes or
121 driver destinations and he believes these are needed for a workable plan. Elimination of
122 the traffic light at Farrington Road will adversely affect and impact businesses in
123 Falconbridge Shopping Center and new businesses on the east side of Farrington Road
124 and on both sides of NC 54. It will adversely affect the new fire station forcing fire
125 trucks to go through Falconbridge as well as all traffic turning left from Farrington Road.
126 Concern is voiced about the short distances between traffic lights. Although not in the
127 study area, the traffic light at the end of the off-ramp on I-40 could be eliminated. After
128 further study of the plan, it is his intention to provide written, more detailed comments to
129 the proper authority.

130 Mayor Bell stated that staff has put a schedule together recommending that this
131 plan be adopted in December of 2006. There is a public hearing in Chapel Hill on
132 October 18, 2006. Staff needs to facilitate other opportunities for members of the public
133 to voice their comments.

134 Jane Cocke, a resident of 2203 Ridgefield Drive, spoke regarding the plan. She
135 spoke at the earlier meeting and was given some assurance that they had backed off
136 having a T intersection. The bottom line is still the fact that the proposed connector that
137 comes south on Farrington Road where it joins at the light at Falconbridge is going to
138 funnel all the traffic straight into her neighborhood. They have a tremendous amount of
139 concern. Their neighborhood was left out of any notification process because they
140 assumed as everything went north of NC 54 and that they were not involved, when in
141 fact, their neighborhood will be and is currently involved. The fact that you are going to

142 funnel traffic down Farrington Road and it backs up now every morning all the way to
143 Ephesus Church Road with people wanting to turn onto NC 54. This is a residential
144 neighborhood, not a thoroughfare, we do not want the fire trucks coming through unless
145 there is a fire and we don't want all the traffic that used to be on Farrington Road coming
146 through our neighborhood.

147 Marjorie Bender, a resident of 6825 Falconbridge Road, spoke regarding the plan.
148 Ms. Bender organized the neighborhood meeting because she heard there was a public
149 hearing and nothing had happened in her neighborhood. She contacted Andy Henry and
150 he went to the neighborhood to help the residents learn more about the plan, but it was
151 very short notice for the neighbors. The neighborhood is very concerned about the
152 issues. Ms. Bender has expressed her concerns to Andy not only about the development
153 that is going to continue down Farrington Road, but also she is specifically concerned
154 that she is not seeing much Chatham county involvement and there issues that are going
155 to directly affect this area. In the Falconbridge neighborhood, there are no sidewalks.
156 They are an active walking community and they are already seeing traffic exceeding the
157 speed limits. By using the light at Huntingridge Rd., while it will make it safer for us to
158 move out of our neighborhood, it is going to make it inviting for people to travel through
159 the neighborhood essentially cutting the neighborhood in half and making it less safe to
160 walk, ride our bikes, visit our neighbors and to do anything along those lines. The
161 neighborhood will remain active and would like to be invited to other meetings. Andy
162 explained it was an oversight in terms of not inviting Falconbridge to participate because
163 they were just outside the area, but she encouraged everyone to make sure that the areas

164 that are on the other side of the plan lines get invited because they have significant
165 investment in the decision.

166 Mayor Bell asked if there are any other planned meetings to solicit public
167 comments. Mark stated staff had not planned any further public meetings specifically for
168 this other than the one in Chapel Hill, but can if the TAC recommends it.

169 Whit Morrow, with Lincoln Harris, spoke regarding the plan. They are working
170 with several property owners within the study area about future use of their land and as
171 part of the consultation, they have done some preliminary planning and reviewed the
172 proposed collector street plan. He provided the following comments on the plan: (1)
173 Assuming that development will occur in the mostly vacant property that is north of NC
174 54 within the study area, we know that George King Road will begin to carry more
175 traffic, will be a paved road, will be much like the design of the current Farrington Road,
176 and when George King Road is improved they would like to see a T intersection with NC
177 54 where the realigned George King Road intersects. It reflects some of the thoughts that
178 the Falconbridge neighborhood reflected. Jogging over to the new traffic light is not
179 going to work for any volume of traffic. As part of the study of the north-south roads
180 intersecting with NC 54; the two non-opposing T's should be studied by transportation
181 and NCDOT as a way to handle the traffic and to discourage people from cutting over
182 into the Falconbridge neighborhood. (2) The currently shown realignment of Farrington
183 Road, which will eventually intersect opposite Falconbridge Road where the service
184 station is located, comes through the middle of the property they are working on and
185 actually goes through what should be a greenway. There is an area that goes down
186 through the middle that is a natural drainage swell and should be a park. He encourages

187 staff to continue thinking about using the Farrington Road right-of-way as far as we can,
188 and then realign it to get to the same intersection but probably using the Crescent Drive
189 right-of-way which was one alternative a couple of months ago. We should route most of
190 the north-south traffic trying to get to NC 54 to roads that are designed for that purpose.

191 Debbie Hunt, a resident of 5330 Ephesus Church Road in front of Creekside
192 Elementary School spoke regarding the plan. If you look at the map, you will see there is
193 a collector street proposed that goes right through the middle of her property and many
194 others. It will put too much burden on her family as they own large tracts of property.
195 The land has been in her family for over 100 years. Ms. Hunt asked staff to reconsider
196 whether the Randall Road collector street is needed and if it is needed, can it be moved to
197 the edge of the property. They have attended all the meetings with the exception of one,
198 and asked that the collector street be moved to the edge of the property and it still is
199 running right through the middle. Any consideration would be appreciated.

200 Dailey Derr, attorney for Tops Petroleum spoke regarding the plan. He attended
201 the public hearing on the 14th. Their position remains the same. They encourage the
202 complete use of the Farrington Road and NC 54 intersection as it is now.

203 Mark Ahrendsen stated staff will organize another public hearing to provide
204 citizens another opportunity to see the revised plan and offer comments before it is
205 brought back to the TAC.

206 Becky Heron expressed her personal view about the collector street plan. Ms.
207 Heron can see how the collector street plan is there to get traffic moving, but the big
208 problem is when you put the collector street through established neighborhoods. That is
209 wrong; they were put in as neighborhood streets, without sidewalks and narrow roads. It

210 is not appropriate in established neighborhoods. Ms. Heron can see how in new
211 development coming along, you can build streets to be a collector street with all the
212 safety features. Ms. Heron encouraged staff to look at using the main roads for collector
213 streets. Ms. Heron supports the recommendation to have another public hearing.

214 Alex Zaffron supports the recommendation to have another public hearing. He
215 asked that staff find out who the interested parties are and make sure proper notification
216 is given.

217 Ed Harrison supports the recommendation to have another public hearing. He
218 asked that the TAC members be notified about the meeting as soon as it has been
219 scheduled.

220 Alice Gordon supports the recommendation to have another public hearing.

221 A motion was made by Alice Gordon and seconded by Diane Catotti to authorize
222 the release of the revised SW Durham/SE Chapel Hill Collector Street Plan for purposes
223 of Chapel Hill's October 18, 2006 public hearing. The motion passed unanimously. Ken
224 Spaulding abstained from voting.

225 Becky Heron requested that when the map is reissued, it needs to be larger.

226 **Coordinated Public Transit – Human Services Transportation Plan (Attachments 8,**
227 **8A, 8B, 8C, and 8D)**

228
229 Mark Ahrendsen provided an introduction for the Coordinated Public Transit –
230 Human Services Transportation Plan, along with the attachments.

231 John Tallmadge with TTA spoke regarding the plan. The intent is to bring
232 together the public transportation agencies and human services transportation agencies to
233 meet the needs of low-income, disabled, impaired, and reverse commuters. In each of the
234 three counties, a Coordinated Human Service Transportation plan is done. It is done as

235 part of a state requirement. This plan will bring the parties in to work on the three
236 counties. There will be two large stakeholder meetings that would look broadly at
237 representatives of different interest groups to see what is needed and valued considering
238 the limited funds. We want to have this completed by February/March. We want to be
239 able to work it into the selection process in spring so the agencies can budget for projects.
240 There will be a prioritized list of the needs and will define a process that would be used
241 by the MPO for the solicitation and selection of projects throughout the six-year period.

242 Becky Heron wants to make sure this does not affect the current funding for
243 human service agencies because there already is not enough. John Tallmadge stated it
244 will not be affected; they could actually apply for additional funds.

245 Becky Heron asked if there will be public notification of the meetings and John
246 Tallmadge stated that there will be.

247 Ellen Reckhow stated they need to coordinate with the regional transportation
248 program so that work and cost is not duplicated.

249 A motion was made by Becky Heron and seconded by Diane Catotti to approve a
250 Resolution to Amend the 2006-2012 Metropolitan Transportation Improvement Program
251 to fund the development of the Coordinated Public Transit-Human Services
252 Transportation Plan – Amendment #4 (Attachment 8D). The motion carried
253 unanimously.

254 **US 15-501 Transit Corridor Memorandum of Agreement (MOA) (Attachments 9,**
255 **9A, 9B, and 9C)**

256
257 Mark Ahrendsen provided an introduction of the US 15-501 Transit Corridor
258 Memorandum of Agreement (MOA), along with the attachments.

259 Alice Gordon asked for clarification on the recommendation. When it says
260 authorize consideration of the revised MOA, does it mean approve it or just approve
261 consideration. Mark Ahrendsen stated that staff is asking the TAC to approve
262 consideration because it will ultimately be a multi-party agreement. We are asking the
263 TAC to approve it for the consideration by the other signatories to the agreement. If they
264 are supportive and willing to move forward, it would then come back to all parties for
265 their approval and execution.

266 Diane Catotti asked if the comments are from Karen Sindelar, City Attorney, as
267 she is most familiar with our land use policies and Mark Ahrendsen stated yes. Frank
268 Duke, Director of City/County Planning, was also very involved. Ms. Catotti asked for
269 clarification on page 6 of 9. How large of a distance is considered major? Andy Henry
270 stated that we really don't know because it depends on the development. Mark stated that
271 the TCC could make a recommendation regarding a major change to the TAC if that is
272 the desire. Ms. Catotti asked that the Planning Director be involved in the consideration
273 of major changes. Mark stated the Planning Department is a participant and voting
274 member on the TCC.

