

**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**November 8, 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. October 11, 2006 TAC Meeting Minutes
(Attachment 5)**

A copy of the October 11, 2006 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the October 11, 2006 TAC meeting.

**6. 2007-2013 Transportation Improvement Program (MTIP)
(Attachment 6, 6A, 6B, 6C, 6D, 6E, 6F, 6G, 6H, 6I)**

Mark Ahrendsen, TCC Chair
David Bonk, TIP Subcommittee Chair
Ellen Beckmann, LPA Staff

The State Board of Transportation released the draft 2007-2013 STIP on September 6, 2006. The DCHC MPO supplement to the draft 2007-2013 STIP is included as Attachment 6C. A map displaying a comparison of the FY 2006-2012 TIP and draft 2007-2013 STIP is Attachment 6D. The TAC released the DCHC MPO supplement to the draft 2007-2013 STIP as the draft MTIP for public comment at the 9/13/06 TAC meeting. A public hearing was held at the 10/11/06 TAC meeting. Comments from Chapel Hill, Carrboro, and Orange County are provided as Attachments 6E, 6F, and 6G. Comments from the public are included as Attachment 6H.

The TCC and LPA staff have created a 2007-2013 MTIP (Attachment 6A) and made changes to the STPDA allocation spreadsheet (Attachment 6B). Attachment 6 is a memo that explains the changes from the draft 2007-2013 STIP reflected in the 2007-2013 MTIP.

One-on-one meetings with NCDOT for Division 5 and 7 are being scheduled for the week of November 13-16. NCDOT has scheduled public meetings for taking comments on the draft

2007-2013 STIP and input on the draft 2009-2015 STIP for November 14th in Greensboro for Division 7, December 1st in Roxboro for Division 5, and December 14th in Laurinburg for Division 8. Locations and times for these meetings are listed on Attachment 6I.

TCC Recommendation: That the TAC review the 2007-2013 Metropolitan Transportation Improvement Program.

TAC Action: Review the 2007-2013 Metropolitan Transportation Improvement Program and offer comments as appropriate.

**7. 2035 Long Range Transportation Plan
(Attachment 7, additional attachments to be provided)
Felix Nwoko, LPA Staff
Andy Henry, LPA Staff**

At the August 9, 2006 TAC meeting, the LPA presented the schedule for the 2035 Long Range Transportation Plan (2035 LRTP) as an informational item. The 2035 LRTP schedule designates the TAC to receive the preliminary socio-economic data (SE Data) at the November TAC meeting and to release the SE Data for public comment at their December meeting. Attachment 7 is the Summarized 2035 LRTP Development Schedule. The SE Data is among the principal data inputs for the Triangle Regional Model (TRM), which is an important evaluation tool in the 2035 LRTP development process.

At the TAC meeting, the LPA will present the Base Year (2005) and Forecast (2015, 2025 and 2035) SE Data.

TAC Action: Receive preliminary socio-economic data for the 2035 LRTP.

**8. Triangle Regional Transit Planning
(Attachment 8, 8A)
Mark Ahrendsen, TCC Chair
John Hodges-Copple, TJ COG**

The DCHC MPO and CAMPO are initiating a process to develop regional transit priorities. The TAC discussed this issue at the 9/13/06 meeting. Subsequently, the Chairs and Vice Chairs of DCHC MPO and CAMPO met on 10/6/06 to discuss regional transit planning and set the agenda for the Joint TAC meeting on 11/29/06. At this meeting, the Chairs and Vice Chairs discussed the Regional Transit Infrastructure Blueprint and the MPOs' Long Range Transportation Plans. Summary information on the Blueprint and its relationship to the LRTP is provided as Attachments 8 and 8A.

The Chairs and Vice Chairs also proposed a process for public outreach for the setting of regional transit priorities. They proposed establishing a committee to develop a set of guiding principles. The committee would consist of members of the public representative of the business, environmental, neighborhood, public transportation, and other interests in the region.

The committee will also be involved in future stages in the development of regional transit priorities.

This issue will be discussed at the November 29 Joint TAC meeting. The Joint TAC will consider the process for creating regional transit priorities, establish the regional transit committee, and appoint members. The TAC should discuss the status of this process and the creation of the regional transit committee in preparation for the Joint TAC meeting.

TAC Action: Receive update on regional transit planning including the formation of a regional transit committee.

REPORTS FROM STAFF:

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

TAC Action: Receive Report from Staff

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

TAC Action: Receive Report from TCC Chair

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

TAC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS

12. **Recent News Articles and Updates**
(Attachment 12)

13. **Best Workplaces for Commuters – Fall 2006 Newsletter**
(Attachment 13)

14. **Division 7 and 8 Response to Letter Regarding the Proposed Development on the Chatham-Orange County Line**
(Attachment 14, 14A)

Adjourn

Next meeting: December 13, 2006
Joint TAC meeting: November 29, 2006

TAC Directives to Staff

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

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

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

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

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

08/10/05	Refer US 15-501 Transit Corridor Realignment Recommendation in SW Durham to affected local jurisdictions and TTA prior to final action by TAC.	<u>Completed:</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>Completed:</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>Completed:</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. Response received. See Attachment 14, 14A of 11/08/06 TAC Agenda.
10/11/06	Revise the 2007-2013 TIP to reflect public comments.	<u>In Progress:</u> See Attachment 6A of 11/08/06 TAC Agenda.
10/11/06	Provide information on if a municipality can accelerate resurfacing using local funding.	<u>In Progress</u>

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TRANSPORTATION ADVISORY COMMITTEE

October 11, 2006

MINUTES OF MEETING

The Transportation Advisory Committee met on October 11, 2006, in the Council Committee Room on the second floor of Durham City Hall. The following attended:

**Mayor William V. "Bill" Bell	Mayor, City of Durham (TAC Chair)
**Diane Catotti	City of Durham
**Alice Gordon	Orange County (TAC Vice-Chair)
**Eric Hallmann	Town of Hillsborough
**Ed Harrison	Town of Chapel Hill
**Becky Heron	Durham County
*Ellen Reckhow	Durham County
**Ken Spaulding	NCDOT-BOT
*Mike Woodard	City of Durham
**Voting Member	
*Alternate or non-voting member	
Mark Ahrendsen	City of Durham
Ellen Beckmann	City of Durham
Anna Biton	Town of Chapel Hill
David Bonk	Town of Chapel Hill
Craig Deal	HNTB
Ray Gronberg	The Herald Sun
Patrick Hannah	Durham Chamber of Commerce
Chris Hawe	N.C. Turnpike Authority
Andy Henry	City of Durham
John Hodges-Copple	Triangle J COG
Christian Jones	Riverside High School Student
David Joyner	N.C. Turnpike Authority
Mike Kneis	NCDOT-Division 5 Engineer
Karen Lincoln	Orange County Planning
Dale McKeel	Town of Carrboro
Joe Milazzo II	Regional Transportation Alliance
Felix Nwoko	City of Durham
Pierre Osei Owusu	City of Durham DATA
Grady Rankin	N.C. Turnpike Authority
Brian Rhodes	City of Durham
Robb Teer	N.C. Turnpike Authority
Barbara Weigel	Triangle Transit Authority
Scottie K. Wilkins	Granville County Transportation Planner

42 Chao Wang City of Durham
43 Whit Webb HNTB
44

45 Mayor Bell, TAC Chair called the meeting to order at 9:11 a.m. and the Roll Call
46 was conducted.

47 **PRELIMINARIES:**

48 **Adjustments to the Agenda**

49 Mark Ahrendsen stated handouts were distributed prior to the beginning of the
50 meeting. We sent a letter to both the NCDOT Division 7 and Division 8 Engineers
51 regarding a proposed retail development in Chatham County on the Chatham-Orange
52 County line, and we have received a response from the NCDOT Division 8 Engineer,
53 Tim Johnson, which was distributed prior to the meeting.

54 There will be a public hearing for the Alston Avenue Widening Project on
55 November 2, 2006 at the Hayti Heritage Center. There will be a pre-hearing open house
56 meeting from 4:30 p.m. – 7:00 p.m. and the public hearing will begin at 7:00 p.m.

57 Mark Ahrendsen introduced Christian Jones. He is a sophomore at Riverside
58 High School who is participating in the Junior Leadership Durham program today.

59 **Public Comments**

60 There were no public comments.

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

62 Ed Harrison referenced the Directives to Staff, the last item, “Send a follow-up
63 letter to NCDOT regarding the retail development on the Chatham-Orange County line.”
64 Mark Ahrendsen stated a letter was distributed at the beginning of the meeting regarding
65 this item.

66 **ACTION ITEMS:**

67 **September 13, 2006 TAC Meeting Minutes (Attachment 5)**

68 A motion was made by Diane Catotti and seconded by Alice Gordon to approve
69 the September 13, 2006 TAC Meeting Minutes with the following amendments. Line 82,
70 should read “stated that perhaps we could get their input through other means because of
71 time constraints.” Line 344, should read “Becky Heron, Ellen Reckhow, and Diane
72 Catotti also expressed appreciation to Ken Spaulding for all his hard work.”

73 On line 292, Diane asked if Karen Sindelar, Durham City Attorney, approved the
74 changes to the language. Mark Ahrendsen stated staff will follow up with Karen
75 Sindelar. The motion carried unanimously.

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

78
79 Mark Ahrendsen provided an introduction for the Request for Further Financial
80 and Design Studies for the Triangle Parkway, along with the attachments.

81 David Joyner, North Carolina Turnpike Authority, provided a Power Point
82 presentation for TAC members.

83 Robb Teer stated he thinks this is the only way to get the roads built in the near
84 future. The N.C. Turnpike Authority appreciates the TAC’s support and if there are
85 questions, please email or call Mr. Teer.

86 Joe Milazzo, II, with the Regional Transportation Alliance business leadership
87 group, announced that the chambers wrote a letter to the editor which was in the Herald-
88 Sun this morning. Mr. Milazzo asked that the TAC continue to look at transit
89 opportunities.

90 Ed Harrison stated that he does not know if the N.C.T.A. has the basis for saying
91 that a FONSI is expected. Mr. Joyner stated that if there are findings of significant
92 impact, they will be addressed, but a FONSI is expected.

93 Ellen Reckhow asked if any of the preliminary modeling shows what type of
94 impact the Triangle Parkway would have in terms of reducing traffic on I-40 in the Davis
95 Drive to the Durham/Wake County line area. Mr. Joyner stated that he is not sure. The
96 initial report was that the diversion factor for the entire project would be approximately
97 50%. Ms. Reckhow is very interested in knowing this information.

98 Ms. Reckhow asked if there has been serious consideration within the private
99 sector for funding. Ms. Reckhow went on a trip to San Diego led by the Regional
100 Transportation Alliance in January 2005. San Diego put together a very comprehensive
101 package to fund transportation improvements. A very balanced approach included an
102 increase in sales tax and impact fees on new development in the area went to voters. Ms.
103 Reckhow asked if there has been consideration of some type of overlay impact fees for
104 development within a certain radius of these projects. Becky Heron agrees with Ellen
105 Reckhow regarding the impact fees. Mr. Joyner stated that they have thought about
106 asking the RTF if companies can contribute funding to offset costs for carpools (if
107 carpools receive a reduced toll rate). The various revenue sources will be considered in
108 the study.

109 Alice Gordon asked how the N.C.T.A. will determine the rate of the toll. David
110 Joyner stated that the decision is very technical as part of the traffic and revenue study.
111 The preliminary study measures the demographics, income, and number of people
112 traveling. From that they develop a sensitivity curve for toll rates. The N.C.T.A. does

113 not set the rate, it is set by the traffic and revenue engineers who look at the curve and try
114 to find the optimal toll rate.

115 On page 5 of 6, it talks about the Triangle Parkway as a toll facility with a \$38
116 million gap in funding the base project. But the combined projects, the Triangle Parkway
117 and I-540, have a \$215 million gap. Ms. Gordon asked, of the \$215 million, is \$38
118 million attributed to the Triangle Parkway. Mr. Joyner replied that the gap of the
119 Triangle Parkway project was looked at separate from the gap on the financial feasibility
120 of the Western Wake Parkway.

121 Mr. Teer stated that the N.C.T.A. has been working with the property owners in
122 the Research Triangle Park, in northern Wake County, and have arranged for them to
123 donate the right-of-way. The Research Triangle Foundation is also donating a large
124 amount of right-of-way. Fifty-percent of the right-of-way is “gifted.”

125 These new roads will save one week out of a commuter’s life in a year and that
126 will also have an impact on air pollution.

127 Becky Heron stated that the fees to ride on these roads have to be reasonable.
128 People should be initially charged a low rate to get them to realize the advantage of the
129 facility and then the rate could be increased.

130 Ken Spaulding stated that the questions and points have been well thought out in
131 regards to this item. It is a shame that we have been faced with cash flow issues and it
132 continues to be an issue. We continue to have to pay back our debt to other divisions that
133 we borrowed funds from to get the I-85 project and other projects done. Mr. Spaulding
134 thinks that Division 5 is definitely a place for this to be a pilot project; because not only
135 do we have demand, we have the congestion.

136 A motion was made by Becky Heron and seconded by Diane Catotti to endorse
137 further study of the Triangle Parkway with qualifications as outlined in the draft letter.

138 The motion carried unanimously.

139 **Draft 2007-2013 Transportation Improvement Program (TIP) (Attachments 7, 7A,**
140 **7B, and 7C)**

141
142 Mark Ahrendsen provided an introduction for the Draft 2007-2013 Transportation
143 Improvement Program (TIP), along with the attachments.

144 The Technical Committee has begun reviewing the Draft TIP and preparing a list
145 of questions, comments, and concerns. The purpose of today's meeting is to afford the
146 public an opportunity to comment on the Draft 2007-2013 TIP and receive direction from
147 the TAC on changes that need to be reflected in the TIP which will be brought back at a
148 later meeting. Staff is currently trying to schedule one-on-one meetings with our N.C.
149 Board of Transportation representatives for both Division 5 and Division 7 to discuss our
150 specific concerns and things that we would like to see developed in the final TIP.

151 Mayor Bell opened the public hearing on the Draft 2007-2013 Transportation
152 Improvement Program (TIP).

153 Alice Gordon asked for clarification on attachment 7. Is the same as the one that
154 was distributed earlier and Mark Ahrendsen stated it is the same.

155 Becky Heron asked if there has been any communication with the Hillandale Golf
156 Course regarding project U-2708, Hillandale Road Project, I-85 to Club Boulevard.

157 Mark stated that staff has recommended that we make changes to this project. Our Long
158 Range Plan does not include widening this section of Hillandale Road. Through the
159 development of our Long Range Plan and input from the community, there was not
160 interest to support it. Staff recommends that the scope of the project be changed so it

161 represents bicycle and pedestrian improvements along Hillandale Road between Club
162 Boulevard and I-85 and that we do not want highway capacity improvements in this area.

163 Ed Harrison distributed a Resolution for the Town of Chapel Hill on changing
164 three projects in the Draft TIP. The three are: the funding for the Chapel Hill/Carrboro
165 Signal System Replacement should be accelerated; additional funding should be provided
166 for the replacement and purchase of additional transit vehicles; and the council supports
167 the construction of wide shoulders along Estes Drive from Chapel Hill/Carrboro town
168 limits to Umstead Drive.

169 David Bonk spoke regarding the Chapel Hill/Carrboro Signal System
170 Replacement. It was an addition to the TIP for the 2007 period. The Town of Chapel
171 Hill believes their current signal system has created some significant safety issues in the
172 community and will only get worse as the system continues to deteriorate. The TIP
173 includes a 2011 funding schedule and, based on what NCDOT has said, once funding is
174 allocated, you are still two to three years out from having an operational system. The
175 Town of Chapel Hill believes that accelerating the project is in their and the region's best
176 interests for a variety of factors. We will be exploring the option of switching the
177 funding from the construction phase of the Weaver Dairy Road Project which is currently
178 scheduled in FY 2009 to fund the construction of the signal system in FY 2009 and do
179 the construction of Weaver Dairy Road in FY 2011 under the previous signal system
180 schedule. The purchase of right-of-way scheduled in FY 2007 for Weaver Dairy Road
181 will remain as scheduled so the cost can be secured in the short term. The Town of
182 Chapel Hill thinks this is an acceptable rescheduling without any change to the overall
183 funding and if cash flow is an issue, it will probably benefit the NCDOT. The Town will

184 continue to provide the cost for the design of the system through accommodation of STP-
185 DA funds and local funding.

186 Becky Heron stated project U-4724 is scheduled for FY 2010. This is not a big
187 project and it will provide safety for the children walking on Roxboro and Cornwallis
188 Roads.

189 Ken Spaulding stated that both he and Jon Nance are going to visit the area to be
190 sure they are discussing the same location as Becky Heron. After that, Jon will get with
191 Mark Ahrendsen to see what DCHC and NCDOT can do together to make this project a
192 priority.

193 Diane Catotti stated we need to expand the area to the intersection of NC 751.
194 Mark Ahrendsen stated the sidewalk would be continuous from Hillside High School to
195 Rogers-Herr Middle School on Fayetteville Road and Cornwallis Road; basically from
196 Riddle Road/Fayetteville Road to Old Durham Chapel Hill Road/Cornwallis Road.

197 Dale McKeel stated that the Town of Carrboro adopted two resolutions relative to
198 the TIP. One is to move the construction of the Smith Level Road project from FY 2012
199 to FY 2010. The Town would like to keep it in FY 2010 because the new Carrboro High
200 School will be opening next fall. The second is to propose the Old Fayetteville Road
201 project to be a bike/ped project rather than a highway project. The Town does not object
202 to changing the classification of the project, but wants to make sure it does not change the
203 funding so that there will still be highway funding available to complete the project.

204 Regarding the Estes Drive item that Ed Harrison spoke on, the bicycle/sidewalks on Estes
205 Drive are and have been a number one priority for the Town of Carrboro for at least eight

206 years and are still not funded in the TIP. The Town of Carrboro is proposing to build an
207 off-road path that would come north of Estes Drive.

208 Alice Gordon stated that the comments from Orange County are going to be
209 discussed and passed at their October 17, 2006 Board of County Commissioners meeting.
210 Once they are received by Mark Ahrendsen, they need to be included as part of Orange
211 County's comments to the TCC for consideration.

212 Becky Heron asked that as the bridge replacements come forward, that staff will
213 look at the same construction that was looked at on the US 15-501 bridge replacements.
214 The bridges include a wildlife corridor under the bridge instead of across the road. That
215 was something the TAC fought for on US 15-501.

216 Joe Milazzo stated that the RTA stands ready to work with the DCHC MPO and
217 CAMPO.

218 Mayor Bell closed the public hearing on the Draft 2007-2013 Transportation
219 Improvement Program (TIP).

220 A motion was made by Alice Gordon and seconded by Becky Heron to close the
221 public hearing and refer comments to the TCC and to hold the public comment period
222 open to include comments from Orange County and the Town of Hillsborough. The
223 motion carried unanimously.

224 Mayor Bell asked if there is an opportunity for a municipality to fund projects
225 themselves and request reimbursement from the state.

226 Mark Ahrendsen stated that you can advance a project that is scheduled in the
227 seven year TIP if there are funds programmed for it somewhere in the seven year TIP.
228 Basically, funding in the TIP is a commitment from the state that they are going to do it.

229 If you want to accelerate a project with municipal funds, you can and then there is a
230 payback period with interest over time. This scenario cannot apply to something that is
231 not in the TIP.

232 Mayor Bell asked about resurfacing. Mark Ahrendsen stated that resurfacing is
233 not a TIP project; it is part of the maintenance program. Mark stated that staff will follow
234 up to see if a maintenance project can be accelerated using local funds and a payback
235 agreement.