275 Ellen Reckhow stated she hopes we can do something with this as it has already
276 been a year. We don't have an operative memorandum of agreement because Durham
277 County never adopted the first one several years ago as it was never brought to the
278 County for consideration. We have a situation now where we do not have all the
279 jurisdictions on the same page with any MOA. Ms. Reckhow suggested we try to move
280 this item forward.

281 Ed Harrison stated on page 5 of 9, the term “Consideration of Supportive Land
282 Uses” is still not strong enough. If this goes to Chapel Hill, they may not support it.
283 Ellen Reckhow stated that the Board of County Commissioners adopted the stronger
284 language last December. If the wording was changed in the paragraph back to some of
285 the earlier language, maybe we could find a compromise that Chapel Hill would approve.
286 Ed Harrison said that there is a lot of wiggle room in the wording. We need stronger
287 language in the second sentence. Diane Catotti stated that she does not feel we can make
288 that kind of change without Karen Sindelar here because she is the one that raised the
289 concern on behalf of the City. Mark stated that Karen’s concern was making a
290 commitment in the document for another body to make changes. She could not support
291 that.

292 Mayor Bell suggested Karen Sindelar needs to be involved as she made the
293 changes to the language. Mayor Bell recommended Ed Harrison, Kevin Foy, Ellen
294 Reckhow, Diane Catotti, Karen Sindelar and staff get together to work on the language.
295 Diane Catotti asked if the TAC could provisionally approve the current statement with
296 revisions subject to approval by the City Attorney so we would be ahead if the language
297 works. Becky Heron asked that the sentence be read again to make sure it is correct.

298 A motion was made by Diane Catotti and seconded by Ellen Reckhow to make a
299 change to section A – Consideration of Supportive Lane Uses on page 5 of 9 with the
300 second sentence in the paragraph reading “In addition, the parties shall use the provisions
301 of their comprehensive plans and development ordinances to provide opportunities for
302 high densities and mixed uses, and transit supportive design in proximity to planned

303 station locations along the 15-501 Corridor Alignment.” The motion carried
304 unanimately.

305 **Draft 2007-2013 Transportation Improvement Program (TIP) (Attachments 10,**
306 **10A, and 10B)**

307
308 Mark Ahrendsen provided an introduction for the Draft 2007-2013 Transportation
309 Improvement Program (TIP), along with the attachments. Thanks to the effort of many
310 people including Ken Spaulding, NCDOT Board Member, there is full funding for the
311 East End Connector and the Chapel Hill Signal System.

312 Becky Heron expressed concern that project U-4011 (S. Miami Blvd.) was going
313 to be backed up until 2009 as it is a safety issue. If there is anyway we can move this
314 project up, everyone would appreciate it, especially the school. On U-4724 (Cornwallis
315 Rd. bike/ped), there is a safety concern with children walking on Cornwallis to the
316 middle school and it is dangerous. Why did the City defer this project? Mark Ahrendsen
317 stated that this project is funded by STP-DA funds. The priorities for STP-DA funding
318 have been replacing the transit vehicles, expansion of transit vehicles, completion of the
319 American Tobacco Trail, and the Old Durham Chapel Hill Road Bicycle and Pedestrian
320 Programs. By the time those were funded, there was not STP-DA funding available until
321 2010. Becky Heron thinks staff needs to look into this further.

322 Ken Spaulding expressed concern with children walking on the road as well. Mr.
323 Spaulding stated that Jon Nance should work with the City of Durham and the MPO to
324 try to find a way to make this move up on the priority list. Mark Ahrendsen stated staff
325 will flag project U-4724.

326 Diane Catotti asked for clarification on page 8, project U-2405. It says “M.L.
327 King, Jr. Parkway and NC 55. Construct interchange.” It should read “M.L. King, Jr.

328 Parkway and NC 55 to Cornwallis Road.” On page 21, Projects P-2918 (Amtrak) and P-
329 3802 (station construction); can we get more of an update on the station construction?

330 Alex Zaffron stated on Page 18, Project E-4994 (Bolin Creek Greenway) and E-
331 4995 (Dry Creek Greenway) needs to be reviewed and adjustments made. On Page 6,
332 Project U-2803 (Smith Level Rd.), the Town of Carrboro never received a response to the
333 letter that was sent to NCDOT.

334 A motion was made by Alex Zaffron and seconded by Ed Harrison to direct staff
335 to follow-up with NCDOT on a letter dated August 25, 2005 regarding the Lee-Moore
336 Oil property at the Chatham/Orange county line. The motion carried unanimously.

337 Ed Harrison stated that he can not find a project which is the 6-lane bridge
338 replacement on US 15-501.

339 Ken Spaulding thanked the MPO for its work on the state/local transportation
340 system and support for Durham’s East End Connector. Mr. Spaulding thanked Mayor
341 Bell, Ellen Reckhow, Becky Heron, Diane Catotti, and Mark Ahrendsen. Jon Nance has
342 worked very hard to help us get where we are now. It was an excellent team effort.

343 Mayor Bell expressed appreciation to Ken Spaulding for his leadership. Becky
344 Heron and Ellen Reckhow also expressed appreciation to Ken Spaulding for all his hard
345 work.

346 A motion was made by Diane Catotti and seconded by Becky Heron to release the
347 Draft 2007-2013 MTIP for public comment. The motion carried unanimously.

348 **Update on Regional Transit Infrastructure Blueprint (Attachments 11, 11A, 11B,**
349 **11C, and 11D)**

350
351 Mark Ahrendsen provided an introduction for the Update on the Regional Transit
352 Infrastructure Blueprint, along with the attachments.

353 **TTA Phase I – MPO Coordination**

354 Mayor Bell stated that he recently spoke with Mayor Meeker of Raleigh about
355 regional transit issues. CAMPO could hire a consultant to look at transit and bring a
356 recommendation to the MPO. Mayor Bell stated that there was a motion by the TTA
357 Board of Trustees to direct TTA staff to meet with the two MPO's staffs to begin
358 developing an approach to public outreach in the region, to reach out to other
359 stakeholders, and to bring a report back as soon as possible. Mayor Bell is not sure if
360 TTA has had an opportunity to meet with the MPO as of yet. Mayor Bell stated since
361 this MPO doesn't meet that frequently, it would be appropriate to bring it forward for
362 discussion, if in fact, this MPO might have an interest in working with CAMPO.

363 Ed Harrison expressed that the MPO priority needs to be the transit blueprint
364 before we go in with CAMPO to hire a consultant.

365 Ellen Reckhow stated she hopes that CAMPO is on-board with the regional transit
366 blueprint initiative that would be funded by the two MPOs and would now be amended to
367 include a more comprehensive approach including revisiting Phase I.

368 Mark Ahrendsen stated that the transit blueprint will take approximately twelve
369 months. The blueprint will serve as input and feed directly into the development of both
370 MPO's Long Range Transportation Plans which is about a two-year process from where
371 we are now. Mark stated that they have been working with CAMPO staff on the
372 development of this blueprint.

373 John Hodges-Copple said there are three related things. One is the blueprint
374 which was really designed to include a fair comparison of whatever investments the
375 MPOs might want to make. It is independent of TTA Phase I. It is going to take ten to

376 twelve months from now to be able to do that comparison. The product, as originally
377 designed, was not going to look at project prioritization issues such as “should you put
378 emphasis on a project that is more cost efficient?”; “is it serving the places you want
379 served?” In meetings with TTA this summer, there was a desire to add project
380 prioritization to help the decision makers figure out what kind of principles they might
381 look at to make choices among investment options and how it would be done given we
382 have two MPOs in the region. In the short term, what might TTA do relative to Phase I?
383 Staff has not had a discussion with CAMPO staff regarding this, but have a meeting
384 scheduled for Monday. At this meeting, we will try to get an idea of what Raleigh or
385 CAMPO may be thinking in terms of a TTA decision.

386 Alex Zaffron recommended that Mayor Bell get together with Joe Bryan and
387 Charles Meeker to place this as a primary item at the next Joint MPO meeting. Alice
388 Gordon and Becky Heron support the recommendation.

389 **Triangle Transit Authority Board of Trustees**

390 Ellen Reckhow stated the Triangle Transit Authority Board of Trustees asked the
391 Durham County Board of County Commissioners to look at whether there is any
392 statutory authority to encourage transit and ride-sharing on the proposed toll road,
393 Triangle Parkway. Ms. Reckhow saw at the August meeting of the TAC that Mayor
394 Kevin Foy brought up the issue and it was indicated that there would be a report back in
395 sixty days, or so. Ms. Reckhow just wants to make everyone aware that Durham County
396 learned Monday that there was specific mention in the legislation that created the toll
397 road authority that says that they are supposed to evaluate the feasibility of encouraging
398 mass transit and ride-sharing in its proposed toll road facilities. One of the things the

399 TTA board discussed Monday is, in addition to possibly accommodating a corridor for
400 future mass transit on a facility as they build it, there may be provision for transit use in
401 the median. We also want to be communicating to the toll road authority that they could
402 encourage ride-sharing and transit through policies they adopt.

403 Becky Heron asked if the toll road authority looked at high-occupancy vehicle
404 lanes. Ms. Reckhow stated that is what Mayor Foy was asking last month. The point
405 was made that they are going to look at it and get back.

406 **REPORTS FROM STAFF:**

407 **Reports from Staff (Attachment 12 and 12A)**

408 The report from staff is attached.

409 **Report from the TCC Chair**

410 There was nothing to report.

411 **NCDOT Report (Attachment 14)**

412 Jon Nance, NCDOT Division 5 Engineer, provided an update on projects. Davis
413 Drive is a December 2006 let. All the I-85 lanes are open but there will still be night
414 work. On I-85 and Roxboro Road, it will be about six weeks to complete; Guess Road,
415 about two months; and Hillandale Road, about six weeks to two months. Ellen Reckhow
416 stated that they have closed a lane on Hillandale Road for a few blocks with sidewalk
417 problems. If they aren't going to work on the sidewalk now, can't they open it back up?
418 Jon will check and get back to Ms. Reckhow. The NC-54/I-40 interchange will be
419 complete in November to December 2006.

420 Mike Cowan, NCDOT Division 7 Engineer, provided an update on projects.

421 Alice Gordon asked if there were any updates on the Homestead Road Moving Ahead

422 project. Mr. Cowan stated that they had a committee meeting about ten days ago. It is
423 estimated that the signal will be up in approximately eight weeks and the remainder of
424 the project is contingent on the utilities being relocated. Once the utilities are cleared, it
425 would be approximately four weeks.

426 **INFORMATIONAL ITEMS:**

427 **Recent News Articles and Updates (Attachment 15 and 15A)**

428 The recent news articles and updates are attached.

429 **East End Connector Citizens Information Workshop – September 26, 2006**
430 **(Attachment 16)**

431 The East End Connector Citizens Information Workshop – September 26, 2006 is
432 attached.
433

434 **Walkable Communities Workshops – October 30 – November 2, 2006 (Attachment**
435 **17)**

436 The Walkable Communities Workshops – October 30 – November 2, 2006 is
437 attached.
438

439 **U-2803 Smith Level Road (Attachment 18)**

440 The U-2803 Smith Level Road is attached.

441 **NC Turnpike Authority – Project Approval Process (Attachment 19)**

442 The NC Turnpike Authority – Project Approval Process is attached.

443 **Triangle Regional Travel Study Household Survey – Press Release (Attachment 20)**

444 The Triangle Regional Travel Study Household Survey – Press Release is
445 attached.

446 **Transportation Ballot Measures Survey – Press Release (Attachment 21)**

447 The Transportation Ballot Measures Survey – Press Release is attached.

448 **Adjournment**

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

450 meeting adjourned at 11:36 a.m.

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.

The Triangle Parkway Project

Information prepared for

*Durham-Chapel Hill-Carrboro
Technical Coordinating Committee*

September 27, 2006

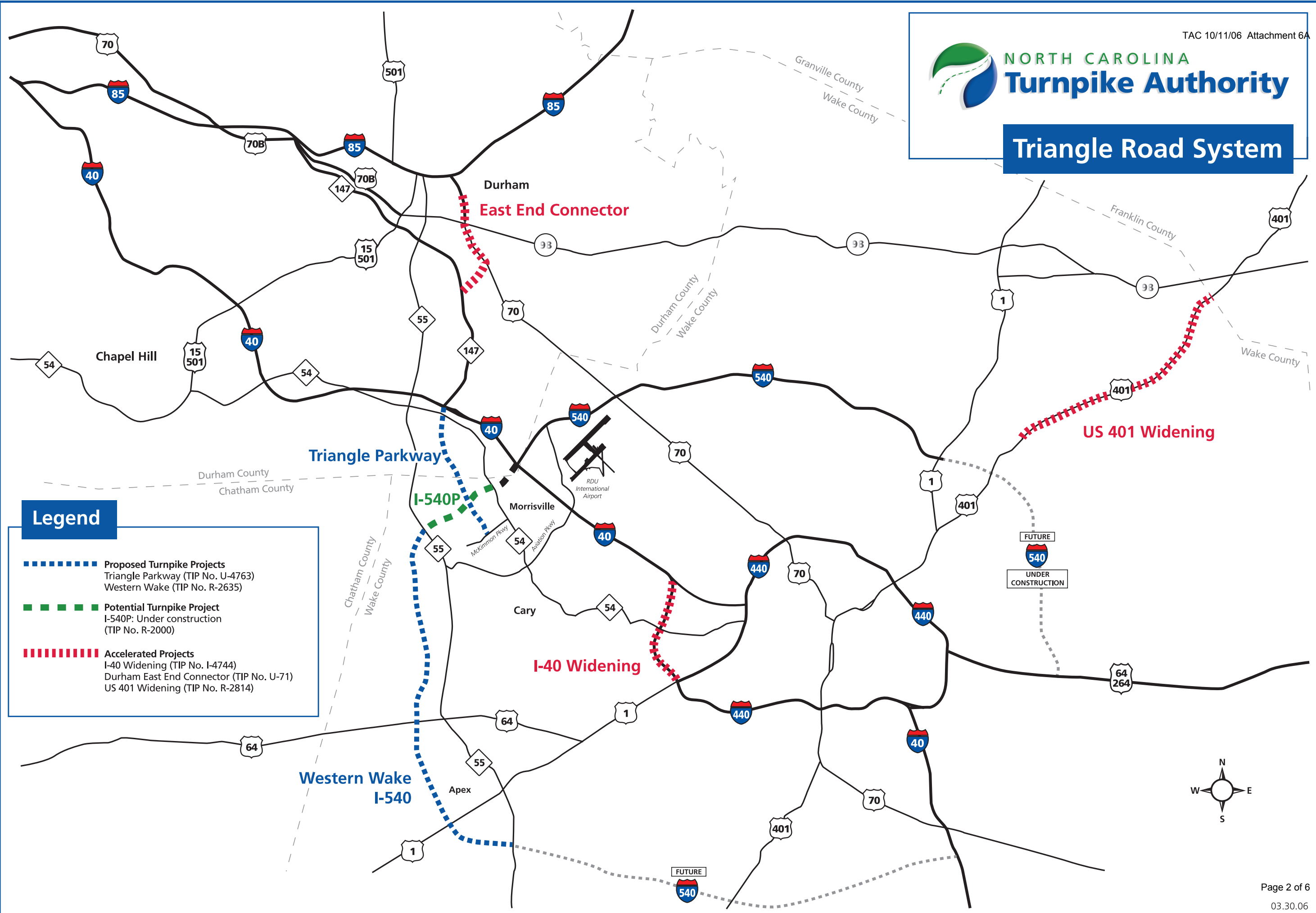
Contents:

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



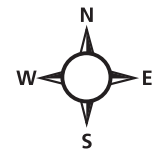


Triangle Road System



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



 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

July 18, 2006

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

RE: Triangle Parkway (TIP U-4763)

Dear Mr. Bissett:

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

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

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

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

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

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

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

Sincerely,



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

CC: DCHC MPO TAC members



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 the following 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

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	

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

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

TRANSPORTATION PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
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	

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

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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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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							
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 RIGHT-OF-WAY CONSTRUCTION	STP STP	1,000 1,600 5,000		PRIOR YEARS IN PROGRESS UNFUNDED 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 RIGHT-OF-WAY MITIGATION CONSTRUCTION CONSTRUCTION	STP STP STP STPDA	4,200 241 8,659 841		IN PROGRESS FY 07 FY 08 FY 09 FY 09
ORANGE							
			TOTAL PROJECT COST		13,941		
CHAPEL HILL	U-4008	US 15-501/ERWIN ROAD. INTERSECTION IMPROVEMENT.	CONSTRUCTION		5,355		PRIOR YEARS IN PROGRESS
ORANGE							
			TOTAL PROJECT COST		5,355		
CHAPEL HILL	U-4449	REAL-TIME TRANSPORTATION INFORMATION SYSTEM.	IMPLEMENTATION		1,248		PRIOR YEARS IN PROGRESS
ORANGE							
			TOTAL PROJECT COST		1,248		
CHAPEL HILL	U-4704	CHAPEL HILL-CARRBORO COMPUTERIZED TRAFFIC SIGNAL SYSTEM.	CONSTRUCTION CONSTRUCTION	C STP	400 4,200		FY 11 FY 11
ORANGE							
			TOTAL PROJECT COST		4,600		
CHAPEL HILL	U-4723	PUBLIC TRANSIT IMPROVEMENTS.	IMPLEMENTATION		3,625		PRIOR YEARS IN PROGRESS
ORANGE							
			TOTAL PROJECT COST		3,625		
CHAPEL HILL	U-4725A	EIGHTEEN (18) EXPANSION BUSES.	CONSTRUCTION CONSTRUCTION	O STPDA	418 1,670		FY 07 FY 07
ORANGE							
<i>FUNDS TRANSFERRED TO PROJECT TD-4711D FOR CHAPEL HILL TRANSIT MAINTENANCE FACILITY</i>			TOTAL PROJECT COST		2,088		

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

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST		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	DHC 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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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		1,510		PRIOR YEARS IN PROGRESS
			CONSTRUCTION	S	540		FY 07
			CONSTRUCTION	STPDA	2,160		FY 07
DURHAM			TOTAL PROJECT COST		4,210		
DURHAM	U-4011	SR 1959 (SOUTH MIAMI BOULEVARD), SOUTH OF SR 2112 (METHODIST STREET) TO NORTH OF SR 1960 (BETHESDA AVENUE). WIDEN TO FIVE LANES TO PROVIDE CENTER TURN LANE. 0.7 Mile(s)	PLANNING/DESIGN		150		PRIOR YEARS IN PROGRESS
			RIGHT-OF-WAY	STP	2,290		FY 08
			MITIGATION	STP	52		FY 08
			CONSTRUCTION	STP	1,550		FY 09
DURHAM			TOTAL PROJECT COST		4,042		
DURHAM	U-4012	US 15-501, NORTH OF MT. MORIAH ROAD TO SOUTH OF GARRETT ROAD. ADD AN ADDITIONAL NORTH AND SOUTHBOUND LANE AND CONSTRUCT AN ADDITIONAL RIGHT TURN LANE IN THE SOUTHEAST QUADRANT OF INTERCHANGE AT I-40 (EXIT 270). 0.9 Mile(s)	PLANNING/DESIGN		1,309		PRIOR YEARS IN PROGRESS
			CONSTRUCTION	NHS	12,300		FY 07
DURHAM			TOTAL PROJECT COST		13,609		
DURHAM	U-4445	NC 147 (DURHAM FREEWAY), NEAR ALSTON AVENUE. CONSTRUCT PEDESTRIAN BRIDGE OVER NC 147 AND REMOVE EXISTING SUBSTANDARD PEDESTRIAN BRIDGE.	CONSTRUCTION		2,188		PRIOR YEARS IN PROGRESS
DURHAM			TOTAL PROJECT COST		2,188		
DURHAM	U-4446	NC 147 (DURHAM FREEWAY), I-40 TO I-85. INSTALL ITS INFRASTRUCTURE IMPROVEMENTS.	CONSTRUCTION		1,502		PRIOR YEARS IN PROGRESS
DURHAM			TOTAL PROJECT COST		1,502		
DURHAM	U-4716	SR 1978 (HOBSON ROAD) AND SR 1980 (CHURCH STREET). CONSTRUCT A GRADE SEPARATION, EXTEND CHURCH STREET AND CLOSE CHURCH STREET CROSSING 734 748M OF THE NORFOLK SOUTHERN-NORTH CAROLINA RAILROAD.	CONSTRUCTION	RR	6,500		UNFUNDED
DURHAM			TOTAL PROJECT COST		6,500		
DURHAM	U-4720*	US 70, LYNN ROAD TO THE PROPOSED NORTHERN DURHAM PARKWAY. 7.8 Mile(s)					
DURHAM							
STRATEGIC HIGHWAY CORRIDOR		THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS.					