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

237 Mark Ahrendsen provided an introduction for the MPO Public Involvement
238 Policy, along with the attachment.

239 A motion was made by Diane Catotti and seconded by Becky Heron to approve
240 the Public Involvement Policy for the Durham-Chapel Hill-Carrboro Metropolitan
241 Planning Organization dated October 11, 2006. The motion carried unanimously.

242 **2006-2007 Unified Planning Work Program Amendment #1, (Attachment 9 and 9A)**

243 Mark Ahrendsen provided an introduction for the 2006-2007 Unified Planning
244 Work Program Amendment #1, along with the attachments.

245 One change has to do with Chapel Hill corrections to ensure that our narrative
246 matches the tables. It does not change the funding; it just makes the narrative and table
247 consistent with each other. The second change has to do with amending the UPWP to
248 provide the funding for the Coordinated Public Transit – Human Services Transportation
249 Plan. The last change shifts some STP-DA funds that have been previously earmarked in
250 FY 2005 and FY 2006 to pay for work that was done. These funds need to be carried
251 over into FY 2007 to allow the LPA staff to be reimbursed for activities that will be

252 conducted. There is no increase; it is simply moving the funds from FY 2005 and FY
253 2006 to FY 2007. It increases FY 2007 funding, but decreases FY 2005 and FY 2006
254 funding by the same amount.

255 Becky Heron asked how the Coordinated Public Transit-Human Services
256 Transportation Plan is piggy backing the study that NCDOT is funding. Mark Ahrendsen
257 stated that they are coordinating with each other. Ellen Reckhow stated that they
258 discussed this at the TTA meeting and it was stated they will use the documentation that
259 has already been started with the three counties.

260 A motion was made by Alice Gordon and seconded by Diane Catotti to approve
261 the resolution regarding Amendment #1 to the 2006-2007 UPWP. The motion carried
262 unanimously.

263 **Southwest Durham Drive Realignment (Attachments 10, 10A, 10B, and 10C)**

264 Mark Ahrendsen provided an introduction for the Southwest Durham Drive
265 Realignment, along with the attachments.

266 Mark stated that another public meeting was held at Creekside Elementary School
267 last night.

268 Mark stated that the staff recommendation is in response to some of the comments
269 raised during the development of the Southwest Durham Southeast Chapel Hill Collector
270 Street Plan. The comments concerned modifying the alignment to avoid some of the
271 redundancy with George King Road. Staff is suggesting that we initiate a process to do
272 just that. It is not part of the collector street plan and it is not part of the update of the
273 long range transportation plan, which won't be completed for about two years. Staff is
274 asking that we look at the alignment of the existing Southwest Durham Drive to

275 determine whether or not it is in the optimal location. This is something that we could
276 consider as part of the LRTP update, but this area is developing rapidly and we are
277 concerned that eighteen months from now some of the alternatives may no longer exist.

278 Mark stated that staff is looking at the realignment of the Southwest Durham
279 Drive corridor and recommend that this be taken through a public process to determine an
280 alignment in this area.

281 Diane Catotti asked Mark Ahrendsen questions in regards to the map. Ms. Catotti
282 is concerned that there may be some controversial issues with the land owners in the area
283 north of Ephesus Church Road. Ms. Catotti asked if staff has spoken to the land owners.
284 Mark stated that staff spoke with the owners at the meeting last night and shared with
285 them the proposal that staff is recommending. Ms. Catotti asked if there is a potential
286 conflict where the new proposed corridor adjustment intersects with the transit alignment.
287 Mark stated that we will try to minimize the crossings of the transit corridor.

288 Becky Heron stated that the school system had a major concern with the original
289 alignment. We received a letter from Ann Denlinger, former Superintendent of Durham
290 Public Schools, and now we have received a letter from Carl Harris, current
291 Superintendent of Durham Public Schools. Ms. Heron hopes that staff will take the
292 concerns of the school system seriously.

293 Ed Harrison stated that at the public hearing and meetings citizens were told
294 repeatedly that the MPO is going to wait until we update the long range transportation
295 plan to address the realignment of Southwest Durham Drive. The Town of Chapel Hill
296 thinks the timing is premature and wants to wait for the LRTP update if possible or at

297 least until we adopt the collector street plan. The Town of Chapel Hill opposes starting
298 this process so soon.

299 Ellen Reckhow respectfully disagreed due to the number of development requests.
300 Unless we have something for developers to work with in terms of the road
301 infrastructure, we will be behind. Ms. Reckhow urged TAC members to do as the staff is
302 recommending.

303 Alice Gordon asked about the schedule for the collector street plan. Mark stated
304 that staff will bring comments and any revisions at the TAC December meeting. Ms.
305 Gordon asked if the TAC initiates this process, are we saying that we are going to realign
306 or study Southwest Durham Drive. Mark stated that staff will be studying and if a
307 change is recommended, the TAC will make the change. Ms. Gordon asked when does
308 staff expect to bring back the results of the study and realignment. Mark stated
309 tentatively next spring. Ms. Gordon asked if the proposal includes the Meadowmont
310 area. Mark stated that the study would be from the north end of Meadowmont to the I-40
311 overpass at Farrington Road. Including the Meadowmont area would necessitate a more
312 intensive study and staff recommends that this be addressed during the long range plan
313 update. We are not looking at amending the long range plan through this process. We
314 are adjusting the corridor, but not changing the overall function of Southwest Durham
315 Drive.

316 Becky Heron agreed with Ellen Reckhow. We really need to know where we are
317 going with this now because Durham County is in the process of planning the new school
318 on the Creekside property.

319 Ed Harrison wants to increase the distance for stakeholder notification.

320 A motion was made by Diane Catotti and seconded by Becky Heron to request
321 that staff initiate the process necessary to consider alternative alignments for Southwest
322 Durham Drive. The motion passed. Ed Harrison was opposed.

323 A letter was submitted by a resident of Meadowmont. Donald M. Norman, 1204
324 Pinehurst Drive, Chapel Hill. Mr. Norman stated that it is his understanding from Andy
325 Henry and employees of Kimley-Horn that this study does not include Meadowmont
326 Lane south to NC 54. This is a tremendous oversight. Given the density of residents,
327 including a senior center, an elementary school, and a shopping center, Meadowmont
328 Lane must be included in any analysis of Southwest Durham Drive. In fact, it is residents
329 from Meadowmont who have helped point out the need for an additional study.

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

331 Mark Ahrendsen provided an update on the Metropolitan Area Boundary
332 Expansion Efforts, along with the attachment.

333 A motion was made by Becky Heron and seconded by Mike Woodard to receive
334 the update.

335 **REPORTS FROM STAFF:**

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

337 The staff report is attached.

338 **Report from the TCC Chair**

339 There was nothing to report.

340 **NCDOT Report (Attachment 14)**

341 Mike Kneis, NCDOT Division 5 Engineer, provided an update on projects. The
 342 project to widen the route on NC 54 at the interchange of I-40 is 75% complete, and they
 343 are working on getting the signal readjusted so they can start placing the final concrete.

344 Ellen Reckhow asked about the construction of landscaped medians on Hillandale
 345 and Guess Roads at I-85. Mike Kneis stated that the median will be part of the roadway
 346 construction. Mark Ahrendsen stated that we are talking about Hillandale and Guess
 347 Roads at I-85 where the roads are wide on the approaches to the bridges. We provided
 348 some funding in the I-85 project through our STP-DA funds to enhance this project. We
 349 just received an estimate in the past few days to do the islands and landscaping. It is
 350 higher than estimated and we need to discuss the cost with NCDOT and how it will be
 351 paid for. Staff's position has been to provide the opportunity to construct the islands as
 352 part of the project but wait to grass or mulch them until the next planning season. We
 353 may have to come back later for additional funding. Ellen Reckhow stated that it is not
 354 just an aesthetic issue; it is a safety issue, not only for traffic, but for pedestrians.

355 There was no one to report for NCDOT, Division 7.

356 **INFORMATIONAL ITEMS**

357 **Recent News Articles and Updates (Attachment 15)**

358 The recent news articles and updates are attached.

359 **Walkable Communities Workshops – October 30 – November 2 (Attachment 16)**

360 The Walkable Communities Workshops – October 30 – November 2 flyer is
 361 attached.

362 **NCDOT Response to Letter re Policy on Projects Selected by Entities Other than** 363 **the State Board of Transportation (Attachment 17)**

364

365 The NCDOT Response to Letter re Policy on Projects Selected by Entities Other
366 than the State Board of Transportation is attached.

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

368 The WTS Transit Forum is scheduled for October 19, 2006 and is attached.

369 **Chatham/Orange Retail Development – follow-up letter to Division 7 and 8 –**
370 **September 18, 2006 (Attachment 19)**

371
372 The follow-up letter to Division 7 and 8 dated September 18, 2006 regarding
373 Chatham/Orange Retail Development is attached.

374 **Letter to CAMPO re Regional Transit Issues – September 18, 2006 (Attachment 20)**

375 The letter to CAMPO re Regional Transit Issues dated September 18, 2006 is
376 attached.

377 **Adjournment**

378 There being no further business of the Transportation Advisory Committee, the
379 meeting adjourned at 11:29 a.m.

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency (LPA)

DATE: November 8, 2006

RE: 2007-2013 Metropolitan Transportation Improvement Program

The TCC and LPA staff developed the 2007-2013 Metropolitan Transportation Improvement Program (MTIP) based on discussions of the TAC, TCC, and TIP Subcommittee, comments submitted by the member jurisdictions and the public, and information from NCDOT. The proposed MTIP is included as Attachment 6A. The updated STPDA allocation table is Attachment 6B.

The changes from the draft 2007-2013 STIP that are reflected in the proposed MTIP are described below. These changes are indicated in the MTIP and on the STPDA allocation spreadsheet in red.

Division 5 - Durham County

1. **E-2921E (American Tobacco Trail)** adjusted funding slightly to accurately reflect the earmarks.
2. **E-4707 (Old Durham-Chapel Hill Rd. Bicycle Improvements)** added STPDA funding in 2009 and 2010 to fully fund the estimated project cost.
3. **U-2405 (M. L. King Jr. Parkway and NC 55)** added language to initiate a feasibility study to look at lower cost alternatives.
4. **U-2708 (Hillandale Rd., I-85 to Club Blvd.)** changed description to include “widen for bicycle and pedestrian facilities”, added the STPDA funding allocated to this project (project U-4726K). Widening to multi-lanes is not in the LRTP.
5. **U-3309 (T.W. Alexander Dr., Cornwallis Rd. to Miami Blvd.)** delayed construction to 2009, 2010. Transferred STP funding to U-4724, added STPDA funding from U-4724. The state will provide the match for the STPDA funds.

Draft STIP				MTIP			
ROW STP	500	2008		ROW STP	500	2008	
Const. STP	7900	2009		Const. STP	5630	2009	
				Const. STPDA	2270	2010	

6. **U-3475 (DCHC UPWP)** changed funding to reflect STPDA spreadsheet.

7. **U-3804 (Hillandale Rd., I-85 to Carver St.)** delayed ROW to 2007, 2008, 2009. Transferred STPDA funding to U-4011, added STP funding from U-4011. The state will provide the match for the STPDA funds.

Draft STIP				MTIP			
ROW STPDA	3000	2007		ROW STPDA	658	2007	
Const. STP	4500	2009		ROW STP	2342	08, 09	
				Const. STP	4500	2009	

8. **U-4010 (NC 98, US 70 to Junction Rd.)** changed funding source from STPDA to STP. This project was funded by STP funds in the 2006-2012 TIP. NCDOT changed the funding to STPDA in the draft 2007-2013 STIP to offset the earmarks dedicated to the American Tobacco Trail (E-2921E).

9. **U-4011 (Miami Blvd., Methodist St. to Bethesda Ave.)** accelerated ROW and mitigation to 2007, accelerated construction to 2008. Added STPDA funding from U-3804, transferred STP funding to U-3804. The state will provide the match for the STPDA funds.

Draft STIP				MTIP			
ROW STP	2290	2008		ROW STPDA	2290	2007	
Mitig. STP	52	2008		Mitig. STPDA	52	2007	
Const. STP	1550	2009		Const. STP	1550	2008	

10. **U-4720 and U-4721 (Northern Durham Parkway)** added language to initiate planning and design.

11. **U-4724 (Cornwallis Rd., S. Roxboro Rd. to University Dr.)** accelerated construction to 2009. Added STP funding from U-3309, transferred STPDA funding to U-3309. Durham to provide the match for the STP funds.

Draft STIP				MTIP			
Const. STPDA	1816	2010		Const. STP	1816	2009	
Const. O	454	2010		Const. O	454	2009	

12. **U-4726 (DCHC Bicycle/Pedestrian Allocation)** changed funding to reflect STPDA spreadsheet.

13. **U-4727 (DCHC Planning and UPWP)** changed funding to reflect STPDA spreadsheet.

14. **U-4725 and U-4725A (eighteen expansion buses)** deleted projects to eliminate redundancy. Same as projects TA-4755 and TD-4711D.

15. **U-2807 (US 15-501, Franklin St. to US 15-501 Bypass)** added A and B phases for Durham and Chapel Hill.

16. **U-4716 (Hopson Rd.)** changed spelling to correct an error.

17. **Transit Projects** deleted the number of vehicles to reflect a request from NCDOT-PTD.

Division 7 – Orange County

1. **B-4962 (US 70)** added funding ROW 2010, construction 2011.
2. **C-4923A (Park and Ride Lot)** changed funding to correct an error. The MTIP reflects Orange County's original request for funding for this project.
3. **E-4980 (Pedestrian Bridge over I-40)** added request to initiate feasibility study.

4. **E-4994 (Bolin Creek Greenway)** added planning/design in progress.
5. **E-4995 (Dry Creek Greenway)** added planning/design in progress.
6. **FS-0307A (Mason Farm Rd.)** added request that NCDOT identify the funding source, costs estimates, and schedule for this project.
7. **I-0305 (I-85)** changed phase descriptions and allocated all of the funding to ROW for phase A.
8. **U-2803 (Smith Level Rd., Rock Haven Rd. to Bridge)** changed description to include bicycle lanes and sidewalks, accelerated ROW to 2009 and construction to 2010.
9. **U-3100B (Old Fayetteville Rd., Hillsborough Rd. to NC 54)** changed description to include bicycle lanes, transit facilities, and sidewalks, changed project limits.
10. **U-3306 (Weaver Dairy Rd., NC 86 to Erwin Rd.)** delayed construction to 2011, transferred STP and STPDA funding to U-4704. Maintained 708 in STPDA funding to reflect the amount allocated in the STPDA spreadsheet. The state will provide the match for the STPDA funds. Distributed the project cost increase proportionately among the STP funds.

Draft STIP				MTIP			
ROW	STP	4200	2007	ROW	STP	4243	2007
Mitig.	STP	241	2008	Mitig.	STP	244	2008
Const.	STP	8659	2009	Const.	STP	8746	2011
Const.	STPDA	841	2009	Const.	STPDA	708	2011

11. **U-3475 (DCHC UPWP)** changed funding to reflect STPDA spreadsheet.
12. **U-3808 (Elizabeth Brady Rd. Extension)** accelerated funding to ROW and mitigation in 2009, construction in 2011.
13. **U-4704 (Signal System)** accelerated construction to 2009, added STP and STPDA funding from U-3306. Changed the funding source and the funding amount to reflect the STPDA spreadsheet. Chapel Hill and Carrboro are to provide the match for the STPDA funds.

Draft STIP				MTIP			
Const.	C	400	2011	Const.	STPDA	360	2009
Const.	STP	4200	2011	Const.	O	90	2009
				Const.	STP	4200	2009

14. **U-4726 (DCHC Bicycle/Pedestrian Allocation)** changed funding to reflect STPDA spreadsheet.
15. **U-4727 (DCHC Planning and UPWP)** changed funding to reflect STPDA spreadsheet.
16. **U-2804 (Homestead Rd., High School Rd. to NC 86)** added Carrboro to the location description, changed description to include bicycle lanes and sidewalks.
17. **U-2807 (US 15-501, Franklin St. to US 15-501 Bypass)** added A and B phases for Durham and Chapel Hill.
18. **U-2909 (Estes Dr., Greensboro St. to NC 86)** changed description to include bicycle lanes and sidewalks. Split project into two phases.
19. **Transit Projects** deleted the number of vehicles to reflect a request from NCDOT-PTD.

Division 8 – Chatham County

1. **U-3475 (DCHC UPWP)** changed funding to reflect STPDA spreadsheet.
2. **U-4726 (DCHC Bicycle/Pedestrian Allocation)** changed funding to reflect STPDA spreadsheet.
3. **U-4727 (DCHC Planning and UPWP)** changed funding to reflect STPDA spreadsheet.

Attachments

- 6 Staff memo
- 6A 2007-2013 MTIP
- 6B STPDA allocation spreadsheet
- 6C DCHC MPO supplement to the draft 2007-2013 STIP
- 6D Map comparing the 2006-2012 TIP and the draft 2007-2013 STIP
- 6E Chapel Hill comments
- 6F Carrboro comments
- 6G Orange County comments
- 6H Public comments
- 6I NCDOT schedule for public meetings on the draft 2007-2013 STIP and draft 2009-2015 STIP



**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

**2007-2013 Metropolitan Transportation
Improvement Program**

November 8, 2006

1.	DIVISION 5 – DURHAM COUNTY.....	1
	1A. 5: FUNDED (NON-TRANSIT).....	1
	1B. 5: FUNDED (TRANSIT)	10
	1C. 5: UNFUNDED OR IN PROGRESS (NON-TRANSIT)	15
	1D. 5: UNFUNDED (TRANSIT)	21
2.	DIVISION 7 – ORANGE COUNTY	25
	2A. 7: FUNDED (NON-TRANSIT).....	25
	2B. 7: FUNDED (TRANSIT)	32
	2C. 7: UNFUNDED OR IN PROGRESS (NON-TRANSIT)	37
	2D. 7: UNFUNDED (TRANSIT)	41
3.	DIVISION 8 – CHATHAM COUNTY.....	47
	3A. 8: FUNDED (NON-TRANSIT).....	47
	3B. 8: FUNDED (TRANSIT)	48
	3C. 8: UNFUNDED OR IN PROGRESS (NON-TRANSIT)	48
	3D. 8: UNFUNDED OR IN PROGRESS (TRANSIT).....	48

RED indicates changes from the draft 2007-2013 STIP.

TRANSPORTATION PROGRAM

ROUTE/CITY	ID NO./ BREAK	LOCATION-DESCRIPTION-MILEAGE-BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATE (THOU.)	SCHEDULE (FISCAL YEARS)
NC 00 ROUTE NUMBER Listed in order of I, US, NC, SR, CITY or NEW ROUTE	R-0000 * A B	I-40 TO HOMETOWN. WIDEN ROADWAY TO A FOUR-LANE DIVIDED FACILITY WITH A BYPASS ON NEW LOCATION. (12.3 MILES) INDICATES INTRASTATE PROJECT I-40 TO NC 3 . NC 3 TO HOMETOWN. ——— BREAK TERMINI PROJECT BREAKS	PLANNING/DESIGN MITIGATION RIGHT OF WAY CONSTRUCTION WORK TYPE Phase of project implementation. FUNDING The category of funds programmed for right of way, mitigation and construction. (See funding Key). Funding source not shown for Planning/Design.	(NHS) (NHS) (NHS)	150 4550 19350	IN PROGRESS FY 07 FY 08 FY 10 SCHEDULE Current status of project phase or proposed schedule. If work is not shown, phase is complete or not applicable. ESTIMATED COST Right of way, mitigation and construction cost estimates by funding category in current dollars (cost may include one or more funding types)
IDENTIFICATION NUMBER Assigned to each project at conception and remains with project until completion.		LOCATION-DESCRIPTION-MILEAGE Project termini, general description of work and length in miles.				

KEY TO HIGHWAY FUNDING SOURCES

APD - Appalachian Development	HP - Federal-Aid High Priority	S - State Construction
BIA - Bureau of Indian Affairs	IM - Interstate Maintenance	S (5) - State (Highway) Transit Funds
BRGI - Bridge Inspection	L - Local	SF - Ferries
C - City	NFA - Bridge Replacement Off-Federal- Aid System	SG - Safety Grant
CMAQ - Congestion Mitigation	NFAM - Municipal Bridge Replacement Program	SRTS - Safe Routes to School
DP - Discretionary or Demonstration	NHS - National Highway System	STP - Surface Transportation Program
FA - Bridge Replacement On-Federal-Aid System	NRT - National Recreation Trails	STPDA - Surface Transportation Program, Direct Attributable
FLP - Federal Lands Program	O - Others	STPE - Surface Transportation Program, Enhancement
HES - High Hazard Safety	PLF - Personalized Automobile License Plate Funds	T - Highway Trust Fund
	RR - Rail-Highway Safety	

KEY TO PUBLIC TRANSPORTATION FUNDING SOURCES

CMAQ - Congestion Mitigation	FNU - Non Urbanized Area Formula Program (5311)	RTAP - Rural Transit Assistance Program
EDTAP - State Elderly and Disabled Transportation	FSPR - State Planning and Research	RTCH - Rural Technology
FBUS - Capital Program - Bus Earmark (5309)	FUZ - Urbanized Area Formula Program (5307)	SFCP - State Rural Facility Program
FED - Federal	HSTM - State Administrative Assit. - Human Services	SMAP - State Maintenance Assistance Program
FEDPO - Special Elderly and Disabled	JARC - Job Assistance and Reverse Commute (3037)	STAT - State
FMPL - Metropolitan Planning (5303)	L - Local	STCP - State Rural Capital Program
FNF - New Freedom Program	OAWF - Operating Assistance - Work First	STP - Surface Transportation Program
FNS - Capital Programs - New Start	RGP - Rural General Public Program	UTCH - Urban Technology
	RIMA - Regional and Inter-City Maintenance Assistance	

FUNDING SOURCE MAY CHANGE TO ACCOMMODATE REVENUE VARIATIONS

* INDICATES INTRASTATE PROJECT

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

1. DIVISION 5 – DURHAM COUNTY

1a. 5: Funded (non-transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
FEDERAL BRIDGE PROJECTS						
B-3169	SR 1402 (RIVERMONT RD.) DURHAM	CREEK. REPLACE BRIDGE NO. 158	RIGHT-OF-WAY CONSTRUCTION TOTAL	FA	174 375 549	PRIOR YEARS IN PROGRESS 2008
B-3450	SR 1116 (GARRETT RD.) DURHAM	NEW HOPE CREEK. REPLACE BRIDGE NO. 217, SANDY CREEK. REPLACE BRIDGE NO. 122.	RIGHT-OF-WAY CONSTRUCTION TOTAL	FA	268 3300 3568	PRIOR YEARS IN PROGRESS 2007
B-3528	SR 1839, SR 1906 (LEESVILLE RD.) WAKE DURHAM	SYCAMORE CREEK. REPLACE BRIDGE NO. 429	RIGHT-OF-WAY MITIGATION CONSTRUCTION TOTAL	NFA NFA NFA	310 200 27 1150 1687	PRIOR YEARS 2007 2007 2008
B-3638	US 70 BUSINESS DURHAM	CAMPUS DRIVE. REPLACE BRIDGE NO. 316	RIGHT-OF-WAY CONSTRUCTION TOTAL	FA FA	120 260 975 1355	PRIOR YEARS 2008 2009
B-4109	SR 1303 (PICKETT RD.) DURHAM	MUD CREEK. REPLACE BRIDGE NO. 120	RIGHT-OF-WAY MITIGATION CONSTRUCTION TOTAL	NFA NFA NFA	150 115 8 750 1023	PRIOR YEARS 2007 2007 2008
CONGESTION MITIGATION PROJECTS						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
C-4402	NC 54 DURHAM	I-40 WEST OF NC 751 TO TRIANGLE DRIVE IN RESEARCH TRIANGLE PARK. CONSTRUCT ON-ROAD BICYCLE FACILITY.	RIGHT-OF-WAY	CMAQ	100	2007
			RIGHT-OF-WAY	L	25	2007
			CONSTRUCTION	CMAQ	728	2008
			CONSTRUCTION	L	182	2008
			TOTAL		1035	
C-4924	TRIANGLE J COUNCIL OF GOVERNMENTS WAKE DURHAM ORANGE	TRIANGLE J COUNCIL OF GOVERNMENTS (COG). DEVELOP A FLEXIBLE WORK SCHEDULE FOR EMPLOYEES AND ORGANIZATIONS IN TRIANGLE OZONE NON- ATTAINMENT AREA FOR THREE YEARS. A: DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN CAPITAL AREA MPO (CAMPO). B: DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN DURHAM-CHAPEL HILL- CARRBORO (DCHC).	IMPLEMENTATION		100	PRIOR YEARS IN PROGRESS 2007, 2008
			A: IMPLEMENTATION	CMAQ	80	
A			A: IMPLEMENTATION	L	20	2007, 2008
B			B: IMPLEMENTATION	CMAQ	80	2007, 2008
			B: IMPLEMENTATION	L	20	2007, 2008
			TOTAL		300	
C-4928	DURHAM	MORRENE ROAD, NEAL ROAD TO ERWIN ROAD. CONSTRUCT BIKE LANES AND SIDEWALKS.	CONSTRUCTION	CMAQ	444	2009
			CONSTRUCTION	L	112	2009
			TOTAL		556	
C-4929	DURHAM	BICYCLE PARKING PROGRAM. INSTALL BIKE RACKS AT VARIOUS LOCATIONS.	CONSTRUCTION	CMAQ	16	PRIOR YEARS 2007, 2008
			CONSTRUCTION	L	26	
			TOTAL		48	2007, 2008
BICYCLE AND PEDESTRIAN PROJECTS						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
E-2921E	DURHAM	AMERICAN TOBACCO RAIL TRAIL. NC 54 TO SOUTH OF I- 40. CONSTRUCT A MULTI- PURPOSE TRAIL.	CONSTRUCTION	DP	447	2007, 2008
			CONSTRUCTION	HP	2013	2007, 2008
			CONSTRUCTION	O	768	2007, 2008
			CONSTRUCTION	STPDA	1062	2007, 2008
			TOTAL		4290	
E-4707	DURHAM	OLD DURHAM/CHAPEL HILL ROAD BICYCLE IMPROVEMENTS.	CONSTRUCTION	STP	400	2009
			CONSTRUCTION	O	686	2009, 2010
			CONSTRUCTION	STPDA	2742	2009, 2010
					TOTAL	3828
PASSENGER RAIL PROJECTS						
P-2908	AMTRAK DURHAM	CAPITAL AND OPERATIONS COST OF TRAIN 79/80 BETWEEN CHARLOTTE AND ROCKY MOUNT.	OPERATIONS	S(5)	26195	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013
			OPERATIONS		16800	
					TOTAL	42995
P-2918	AMTRAK DURHAM	TRAIN 73/74 OPERATIONS BETWEEN CHARLOTTE AND RALEIGH AND CAPITAL YARD MAINTENANCE FACILITY.	OPERATIONS	S(5)	31152	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013
			OPERATIONS		18200	
			OPERATIONS	T2001	28000	2007, 2008, 2009, 2010, 2011, 2012, 2013
		TOTAL	77352			
RURAL PROJECTS						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
R-2904	SR 1973 (PAGE RD.) DURHAM	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.	CONSTRUCTION TOTAL	S	925 5300 6225	PRIOR YEARS 2008
R-4752	SR 1362-2602, SR 1794 AND SR 1004 DURHAM	I-85 TO THE MERCK PHARMACEUTICAL PLANT. STRENGTHEN, RESURFACE, ADD TURN LANES AT THREE LOCATIONS AND INSTALL THERMO-PLASTIC PAVEMENT MARKINGS.	CONSTRUCTION TOTAL	S	2075 550 2625	PRIOR YEARS 2007
HAZARD ELIMINATION PROJECTS						
SF-4905A	US 501 DURHAM	SR 1601 (MOORES MILL ROAD)-SR 1468 (QUAIL ROOST FARM ROAD). INSTALL TRAFFIC SIGNAL.	CONSTRUCTION TOTAL	HES	90 90	2007
URBAN PROJECTS						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-0071		EAST END CONNECTOR, NC 147 (BUCK DEAN FREEWAY) TO NORTH OF NC 98. MULTI-LANE DIVIDED, PART ON NEW LOCATION.				
A		A: SOUTHERN RAILWAY TO NORTH OF NC 98.	PLANNING/DESIGN		5849	PRIOR YEARS IN PROGRESS
B		B: US 70 BUSINESS TO SOUTHERN RAILWAY.	A: RIGHT-OF-WAY	T	12500	2010
			A: CONSTRUCTION	T	22700	2012
			B: RIGHT-OF-WAY	T	3825	2010
			B: CONSTRUCTION	T	18400	2012
C		C: NC 147 (DURHAM FREEWAY) TO US 70 BUSINESS.	C: RIGHT-OF-WAY	T	300	2010
	DURHAM		C:CONSTRUCTION	T	32500	2012
			TOTAL		98774	
U-2405	DURHAM	M.L. KING, JR. PARKWAY AND NC 55. CONSTRUCT INTERCHANGE	INITIATE FEASIBILITY STUDY TO LOOK AT LOWER COST ALTERNATIVES			
U-2708	DURHAM	SR 1321 (HILLANDALE ROAD), I-85 TO CLUB BOULEVARD. WIDEN FOR BICYCLE AND PEDESTRIAN FACILITIES. STPDA FUNDING FROM U-4726	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION TOTAL	STPDA O	132 33 165	2008 2008

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-3308	DURHAM	NC 55 (ALSTON AVENUE), NC 147 (I.L. "BUCK" DEAN FREEWAY) TO US 70 BUS.-NC 98 (HOLLOWAY STREET). WIDEN TO FOUR LANE DIVIDED FACILITY AND REPLACE NORFOLK-SOUTHERN RAILROAD BRIDGES.	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION TOTAL	STP STP	300 800 18100 19200	PRIOR YEARS IN PROGRESS 2007 2009
U-3309 A	DURHAM	SR 2028 (T.W. ALEXANDER DRIVE), SR 1121 (CORNWALLIS ROAD) TO SR 1959 (MIAMI BOULEVARD). WIDEN TO A FOUR LANE DIVIDED FACILITY. A: SR 1121 (CORNWALLIS RD.) TO EAST OF NC 147	PLANNING/DESIGN A: RIGHT-OF-WAY A: CONSTRUCTION A: CONSTRUCTION TOTAL	STP STP STPDA	4684 500 5630 2270 13084	PRIOR YEARS IN PROGRESS 2008 2009 2010
U-3475	DURHAM CHAPEL HILL CHATHAM DURHAM ORANGE	DCHC UNIFIED PLANNING WORK PROGRAM - SPECIAL PROJECTS SUPPLEMENT.	PLANNING/DESIGN PLANNING/DESIGN TOTAL	O STPDA	2775 549 2194 5518	PRIOR YEARS 2007, 2008, 2009, 2010 2007, 2008, 2009, 2010
U-3804	DURHAM	SR 1321 (HILLANDALE ROAD), I-85 TO CARVER STREET. WIDEN TO MULTI-LANES.	PLANNING/DESIGN RIGHT-OF-WAY RIGHT-OF-WAY CONSTRUCTION TOTAL	STPDA STP STP	248 658 2342 4500 7748	PRIOR YEARS IN PROGRESS 2007 2008, 2009 2009

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-4009	DURHAM	SR 1126 (SERVICE ROAD) PARALLEL TO US 15-501. RELOCATE EXISTING SERVICE ROAD.	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION TOTAL	O S	1426 200 1500 3126	PRIOR YEARS IN PROGRESS 2008 2008
U-4010	DURHAM	NC 98 (HOLLOWAY STREET), EAST OF US 70 TO EAST OF JUNCTION ROAD. WIDEN FOR CENTER TURN LANE.	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION TOTAL	S STP	1510 540 2160 4210	PRIOR YEARS IN PROGRESS 2007 2007
U-4011	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.	PLANNING/DESIGN RIGHT-OF-WAY MITIGATION CONSTRUCTION TOTAL	STPDA STPDA STP	150 2290 52 1550 4042	PRIOR YEARS IN PROGRESS 2007 2007 2008
U-4012	DURHAM	US 15-501, NORTH OF MT. MORIAH ROAD TO SOUTH OF GARRETT ROAD. ADD AN ADDITIONAL NORTH AND SOUTHBOUND LANE AND CONSTRUCT AN ADDITIONAL RIGHT TURN LANE IN THE SOUTHEAST QUADRANT OF INTERCHANGE AT I-40 (EXIT 270).	PLANNING/DESIGN CONSTRUCTION TOTAL	NHS	1309 12300 13609	PRIOR YEARS IN PROGRESS 2007

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-4026 A B	 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. A: SR 3014 (MORRISVILLE-CARPENTER ROAD) TO SR 1635 (KOPPERS ROAD - MCCRIMMON PARKWAY). B: SR 1635 (KOPPERS ROAD - MCCRIMMON PARKWAY) IN WAKE COUNTY TO NC 54 IN DURHAM COUNTY.	 PLANNING/DESIGN RIGHT-OF-WAY A: CONSTRUCTION B: CONSTRUCTION B: CONSTRUCTION TOTAL	 C O S	 8518 5300 4000 23500 41318	 PRIOR YEARS IN PROGRESS IN PROGRESS 2007 2007 2007
U-4720	DURHAM	US 70, LYNN ROAD TO THE PROPOSED NORTHERN DURHAM PARKWAY.	INITIATE PLANNING/DESIGN			
U-4721	DURHAM	NORTHERN DURHAM PARKWAY, I-540 TO ROXBORO ROAD.	INITIATE PLANNING/DESIGN			
U-4724	DURHAM	CORNWALLIS ROAD, SOUTH ROXBORO ROAD TO UNIVERSITY DRIVE. BIKE AND PEDESTRIAN FEATURES.	CONSTRUCTION CONSTRUCTION TOTAL	STP O	1816 454 2270	2009 2009

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-4726	DURHAM ORANGE CHATHAM	DCHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION.	PLANNING/DESIGN CONSTRUCTION	O	750 696	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013 2007, 2008, 2009, 2010, 2011, 2012, 2013
			CONSTRUCTION	STPDA	2783	
			TOTAL		4229	
U-4727	DURHAM ORANGE CHATHAM	DCHC URBAN AREA PLANNING ALLOCATION AND UNIFIED WORK PROGRAM - ONGOING ACTIVITIES.	PLANNING/DESIGN CONSTRUCTION	O	631 501	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013 2007, 2008, 2009, 2010, 2011, 2012, 2013
			CONSTRUCTION	STPDA	2004	
			TOTAL		3136	

1b. 5: Funded (transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
CONGESTION MITIGATION PROJECTS						
C-4927	DURHAM	PURCHASE 5 HYBRID ELECTRIC BUSES. CMAQ FUNDS TO BE TRANSFERRED TO FTA.	CAPITAL CAPITAL TOTAL	CMAQ L	1174 326 1500	2007, 2008 2007
PUBLIC TRANSPORTATION PROJECTS						
TE-4705B	TRIANGLE TRANSIT AUTHORITY	PHASE I REGIONAL RAIL SERVICE. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL TOTAL	FNS L STAT	416000 138000 138000 692000	2007 2007 2007
TG-4737	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS- -SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL TOTAL	FUZ L	2190 547 2737	2007 2007
TG-4738	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS- -SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL TOTAL	FUZ L	2299 548 2847	2008 2008
TG-4739	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS- -SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL TOTAL	FUZ L	2414 604 3018	2009 2009

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TG-4740	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS- -SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL TOTAL	FUZ L	2535 634 3169	2010 2010
TG-4812	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL TOTAL	FUZ L	118 30 148	2007 2007
TG-4821	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL TOTAL	FUZ L	118 30 148	2008 2008
TG-4822	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL TOTAL	FUZ L	118 30 148	2009 2009
TG-4823	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL TOTAL	FUZ L	118 30 148	2010 2010

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TG-4907	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS- -SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL TOTAL	FUZ L	2535 634 3169	2011 2011
TG-4908	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS- -SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL TOTAL	FUZ L	2535 634 3169	2012 2012
TG-4927	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL TOTAL	FUZ L	118 30 148	2011 2011
TG-4928	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL TOTAL	FUZ L	118 30 148	2012 2012
TG-4942	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL TOTAL	FUZ L	118 30 148	2013 2013

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TG-4944	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS - SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL TOTAL	FUZ L	2535 634 3169	2013 2013
TJ-4931	DURHAM COUNTY	PROVIDE OPERATING ASSISTANCE TO COUNTIES AND COMMUNITY TRANSPORTATION SYSTEMS TO MEET WORK FIRST AND EMPLOYMENT TRANSPORTATION NEEDS.	OPERATIONS TOTAL	OAWF	16 16	2007, 2008
TL-4931	DURHAM COUNTY	PROVIDE OPERATING ASSISTANCE FOR ADDITIONAL TRANSPORTATION SERVICES TO THE ELDERLY AND DISABLED.	OPERATIONS TOTAL	EDTAP	174 174	2007, 2008
TP-4725	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN TOTAL	FUZ L STAT	800 100 100 1000	2007 2007 2007
TP-4732	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN TOTAL	FUZ L STAT	800 100 100 1000	2008 2008 2008

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TP-4733	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN TOTAL	FUZ L STAT	800 100 100 1000	2009 2009 2009
TP-4734	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN TOTAL	FUZ L STAT	800 100 100 1000	2010 2010 2010
TP-4914	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN TOTAL	FUZ L STAT	800 100 100 1000	2011 2011 2011
TP-4915	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN TOTAL	FUZ L STAT	800 100 100 1000	2012 2012 2012
TP-4922	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN TOTAL	FUZ L STAT	800 100 100 1000	2013 2013 2013

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TR-4931	DURHAM COUNTY	PROVIDE MAINTENANCE ASSISTANCE FOR COMMUNITY TRANSPORTATION SYSTEMS TO SERVE THE RURAL GENERAL PUBLIC.	OPERATIONS TOTAL	RGP	72 72	2007, 2008

1c. 5: Unfunded or In Progress (non-transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
FEDERAL BRIDGE PROJECTS						
B-2963	SR 1107 DURHAM	NEW HOPE CREEK. REPLACE BRIDGE NO. 111	CONSTRUCTION TOTAL		2091 2091	IN PROGRESS
B-4110	SR 1616 DURHAM	MOUNTAIN CREEK. REPLACE BRIDGE NO. 5	CONSTRUCTION TOTAL		1325 1325	IN PROGRESS
B-4698	DURHAM	APEX STREET OVER AMERICAN TOBACCO TRAIL. REPLACE BRIDGE NO. 242	RIGHT-OF-WAY CONSTRUCTION TOTAL	NFAM NFAM	40 400 440	UNFUNDED UNFUNDED
B-4943	SR 1616 DURHAM	SANDY CREEK. REPLACE BRIDGE NO. 20	RIGHT-OF-WAY CONSTRUCTION TOTAL	NFA NFA	100 1000 1100	UNFUNDED UNFUNDED
ENHANCEMENT PROJECTS						
E-2913B	TRIANGLE REGION WAKE DURHAM	INCLUDES RESEARCH TRIANGLE PARK, DURHAM AND WAKE COUNTIES. ON-ROAD IMPROVEMENTS AND SIGNING.	CONSTRUCTION TOTAL		900 900	IN PROGRESS