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TRANSPORTATION PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
URBAN PROJECTS						
DURHAM 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	 STP STP STP	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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					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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					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	

* 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)
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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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	

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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)		
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 IN PROGRESS
ORANGE							
TOTAL PROJECT COST					7		
CARRBORO	E-4994	BOLIN CREEK GREENWAY.	CONSTRUCTION		70		PRIOR YEARS IN PROGRESS
ORANGE							
TOTAL PROJECT COST					70		
<i>PLANNING, DESIGN AND CONSTRUCTION BY TOWN</i>							
CARRBORO	E-4995	DRY CREEK GREENWAY.	CONSTRUCTION		80		PRIOR YEARS IN PROGRESS
CHAPEL HILL							
ORANGE							
TOTAL PROJECT COST					80		

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TRANSPORTATION PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
ENHANCEMENT PROJECTS						
CHAPEL HILL 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
<i>PLANNING AND DESIGN BY TOWN</i>					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.				
<i>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY</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		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 DURHAM	P-3802	STATION CONSTRUCTION.	CONSTRUCTION	CMAQ	3,000	UNFUNDED
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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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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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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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

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							
<i>UNFUNDED PROJECT</i>			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							
<i>UNFUNDED PROJECT</i>			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							
<i>UNFUNDED PROJECT</i>			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							
<i>UNFUNDED PROJECT</i>			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							
<i>UNFUNDED PROJECT</i>			TOTAL PROJECT COST		2,930		

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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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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							
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		

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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	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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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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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	

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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	

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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	

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

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

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.

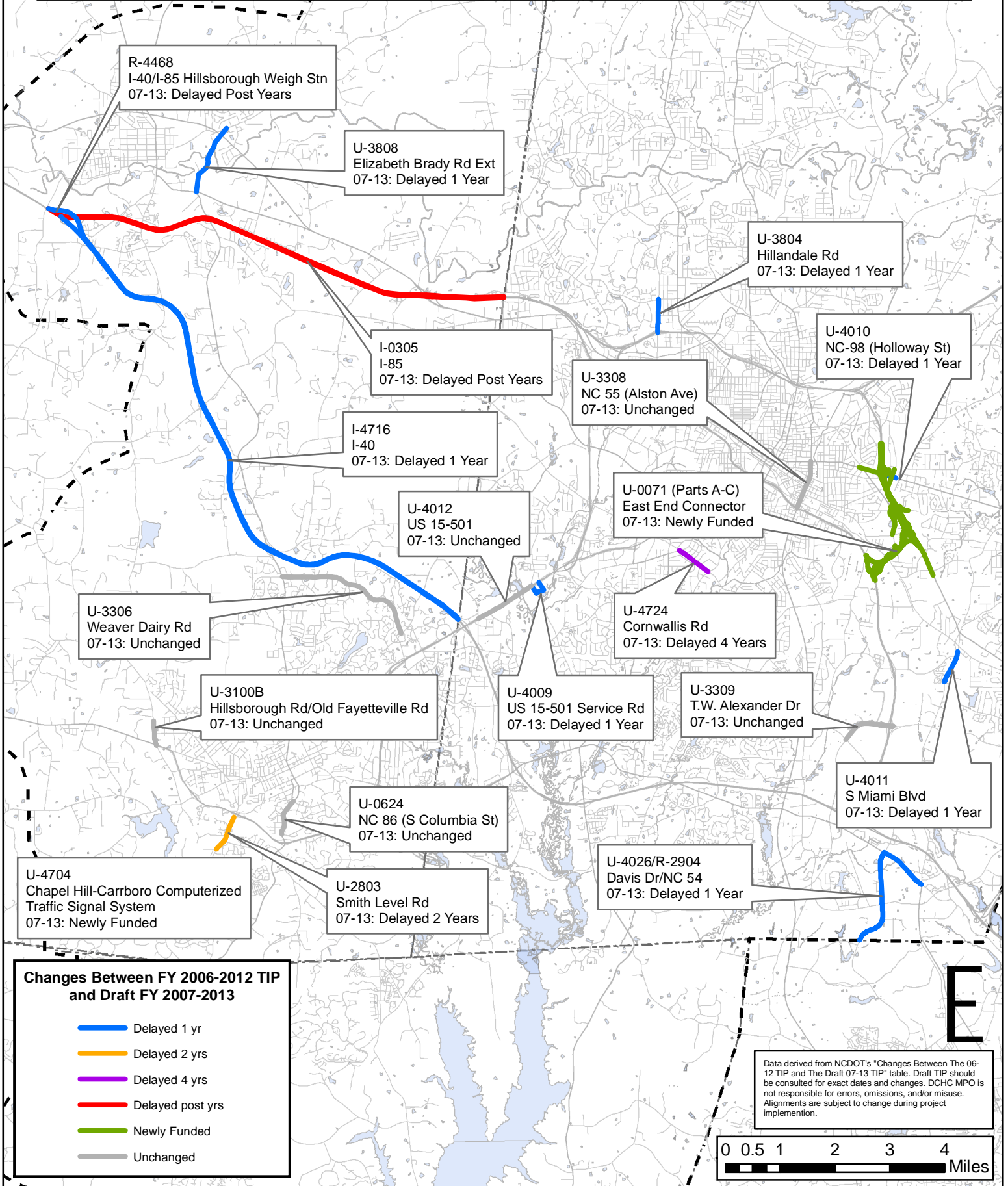
PROJECT	COUNTY	ROUTE/CITY	DESCRIPTION	COMMENTS
U-4006	GUILFORD	GREENSBORO	BRIDFORD PARKWAY, SR 1541 (WENDOVER AVENUE) AT HORNADAY ROAD TO BURNT POPLAR ROAD AT SWING ROAD. MULTI-LANE CONNECTOR ON NEW LOCATION.	TO ASSIST IN BALANCING FUNDS, RIGHT OF WAY DELAYED FROM FY 06 TO FY 07 AND CONSTRUCTION DELAYED 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.

Comparison of Funded Projects in the FY 2006-2012 TIP and the Draft FY 2007-2013 TIP





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

October 11, 2006

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

(919) 560-4366

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DCHC MPO Public Involvement Policy
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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, the Metropolitan Transportation Improvement Program (MTIP), the Air Quality Conformity Determination, the Major Investment Study (MIS), the Unified Planning Work Program (UPWP), the 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 triennial 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 input from committees and commissions that are appointed by local member governments. 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, and 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 web site 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.
10. 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 (LRTP) and Comprehensive Transportation Plan (CTP). The MPO shall make every effort to involve the affected community through methods such as local direct mailing, transportation related committees of local jurisdictions, 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 the Regional Priority List and MTIP.

IV.B Definition of public and Stakeholders.

The 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, the 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 the 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, neighborhood associations, environmental 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 boards (whose members shall be either low-income or minority individuals, or represent low-income or minority groups), target mailing list, workshops, and public notices in minority or low-income targeted media outlets.

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 (FHWA) and Federal Transit Administration (FTA).

The MPO shall also make a special effort to seek out and consider the needs of individuals or communities with Limited English Proficiency. The 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 FHWA and FTA.

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 (LRTP), Unified Planning Work Program (UPWP) 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 local newspapers
- MPO web site
- 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 agenda by DCHC MPO will include an opportunity for public comment.

IV.D.4. Mailing Lists: DCHC MPO shall maintain a master mailing list for public involvement/outreach activities. The mailing list 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 separate lists shall be maintained: TAC, TCC, 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 corresponding mailing list. Anyone may request that his or her name be added to a particular mailing list by indicating the particular list and providing either an email address or a regular mail address.

IV.D.5. DCHC MPO web site: DCHC MPO shall maintain a calendar of meetings and activities on its web site. The MPO also shall make technical and other information available to the public using the MPO web site and other electronically accessible formats and means as practicable. The web site 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: The DCHC MPO shall give consideration to alternative methods of involving the public that are appropriate to the project. Such methods may include, but are not limited to newsletters, transportation related 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.

IV.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.

IV.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 feedback to the public.

IV.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 this 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 triennial 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 triennial 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 major daily newspapers, and other local, minority, or alternative language newspapers, as appropriate, 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 are 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.

The entire process will be implemented for a plan update, which commonly involves an evaluation of most highway, transit and non-motorized transportation modes, and therefore requires several years to complete. An appropriate subset of the public involvement elements will be implemented for major and minor revisions, which commonly involve an evaluation of only several projects, and therefore require a process that is much less complex.

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.

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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: transportation related 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 development of a plan update, and as appropriate for major or minor revisions.

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 development 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; transportation related committees, and mass media.
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, and 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 in a major daily newspaper, and other local, minority, or alternative language newspapers, as appropriate.

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 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 web site and other electronically accessible formats and means as practicable. The web site 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; and,
 - 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 Safe, Accountable, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and preceding legislation, TEA-21 and ISTEA 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 MPO 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 a major daily newspaper, and other local, minority, or alternative language newspapers, as appropriate.

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 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.
4. 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.
5. Copies of a draft MTIP will be distributed to TAC members and the transportation related committees 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.
6. 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.
7. 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).
8. The process for updating and approving the Metropolitan Transportation Improvement Program will follow the sequence and procedure as described in the aforementioned PIP framework.
9. 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.