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
E-4529	DURHAM	WEST POINT ON THE ENO PARK TO PENNY'S BEND NATURE RESERVE. CONSTRUCT OFF-ROAD MULTI-USE TRAIL.	CONSTRUCTION TOTAL		719 719	IN PROGRESS
E-4530	DURHAM	FAYETTEVILLE STREET BETWEEN EXISTING END OF SIDEWALK JUST SOUTH OF CORNWALLIS ROAD AND BUXTON DRIVE. CONSTRUCT SIDEWALK ON WESTERN SIDE.	CONSTRUCTION TOTAL		264 264	COMPLETE
E-4924	DURHAM	CLUB BOULEVARD, OVAL DRIVE TO OAKLAND AVENUE AT THE INTERSECTIONS OF WEST CLUB BOULEVARD WITH OVAL DRIVE AND OAKLAND AVENUE. CONSTRUCT A PEDESTRIAN MEDIAN AND A REFUGE ISLAND.	CONSTRUCTION TOTAL		105 105	IN PROGRESS
E-4999	DURHAM	BICYCLE AND PEDESTRIAN TRAILS IN DURHAM AND DURHAM COUNTY. ACQUISITION OF RAIL CORRIDORS AND CONSTRUCTION.	PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY			
EE-4905	VARIOUS DURHAM	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 5 PROJECT MITIGATION.	MITIGATION TOTAL		5167 5167	IN PROGRESS
INTERSTATE PROJECTS						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
I-0306	I-85 DURHAM	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.	CONSTRUCTION TOTAL		270352 270352	IN PROGRESS
I-3306 A B BA	 I-40 ORANGE DURHAM	I-85 IN ORANGE COUNTY TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM COUNTY. ADD ADDITIONAL LANES. A: I-85 TO DURHAM COUNTY LINE B: ORANGE COUNTY LINE TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM BA: ORANGE COUNTY LINE TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM – INTERCHANGE IMPROVEMENTS AT NC 54	 A: CONSTRUCTION A: CONSTRUCTION B: CONSTRUCTION BA: CONSTRUCTION TOTAL	 IM NHS	 61452 18800 28200 108452	 PRIOR YEARS UNFUNDED UNFUNDED IN PROGRESS IN PROGRESS
I-4743	DURHAM	I-85, US 70 TO RED MILL ROAD. <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>				

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
PASSENGER RAIL PROJECTS						
P-3802	DURHAM	STATION CONSTRUCTION.	CONSTRUCTION TOTAL	CMAQ	3000 3000	UNFUNDED
RURAL PROJECTS						
R-2000	I-540 WAKE DURHAM	NORTHERN WAKE FREEWAY, NC 55 WEST OF MORRISVILLE TO US 64 EAST NEAR KNIGHTDALE. FREEWAY ON NEW LOCATION.	CONSTRUCTION		757500	PRIOR YEARS
R-2906 C	NC 55 WAKE DURHAM	US 64 IN WAKE COUNTY TO SR 1121 (CORNWALLIS ROAD) IN DURHAM COUNTY. WIDEN TO MULTI-LANES.	CONSTRUCTION			IN PROGRESS
R-4404	US 15-501, US 64, US 70, US 158, NC 147 PERSON GRANVILLE DURHAM WAKE	NATIONAL HIGHWAY SYSTEM GUARDRAIL REHABILITATION. UPGRADE SUBSTANDARD GUARDRAIL, END TREATMENTS AND BRIDGE ANCHOR UNITS.	CONSTRUCTION TOTAL		2040 2040	PRIOR YEARS IN PROGRESS
URBAN PROJECTS						
U-2807	DURHAM CHAPEL HILL	US 15-501, SR 1010 (FRANKLIN STREET) IN CHAPEL HILL TO US 15-501 BYPASS IN DURHAM.			1653	PRIOR YEARS
A	DURHAM	A: DURHAM (FREEWAY UPGRADE)	RIGHT-OF-WAY CONSTRUCTION	STP	25000	UNFUNDED
B	ORANGE	B: CHAPEL HILL	TOTAL	STP	98000 124653	UNFUNDED

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-2831B	DURHAM	BRIGGS AVENUE EXTENSION, RIDDLE ROAD TO SR 1951 (SO-HI DRIVE).	RIGHT-OF-WAY CONSTRUCTION TOTAL	S S	5833	PRIOR YEARS
		TWO LANES ON MULTI-LANE RIGHT OF WAY.			1200 3300 10333	UNFUNDED UNFUNDED
U-4445	DURHAM	NC 147 (DURHAM FREEWAY), NEAR ALSTON AVENUE. CONSTRUCT PEDESTRIAN BRIDGE OVER NC 147 AND REMOVE EXISTING SUBSTANDARD PEDESTRIAN BRIDGE.	CONSTRUCTION TOTAL		2188 2188	IN PROGRESS
U-4446	DURHAM	NC 147 (DURHAM FREEWAY), I-40 TO I-85. INSTALL ITS INFRASTRUCTURE IMPROVEMENTS.	CONSTRUCTION TOTAL		1502 1502	IN PROGRESS
U-4716	DURHAM	SR 1978 (HOPSON ROAD) AND SR 1980 (CHURCH STREET). CONSTRUCT A GRADE SEPARATION, EXTEND CHURCH STREET AND CLOSE CHURCH STREET CROSSING 734 748M OF THE NORFOLK SOUTHERN-NORTH CAROLINA RAILROAD.	CONSTRUCTION TOTAL	RR	6500 6500	UNFUNDED

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-4722	DURHAM	ROXBORO ROAD, DUKE STREET TO GOODWIN ROAD. <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>				
U-4729	DURHAM	CONGESTION MANAGEMENT STUDY FOR DURHAM COUNTY.	PLANNING/DESIGN TOTAL		100 100	PRIOR YEARS IN PROGRESS
U-4763	TRIANGLE PARKWAY WAKE DURHAM	I-40 TO MCCRIMMON PARKWAY. MULTI-LANE FACILITY ON NEW LOCATION.	PLANNING/DESIGN			IN PROGRESS
HAZARD ELIMINATION PROJECTS						
W-4811	I-85, US 70, US 15-501, NC 147 DURHAM GRANVILLE	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 TOTAL		200 200	PRIOR YEARS IN PROGRESS

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
W-4814	I-540, SR 3097 AVIATION PARKWAY DURHAM WAKE	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 TOTAL		150 150	PRIOR YEARS IN PROGRESS

1d. 5: Unfunded (transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
PUBLIC TRANSPORTATION PROJECTS						
TA-4753	DURHAM	REPLACEMENT VANS	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	504 63 63 630	2007 2007 2007
TA-4754	DURHAM	EXPANSION VANS	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	168 21 21 210	2007 2007 2007
TA-4755	DURHAM	EXPANSION BUSES	CAPITAL CAPITAL CAPITA TOTAL	FED L STAT	3120 390 390 3900	2007 2007 2007

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TA-4757	DURHAM	EXPANSION VANS	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	180 23 23 226	2008 2008 2008
TA-4797	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	2016 252 252 2520	2009 2009 2009
TA-4818	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	5544 693 693 6930	2008 2008 2008
TA-4819	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	3780 473 473 4726	2011 2011 2011
TA-4923	DURHAM	REPLACEMENT BUSES	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	3080 385 385 3850	2011 2011 2011
TA-4945	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUSES TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	3780 473 473 4726	2012 2012 2012

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TE-4706B	TRIANGLE TRANSIT AUTHORITY	FIXED GUIDEWAY PROJECT FOR US 15-501--PE/DEIS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM AND ORANGE COUNTIES.	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	1649 550 550 2749	2007 2007 2007
TM-4910	TRIANGLE TRANSIT AUTHORITY	ITS PROJECT - AVL/CAD. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	240 30 30 300	2007 2007 2007
TM-4911	TRIANGLE TRANSIT AUTHORITY	ITS PROJECT - REGIONAL INFORMATION TELEPHONE SYSTEM. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	80 10 10 100	2007 2007 2007

2. DIVISION 7 – ORANGE COUNTY

2a. 7: Funded (non-transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
FEDERAL BRIDGE PROJECTS						
B-4216	SR 1002 (ST. MARY'S RD.) ORANGE	STROUDS CREEK. REPLACE BRIDGE NO. 66	RIGHT-OF-WAY CONSTRUCTION TOTAL	FA FA	150 100 875 1125	PRIOR YEARS 2009 2010
B-4218	SR 1730 (TURKEY FARM RD.) ORANGE	NEW HOPE CREEK. REPLACE BRIDGE NO. 108	RIGHT-OF-WAY MITIGATION CONSTRUCTION TOTAL	NFA NFA NFA	150 70 55 675 950	PRIOR YEARS 2007 2007 2008
B-4592	SR 1561 (LAWRENCE RD.) ORANGE	ENO RIVER. REPLACE BRIDGE NO. 64	RIGHT-OF-WAY CONSTRUCTION TOTAL	NFA NFA	200 80 1175 1455	PRIOR YEARS 2008 2009
B-4962	US 70 ORANGE	ENO RIVER. REPLACE BRIDGE NO. 46	RIGHT-OF-WAY CONSTRUCTION TOTAL	FA FA	300 3000 3300	2010 2011
CONGESTION MITIGATION PROJECTS						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
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.				
A		A: DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN CAPITAL AREA MPO (CAMPO).	IMPLEMENTATION	CMAQ	100	PRIOR YEARS IN PROGRESS
			A: IMPLEMENTATION		80	2007, 2008
			A: IMPLEMENTATION	L	20	2007, 2008
B	TRIANGLE J COUNCIL OF GOVERNMENTS WAKE DURHAM ORANGE	B: DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN DURHAM-CHAPEL HILL-CARRBORO (DCHC).	IMPLEMENTATION	CMAQ	80	2007, 2008
			B: IMPLEMENTATION		20	2007, 2008
			B: IMPLEMENTATION	L	20	2007, 2008
			TOTAL		300	
C-4932A		CONSTRUCT A 125 SPACE PARK AND RIDE LOT. SECTION A: DURHAM-CHAPEL HILL-CARRBORO (DCHC) MPO TO PARTICIPATE IN CONSTRUCTION AND OPERATING ASSISTANCE FOR THREE YEARS FOR A NEW TRANSIT SERVICE.				
			CONSTRUCTION	CMAQ	22	2008
			CONSTRUCTION	L	6	2008
			OPERATIONS	CMAQ	123	2009, 2010, 2011
	HILLSBOROUGH ORANGE COUNTY		OPERATIONS	L	123	2009, 2010, 2011
			TOTAL		274	
BICYCLE AND PEDESTRIAN PROJECTS						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
E-4545	CARRBORO ORANGE	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 CONSTRUCTION CONSTRUCTION TOTAL	O STP	9 18 73 100	PRIOR YEARS IN PROGRESS 2007 2007
E-4601	CHAPEL HILL	MORGAN CREEK GREENWAY (EAST). US 15-501-CULBETH ROAD TO SMITH LEVEL ROAD. TEN FOOT MULTI-USE ASPHALT PATH INCLUDING ACCESS TO MERRITT PASTURE.	PLANNING DESIGN CONSTRUCTION CONSTRUCTION TOTAL	STPDA O	89 640 160 889	PRIOR YEARS IN PROGRESS 2007 2007
E-4710	CHAPEL HILL	SEAWELL SCHOOL ROAD BICYCLE IMPROVEMENTS, HOMESTEAD ROAD TO ESTES DRIVE	CONSTRUCTION TOTAL	STP	650 650	2007
E-4780	CARRBORO ORANGE	CONSTRUCT A FIVE-FOOT SIDEWALK ON THE NORTH SIDE OF JONES FERRY ROAD AND LANDSCAPE.	CONSTRUCTION CONSTRUCTION TOTAL	O STP	2 4 18 24	PRIOR YEARS 2007 2007
E-4781	CARRBORO ORANGE	CONSTRUCT A FIVE-FOOT SIDEWALK ALONG PORTIONS OF WESLEY STREET, HARGRAVES STREET, BREWER LANE AND LANDSCAPE.	CONSTRUCTION CONSTRUCTION TOTAL	O STP	9 15 74 98	PRIOR YEARS 2007 2007

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
E-4828	CARRBORO ORANGE	MORGAN CREEK GREENWAY (WEST). SMITH LEVEL ROAD TO UNIVERSITY LAKE. CONSTRUCT GREENWAY.	CONSTRUCTION CONSTRUCTION TOTAL	STPDA O	480 120 600	2007 2007
E-4980	SR 1006 (ORANGE GROVE RD.) ORANGE	CONSTRUCT PEDESTRIAN BRIDGE OVER I-40.	INITIATE FEASIBILITY STUDY			
E-4994	CARRBORO ORANGE	BOLIN CREEK GREENWAY.	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION TOTAL	STPDA O	70 590 148 808	PRIOR YEARS IN PROGRESS 2008 2008
E-4995	CHAPEL HILL ORANGE	DRY CREEK GREENWAY.	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION TOTAL	STPDA O	80 560 140 780	PRIOR YEARS IN PROGRESS 2008 2008
FEASIBILITY STUDIES						
FS-0307A	CHAPEL HILL ORANGE	RELOCATED MASON FARM ROAD, NC 86 (SOUTH COLUMBIA STREET) TO US 15-501. FEASIBILITY STUDY IN PROGRESS	IDENTIFY WORK, FUNDING, COST ESTIMATES, AND SCHEDULE			
INTERSTATE PROJECTS						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
I-0305		I-40 AT HILLSBOROUGH TO DURHAM COUNTY LINE. WIDEN TO SIX LANES AND RECONSTRUCT INTERCHANGES AND STRUCTURES.	PLANNING/DESIGN MITIGATION MITIGATION	IM NHS	1800 359 538	PRIOR YEARS IN PROGRESS UNFUNDED UNFUNDED
A		A: INTERCHANGE IMPROVEMENTS AT NC 86, SR 1009 (OLD NC 86), US 70	A: RIGHT-OF-WAY A: CONSTRUCTION A: CONSTRUCTION	NHS IM NHS	1210	2010, 2012 UNFUNDED UNFUNDED
B	I-85 ORANGE	B: WIDENING	B: RIGHT-OF-WAY B: CONSTRUCTION B: CONSTRUCTION TOTAL	NHS IM NHS	3907	UNFUNDED UNFUNDED
I-4716	I-40 ORANGE	I-85 TO DURHAM COUNTY LINE. GRIND AND RESEAL JOINTS.	CONSTRUCTION TOTAL	IM	1500 1500	2008
RURAL PROJECTS						
R-4403	US 15-501, US 29, US 158, US 220, US 421, NC 68 ROCKINGHAM CASWELL GUILFORD ORANGE	NATIONAL HIGHWAY SYSTEM GUARDRAIL REHABILITATION. UPGRADE SUBSTANDARD GUARDRAIL, END TREATMENTS AND BRIDGE ANCHOR UNITS.	CONSTRUCTION TOTAL	NHS	1000 1000	2007
HAZARD ELIMINATION PROJECTS						
SF-4907A	SR 1567 (PLEASANT GREEN ROAD) ORANGE	SR 1569 (COLE MILL ROAD). IMPROVE SIGHT DISTANCE.	CONSTRUCTION TOTAL	HES	25 25	2007
SI-4807	SR 1548 (SCHLEY ROAD) ORANGE	SR 1538 (NEW SHARON CHURCH ROAD). INSTALL CENTER ISLAND WITH STOP SIGN.	RIGHT-OF-WAY CONSTRUCTION TOTAL	SG SG	5 55 60	2007 2007
URBAN PROJECTS						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-0624	CHAPEL HILL	NC 86 (SOUTH COLUMBIA STREET), SR 1906 PUREFOY ROAD) TO SR 1902 (MANNING DRIVE). CORRIDOR UPGRADE TO INCLUDE BICYCLE LANES.	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION TOTAL	STP STP	250 2555 2400 5205	PRIOR YEARS IN PROGRESS 2007 2009
U-2803	CARRBORO	SR 1919 (SMITH LEVEL ROAD), ROCK HAVEN ROAD TO BRIDGE NO. 88. CORRIDOR UPGRADE TO INCLUDE BICYCLE LANES AND SIDEWALKS.	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION TOTAL	S S	1825 600 4300 6725	PRIOR YEARS IN PROGRESS 2009 2010
U-3100B	CARRBORO	SR 1107 (OLD FAYETTEVILLE ROAD), MCDOUGLE SCHOOL TO NC 54. ADD BICYCLE LANES, TRANSIT FACILITIES, AND SIDEWALKS.	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION TOTAL	S S	4633 300 1500 6433	PRIOR YEARS IN PROGRESS 2012 UNFUNDED
U-3306	CHAPEL HILL	SR 1733 (WEAVER DAIRY ROAD), NC 86 TO SR 1734 (ERWIN ROAD). CORRIDOR UPGRADE, PART ON NEW LOCATION.	PLANNING/DESIGN RIGHT-OF-WAY MITIGATION CONSTRUCTION CONSTRUCTION TOTAL	STP STP STP STPDA	4243 244 8746 708 13941	IN PROGRESS 2007 2008 2011 2011
U-3475	DURHAM CHAPEL HILL CHATHAM DURHAM ORANGE	DCHC UNIFIED PLANNING WORK PROGRAM - SPECIAL PROJECTS SUPPLEMENT.	PLANNING/DESIGN PLANNING/DESIGN TOTAL	O STPDA	2775 549 2194 5518	PRIOR YEARS 2007, 2008, 2009, 2010 2007, 2008, 2009, 2010

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-3808	HILLSBOROUGH ORANGE	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.	PLANNING/DESIGN RIGHT-OF-WAY MITIGATION CONSTRUCTION TOTAL	STP STP STP	400 1400 598 20800 23198	PRIOR YEARS IN PROGRESS 2009 2009 2011
U-4704	CHAPEL HILL	CHAPEL HILL-CARRBORO COMPUTERIZED TRAFFIC SIGNAL SYSTEM.	CONSTRUCTION CONSTRUCTION CONSTRUCTION TOTAL	STPDA O STP	360 90 4200 4650	2009 2009 2009
U-4726	DURHAM ORANGE CHATHAM	DCHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION.	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION TOTAL	O STPDA	750 696 2783 4229	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013 2007, 2008, 2009, 2010, 2011, 2012, 2013
U-4727	DURHAM ORANGE CHATHAM	DCHC URBAN AREA PLANNING ALLOCATION AND UNIFIED WORK PROGRAM - ONGOING ACTIVITIES.	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION TOTAL	O STPDA	631 501 2004 3136	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013 2007, 2008, 2009, 2010, 2011, 2012, 2013