10. 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 a major daily newspaper, and other local, minority, or alternative language newspapers, as appropriate.

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 and public involvement procedure needs to be conducted as 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 an MIS is no longer required by SAFETEA-LU (MIS was required by TEA-21), federal regulations encourage the integration of an MIS with the 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 an 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 Safe, Accountable, and Efficient Transportation Equity Act: A Legacy for Users (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 21-day comment period.
5. The draft UPWP is then reviewed by the TAC. The TAC releases a draft UPWP for a 21-day comment period. The draft is sent to the NCDOT 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.

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

Chapel Hill Transit

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

MEMORANDUM

TO: Transportation Advisory Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: October 11, 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 correct transit funding in Chapel Hill, include FTA funding for the development of the Coordinated Public Transit-Human Services Transportation Plan approved by the TAC on September 13, 2006, and transfer STPDA funds from FY 2005 and FY 2006 to FY2007 to permit the City of Durham to seek reimbursement for expenditures associated with the completion of work tasks in the approved FY 2005 and FY 2006 UPWPs. The three revisions are described in this memo.

1. Revise the Chapel Hill Transit funds due to inconsistencies between the narrative and the tables in the approved UPWP.

The narrative in the section titled “Chapel Hill Transit (FTA) Narrative” is proposed to be changed as indicated below for three projects. For these three projects, the funding table in the approved UPWP was correct.

Task Code II-B-10 Transit Element of the Long Range Plan

	<u>Original UPWP</u>	<u>Amendment</u>
16- Section 5303 Local 10%	625	2,500
17- Section 5303 NCDOT 10%	625	2,500
18- Section 5303 FTA 80%	5,000	20,000

Task Code II-B-16 Financial Planning

	<u>Original UPWP</u>	<u>Amendment</u>
16- Section 5303 Local 10%	1,875	625
17- Section 5303 NCDOT 10%	1,875	625
18- Section 5303 FTA 80%	15,000	5,000

Task Code III-C-4 Planning for Elderly and Handicapped

	<u>Original UPWP</u>	<u>Amendment</u>
21- Section 5307 Transit - FTA 80%	12,000	10,000

Three revisions to the Chapel Hill Transit funding tables are also necessary. In these cases, the transit narrative was correct. As indicated in the tables below, there is no net change in total funding with these three changes.

Task Description	Section 5303 Transit Funds								
	Original			Proposed			Difference		
	2006-07 UPWP 5/10/2006 TAC			Amendment #1 Oct. 11, 2006 TAC			(Change)		
	Local 10%	NCDOT 10%	FTA 80%	Local 20%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 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

2. Add \$22,433 of JARC/New Freedom funds to the TTA UPWP for development of the Coordinated Public Transit - 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 Coordinated Public Transit - Human Services Transportation Plan.

Task Description	JARC/New Freedom Funds					
	Original		Proposed		Difference	
	2006-07 UPWP 5/10/2006 TAC		Amendment #1 Oct. 11, 2006 TAC		(Change)	
	Local 0%	FTA 100%	Local 0%	FTA 100%	Local 0%	FTA 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 reimbursement for expenditures associated with the completion of work tasks in the approved FY 2005 and FY 2006 UPWPs.

			STP-DA 133(b)(3)(7) Funds					
			Original		Proposed			
			2006-07 UPWP		Amendment #1		Difference	
			5/10/2006 TAC		Oct. 11, 2006		(Change)	
			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

The changes needed to the STP-DA allocation spreadsheet are indicated in the two tables below. As shown, the total STP-DA funding for the two projects for FY 2005-2007 is unchanged with this amendment. The difference in the total funding for the two projects in FY 2007 is \$172,480 (consistent with the net change indicated in the UPWP table above).

Existing STP-DA Allocation

TIP #	Location	Description	FY 05	FY 06	FY 07	Total (FY 05-07)
U-4727	MPO-UPWP	MPO Planning	273,000	273,000	273,000	819,000
		Model travel behavior surveys		240,000		240,000
		Total	273,000	513,000	273,000	

Proposed Amendment

TIP #	Location	Description	FY 05	FY 06	FY 07	Total (FY 05-07)
U-4727	MPO-UPWP	MPO Planning	228,657	224,380	365,963	819,000
		Model travel behavior surveys		160,483	79,517	240,000
		Total	228,657	384,863	445,480	

Attachment 9A 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 sheets.

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: _____

2006-2007 Unified Planning Work Program Amendment #1

CHAPEL HILL TRANSIT FTA TASK NARRATIVE TABLE FY 2006-2007

*Revisions Indicated in **Bold***

I- MPO	Town of Chapel Hill
2- FTA Code	442301
3- Task Code	II-B-10
4- Title	Transit Element of the Long Range Plan
5- Task Objective	To revise the 2030 transit plan as part of the development of the 2035 Long Range Plan.
6- Tangible Product Expected	Transit element of the 2035 Plan.
7- Expected Completion Date of Products	June-07
8- Previous Work	Development of the 2030 Plan transit element.
9- Prior FTA Funds	\$6,000
10- Relationship	The transit element will be part of the DCHC 2040 Plan.
11- Agency	Town of Chapel Hill Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	2,500
17- Section 5303 NCDOT 10%	2,500
18- Section 5303 FTA 80%	20,000
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

I- MPO	Town of Chapel Hill
2- FTA Code	442301
3- Task Code	II-B-16
4- Title	Financial Planning
5- Task Objective	To prepare the Financial Plan for the 2035 Regional Transportation Plan
6- Tangible Product Expected	2035 Regional Plan
7- Expected Completion Date of Products	June-07

8- Previous Work	2030 Plan.
9- Prior FTA Funds	\$4,000
10- Relationship	This information will be used to refine Chapel Hill Transit's efforts to complete a long range transit plan.
11- Agency	Town of Chapel Hill Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	625
17- Section 5303 NCDOT 10%	625
18- Section 5303 FTA 80%	5,000
19- Section 5307 Transit - Local 10%	
20- Section 5307 Transit - NCDOT 10%	
21- Section 5307 Transit - FTA 80%	
22- Additional Funds - Local 100%	

1- MPO	Town of Chapel Hill
2- FTA Code	442400
3- Task Code	III-C-4
4- Title	Planning for Elderly and Handicapped
5- Task Objective	To assess impact of transit services on elderly and handicapped populations
6- Tangible Product Expected	Annual assessment.
7- Expected Completion Date of Products	June-07
8- Previous Work	Ongoing monitoring
9- Prior FTA Funds	\$12,000
10- Relationship	This project supports the development of the 2035 Regional Plan.
11- Agency	Town of Chapel Hill Transit and Planning Departments
12- HPR - Highway - NCDOT 20%	
13- HPR - Highway - F11WA 80%	
14- Section 104 (f) PI, Local 20%	
15- Section 104 (f) P I FHWA 80%	
16- Section 5303 Local 10%	
17- Section 5303 NCDOT 10%	
18- Section 5303 FTA 80%	
19- Section 5307 Transit - Local 10%	1,250
20- Section 5307 Transit - NCDOT 10%	1,250
21- Section 5307 Transit - FTA 80%	10,000
22- Additional Funds - Local 100%	

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency

DATE: October 11, 2006

RE: Adjustments to the Southwest Durham Drive Alignment

Background

The Southwest Durham Drive has been in the region's long-range plans for several years. It started as an element of the Chapel Hill Transit Plan called Laurel Hill Drive and was subsequently included in the 1991 DCHC MPO Thoroughfare Plan as illustrated in Attachment 10B. 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 scheduled 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 review process, and have made very minor adjustments within site plans to accommodate site layout and feasible road geometrics.

Recent comments from the public and Durham Public Schools have requested that the alignment of the corridor that is to be built between Meadowmont Drive and the I-40 overpass (currently Farrington Road) be reconsidered.

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 proposed moving the alignment of the Southwest Durham Drive. Many 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 development 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 10C is a copy of this request.

Consider Corridor Adjustments

It is recommended that the TAC consider initiating the process necessary to make adjustments to the alignment of Southwest Durham Drive between Meadowmont Drive and the I-40 overpass (currently Farrington Road). The suggested alignment change is illustrated in the revised Southwest Durham/Southeast Chapel Hill Collector Street Plan map. See Attachment 10A. This adjustment would use an existing segment of George King Road and would also affect different parcels north of Ephesus Church Road.

Relationship to the LRTP Update

It has been suggested that a realignment of Southwest Durham Drive be considered during the development of the 2035 LRTP. While this could be done, there is concern that with the pace of development in Southwest Durham, options for alternative alignments could be lost if not identified soon. The 2035 LRTP is not scheduled to be approved until late 2008.

Proposed Process

The proposed process for making adjustments to the Southwest Durham Drive corridor will include:

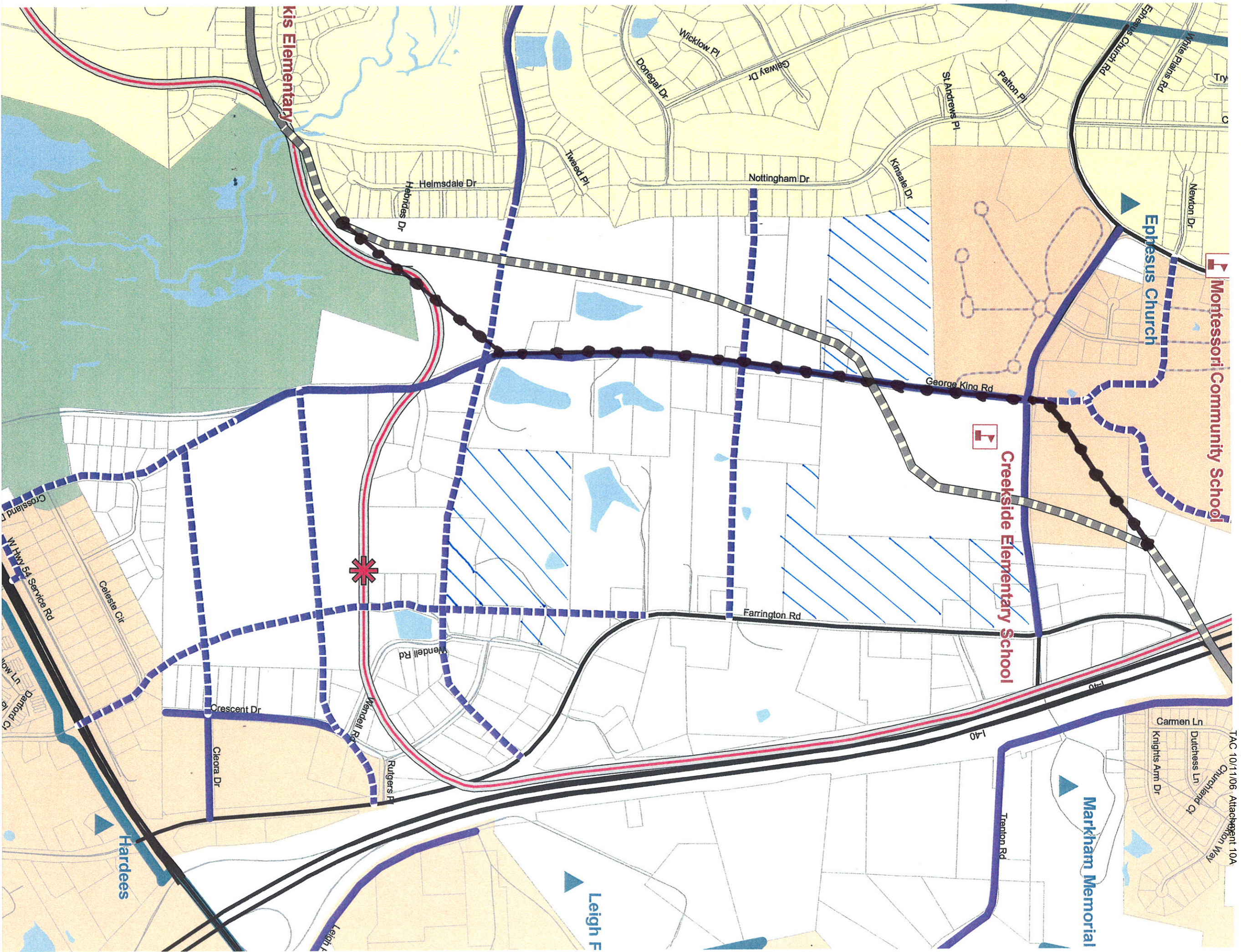
1. Staff notifies stakeholders, including owners of parcels that are within one-quarter mile of the proposed Southwest Durham Drive alignment that is between Meadowmont Drive and the Farrington Road bridge over I-40, and public planning and transportation officials. *Completed October 2006.*
2. Staff conducts public workshop to present base data to public and collect public comments. *Completed November 2006.*
3. Staff drafts proposed adjustments to Southwest Durham Drive alignment and distributes to stakeholders. *Completed December 2006.*
4. TAC conducts public hearing and provides directions to staff for any revisions. *Completed January 2007.*
5. Staff provides revised adjustments to the stakeholders. *Completed January 2007.*
6. Staff conducts final public workshop (if needed). *Completed February 2007.*

7. TAC reviews proposed final adjustments. *Completed March 2007.*
8. TAC approves adjustments to the alignment of Southwest Durham Drive. *Completed April 2007.*
9. Local planners use adjusted alignment in development proposal review process. *Beginning April 2007.*

TCC Action

TAC request that staff initiate process necessary to consider alternative alignments for Southwest Durham Drive.

TAC Action: Request that staff initiate process necessary to consider alternative alignments for Southwest Durham Drive.



Southwest Durham - Southeast Chapel Hill Collector Street Plan

Revised Draft Recommended CSP Network

Kimley-Horn and Associates, Inc.

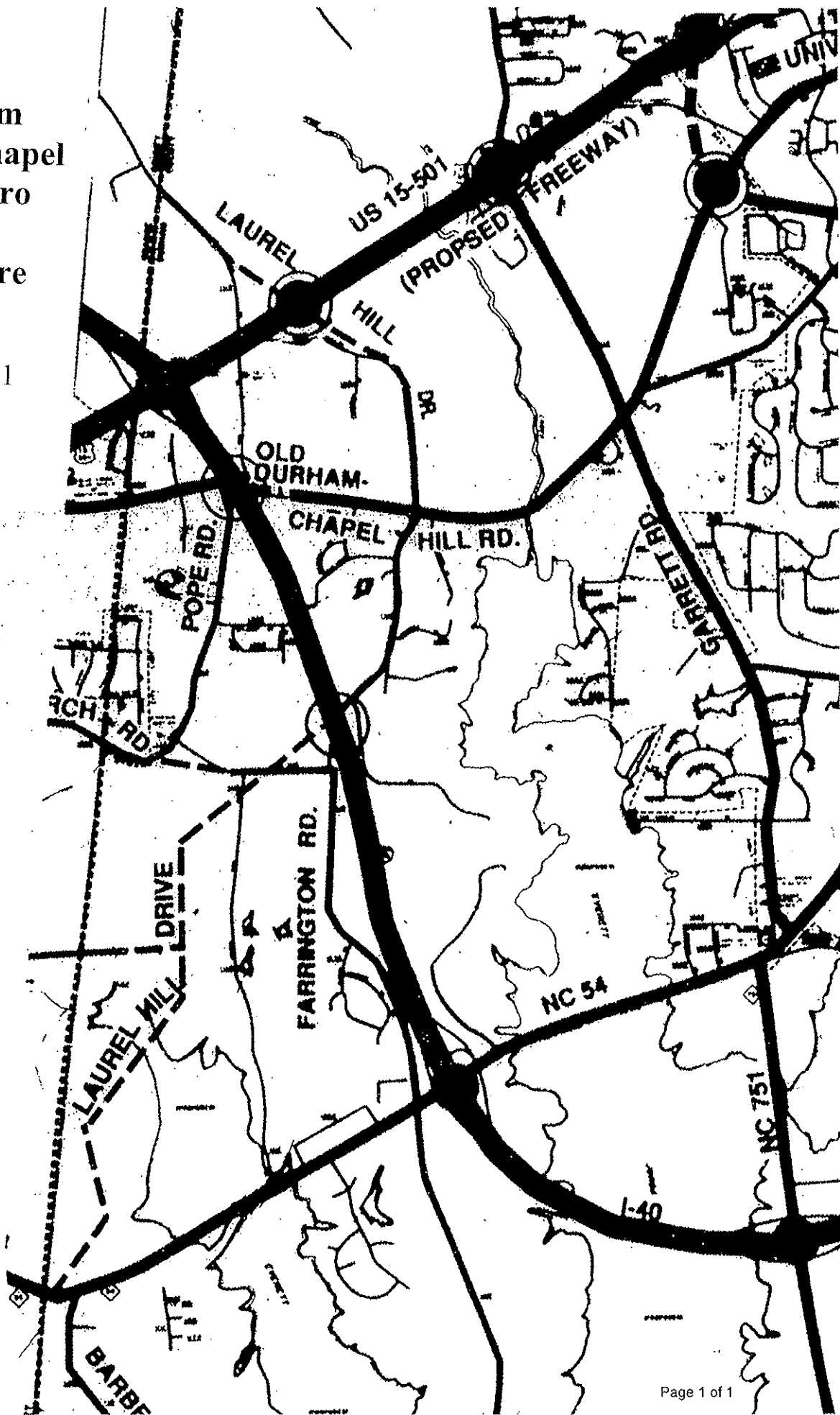
- Study Area
- County Boundary
- Durham City Limits
- Chapel Hill Town Limits
- Corps of Engineers Land
- Destination Points
- Schools
- Overpass
- Proposed Interchange
- Approved SW Durham Drive Alignment
- Southwest Durham Drive
- Existing Higher Classification Facilities
- Approved Internal Neighborhood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

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

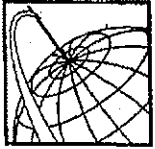
- Proposed Corridor Adjustment**
- Pending Development Proposals**

**Excerpt from
Durham-Chapel
Hill-Carrboro
Urban Area
Thoroughfare
Plan**

October 1, 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.

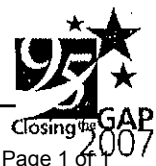
Thank you for your attention to this matter.

Sincerely,

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

GOALS for 2007: * 95% of third-graders reading proficiently * Eliminating the Achievement Gap

511 Cleveland Street • P.O. Box 30002 • Durham, North Carolina 27702 • 919 560 2503 • FAX 919 560 2422 • www.dpsnc.net



MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency

DATE: October 11, 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 that a presentation be made to them 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, and to a group of Butner, Stem, and Granville County staff and elected officials on September 19, 2006. Shelby Powell, planner for 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.

In addition, a small section of the Town of Cary is in the DCHC MPO's current MAB in northeast Chatham County. LPA staff are currently conferring with CAMPO and Cary staff to determine how to best address this issue.

New Member Candidate Jurisdictions

Granville County

Town of Butner – could not join without Granville County

Town of Stem – could not join without Granville County

Person County

City of Roxboro – could not join without Person County

Town of Pittsboro – could not join without a boundary expansion in Chatham County

Existing Members with Possible New Boundary

Chatham County

Orange County

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 (see map). 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.

Financial Implications

Federal funding for the MPO is based on the population of the UZA. As a result, if the DCHC MPO decides to expand at this time, the MPO would not receive any additional funding. Currently, the MPO does not charge member jurisdictions fees.

Air Quality Implications

All of the new member candidate jurisdictions are part of the Triangle area ozone non-attainment area. Thus, the jurisdictions and the MPO are already tied together in terms of air quality planning and budgets. Currently, plan or budget lapses in the DCHC MPO or CAMPO affect transportation funding in the other MPO when federal approval is sought on a new TIP or LRTP. If Granville County joins the DCHC MPO, plan or budget lapses in either DCHC MPO or CAMPO would immediately affect transportation funding for the other MPO because the two MPOs would share a member county government.