2b. 7: Funded (transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
CONGESTION MITIGATION PROJECTS						
C-4930	CHAPEL HILL	PURCHASE 3 HYBRID ELECTRIC BUSES. CMAQ FUNDS TO BE TRANSFERRED TO FTA.	CAPITAL CAPITAL TOTAL	CMAQ L	940 664 1604	2007, 2008 2007, 2008
C-4931	CHAPEL HILL	PROVIDE SHARED FEEDER SERVICE TO AREAS NOT RECEIVING REGULAR BUS SERVICE. FUNDS TO BE TRANSFERRED TO FTA.	OPERATIONS OPERATIONS TOTAL	CMAQ L	27 27 54	2007, 2008 2007, 2008
PUBLIC TRANSPORTATION PROJECTS						
TD-4710A	CHAPEL HILL	PARK AND RIDE LOT--DESIGN, LAND ACQUISITION AND CONSTRUCTION	CAPITAL CAPITAL CAPITAL TOTAL	FBUS L STAT	966 121 121 1208	2007, 2008, 2009 2007, 2008, 2009 2007, 2008, 2009
TD-4711D	CHAPEL HILL	MAINTENANCE FACILITY - CONSTRUCTION FUNDS TO BE RECEIVED FROM STP TRANSFER (U-4725)	CAPITAL CAPITAL TOTAL	L STPDA	418 1670 2088	2007 2007
TG-4730A	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL TOTAL	FUZ L	1490 372 1862	2007 2007

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TG-4731A	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL TOTAL	FUZ L	1669 417 2086	2008 2008
TG-4732	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL TOTAL	FUZ L	1869 467 2336	2009 2009
TG-4733	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL TOTAL	FUZ L	2093 523 2616	2010 2010
TG-4812	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL TOTAL	FUZ L	118 30 148	2007 2007

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TG-4821	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL TOTAL	FUZ L	118 30 148	2008 2008
TG-4822	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL TOTAL	FUZ L	118 30 148	2009 2009
TG-4823	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL TOTAL	FUZ L	118 30 148	2010 2010
TG-4925A	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL TOTAL	FUZ L	2344 586 2930	2011 2011

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TG-4926A	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL TOTAL	FUZ L	2626 656 3282	2012 2012
TG-4927	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL TOTAL	CMAQ L	1174 326 1500	2011 2011
TG-4928	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL TOTAL	FUZ L	118 30 148	2012 2012
TG-4942	TRIANGLE TRANSIT AUTHORITY	ROUTINE CAPITAL ITEMS-- SHOP EQUIPMENT, SPARE PARTS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL TOTAL	FUZ L	118 30 148	2013 2013

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TG-4945	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOC CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES	CAPITAL CAPITAL TOTAL	FUZ L	2941 735 3676	2013 2013
TP-4725	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN TOTAL	FUZ L STAT	800 100 100 1000	2007 2007 2007
TP-4732	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN TOTAL	FUZ L STAT	800 100 100 1000	2008 2008 2008
TP-4733	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN TOTAL	FUZ L STAT	800 100 100 1000	2009 2009 2009
TP-4734	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN TOTAL	FUZ L STAT	800 100 100 1000	2010 2010 2010

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TP-4914	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN	FUZ	800	2011
			PLANNING/DESIGN	L	100	2011
			PLANNING/DESIGN	STAT	100	2011
			TOTAL		1000	
TP-4915	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN	FUZ	800	2012
			PLANNING/DESIGN	L	100	2012
			PLANNING/DESIGN	STAT	100	2012
			TOTAL		1000	
TP-4922	TRIANGLE TRANSIT AUTHORITY	PLANNING ASSISTANCE--- UPWP. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	PLANNING/DESIGN	FUZ	800	2013
			PLANNING/DESIGN	L	100	2013
			PLANNING/DESIGN	STAT	100	2013
			TOTAL		1000	

2c. 7: Unfunded or In Progress (non-transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
BICYCLE AND PEDESTRIAN PROJECTS						
E-3606	ORANGE	BICYCLE ROUTE MAPPING AND SIGNING.	CONSTRUCTION TOTAL		50 50	IN PROGRESS

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
E-3807B	CHAPEL HILL	LOWER BOOKER CREEK GREENWAY. CONSTRUCT BICYCLE/PEDESTRIAN FACILITIES, CONNECT EXISTING SIDEWALKS AND IMPROVE LANDSCAPING ADJACENT TO US 15-501 BYPASS (FORDHAM BOULEVARD) AND BOOKER CREEK.	CONSTRUCTION TOTAL		481 481	IN PROGRESS
E-4008	CARRBORO	ROBESON PLACE BIKE PATH: RAND ROAD TO WESLEY STREET. CONSTRUCT BICYCLE PATH.	CONSTRUCTION TOTAL		268 268	COMPLETE
E-4779	SR 1002 (ST. MARY'S RD.) ORANGE	ACQUIRE SCENIC CONSERVATION EASEMENTS AT SELECTED LOCATIONS.	ACQUISITION TOTAL		169 169	IN PROGRESS
E-4942	CARRBORO	MAIN STREET, CARRBORO POST OFFICE TO NC 54. CONSTRUCT SIDEWALKS.	CONSTRUCTION TOTAL		7 7	IN PROGRESS
EE-4907	VARIOUS ORANGE	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 7 PROJECT MITIGATION.	MITIGATION TOTAL		7221 7221	IN PROGRESS
INTERSTATE PROJECTS						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
I-3306 A B BA	I-40 ORANGE DURHAM	I-85 IN ORANGE COUNTY TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM COUNTY. ADD ADDITIONAL LANES. A: I-85 TO DURHAM COUNTY LINE B: ORANGE COUNTY LINE TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM BA: ORANGE COUNTY LINE TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM – INTERCHANGE IMPROVEMENTS AT NC 54	A: CONSTRUCTION A: CONSTRUCTION B: CONSTRUCTION BA: CONSTRUCTION TOTAL	IM NHS	61452 18800 28200 108452	PRIOR YEARS UNFUNDED UNFUNDED IN PROGRESS IN PROGRESS
RURAL PROJECTS						
R-2825	SR 1009 (S. CHURTON ST.) ORANGE	I-40 TO ENO RIVER. WIDEN TO MULTI-LANES AND WIDEN BRIDGE NO. 240 OVER SOUTHERN RAILROAD.	RIGHT-OF-WAY CONSTRUCTION TOTAL	STP STP	4400 14900 19300	UNFUNDED UNFUNDED
R-3438	NEW ROUTE ORANGE	HILLSBOROUGH WESTERN BYPASS, US 70 TO NC 57. TWO LANES ON NEW LOCATION.	RIGHT-OF-WAY CONSTRUCTION TOTAL	STP STP	200 7250 7450	UNFUNDED UNFUNDED
URBAN PROJECTS						
U-2805	CARRBORO CHAPEL HILL	SR 1777 (HOMESTEAD ROAD), SR 1834 (HIGH SCHOOL ROAD) TO NC 86. WIDEN TO INCLUDE SIDEWALKS AND BICYCLE LANES.	RIGHT-OF-WAY CONSTRUCTION TOTAL	STP STP	300 4000 6300 10600	PRIOR YEARS UNFUNDED UNFUNDED

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-2807	DURHAM CHAPEL HILL DURHAM ORANGE	US 15-501, SR 1010 (FRANKLIN STREET) IN CHAPEL HILL TO US 15-501 BYPASS IN DURHAM. A: CHAPEL HILL B: DURHAM (FREEWAY UPGRADE)	RIGHT-OF-WAY CONSTRUCTION TOTAL	STP STP	1653 25000 98000 124653	PRIOR YEARS UNFUNDED UNFUNDED
U-2909	CHAPEL HILL CARRBORO	SR 1780 (ESTES DRIVE), SR 1772 (GREENSBORO STREET) TO NC 86. UPGRADE WITH BICYCLE LANES AND SIDEWALKS A: SR 1772 (GREENSBORO ST.) TO SEAWELL SCHOOL RD. B: SEAWALL SCHOOL RD. TO NC 86	PLANNING/DESING RIGHT-OF-WAY CONSTRUCTION TOTAL	STP STP	1000 1600 5000 7600	UNFUNDED UNFUNDED UNFUNDED
U-3436	HILLSBOROUGH	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 TOTAL	STP STP	600 1750 2350	UNFUNDED UNFUNDED
U-4008	CHAPEL HILL	US 15-501/ERWIN ROAD. INTERSECTION IMPROVEMENT.	CONSTRUCTION TOTAL		5355 5355	IN PROGRESS
U-4449	CHAPEL HILL	REAL-TIME TRANSPORTATION INFORMATION SYSTEM.	IMPLEMENTATION TOTAL		1248 1248	IN PROGRESS

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-4723	CHAPEL HILL	PUBLIC TRANSIT IMPROVEMENTS.	IMPLEMENTATION TOTAL		3625 3625	IN PROGRESS
PASSENGER RAIL PROJECTS						
Z-4007B	CARRBORO	SR 1927 (BREWER ROAD) IN CARRBORO AT NORFOLK SOUTHERN RAILWAY CROSSING 735 179M. SAFETY IMPROVEMENTS.	IMPLEMENTATION TOTAL		95 95	IN PROGRESS

2d. 7: Unfunded (transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
PUBLIC TRANSPORTATION PROJECTS						
TA-4726	CHAPEL HILL	EXPANSION BUSES	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	2490 270 240 3000	2009 2009 2009
TA-4745B	CHAPEL HILL	REPLACEMENT VANS	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	96 12 12 120	2007 2007 2007
TA-4746A	CHAPEL HILL	EXPANSION VAN	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	37 5 5 47	2007 2007 2007
TA-4746C	CHAPEL HILL	EXPANSION VAN	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	37 5 5 47	2008 2008 2008

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TA-4748A	CHAPEL HILL	REPLACEMENT VAN	CAPITAL	FED	36	2010
			CAPITAL	L	5	2010
			CAPITAL	STAT	5	2010
			TOTAL		46	
TA-4748C	CHAPEL HILL	REPLACEMENT VANS	CAPITAL	FED	288	2009
			CAPITAL	L	36	2009
			CAPITAL	STAT	36	2009
			TOTAL		360	
TA-4797	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FED	2016	2009
			CAPITAL	L	252	2009
			CAPITAL	STAT	252	2009
			TOTAL		2520	
TA-4818	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FED	5544	2008
			CAPITAL	L	693	2008
			CAPITAL	STAT	693	2008
			TOTAL		6930	
TA-4819	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL	FED	2780	2011
			CAPITAL	L	473	2011
			CAPITAL	STAT	473	2011
			TOTAL		4726	
TA-4940	CHAPEL HILL	REPLACEMENT VAN	CAPITAL	FED	144	2011
			CAPITAL	L	18	2011
			CAPITAL	STAT	18	2011
			TOTAL		180	
TA-4941	CHAPEL HILL	REPLACEMENT VAN	CAPITAL	FED	37	2012
			CAPITAL	L	5	2012
			CAPITAL	STAT	5	2012
			TOTAL		47	

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TA-4945	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUSES TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	3024 378 378 3780	2012 2012 2012
TA-4976	CHAPEL HILL	REPLACEMENT BUSES	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	374 41 36 451	2007 2007 2007
TA-4977	CHAPEL HILL	REPLACEMENT BUSES	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	3287 356 317 3960	2011 2011 2011
TA-4978	CHAPEL HILL	REPLACEMENT BUSES (FOR REHABILITATED BUSES)	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	3561 386 343 4290	2011 2011 2011
TA-4979	CHAPEL HILL	REPLACEMENT VANS	CAPITAL CAPITAL TOTAL	FED L	168 34 202	2010 2010
TA-4981	CHAPEL HILL	SEDANS/WAGONS/4X4	CAPITAL CAPITAL TOTAL	FED L	48 12 60	2010 2010
TA-4982	CHAPEL HILL	REPLACEMENT VANS	CAPITAL CAPITAL TOTAL	FED L	160 15 175	2011 2011
TA-4983	CHAPEL HILL	REPLACEMENT VANS	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	269 29 26 324	2013 2013 2013
TD-4709A	CHAPEL HILL	MULTI-MODAL TRANSPORTATION CENTER-- DESIGN AND LAND ACQUISITION	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	960 120 120 1200	2007 2007 2007

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TD-4709B	CHAPEL HILL	MULTI-MODAL TRANSPORTATION CENTER-- CONSTRUCTION	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	6400 800 800 8000	2008 2008 2008
TD-4710B	CHAPEL HILL	PARK AND RIDE LOT-- CONSTRUCTION	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	1600 200 200 2000	2008 2008 2008
TD-4909A	CHAPEL HILL	PARK AND RIDE LOT EXPANSION NC 54--DESIGN AND LAND ACQUISITION	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	1600 200 200 2000	2011 2011 2011
TD-4909B	CHAPEL HILL	PARK AND RIDE LOT EXPANSION NC 54--CONSTRUCTION	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	1600 200 200 2000	2012 2012 2012
TE-4706B	TRIANGLE TRANSIT AUTHORITY	FIXED GUIDEWAY PROJECT FOR US 15-501--PE/DEIS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM AND ORANGE COUNTIES.	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	1649 550 550 2749	2007 2007 2007
TG-4730B	CHAPEL HILL	REPLACEMENT SUPPORT VEHICLES	CAPITAL CAPITAL TOTAL	FED L	34 8 42	2007 2007
TG-4731B	CHAPEL HILL	REPLACEMENT SUPPORT VEHICLES	CAPITAL CAPITAL TOTAL	FED L	34 8 42	2008 2008
TG-4925B	CHAPEL HILL	REPLACEMENT SUPPORT VEHICLES	CAPITAL CAPITAL TOTAL	FED L	38 9 47	2011 2011
TG-4926B	CHAPEL HILL	REPLACEMENT SUPPORT VEHICLES	CAPITAL CAPITAL TOTAL	FED L	70 17 87	2012 2012

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TG-4945	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOC CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES	CAPITAL CAPITAL TOTAL	FED L	2941 735 3676	2013 2012
TM-4910	TRIANGLE TRANSIT AUTHORITY	ITS PROJECT - AVL/CAD. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	240 30 30 300	2007 2007 2007
TM-4911	TRIANGLE TRANSIT AUTHORITY	ITS PROJECT - REGIONAL INFORMATION TELEPHONE SYSTEM. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	80 10 10 1000	2007 2007 2007

3. DIVISION 8 – CHATHAM COUNTY

3a. 8: Funded (non-transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
BICYCLE AND PEDESTRIAN PROJECTS						
E-2921F	CHATHAM	AMERICAN TOBACCO RAIL TRAIL. DURHAM COUNTY LINE TO WAKE COUNTY LINE. CONSTRUCT A MULTI-PURPOSE TRAIL.	CONSTRUCTION CONSTRUCTION TOTAL	STP DP	1700 496 2196	2007 2007
URBAN PROJECTS						
U-3475	DURHAM CHAPEL HILL CHATHAM DURHAM ORANGE	DCHC UNIFIED PLANNING WORK PROGRAM - SPECIAL PROJECTS SUPPLEMENT.	PLANNING/DESIGN PLANNING/DESIGN TOTAL	O STPDA	2775 549 2194 5518	PRIOR YEARS 2007, 2008, 2009, 2010 2007, 2008, 2009, 2010
U-4726	DURHAM ORANGE CHATHAM	DCHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION.	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION TOTAL	O STPDA	750 696 2783 4229	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013 2007, 2008, 2009, 2010, 2011, 2012, 2013

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
			PLANNING/DESIGN CONSTRUCTION	O	631	PRIOR YEARS IN PROGRESS
					501	2007, 2008, 2009, 2010, 2011, 2012, 2013
	DURHAM ORANGE CHATHAM	DCHC URBAN AREA PLANNING ALLOCATION AND UNIFIED WORK PROGRAM - ONGOING ACTIVITIES.	CONSTRUCTION	STPDA	2004	2007, 2008, 2009, 2010, 2011, 2012, 2013
U-4727			TOTAL		3136	

3b. 8: Funded (transit)

There are no funded transit projects in the DCHC MPO area of Chatham County.

3c. 8: Unfunded or In Progress (non-transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
MITIGATION PROJECTS						
					8756	PRIOR YEARS IN PROGRESS
EE-4908	VARIOUS CHATHAM	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 8 PROJECT MITIGATION.	MITIGATION TOTAL		8756	

3d. 8: Unfunded or In Progress (transit)

There are no unfunded transit projects in the DCHC MPO area of Chatham County.