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	TCC and TAC consider MAB expansion	Nov 2006	Jan 2007
5	LPA negotiates new MAB, MOU, by-laws	Jan 2007	Mar 2007
6	TCC Recommends new MOU etc.	Mar 2007	
7	TAC Adopts new MOU etc.	Apr 2007	
8	Jurisdictions Sign new MOU etc.	Apr 2007	June 2007

Requirements if New Members Are Added:

Approval of new MAB

New MOU – definition of quorum, weighted voting

Update TAC and TCC Bylaws

Requirements for Boundary Expansion with No New Members:

Approval of new MAB

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: October 11, 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 - in progress.

Travel Time Survey/Speed Study

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

GIS/Data Integration and Automation

- ✓ Issue RFQ – September 11, 2006
- ✓ Non-mandatory pre-proposal conference – September 25, 2006
- Receive written proposals – October 15, 2006
- Consultant short list by October 23-27, 2006
- Consultant short list interviews/references check and city issues Notice of Intent to Award a Contract by October 30-November 3, 2006
- Council approves contract – December 18, 2006
- City issues contract – December 29, 2006
- Notice to proceed – December 29, 2006

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.
- ✓ Update of ITS short range strategies for the 2007-2013 TIP.
- Update of 2007-2010 ITS project – December 2006

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

- ✓ Contract awarded to UrbanTrans Consultants – September 2006
- Kick-off meeting – October 23, 2006

Regional Transit Infrastructure Blueprint

- ✓ Establish and convene sponsors and partners teams, agree on detailed task list, responsibilities, products, begin infrastructure and corridor descriptions; begin investment principles - summer 2006
- Finish corridor and infrastructure descriptions; finalize principles fall 2006
- Begin land use, travel and cost analysis - winter 2006
- Finish land use, travel, cost analysis - spring 2007
- Conclude work, issue Blueprint, implement tracking mechanism - summer 2007

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.
- ✓ Criteria Air Pollutant (CAP) Analysis anticipated to be completed in September 2006.
- Identify GHG target and model reduction targets anticipated to be completed in October 2006.
- Formulate Action Plan anticipated to be completed in November 2006.
- Recommend reduction targets, strategies and action plan anticipated to be done by November 2006.
- Draft Report likely to be done in December 2006.
- Final Plan anticipated to be finalized in December 2006.
- Plan Adoption (Carrboro, Chapel Hill, Durham City, Durham County, Orange County and TAC) anticipated occurring during the months of December 2006 and January 2007.

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

- ✓ Draft to be ready for August 2006 TAC meeting.
- ✓ Presented at October 2006 TAC meeting for adoption.

MPO Expansion for the next LRTP Update

- ✓ Initiated dialogue with Person County, Granville County, Butner, Roxboro and Pittsboro – July 2006
- ✓ Met with governing bodies of these jurisdictions – September 2006
- 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
- Second public meeting – January 2007

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: October 11, 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 - 10/2/2006

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%	-----
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%	11/1/2006
Durham, Wake	R-2906A/C	NC-55	WIDENING OF NC-55 FROM NORTH OF US-64 IN WAKE COUNTY TO CORNWALLIS RD.	\$ 34,668,947.33	11.634 miles	Blythe Development Co	Phillip R. Johnson, PE, PLS	(919) 678-0444	06/01/2006	100%	83.9%	12/31/2006
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%	90.0%	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	84.5%	85.5%	08/01/2007
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	38.0%	14.0%	12/1/2006
Durham	2006-RESURF	US-70	1 SECTION OF US-70, AND 27 SECTIONS OF SECONDARY ROADS (2006-DURHAM)	\$ 2,812,923.19	23.42 miles	C C Mangum Company LLC	Bob Shultes	(919) 840-0914	10/28/2006	29.1%	30.2%	10/28/2006

NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 10/2/2006

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	\$ 3,200,000.00	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	\$ 17,400,000.00	1.708 miles	C. HOUSER	(919) 250-4016	7/17/2007

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

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

County	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 advertisement TBD
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 U-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	36945	SR 1010 (Franklin St.) @ Mallette St.	Upgrade traffic signal and install pedestrian signal heads	110,000.00	Plan revisions for 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	Completed 9/11/06
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 @ SR 1834 by 11/1/06; POC in 2007
Orange	40683	US 70 @ US 70 Business /SR 1562 (Palmer's Grove Church Rd.)	Install a flasher	20,000.00	Flasher installed; waiting for power
Orange	40955	SR 1734 (Erwin Rd) @ Sage Rd.	Install a traffic signal with pedestrian signals	65,000.00	Plans received; materials ordered
Orange	41095	SR 1727 (Eubanks Rd.) @ SR 1725 (Millhouse Rd.)	Install a traffic signal	30,000.00	Municipal Agreement with Town of Chapel Hill
Orange	41096	NC 54 @ SR 2016 (Southern Drive)	Construct a left turn lane on NC 54 westbound	140,000.00	To Board for approval
Orange	7CR.10681.4, etc.	NC 86	2 SECTIONS OF NC-86 AND 9 SECTIONS OF SECONDARY ROADS.	1,321,891.11	95% compl; markings underway
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	SS-4907A	NC 86 @ Cameron St.	Install pedestrian signal heads across the east side of Cameron St.; upgrade vehicular signal heads to 12"	24,000.00	UNC-CH has upgraded vehicular signal heads; funding approval needed for pedestrian signal heads
Orange/Chatham	R-0942CA	US 15-501	Widen to multi-lane roadway from North of Co. line to South of SR 1994 (Culbreth Rd.)	95,000.00	Contract Complete; signal installation @ Dogwood Acres Dr. by DOT

TTA names its interim general manager

By Ray Gronberg, The Herald-Sun
September 28, 2006 9:25 pm

DURHAM -- The Triangle Transit Authority has a new King, for a year anyway.

Authority leaders announced Thursday that they'd hired David King, who until this spring was the state's deputy secretary of transportation, to serve as TTA's interim general manager.

King will receive a one-year contract and take over for former General Manager John Claflin Oct. 7. He and TTA board members interviewed Thursday didn't rule out the possibility that the authority eventually would remove the interim tag and make him Claflin's permanent replacement.

The new general manager also didn't rule out the possibility that he could be replaced after only a few months.

"The capabilities I have seem to match for the situation they're in right now, but as the situation evolves, they might need a different set of skills," King said. "It would be a good thing if I were a year from now excited with the progress we've made and the board was happy, and we kept at it. But if that's not the case, I think it'll be apparent to both me and the board."

Thursday's announcement came almost a month after TTA officials announced that Claflin was resigning his \$178,542-a-year job effective Sept. 30.

Claflin's departure stemmed from the authority's acknowledgement that its quest to secure \$485 million in federal construction subsidies for a long-planned commuter-rail corridor between Durham and Raleigh had failed.

He'd been hired to get the link up and running, and instead got a significant part of the behind-the-scenes blame passed out after TTA's ridership projections fell short of meeting the federal government's funding threshold.

As reported earlier this month by The Herald-Sun, King surfaced immediately as a prospect for the interim appointment, as area leaders felt the agency could capitalize on the political skills and connections he established during his long career at the N.C. Department of Transportation.

King acknowledged Thursday that his task now is to help TTA pick up the pieces in wake of its decision to give up its effort to secure funding for the Durham-to-Raleigh rail system.

The authority now has to develop a new transit plan and build consensus support for it throughout the region, King said.

"The work that this agency has to do and the collaboration they have to achieve with a number of other parties, all with the same general mission, to provide us with good mobility in the Triangle, is important," King said, explaining why he agreed to come out of retirement to take the job. "I've got a couple of kids in high school, and I want to believe my generation began doing the right things so that when they're in the work force, they won't have to say they wish those clowns who were in charge had done a better job of planning for growth because this place is uninhabitable."

King added that he doesn't think the authority's strategy is merely to wait out the end of the Bush administration -- which tightened the Federal Transit Administration's subsidy guidelines -- and try to

secure funding for the existing rail plan once a new president is in office. "Two and a half years is a long period to stand still," he said.

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MPO opens talks with nearby governments

BY WILLIAM F. WEST, The Herald-Sun

September 23, 2006 8:08 pm

DURHAM -- A Durham-based transportation group considering expansion has opened talks with a number of neighboring governments.

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization recently held informational sessions for officials in Pittsboro, Person County, Roxboro, Granville County, Butner and Stem.

Ellen Beckmann, the MPO's transportation planner, said she'd like to hear from the town and counties within the next couple of months on whether they'd like to work together on traffic congestion and air pollution issues.

"Really, it depends on them," Beckmann said. "They need to decide what's in the best interest of their constituents and their area."

The reaction seems mixed so far, with some being quite open to the idea, others needing time to deliberate and still others concerned about becoming a small fish in a large pond.

Leigh Woodall, a former Person County commissioner, chairs the Roxboro/Person County Thoroughfare Advisory Committee, which he said intended to have a future meeting about the matter.

"It could very well be that it'll be a good match for us to join the MPO, if invited," he said.

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.

Beckmann has shown 2000 census data indicating that more than 3,900 Person County residents worked in Durham County, while more than 4,600 Granville County residents worked in Durham County.

In Granville County, the MPO met last week with a group in Butner that included Butner Manager Tom McGee, Stem Mayor Jack Day and Granville County Commissioner Hubert Gooch.

Gooch said he didn't anticipate action from the county Board of Commissioners until after the arrival of the county's new manager, Brian Alligood, who's scheduled to start work Nov. 6.

Day agreed with Gooch about letting Alligood first get his feet on the ground, and emphasized his own need to officially advise Stem's town commission, which he said didn't meet until the middle of October.

Day, however, expressed uncertainty and reservations about Stem being in the MPO.

"I just don't know if it would be equitable to join that group because they're so big and powerful," he said.

Butner is a former military post overseen by the state and which has a local Advisory Council.

McGee in a written statement said that because details about the MPO had just been presented, "it is too soon to know what will be the outcome."

Another issue has to do with the fact that -- except for Butner -- most of Granville County, including Stem, along with Person County and Roxboro, already belongs to the Kerr-Tar Rural Planning Organization.

According to the RPO's Shelby Powell, state law says that, while counties can participate in an MPO and an RPO, a municipality has to select membership in one or the other.