DCHC MPO -- STP-DA Allocation Table (FY 2007-2013) for 11/08/06 TAC

TIP #	Location	Description	Total Cost	Prior Years	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	Non-Fed Match	Agency	
DURHAM COUNTY																		
1	I-306 C	I-85 C (15-501 to Broad)	Median Planters	\$1,403,204	\$0	\$1,122,563										\$280,641	Durham	
2	I-306 C	I-85 C (15-501 to Broad)	Brick Betterment Noise Wall	\$559,654	\$0	\$447,723										\$111,931	Durham	
3	I-306 C	I-85 C (15-501 to Broad)	Interchange Sidewalks	\$93,842	\$0	\$75,074										\$18,768	Durham	
4	I-306 DB	I-85 DB (Broad to Camden)	Brick Betterment -- Club Blvd. E. S. Noise Wall	\$133,300	\$0		\$106,640									\$26,660	Durham	
5	I-306 C	I-85 (Hillandale Commons)	Landscaping - Bern Hillandale Commons area	\$25,000	\$0	\$20,000										\$20,000	Private	
6	I-85		Interchanging Fencing - (Placeholder)	\$75,000	\$0	\$60,000										\$15,000	Durham	
7	E-2921	American Tobacco Tr.	Phase E	\$1,476,250	\$0			\$1,181,000								\$295,250	Durham	
8	U-4724	Cornwallis Rd	Bike/Ped Facilities (S. Roxboro to University or C.H. Rd.)	\$0	\$0										\$0	\$0	Durham	
9	U-4009	US 15-501	Add left turn lane at Garrett Road intersection	\$285,000	\$0	\$228,000										\$57,000	Durham	
10	U-3804	Hillandale Rd	I-85 to Carver Street	\$657,500	\$0				\$526,000							\$131,500	State	
11	R-2906	NC 55 Widening Project	MLK ROW/Extension	\$2,700,000	\$0	\$2,160,000										\$540,000	State	
12	R-2906	NC 55 Widening Project	Sidewalks/Landscaping/Entryway Enhancements	\$430,000	\$0	\$344,000										\$86,000	State	
13	U-3309	T.W. Alexander Drive	Widening Cornwallis to 147	\$2,270,000	\$0							\$1,816,000				\$454,000	State	
14	U-4011	S. Miami Blvd.	Widening Methodist St. to Bethesda Ave.	\$2,342,000	\$0				\$1,873,600							\$468,400	State	
ORANGE COUNTY																		
15	U-3306	Weaver Dairy Rd.	Bike & Pedestrian Features	\$707,500	\$0								\$566,000			\$141,500	State	
16	E-4994	Carrboro	Bolin Creek Greenway (CA)	\$807,500	\$0			\$56,000		\$590,000						\$161,500	Carrboro	
17	E-4828	Carrboro	Morgan Creek Greenway West (CA)	\$650,000	\$0			\$40,000	\$480,000							\$130,000	Carrboro	
18	E-4008	Carrboro	Roberson Place Greenway (CA)	\$168,695	\$0		\$45,600	\$89,356								\$33,739	Carrboro	
19	TD-4711C	Chapel Hill	Transit Maintenance Facility	\$4,788,330	\$0	\$560,000		\$1,600,000	\$1,670,664							\$357,666	Chapel Hill	
20		Chapel Hill	Bus Replacement	\$1,000,000	\$0	\$500,000										\$200,000	Chapel Hill	
21	E-4601	Chapel Hill/Carrboro	Morgan Creek Greenway (East)	\$900,000	\$0	\$80,000			\$640,000							\$180,000	CH/Carrboro	
22	E-4995	Chapel Hill	Dry Creek Greenway	\$780,000	\$0			\$64,000		\$560,000						\$156,000	Chapel Hill	
23		Chapel Hill	Upper Booker Creek Greenway	\$800,000	\$0						\$64,000		\$576,000			\$160,000	Chapel Hill	
24	U-4704	Chapel Hill-Carrboro	Signal System Improvements	\$450,000	\$0						\$360,000					\$90,000	CH/Carrboro	
MPO-WIDE																		
25	E-4707	Old Durham-CH Rd	Bike Lanes	\$3,428,000	\$0						\$1,371,000	\$1,371,000				\$685,600	Multiple	
26	U-4727	MPO -UPWP	MPO Planning	\$5,506,250	\$1,510,000	\$165,000	\$273,000	\$228,657	\$224,380	\$365,963	\$273,000	\$273,000	\$273,000	\$273,000	\$273,000	\$273,000	\$1,101,250	Multiple
27			UPWP Planning \$165,000															
28			MPO Bike Ped Planner Position \$28,000															
29			TRM Service Bureau \$80,000 (FY 04 - FY 08)															
33	U-4726	MPO/Various Loyal Gov't.	Urban Area Bike/Ped Allocation	\$3,974,895	\$0	\$0	\$0	\$71,524	\$325,600	\$382,792	\$200,000	\$200,000	\$500,000	\$500,000	\$500,000	\$794,979	Multiple	
34	U-4726B		CAR - Bolin Forest Drive Sidewalk	\$19,950	\$0			\$15,960								\$3,990	Carrboro	
35	U-4726A		CAR - Hanna Street Sidewalk	\$69,455	\$0			\$55,564								\$55,564	Carrboro	
36	U-4726F	03-04 bike allocation	CH - Chapel Hill Sidewalks	\$250,000	\$0				\$200,000							\$50,000	Chapel Hill	
37	U-4726D	04 bike/ped allocation	DUR - Bicycle Pedestrian Plan	\$93,750	\$0			\$60,000		\$15,000						\$18,750	Durham	
38	U-4726E	05 bike/ped allocation	CH - Airport Road	\$50,000	\$0			\$40,000								\$10,000	Chapel Hill	
39	U-4726C	05 bike/ped allocation	CH - Culbreth Rd.	\$45,000	\$0			\$36,000								\$9,000	Chapel Hill	
40	U-4726G	05 bike/ped allocation	DUR - Holloway St sidewalks	\$67,000	\$0			\$53,600								\$13,400	Durham	
41	U-4726H	05 bike/ped allocation	DUR - Bike Education	\$60,000	\$0			\$8,000	\$40,000							\$12,000	Durham	
42	U-4726I	05 bike/ped allocation	CAR - Bel Albor Path	\$65,695	\$0								\$52,556			\$13,139	Carrboro	
43	U-4726J	06 bike/ped allocation	CAR - South Greensboro St./Smith Level Sidewalk	\$46,000	\$0								\$36,800			\$9,200	Carrboro	
44	U-4726K	06 bike/ped allocation	DUR - Hillandale/Club to I-85 S sidewalk on both sides	\$165,484	\$0					\$132,387						\$33,097	Durham	
45	U-4726L	06 bike/ped allocation	CH - Fordham Blvd sidewalk NE Fordham/Estes Dr.	\$15,000	\$0			\$12,000								\$3,000	Chapel Hill	
46	U-4726M	06 bike/ped allocation	CH - Drainage gate replacement (NC 86)	\$10,000	\$0			\$8,000								\$2,000	Chapel Hill	
47	U-4726N	06 bike/ped allocation	Walkable Communities Workshop (MPO)	\$17,000	\$0				\$13,600							\$3,400	MPO	
48	U-4726O	07 bike/ped allocation	DUR - Capenter Fletcher RD/Woodcroft- Alston bike impr.	\$142,740	\$0				\$114,192							\$28,548	Durham	
49	U-4726P	07 bike/ped allocation	CH - Culbreth Rd:15501-Culbreth Park Dr sidewalk	\$135,000	\$0			\$108,000								\$27,000	Chapel Hill	
50	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	Various Planning Activities	\$3,648,750	\$0	\$0	\$58,000	\$50,000	\$617,483	\$1,513,517	\$300,000	\$80,000	\$300,000	\$0	\$0	\$0	\$729,750	MPO
51			MPO TDM	\$212,500	\$0			\$85,000		\$85,000							\$42,500	NCDOT
52			ITS Deployment Plan Update	\$70,000	\$0					\$56,000							\$14,000	MPO
53			Bike/Ped (non-motorized trip) Model Development	\$250,000	\$0					\$200,000							\$50,000	MPO
54			Data automation/management/GIS (\$200,000)	\$250,000	\$0			\$40,000	\$160,000								\$50,000	Multiple
55			I-40/NC 54 Transit Corridor -- Phase II	\$0	\$0												\$0	Multiple
56			Land Use/Transportation Model (Placeholder)	\$250,000	\$0				\$200,000								\$50,000	Multiple
57			Congestion Management System	\$750,000	\$0			\$100,000	\$100,000	\$200,000		\$200,000					\$150,000	Multiple
58		breaks needed ?	CH - Chapel Hill Mobility Report Card	\$475,000	\$0		\$58,000	\$122,000		\$100,000		\$100,000					\$95,000	Chapel Hill
59			CAR - Carrboro Downtown Study	\$50,000	\$0			\$40,000									\$10,000	Carrboro
60			Old Durham-CH Rd. bike/ped feasibility study	\$62,500	\$0			\$50,000									\$12,500	Multiple
61			MPO Collector Street Plan	\$100,000	\$0			\$40,000	\$40,000								\$20,000	Multiple
62			Model travel behavior surveys (HH, B&A counts)	\$300,000	\$0			\$160,483	\$79,517								\$60,000	Multiple
63			Model Enhancements and major update	\$325,000	\$0			\$30,000	\$150,000			\$80,000					\$65,000	Multiple
64			Model surveys ph-2 (onboard, travel time, external)	\$243,750	\$0				\$195,000								\$48,750	Multiple
65			TDM additional request (TTA)	\$50,000	\$0				\$40,000								\$10,000	Multiple
66			MPO CMS	\$60,000	\$0				\$48,000								\$12,000	Multiple
67			CH/CAR - Chapel Hill/Carrboro Transit Master plan	\$200,000	\$0				\$160,000								\$40,000	Multiple
68																		
Durham Total			\$22,409,559	\$7,103,867	\$4,377,360	\$186,640	\$0	\$1,302,600	\$2,568,792	\$132,387	\$0	\$1,816,000	\$0	\$0	\$0	\$4,936,912	Durham	
Orange Total			\$19,703,323	\$5,618,160	\$0	\$1,418,000	\$197,124	\$2,215,356	\$3,150,664	\$1,250,000	\$424,000	\$189,356	\$1,142,000	\$0	\$0	\$3,982,338	Orange	
MPO-Wide Total			\$11,875,000	\$1,510,000	\$165,000	\$273,000	\$278,657	\$879,883	\$1,733,080	\$473,000	\$1,724,000	\$1,844,000	\$273,000	\$273,000	\$273,000	\$2,375,000	Other	
Yearly Total				\$14,232,027	\$4,542,360	\$1,877,640	\$475,781	\$4,197,819	\$7,452,536	\$1,855,387	\$2,148,000	\$3,849,356	\$1,415,000	\$273,000	\$273,000	\$11,294,249	Total Yearly	
STP DIRECT ATTRIBUTABLE				\$18,059,826	\$2,732,775	\$3,211,059	\$3,632,240	\$3,552,867	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$56,388,767	Total STPDA	
MPO Reserve				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000			
FY BALANCE					(\$1,809,585)	\$1,333,419	\$3,156,459	(\$644,952)	(\$3,852,536)	\$1,744,613	\$1,152,000	(\$549,356)	\$1,885,000	\$3,027,000	\$3,027,000			
N/A = not available				\$3,363,353	\$1,553,768	\$2,887,187	\$6,043,646	\$5,398,694	\$1,546,158	\$3,290,771	\$4,442,771	\$3,893,415	\$5,778,415	\$8,805,415	\$11,832,415			

Changes recommended by TCC Subcommittee.

Changes included in 07-13 MTIP

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)		
INTERSTATE PROJECTS							
I-40 ORANGE DURHAM	I-3306	I-85 IN ORANGE COUNTY TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM COUNTY. ADD ADDITIONAL LANES. 20.7 Mile(s)			61,452		PRIOR YEARS
	A	I-85 TO DURHAM COUNTY LINE.	CONSTRUCTION CONSTRUCTION	IM NHS	18,800 28,200		UNFUNDED UNFUNDED
	B	ORANGE COUNTY LINE TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM.	CONSTRUCTION				IN PROGRESS
	BA	ORANGE COUNTY LINE TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM - INTERCHANGE IMPROVEMENTS AT NC 54.	CONSTRUCTION				IN PROGRESS
STRATEGIC HIGHWAY CORRIDOR			TOTAL PROJECT COST		108,452		
I-40 ORANGE	I-4716	I-85 TO DURHAM COUNTY LINE. GRIND AND RESEAL JOINTS. 11 Mile(s)	CONSTRUCTION	IM	1,500		FY 08
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 MITIGATION MITIGATION		1,800 359 538		PRIOR YEARS IN PROGRESS UNFUNDED UNFUNDED
	A	SR 1006 NEAR HILLSBOROUGH TO EAST OF SR 1709.	RIGHT-OF-WAY CONSTRUCTION CONSTRUCTION	NHS IM NHS	960 10,800 16,200		FY 12 UNFUNDED UNFUNDED
	B	EAST OF SR 1709 TO DURHAM COUNTY LINE.	RIGHT-OF-WAY CONSTRUCTION CONSTRUCTION	NHS IM NHS	250 16,000 24,000		FY 10 UNFUNDED UNFUNDED
STRATEGIC HIGHWAY CORRIDOR			TOTAL PROJECT COST		70,907		
I-85 DURHAM	I-0306*	ORANGE COUNTY LINE TO EAST OF MIDLAND TERRACE ROAD ON I-85 AND EAST OF CHEEK ROAD ON US 70 BYPASS. WIDEN TO EIGHT LANES FROM US 15-501 TO US 70 AND ADD LIGHTING. 9.7 Mile(s)	CONSTRUCTION		270,352		PRIOR YEARS IN PROGRESS
STRATEGIC HIGHWAY CORRIDOR			TOTAL PROJECT COST		270,352		
DURHAM DURHAM	I-4743*	I-85, US 70 TO RED MILL ROAD. 6.4 Mile(s)					
STRATEGIC HIGHWAY CORRIDOR			THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS.				

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

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

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

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

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

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

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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		1,000		PRIOR YEARS IN PROGRESS
			RIGHT-OF-WAY	STP	1,600		UNFUNDED
			CONSTRUCTION	STP	5,000		UNFUNDED
ORANGE							
<i>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY</i>			TOTAL PROJECT COST		7,600		
CHAPEL HILL	U-3306	SR 1733 (WEAVER DAIRY ROAD), NC 86 TO SR 1734 (ERWIN ROAD). CORRIDOR UPGRADE, PART ON NEW LOCATION. 2.8 Mile(s)	PLANNING/DESIGN				IN PROGRESS
			RIGHT-OF-WAY	STP	4,200		FY 07
			MITIGATION	STP	241		FY 08
			CONSTRUCTION	STP	8,659		FY 09
			CONSTRUCTION	STPDA	841		FY 09
ORANGE							
			TOTAL PROJECT COST		13,941		
CHAPEL HILL	U-4008	US 15-501/ERWIN ROAD. INTERSECTION IMPROVEMENT.			5,355		PRIOR YEARS IN PROGRESS
ORANGE			CONSTRUCTION				
			TOTAL PROJECT COST		5,355		
CHAPEL HILL	U-4449	REAL-TIME TRANSPORTATION INFORMATION SYSTEM.			1,248		PRIOR YEARS IN PROGRESS
ORANGE			IMPLEMENTATION				
			TOTAL PROJECT COST		1,248		
CHAPEL HILL	U-4704	CHAPEL HILL-CARRBORO COMPUTERIZED TRAFFIC SIGNAL SYSTEM.	CONSTRUCTION	C	400		FY 11
ORANGE			CONSTRUCTION	STP	4,200		FY 11
			TOTAL PROJECT COST		4,600		
CHAPEL HILL	U-4723	PUBLIC TRANSIT IMPROVEMENTS.			3,625		PRIOR YEARS IN PROGRESS
ORANGE			IMPLEMENTATION				
			TOTAL PROJECT COST		3,625		
CHAPEL HILL	U-4725A	EIGHTEEN (18) EXPANSION BUSES.	CONSTRUCTION	O	418		FY 07
ORANGE			CONSTRUCTION	STPDA	1,670		FY 07
<i>FUNDS TRANSFERRED TO PROJECT TD-4711D FOR CHAPEL HILL TRANSIT MAINTENANCE FACILITY</i>			TOTAL PROJECT COST		2,088		

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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	DCHC UNIFIED PLANNING WORK PROGRAM - SPECIAL PROJECTS SUPPLEMENT.	PLANNING/DESIGN	O	2,775		PRIOR YEARS
			PLANNING/DESIGN	STPDA	578		FY 07 08 09 10
CHATHAM DURHAM ORANGE					2,314		FY 07 08 09 10
			TOTAL PROJECT COST		5,667		
DURHAM	U-3804	SR 1321 (HILLANDALE ROAD), I-85 TO CARVER STREET. WIDEN TO MULTI-LANES. 0.7 Mile(s)	PLANNING/DESIGN		248		PRIOR YEARS IN PROGRESS
			RIGHT-OF-WAY	STPDA	3,000		FY 07
			CONSTRUCTION	STP	4,500		FY 09
DURHAM			TOTAL PROJECT COST		7,748		
DURHAM	U-4009	SR 1126 (SERVICE ROAD) PARALLEL TO US 15-501. RELOCATE EXISTING SERVICE ROAD. 0.3 Mile(s)	PLANNING/DESIGN		1,426		PRIOR YEARS IN PROGRESS
			CONSTRUCTION	O	200		FY 08
			CONSTRUCTION	S	1,500		FY 08
DURHAM			TOTAL PROJECT COST		3,126		

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

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST		SCHEDULE (FISCAL YEARS)
					ESTIMATES (THOU)		
URBAN PROJECTS							
DURHAM	U-4010	NC 98 (HOLLOWAY STREET), EAST OF US 70 TO EAST OF JUNCTION ROAD. WIDEN FOR CENTER TURN LANE. 0.3 Mile(s)	PLANNING/DESIGN		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			TOTAL PROJECT COST		6,500		
STRATEGIC HIGHWAY CORRIDOR		THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS.					

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

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

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TRANSPORTATION PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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

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TRANSPORTATION PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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

SCHEDULED FOR FEASIBILITY STUDY

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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)
BICYCLE AND PEDESTRIAN PROJECTS						
CHATHAM	E-2921F	AMERICAN TOBACCO RAIL TRAIL. DURHAM COUNTY LINE TO WAKE COUNTY LINE. CONSTRUCT A MULTI-PURPOSE TRAIL.	CONSTRUCTION	DP	496	FY 07
			CONSTRUCTION	STP	1,700	FY 07
TOTAL PROJECT COST					2,196	
CARRBORO	E-4008	ROBESON PLACE BIKE PATH: RAND ROAD TO WESLEY STREET. CONSTRUCT BICYCLE PATH. 0.3 Mile(s)	CONSTRUCTION		268	PRIOR YEARS IN PROGRESS
ORANGE						
TOTAL PROJECT COST					268	
CHAPEL HILL	E-4710	SEAWELL SCHOOL ROAD BICYCLE IMPROVEMENTS, HOMESTEAD ROAD TO ESTES DRIVE 1.9 Mile(s)	CONSTRUCTION	STP	650	FY 07
ORANGE						
TOTAL PROJECT COST					650	
COUNTYWIDE	E-3606	BICYCLE ROUTE MAPPING AND SIGNING.	CONSTRUCTION		50	PRIOR YEARS IN PROGRESS
ORANGE						
TOTAL PROJECT COST					50	
DURHAM	E-4707	OLD DURHAM/CHAPEL HILL ROAD BICYCLE IMPROVEMENTS. 1.5 Mile(s)	CONSTRUCTION	O	380	FY 09
DURHAM			CONSTRUCTION	STP	400	FY 09
			CONSTRUCTION	STPDA	1,200	FY 09
TOTAL PROJECT COST					1,980	
TRIANGLE REGION	E-2913B	INCLUDES RESEARCH TRIANGLE PARK, DURHAM AND WAKE COUNTIES. ON-ROAD IMPROVEMENTS AND SIGNING.	CONSTRUCTION		900	PRIOR YEARS IN PROGRESS
WAKE						
DURHAM						
TOTAL PROJECT COST					900	
CONGESTION MITIGATION PROJECTS						
NC 54	C-4402	I-40 WEST OF NC 751 TO TRIANGLE DRIVE IN RESEARCH TRIANGLE PARK. CONSTRUCT ON-ROAD BICYCLE FACILITY.	RIGHT-OF-WAY	CMAQ	100	FY 07
DURHAM			RIGHT-OF-WAY	L	25	FY 07
			CONSTRUCTION	CMAQ	728	FY 08
			CONSTRUCTION	L	182	FY 08
			TOTAL PROJECT COST			

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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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					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
CHAPEL HILL							IN PROGRESS
ORANGE							
TOTAL PROJECT COST					80		

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TRANSPORTATION PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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ENHANCEMENT PROJECTS						
CHAPEL HILL ORANGE	E-3807B	LOWER BOOKER CREEK GREENWAY. CONSTRUCT BICYCLE/PEDESTRIAN FACILITIES, CONNECT EXISTING SIDEWALKS AND IMPROVE LANDSCAPING ADJACENT TO US 15-501 BYPASS (FORDHAM BOULEVARD) AND BOOKER CREEK.	CONSTRUCTION		481	PRIOR YEARS IN PROGRESS
					TOTAL PROJECT COST	481
CHAPEL HILL ORANGE	E-4601	MORGAN CREEK GREENWAY (EAST). US 15-501-CULBETH ROAD TO SMITH LEVEL ROAD. TEN FOOT MULTI-USE ASPHALT PATH INCLUDING ACCESS TO MERRITT PASTURE.	PLANNING/DESIGN		89	PRIOR YEARS IN PROGRESS
PLANNING AND DESIGN BY TOWN					TOTAL PROJECT COST	89
DURHAM DURHAM	E-2921E	AMERICAN TOBACCO RAIL TRAIL. NC 54 TO SOUTH OF I-40. CONSTRUCT A MULTI-PURPOSE TRAIL.	CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION	DP HP O STPDA	446 2,012 768 1,062	FY 07 08 FY 07 08 FY 07 08 FY 07 08
					TOTAL PROJECT COST	4,288
DURHAM DURHAM	E-4529	WEST POINT ON THE ENO PARK TO PENNY'S BEND NATURE RESERVE. CONSTRUCT OFF-ROAD MULTI-USE TRAIL.	CONSTRUCTION		719	PRIOR YEARS IN PROGRESS
					TOTAL PROJECT COST	719
DURHAM DURHAM	E-4530	FAYETTEVILLE STREET BETWEEN EXISTING END OF SIDEWALK JUST SOUTH OF CORNWALLIS ROAD AND BUXTON DRIVE. CONSTRUCT SIDEWALK ON WESTERN SIDE.	CONSTRUCTION		264	PRIOR YEARS IN PROGRESS
					TOTAL PROJECT COST	264
DURHAM DURHAM	E-4924	CLUB BOULEVARD, OVAL DRIVE TO OAKLAND AVENUE AT THE INTERSECTIONS OF WEST CLUB BOULEVARD WITH OVAL DRIVE AND OAKLAND AVENUE. CONSTRUCT A PEDESTRIAN MEDIAN AND A REFUGE ISLAND.	CONSTRUCTION		105	PRIOR YEARS IN PROGRESS
					TOTAL PROJECT COST	105
DURHAM DURHAM	E-4999	BICYCLE AND PEDESTRIAN TRAILS IN DURHAM AND DURHAM COUNTY. ACQUISITION OF RAIL CORRIDORS AND CONSTRUCTION.				
PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY						

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					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		

* 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)
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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PUBLIC TRANSPORTATION PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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

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PUBLIC TRANSPORTATION PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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

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PUBLIC TRANSPORTATION PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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

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PUBLIC TRANSPORTATION PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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

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PUBLIC TRANSPORTATION PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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

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PUBLIC TRANSPORTATION PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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

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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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DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

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

PUBLIC TRANSPORTATION PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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

* INDICATES INTRASTATE PROJECT
 GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

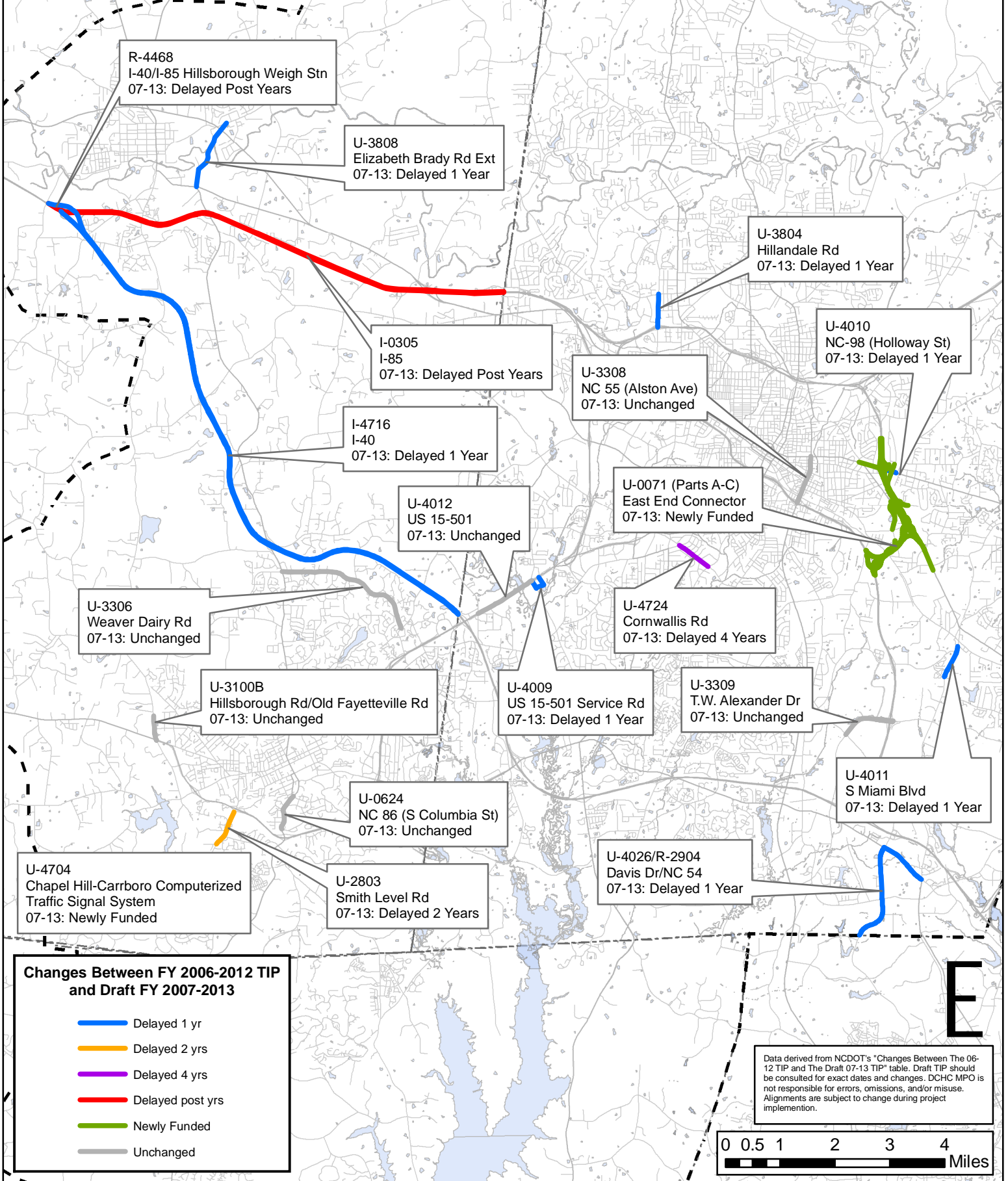
PUBLIC TRANSPORTATION PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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

* INDICATES INTRASTATE PROJECT
 GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

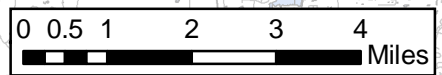
Changes Between FY 2006-2012 TIP and Draft 2007-2013 TIP



Changes Between FY 2006-2012 TIP and Draft FY 2007-2013

- Delayed 1 yr
- Delayed 2 yrs
- Delayed 4 yrs
- Delayed post yrs
- Newly Funded
- Unchanged

Data derived from NCDOT's "Changes Between The 06-12 TIP and The Draft 07-13 TIP" table. Draft TIP should be consulted for exact dates and changes. DCHC MPO is not responsible for errors, omissions, and/or misuse. Alignments are subject to change during project implementation.



A RESOLUTION PROVIDING THE DURHAM-CHAPEL HILL-CARRBORO TRANSPORTATION ADVISORY COMMITTEE WITH RECOMMENDATIONS COMMENT ON THE DRAFT 2006-2012 TRANSPORTATION IMPROVEMENT PROGRAM.

WHEREAS, the North Carolina Department of Transportation has released a draft 2007-2013 Transportation Improvement Program; and

WHEREAS, the Durham-Chapel Hill-Carrboro Transportation Advisory Committee is has released the State draft as the draft 2007-2013 Metropolitan Transportation Improvement Program; and

WHEREAS, the Transportation Advisory Committee has requested public comment on the draft Metropolitan Transportation Improvement Program; and

WHEREAS, the Town Council has reviewed the draft Program.

NOW, THEREFORE, BE IT RESOLVED, by the Council of the Town of Chapel Hill that the Council provides the Transportation Advisory Committee with the following comments and recommendations:

- Funding for the Chapel Hill-Carrboro signal system replacement should be accelerated.
- Additional funding should be provided for the replacement and purchase of additional transit vehicles.
- The Council supports the construction of wide shoulders along Estes Drive, from the Chapel Hill-Carrboro Town limits to Umstead Drive



**REVIEW AND COMMENT ON THE DRAFT 2007-2013 TRANSPORTATION
IMPROVEMENT PROGRAM**

The purpose of this item was for the Board of Aldermen to review and comment on the draft 2007-2013 State Transportation Improvement Program (STIP). Two resolutions were presented for the Board's consideration.

Dale McKeel, the town's Transportation Planner, made the presentation.

The following resolution was introduced by Alderman Alex Zaffron and duly seconded by Alderman Jacquelyn Gist.

A RESOLUTION PROVIDING COMMENTS ON THE DRAFT
2007-2013 TRANSPORTATION IMPROVEMENT PROGRAM
Resolution No. 44/2006-07

WHEREAS, the Carrboro Board of Aldermen seeks ample opportunities to review regional transportation policy, and;

WHEREAS, the North Carolina Department of Transportation and Durham-Chapel Hill-Carrboro Metropolitan Planning Organization are currently accepting comments on the 2007-2013 Transportation Improvement Program.

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the Aldermen provide the following comments to NCDOT and the Transportation Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization:

1. Revise the description of U-2803, Smith Level Road, to reflect the smaller cross-section, including bike lanes and sidewalks, adopted by the Board of Aldermen on April 26, 2005. The Town requests that right-of-way acquisition remain in 2007 and construction remain in 2010 to provide bicycle and sidewalk facilities to serve students and staff of Carrboro High School.
2. Revise the description of U-3100B, Old Fayetteville Road, to "Add bike lanes and transit accommodations on both sides of the road and sidewalk on the east side from McDougle Middle School to NC 54." The Town does not object to classifying this project as a bicycle-pedestrian project but requests that the project continue to be funded from the state Highway Fund.
3. Revise the description of U-2909 (Estes Drive) to "Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Greensboro Street to Town limits." and request that Phase 1 of the project be funded as requested by the Town of Carrboro and the DCHC MPO. The Town also requests funding for a multi-use path to connect Estes Drive and Williams Street to provide an alternative bicycle-pedestrian connection.

4. Revise the description of U-2805 (Homestead Road) to “Add bike lanes, sidewalks, and transit accommodations on both sides of the road.”

The foregoing resolution having been submitted to a vote, received the following vote and was duly adopted this 3rd day of October, 2006:

Ayes: Mark Chilton, Dan Coleman, Jacquelyn Gist, Randee Haven-O'Donnell, John Herrera, Alex Zaffron

Noes: None

Absent or Excused: Joal Hall Broun

Alderman Zaffron asked to be recused from voting on improvements to Seawell School because he owns property on that road.

It was the consensus of the board to recuse Alderman Zaffron from voting on the following motion:

MOTION WAS MADE BY DAN COLEMAN AND SECONDED BY JACQUELYN GIST THAT THE FOLLOWING COMMENT BE FORWARDED TO NCDOT AND TAC:

Revise the description of E-4710, Seawell School Road Bike Lanes to “Add bike lanes, sidewalks, and transit accommodations from Homestead Road to Estes Drive” and to state that a portion of the project is in Carrboro.

VOTE: AFFIRMATIVE SIX, ABSENT ONE (BROUN), EXCUSED ONE (ZAFFRON)

The following resolution was introduced by Alderman Alex Zaffron and duly seconded by Alderman John Herrera.

A RESOLUTION REQUESTING THAT THE N.C. DEPARTMENT OF TRANSPORTATION
FUND BICYCLE LANES ON ESTES DRIVE
Resolution No. 43/2006-07

WHEREAS, the Town of Carrboro’s adopted Bicycle Policy identifies the need for bicycle lanes on Estes Drive, and;

WHEREAS, the Town of Carrboro has been requesting bike lanes on Estes Drive since at least 1987, and;

WHEREAS, improvements to Estes Drive, including bicycle lanes, have been the highest priority for the Town of Carrboro on the adopted local priority list for the 2002-2008, 2004-2010, 2006-2012, and 2007-2013 Transportation Improvement Programs, and;

WHEREAS, since bike lanes were constructed on a portion of Estes Drive in Chapel Hill between Seawell School Road and Martin Luther King Boulevard in 2005, there have been numerous requests to extend the bike lanes to Greensboro Street in Carrboro.

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the Aldermen request that the N.C. Department of Transportation provide funding for bicycle lanes on Estes Drive between Hillcrest Street and the Town Limits and that the bike lanes be coordinated with the planned sidewalk on Estes Drive.

BE IT FURTHER RESOLVED that the Board of Aldermen request that the N.C. Department of Transportation provide funding for a multi-use path to connect Estes Drive and Williams Street to provide an alternative bicycle-pedestrian connection and that the multi-use path be added to the Estes Drive project on the 2007-2013 Local Priority List.

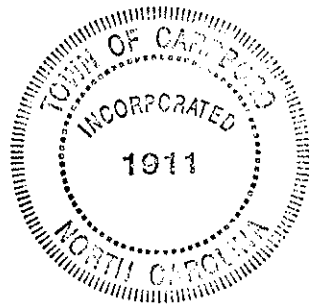
The foregoing resolution having been submitted to a vote, received the following vote and was duly adopted this 3rd day of October, 2006:

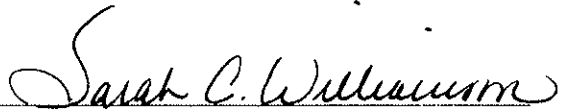
Ayes: Mark Chilton, Dan Coleman, Jacquelyn Gist, Randee Haven-O'Donnell, John Herrera, Alex Zaffron

Noes: None

Absent or Excused: Joal Hall Broun

I, Sarah C. Williamson, Town Clerk of the Town of Carrboro, North Carolina, do hereby certify that the foregoing is a true and correct copy of an excerpt from the October 3, 2006 meeting of the Carrboro Board of Aldermen.




Town Clerk

TOWN OF CARRBORO	
2007-2013 TRANSPORTATION IMPROVEMENT PROGRAM	
LOCAL PRIORITY LIST	
<i>Priority #</i>	<i>Description</i>
1	Estes Drive – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Greensboro Street to Town limits, <i>as well as a multi-use path from Williams Street to Estes Drive to provide an alternative bicycle-pedestrian connection.</i>
2	Old Fayetteville Road - Add bike lanes and transit accommodations on both sides of the road and sidewalk on the east side from McDougale Middle School to NC 54.
3	Seawell School Rd – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Homestead Road to Estes Drive.
4	Homestead Rd. – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Seawell School Road to Old NC 86.
5	Transit Capital Projects – Fund transit capital projects as identified by Chapel Hill Transit and agreed to by the Transit Partner’s Committee.
6	South Greensboro Street – Add sidewalks and transit accommodations on both sides of the road from Main Street to Merritt Mill Road.
7	BPW Club Road-Westbrook Drive Multi-Use Path – <i>Feasibility Study</i> – Provide pedestrian and bicycle access from the BPW Club Road area to the Westbrook Drive area by building a pedestrian/bicycle path and creek crossings behind the Sterling Bluff Apartments.
8	Old NC 86 - Add bike lanes and transit accommodations on both sides of the road, and sidewalk on the east side from Hillsborough Road to Homestead Road.
9	Old NC 86 – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Homestead Road to Eubanks Road.
10	Eubanks Rd – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Old NC 86 to Rogers Road.
11	Franklin / Main / Merritt Mill / Brewer Intersection – Make changes to improve operation and safety for motorists, pedestrians, bicyclists, and transit.
12	Chapel Hill/Carrboro Computerized Traffic Signal System – Install new system.
13	Fixed Guideway – Connection to Carolina North / Horace Williams property utilizing existing railroad right-of-way from University Power Plant to Carolina North
14	Fixed Guideway – TTA Phase II project (US 15-501) from Duke Medical Center to UNC Hospitals

Note: This list was adopted by the Carrboro Board of Aldermen on March 1, 2005 and revised on October 3, 2006 (revision in italics).

ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS

A RESOLUTION PROVIDING COMMENTS TO THE DURHAM-CHAPEL HILL-CARRBORO TRANSPORTATION ADVISORY COMMITTEE REGARDING THE DRAFT 2007 –2013 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, Orange County, as a member of the DCHC MPO, has participated in the development of the Durham-Chapel Hill- Carrboro (DCHC) Metropolitan Priority List for the 2007 –2013 State Transportation Improvement Program (STIP); and

WHEREAS, the North Carolina Department of Transportation has released the Draft 2007 –2013 STIP for public comment; and

WHEREAS, the DCHC MPO Transportation Advisory Committee (TAC) is charged with the development of the Metropolitan Transportation Improvement Program (MTIP) consistent with the STIP, and has released the draft MTIP for public comment; and

WHEREAS, the Board of County Commissioners has reviewed the draft 2007-2013 DCHC Metropolitan Transportation Improvement Program;

NOW, THEREFORE, BE IT RESOLVED by the Orange County Board of Commissioners that the Orange County submits the following comments to the DCHC Transportation Advisory Committee to be considered in the development of the final 2007 –2013 DCHC Metropolitan Transportation Improvement Program:

1. Orange County acknowledges that cuts in appropriated federal transportation funds to North Carolina coupled with the rapid increase in construction costs necessitate some delays; however, the Board notes that the Draft 2007-2013 TIP delays most Orange County projects that are funded in the current 2006-2012 TIP.
2. TIP Project E-4980, a pedestrian bridge on Orange Grove Road (SR 1006) over I-40, continues to be the County's number one priority. Orange County requests that the NCDOT proceed without delay to execute a feasibility study for this project.
3. Phase TIP Project I-0305, I-85 - widen to six lanes and reconstruct interchanges and structures from I-40 at Hillsborough to Durham County: Program in phases, with Phase A being reconstruction of the interchanges followed by widening in Phase B.
 - Use the funding programmed for right-of-way acquisition in FY 10 and FY 12 for right-of-way acquisition needed for the interchanges.
 - Orange County would also like to know the status of the environmental study for this project, and be consulted during the study as well as during the design process as stated in comments previously submitted by Orange County.
4. Correct the funding split for TIP Project C-4932. The project funds for C-4932 come from Congestion Mitigation and Air Quality (CMAQ) funding apportioned to the

Orange County Board of Commissioners
Resolution to DCHC TAC Providing
Comments Regarding the 2007-2013 MTIP

DCHC MPO and the Triangle Area Rural Planning Organization (TARPO), according to an agreement between those two organizations and the NCDOT. The Draft 2007-2013 STIP shows the amount of funds for C-4932A (the DHCD MPO apportionment) as the amount to be programmed from the TARPO apportionment per that agreement. Likewise, the Draft STIP shows the amount of funds for C-4932B (the TARPO apportionment) as the amount to be programmed from the DCHC MPO funds.

Upon motion of Commissioner _____, seconded by Commissioner _____, the foregoing resolution was adopted this the 17th day of October 2006.

I, Donna Baker, Clerk to the Board of Commissioners for the County of Orange, North Carolina, DO HEREBY CERTIFY that the foregoing is a true copy of so much of the proceedings of said Board at a meeting held on October 17, 2006, as relates in any way to the adoption of the foregoing and that said proceedings are recorded in the minutes of said Board.

WITNESS my hand and the seal of said County, this _ day of _____,2006.