Powell, who's the transportation planner for the Kerr-Tar RPO, said she thought her agency's members "are pretty happy with what kind of work we're doing up here" and that "everybody pretty much has the same amount of weight and same amount of pull."

Pittsboro is a member of the Triangle Area RPO, and Town Planner David Monroe was quick to point out in a statement the choices his town faced.

Monroe said town commissioners had taken the subject under advisement, "and we are currently assessing the benefits and drawbacks." Monroe agreed that MPOs generally had access to a larger pool of possible dollars for funding transportation ventures.

"But a critical ranking of potential projects would have to be performed alongside projects serving much larger population bases so, while Pittsboro would have access to and a voice in a larger transportation planning area, it would have a minority voice," he said.

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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.

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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.

Tippet 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."

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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.gyrobases.com/gyrobases/Content?oid=36751>

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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Modified: Sep 19, 2006 06:39 AM

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 number.



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.





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,

 A handwritten signature in black ink, appearing to read "Lyndo Tippet".

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
WTS NC Chapter President
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

Corporate Sponsors

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- Empire Properties
- Anthony & Company

Special Acknowledgements

- Nick Karsek
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- Greater Raleigh Chamber of Commerce
- Regional Transportation Alliance
- NC Department of Transportation
- NC Metropolitan Coalition
- 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



 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

Tim Johnson, P.E.
 Division Engineer
 NCDOT Division 8
 PO Box 1067
 Aberdeen, NC 28315

Mike Mills, P.E.
 Division Engineer
 NCDOT Division 7
 PO Box 14996
 Greensboro, NC 27415-4996

September 18, 2006

RE: Proposed Chatham/Orange County Retail Development on US 15-501

Dear Mr. Johnson and Mr. Mills:

At their September 13, 2006 meeting, the Transportation Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) discussed the need to follow-up on a letter the MPO sent to Mr. Johnson on August 25, 2005 regarding a proposed retail development on the Chatham/Orange County line at US 15-501 and Smith Level Road (letter enclosed). To our knowledge, we never received a response to or acknowledgement of this letter.

At the time the August 2005 letter was sent, the driveway connection to US 15-501 for the proposed development was located in Chatham County. The current proposal includes the main driveway access in Orange County opposite Smith Level Road. The majority of the proposed development is still in Chatham County. Because of the overlap in both counties, we are sending this inquiry to both NCDOT Divisions 7 and 8.

Although the proposed development has changed since the previous letter was sent, many of the MPO's concerns remain the same. The MPO is concerned about the traffic impacts of a large retail development in this location. The current development proposal has decreased the square footage and employment from what was previously proposed. However, the employment projection used in the MPO's Long Range Transportation Plan (LRTP) for this area (7 employees in 2010 and 9 employees in 2030) is still far below the approximately 314 employees anticipated by the current proposal. The LRTP has the critical role of guiding future transportation investments in the MPO.

In addition, the Traffic Impact Analysis Report (TIA) for the proposed development states that the future peak hour traffic volumes under the existing zoning were taken from the NCDOT Transportation Planning Branch's traffic forecast report for the adjacent US 15-501 TIP project R-942. It appears that this traffic forecast report was done in 1996, and the TIA does not state that these projections have been updated to reflect zoning changes and development approvals that have occurred since 1996. As a result, the

MPO's previously stated concern that the TIA may not reflect all approved developments in the area maintains the same.

The DCHC MPO and its member governments want to ensure that the transportation infrastructure in the vicinity of the proposed development has the capacity to meet the travel demands of our citizens. The DCHC MPO would appreciate a response from NCDOT that includes a description of the driveway permitting process (including which Division will grant the driveway permits to the proposed development on the east side of US 15-501 in Chatham County at the Orange County line). In addition, the DCHC MPO and local governments request that they be consulted prior to the issuance of a NCDOT driveway permit by NCDOT. Please feel free to contact the DCHC MPO Transportation Planning Manager, Felix Nwoko, with any questions at 919-560-4366.

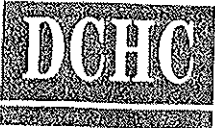
Sincerely,



Mark Ahrendsen, Chair
Technical Coordinating Committee

Enclosure

Cc: Mike Cross, Chatham County
Alice Gordon, Orange County
Ed Harrison, Town of Chapel Hill
Kevin Foy, Town of Chapel Hill
Alex Zaffron, Town of Carrboro
David Bonk, Town of Chapel Hill
Karen Lincoln, Orange County
Dale McKeel, Town of Carrboro
Jason Sullivan, Chatham County



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Member Governments

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

August 25, 2005

Tim Johnson, P.E.
 Division Engineer
 NCDOT Division 8
 PO Box 1067
 Aberdeen, NC 28315

RE: Request to Hold Approval of Driveway Permit for Proposed Chatham County Retail Development

Dear Mr. Johnson,

The Transportation Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) discussed the proposed Chatham County retail development located at US 15-501 and Smith Level Rd at their August 10, 2005 meeting. The TAC is concerned that the Revised Traffic Impact Analysis Report (TIA) for the proposed development indicates that the development plans are inconsistent with employment projections from the regional 2030 Long Range Transportation Plan (2030 LRTP). The 2030 LRTP for the DCHC MPO assumes 7 employees in the year 2010 and 9 employees in the year 2030 in the area of the proposed development (traffic analysis zone #465004). However, the developed space (i.e., building square feet) and proposed land use indicated in the TIA will yield approximately 650 employees. The Long Range Transportation Plan has the critical function of directing the State, federal and local transportation funding and determining whether the region conforms to federal clean air standards.

As a result of this inconsistency between the proposed development and the Long Range Transportation Plan, the TAC requests that the North Carolina Department of Transportation withhold approving a driveway permit for the proposed development until the following three processes have been completed:

- 1) The TIA clearly reflects all approved developments in the area.
- 2) The Chatham County government reviews and processes the requisite development proposal; and,

- 3) The project is shown to not adversely affect air quality. The DCHC MPO can determine the air quality impacts of the proposed retail development.

I would also like to call your attention to NCDOT policy that addresses this same issue. It is the MPO and local government understanding that driveway permits should be processed and approved by NCDOT concurrently with the local government agency's approval process to avoid conflicting requirements of the applicant. I understand that the proposed retail development plan has not been submitted to the Chatham County government for review. In addition, the NCDOT Driveway Manual states that a Traffic Impact Study should include "Traffic volume generated by other approved developments in area, if applicable." "Approved Development Traffic" is defined on page 21 as "Traffic generated by all developments approved by local jurisdictions or submitted to the local jurisdiction for approval within the development vicinity at the time of the TIA submittal." In the revised TIA for the proposed retail development, background traffic conditions uses NCDOT traffic projections for TIP R-942 (widening of US 15-501). However, it is not clear whether the anticipated traffic impacts of approved, and yet to be built developments such as Briar Chapel, are adequately reflected in the background traffic conditions.

The DCHC MPO and local governments want to ensure that the transportation infrastructure has the capacity to meet the travel demands of our citizens and that our region continues to comply with federal air quality standards. In order to meet these challenges, it is imperative that the DCHC MPO and local governments be included in the approval process prior to any NCDOT driveway permit approvals.

Please feel free to contact the DCHC MPO Transportation Planning Manager, Felix Nwoko, with any questions at (919) 560-4366.

Respectfully,



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

cc: TAC members
TCC members

**CITY OF DURHAM**

OFFICE OF THE MAYOR
101 CITY HALL PLAZA • DURHAM, NC 27701
919. 560.4333 • fax 919.560.4801
www.durhamnc.gov

September 19, 2006

Commissioner Joe Bryan
Chair, Transportation Advisory Committee
Capital Area MPO
Professional Building – Suite 406
127 West Hargett Street
Raleigh, NC 27601

RE: Regional Transit Issues

Dear Commissioner Bryan:

Working in cooperation with CAMPO the DCHC MPO included funding for the development of a Regional Transit Vision Plan in its 2006-2007 UPWP. In developing a scope of work for this project the name of the plan was changed to Regional Transit Infrastructure Blueprint (An overview of the Regional Transit Infrastructure Blueprint is attached). The purpose of the Transit Blueprint is to provide clear, consistent information regarding land use, travel markets, and transit infrastructure costs for potential high capacity transit corridors that can be used to engage the public in the development of each MPO's long range transportation plans. This information could also be used by the two MPOs to help set transit investment priorities in the region.

In the original scope of work for this project, Phase I of the Regional Rail System was assumed to be a given and the region's top transit corridor investment priority. With TTA's recent decision to not pursue federal funding for Phase I at this time, this project along with all potential transit corridors will be analyzed in the Transit Blueprint. The scope of work of the Transit Blueprint also includes the development of principles for major transit investments based on land use, travel markets and cost characteristics that can be used by the MPOs to establish transit investment priorities through their Long Range Transportation Plans. (An overview of the process to establish transit infrastructure investment principles for the Transit Blueprint is attached).

Commissioner Joe Bryan
September 19, 2006
Page 2

We understand that it will be up to each MPO to establish a process to engage the public in the development of the Long Range Transportation Plan. The TTA Board of Trustees has expressed the need for a robust involvement of the public in setting regional transit priorities.

We also understand that it will be up to each MPO to establish their own transit investment priorities through their Long Range Transportation Plans. However, due to the regional nature of many of the potential major transit investments in the Triangle, we would encourage DCHC MPO and CAMPO to closely coordinate their public involvement process and development of long range transportation plans with one another. Recognizing that it maybe necessary to establish regional transit investment priorities, the two MPOs should work jointly toward the development of a regional transit plan and regional transit investment priorities. The structure established through the Memorandum of Agreement between the two MPOs would be a good forum to accomplish this.

Accordingly, we respectfully request that the Chair and Vice Chair of each MPO (Executive Committee) meet soon to discuss potential major transit investments in the Triangle and a process for developing a regional transit plan and regional transit investment priorities. We also request that the Executive Committee set the agenda for the joint MPO meeting on November 29, 2006. Please contact Mark Ahrendsen, TCC Chair, (560-4366 or mark.ahrendsen@durhamnc.gov) to initiate these meetings.

We look forward to working with you on this regional initiative.

Sincerely,



William V. "Bill" Bell
Chair

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

cc: TAC Members