Clerk to the Board of Commissioners

Public Comments on the draft 2007-2013 Metropolitan Transportation Improvement Program

From: KENNETH N LYNCH [kntglynch@msn.com]

Sent: Tuesday, October 10, 2006 6:32 AM

To: comments@dchcmpo.org

Subject: MTIP

I have reviewed the MTIP and have these comments to make:

1. The first priority should be the rail system.
2. The rail system must include the airport in the initial phase or you are wasting tax payers dollars.
3. The initial phase should include one stop each for Raleigh, Durham, Chapel Hill, airport, Pittsboro, Oxford, Henderson and Efland

**DRAFT 2007-2013 STIP PUBLIC COMMENT MEETINGS
and
DRAFT 2009-2015 STIP PUBLIC INPUT MEETINGS**

DATE	DIV.	CITY/TOWN	LOCATION
November 8	10	Concord	Rowan-Cabarrus Community College South Campus I-85/NC 73 (Exit 55 at Trinity Church Road) Building 2 - Room 2224
November 14	7	Greensboro	Guilford Technical Community College Greensboro Campus Continuing Education Center - Room 152 3505 East Wendover Avenue
November 15	12	Dallas	Gaston College Garrison Auditorium Lena Sue Beam Health Science Building 201 Highway 321 South
November 16	13	Morganton	Western Piedmont Community College Phifer Learning Research Center (LRC 120) 1001 Burkemont Avenue
November 17	14	Waynesville	Regional High Tech Center Auditorium 112 Industrial Park Drive
November 20	11	Wilkesboro	Wilkesboro Civic Center 1241 School Street
November 28	1	Edenton	Town Hall - Council Chambers 500 South Broad Street
November 29	2	Snow Hill	Greene County Museum 107 NW 3rd. Avenue
November 30	4	Rocky Mount	City Hall - Council Chambers One Government Plaza (3rd. Floor)
December 1	5	Roxboro	City Hall - Council Chambers 105 South Lamar Street
December 4	9	Clemmons	Village Hall 3715 Clemmons Road
December 12	3	Supply	Brunswick Community College "A" Teaching Auditorium
December 13	6	Dublin	Bladen Community College Auditorium
December 14	8	Laurinburg	City Hall - Council Chambers 305 West Church Street

ALL MEETINGS 2:00 PM - 4:00 PM

REGISTRATION BEGINS 1 HOUR PRIOR TO MEETING

Project Overview

Regional Transit Infrastructure Blueprint

Analyzing land use, travel markets and costs

AUGUST 28, 2006

Purpose

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

Desired Result

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

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

Why this is Important

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



Bus Rapid Transit is one example of potential regional transit infrastructure

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

Goals

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

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



Regional Rail is one example of potential regional transit infrastructure

PROJECT SPONSORS

Triangle Transit Authority

Durham-Chapel Hill-Carrboro MPO

Capital Area MPO

North Carolina DOT
Public Transportation Division

Triangle J Council of
Governments

PROJECT PARTNERS

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

The Regional Transportation Alliance and its partners

local governments

MPO and RPO staff

NCDOT

Institute for Transportation Research and Education

transit service providers

universities

Regional Transit Infrastructure Blueprint

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

Analyses & Investment Principles

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

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

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

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

Study Area & Corridors

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

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

Important Transit Decision-Making Considerations

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

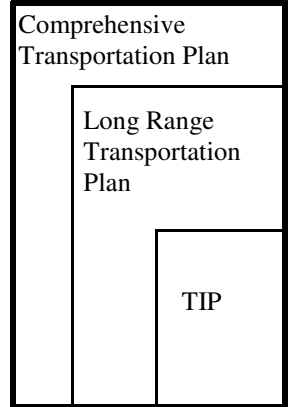
Where Do We Stand?

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

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



Light Rail Transit is one example of potential regional transit infrastructure



How Transit Infrastructure Moves from Desire to Reality

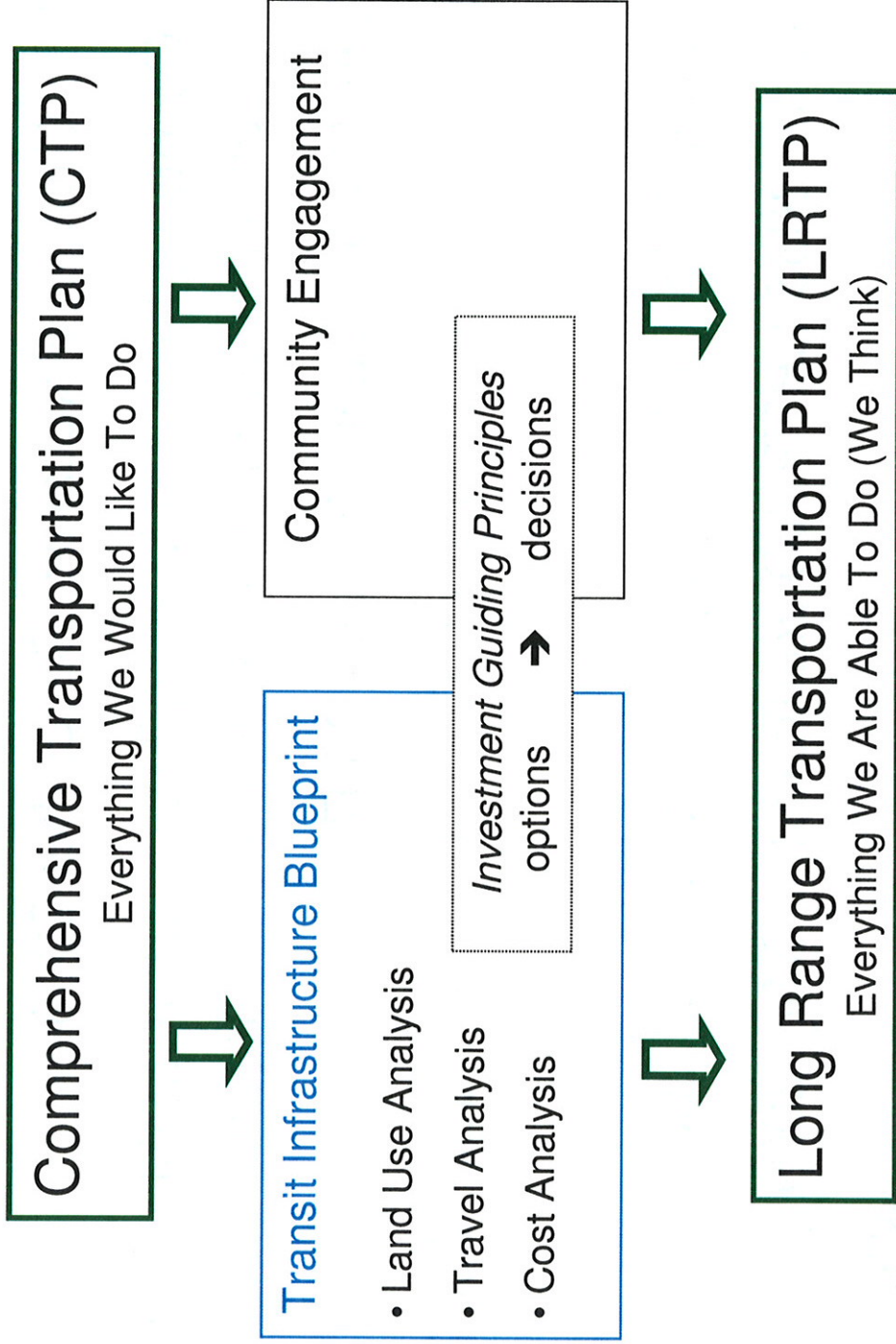
The Comprehensive Transportation Plan (CTP) shows every major transportation project — including transit — that is desired to serve eventual growth in an area.

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


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

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

How the Blueprint Project Fits



Schedule Milestones

- ❖ New 2035 Growth Forecasts: December 2006
 - ❖ Transit Corridors from CAMPO CTP: draft available now; final corridors after public review and TAC adoption.
 - ❖ New TransCAD Model: January 2007
 - ❖ Results of Land Use, Transport, Cost Analyses: June 2007
- 
- ❖ MPOs adopt 2035 LRTPs subject to AQ: June 2008
 - ❖ Deadline for 2035 LRTP AQ conformity: May 2009 (?)



MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: November 8, 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 13, 2006
- Council approves contract – January 16, 2007
- City issues contract – January 25, 2007
- Notice to proceed – January 29, 2007

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 – December 18, 2006
- City issues contract – December 29, 2006
- Notice to proceed – January 3, 2007
- Consultant submits phase 1 of model including files, model products, and documentation and deliverables – December 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 – December 18, 2006
- City issues contract – December 29, 2006
- Notice to proceed – January 3, 2007

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. – First stakeholder meeting to be held November 1, 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 December 2006.
- Formulate Action Plan anticipated to be completed in January 2007.
- Recommend reduction targets, strategies and action plan anticipated to be done by January 2007.
- Draft Report likely to be done in January 2007.
- Final Plan anticipated to be finalized in February 2007.
- Plan Adoption (Carrboro, Chapel Hill, Durham City, Durham County, Orange County and TAC) anticipated occurring during the months of February 2006 and March 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 December 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 2007.

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: November 8, 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 - 11/1/2006

County	TIP #	Route	Location Description	Contract Amount	Length	Contractor Name	Resident Engineer	RE Ph. #	Contract Completion	Scheduled Progress	Actual Progress	Estimated Completion
Durham	I-3306B	I-40	WIDENING OF I-40 FROM ORANGE CO LINE TO DURHAM FREEWAY.	\$ 44,790,284.74	10.837 miles	Granite Construction Company	Phillip R. Johnson, PE, PLS	(919) 678-0444	12/14/2003	100%	99.9%	-----
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%	87.2%	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	99%	98.5%	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	98.5%	92.0%	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	87.0%	89.0%	08/01/2007
Durham	2006-RESURF	US-70	1 SECTION OF US-70, AND 27 SECTIONS OF SECONDARY ROADS (2006-DURHAM)	\$ 2,812,923.19	23.42 miles	C C Mangum Company LLC	Bob Shultes	(919) 840-0914	10/28/2006	58.6%	47.9%	12/15/2006
Durham	B-4110	BAHAMA ROAD	BRIDGE NO. 5 OVER MOUNTAIN CREEK ON BAHAMA ROAD	\$ 1,274,113.68	0.152 miles	Dellinger, Inc.	Aaron V. Earwood, PE	(919) 560-6857	12/1/2006	55.0%	18.5%	12/15/2006

NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 11/1/2006

County	TIP #	Route	Location Description	Contract Estimate	Length	Contact Engineer	Phone #	Contract Let Date
DURHAM / WAKE	U-4026A/B 2904	R DAVIS DRIVE / NC-54	WIDENING OF DAVIS DRIVE FROM MORRISVILLE-CARPENTER ROAD TO NC 54, WIDENING OF NC-54 FROM DAVIS DRIVE TO MIAMI BLVD	\$ 38,100,000.00	6.363 miles	D. TAYLOR	(919) 250-4016	12/19/2006
DURHAM	U-4010	NC 98	WIDENING OF NC 98 (HOLLOWAY ST) FROM EAST OF US 70 TO EAST OF JUNCTION ROAD	\$ 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. schedule 12/31/06- Delayed
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 by TEB
Orange	37708	SR 1733 (Weaver Dairy Rd.) @ Sedgefield Dr.	Construct left turn lane	150,000.00	Town acquiring R/W and adjusting utilities
Orange	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 11/15/06 ; POC in 2007
Orange	40683	US 70 @ US 70 Business /SR 1562 (Palmer's Grove Church Rd.)	Install a flasher	20,000.00	Completed 10/9/06
Orange	40955	SR 1734 (Erwin Rd.) @ Sage Rd.	Install a traffic signal with pedestrian signals	65,000.00	Plans received; materials ordered
Orange	41026.3	NC 54 @ SR 1952 (White Cross Road)	Construct a left turn lane	173,000.00	District to design for FA construction
Orange	41059	SR 1727 (Eubanks Rd.) @ SR 1725 (Millhouse Rd.)	Install a traffic signal	30,000.00	Municipal Agreement with Town of Chapel Hill; construction underway
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	Resurface 2 sections of NC 86 and 9 sections of secondary roads		100% compl.; minor shldr construction pending
Orange	7CR.10681.5	Varied	Resurface 3 sections of US 15-501; 7 sections of NC 54; 1 section of NC 751 and 8 sections of secondary roads		Raleigh Let 11/19/06
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
Orange	SI-4807 40249.3.1	SR 1548 (Schley Rd.) @ SR 1538 (New Sharon Church Rd.)	Install center islands with stop signs on SR 1538	60,000.00	Plan revisions for FA const. compl. by 11/21/06
Orange	SF-4907A 40740.1	SR 1567 (Pleasant Green Rd.) @ SR 1569 (Cole Mill Rd.)	Improve sight distance	25,000.00	FA const. pending approval of Final TIP
Orange	SS-4907A 40715.3	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 approved 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

Published: Oct 05, 2006 12:30 AM

Modified: Oct 05, 2006 07:32 AM

State \$65 billion short on road needs

BRUCE SICELOFF, Staff Writer

Just two years ago, the gap between North Carolina's long-range transportation needs and the money to pay for them was pegged at \$29 billion. The new estimate, delivered Wednesday, is \$65 billion.

North Carolina is expected to swell from 8.7 million residents to 12 million by 2030, with traffic flows growing two or three times as fast. That could mean more rush-hour jams for commuters and more demand for bus service among the poor and elderly.

"We need to review options for how we are going to address this \$65 billion gap," Susan Coward, a deputy transportation secretary, told the state Board of Transportation. "We all know it affects our mobility, economic development and the quality of life."

North Carolina can count on \$57 billion in gas taxes and other state and federal transportation revenues over the next 25 years -- but it will take more than twice that to pay for transportation needs now pegged at \$122 billion, she said.

As the state tries to build roads and keep old ones in shape, the cost of each mile is rising faster than inflation. The price of a new bridge has risen 44 percent in five years.

Taxes on car sales are increasing only slightly. As cars go farther on each gallon, gas-tax collections rise more slowly than traffic.

Lanny Wilson of Wilmington, a board member, said local governments must take a bigger role for the state to work its way out of congestion.

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Published: Oct 29, 2006 12:30 AM

Modified: Oct 29, 2006 02:13 AM

Road planning short-circuited in Congress N.C. delegation's add-ons to highway bills often delay or kill projects in state's long-range plan

PAT STITH, Staff Writer

North Carolina's members of Congress quietly took control of more than \$135 million from the state Department of Transportation last year to help pay for dozens of highway projects they favored.

That means other projects deemed more important by state and local officials must be delayed.

The new projects dictated by Congress didn't have enough support in North Carolina to be included among the 2,337 funded in the state's 2006-2012 Transportation Improvement Program. But some local officials and others hired Washington lobbyists to plead their case for highway money.

The congressional highway spending mandates in the transportation reauthorization bill, called earmarks, usually provide no additional money. They require that existing funds be spent on specific projects.

New projects earmarked by members of the delegation include pedestrian and bike paths in Cary, Durham and Durham County, and roads for a park in Asheville and a university athletic facility in Charlotte.

A road-widening project Concord wanted went from not-on-the-horizon to build-it-in-2009 -- lightning speed for major highway work.

Drivers pay 48.3 cents in tax on each gallon of gasoline they buy in North Carolina -- that's 18.4 cents in federal taxes and 29.9 cents in state taxes. Within broad guidelines set by Congress, the states have traditionally decided how to spend their share of federal gasoline tax receipts. But that is changing.

The growth of earmarks in the transportation reauthorization bill, which Congress considers about every six years, has been remarkable. It raises questions about who knows best how to spend federal highway money: members of Congress, or state and local officials and the highway planners who assist them.

In 1987, the transportation reauthorization bill included 152 earmarks, and President Reagan vetoed it, in part because he considered that too many. In last year's bill, there were 6,371, according to Taxpayers for Common Sense, a nonpartisan budget watchdog.

In North Carolina, highway earmarks in the reauthorization bill now represent 6 percent to 7 percent of the \$4.4 billion in federal money the state expects to get from 2005 to 2009.

Calvin W. Leggett, manager of the state Department of Transportation's Program Development Branch, said there has been some grumbling among local planning groups but, so far, they have all deferred to the congressional delegation and approved the new projects.

"People in Washington make laws," he said. "They make laws about lots of things. Transportation is just a small piece of what they do. What kind of debate's gonna ensue if you ... defy 'em?"

Rob Peter, pay Paul

To build projects earmarked by Congress, the state must almost always take money from other plans.

For its Derita Road widening project, Concord got four earmarks totaling \$9.95 million. All that money would have come to North Carolina anyway -- but for other projects. Something had to go. In this case, the widening of Poplar Tent Road in Concord will be delayed at least four years.

Most of the time, there is no way to know which projects are being delayed because of earmarks. Those projects are commingled with other work delayed because of inflation or because of other, more pressing, needs. The draft of the 2007-2013 state Transportation Improvement Program, released in August, identified more than 125 projects the state plans to delay "to assist in balancing funds."

Congressional legislation does not say who earmarked a project, although most North Carolina lawmakers claimed credit for certain projects in news releases. And the legislative language is so vague that it is often difficult to know who is benefiting. An earmark intended for Queens University in Charlotte, for example, does not mention the university.

In one instance, state highway officials couldn't even figure out what they were supposed to do.

The 2004 highway appropriations bill set aside \$200,000 for a study of U.S. 276, which runs through several mountain counties into South Carolina.

"We don't have anything we want to study on U.S. 276, and nobody has come forward and said, 'Why aren't you all studying 276?' " said R. Van Argabright, state Transportation Improvement Program squad leader.

Bypassing state DOT

The increase in earmarks is driven in part by senators and representatives who want credit for highway work and in part by local government officials who want help.

There is not enough money to build all the road projects local officials say they need. That shortage is caused primarily by escalating construction costs, up 44 percent over the past three years, Leggett said.

Rep. G.K. Butterfield, a Wilson Democrat, said he is trying to get whatever he can for his district, which includes traditionally poor areas of northeastern North Carolina.

"For those of us who represent rural communities, it's the way for us to get resources that we otherwise would not get," Butterfield said. "I am going to avail myself of every earmark opportunity that exists and not apologize for it."

Local officials and others, such as universities, are hiring Washington lobbyists, paying fees that can exceed \$100,000 a year and taking their case to Congress. They bypass the elaborate transportation planning process mandated by the federal government and end up killing or delaying other projects in their area.

"When you have an earmark, you've got someone basically short-circuiting that process," said Mark L. Foster, the state transportation department's chief financial officer. Every earmark that doesn't bring in new money fuels the competition for more earmarks.

State Transportation Secretary Lyndo Tippet calls earmarks a "flawed" process. There is little he or anyone else outside of Congress can do about it, but the Board of Transportation is trying.

In an effort to restrain earmarks for projects that are not funded in the Transportation Improvement Program, the board adopted a policy last fall that puts local governments and others on notice: If you go to Washington and get an earmark for a project that isn't in the program, or is in the program but hasn't been funded, you're pretty much on your own. You plan it, you engineer it, you build it and you put up the 20 percent match and any other money needed to complete the project.

DOT self-defense

The North Carolina delegation put 115 highway earmarks in the 2005 reauthorization bill. Fifty-four were for projects that were already in the works. Many were requested by the state Department of Transportation -- in self-defense.

For several years, the department has assigned one of its employees to work in Washington, lobbying members of the North Carolina delegation. Part of Caitlin H. Rayman's job, Leggett said, is to ask members of the delegation to earmark projects that the state already intends to build.

"If all they're doing is taking money that North Carolina would get anyway, we would much prefer to set priorities inside North Carolina than to have them set in Washington, period," Leggett said.

Earmarking a project that is already in the state's plans allows the delegation member to claim credit for the transportation work.

Local frustration

Pat Mumford, a Charlotte City Council member who heads the transportation planning committee for Mecklenburg and Union Counties, says the earmarking process is frustrating because it undermines plans made by local and state officials.

Committees such as the one he heads -- there are 17 across the state -- study their area's transportation needs, conduct public hearings and come up with a plan. Those plans are reviewed by the state Board of Transportation and incorporated in the statewide Transportation Improvement Program.

"If we keep doing this, people are going to go straight to Washington to avoid the process," he said. "And that's what we don't want to have happen."

Members of the state's congressional delegation mean well, he said, but they don't understand that they're just "shuffling the deck," moving money from one project to another. Next month, he said, the Mecklenburg-Union

Metropolitan Planning Organization will consider canceling or postponing almost \$20 million worth of projects to pay for earmarks that did not bring new money to the area.

Ed Johnson, director of the metropolitan planning organization that includes Wake and parts of four nearby counties, said the normal funding process is so far behind that communities have started using political action.

"In my mind, it's a sign of desperation and a lack of confidence in the system addressing needs like it ought to," Johnson said.

Defending earmarks

Rep. David Price, a Chapel Hill Democrat who represents all of Durham and Orange counties and parts of Wake and Chatham, said that Democrats, because they are in the minority, have little say about earmarks.

In the 2005 transportation reauthorization bill, he said, he was allowed to earmark \$14.5 million.

"I'm not on the Transportation Committee. ... It would not surprise me if members of the committee, especially the senior members, got more," he said.

Price assigned most of his earmark money to projects in the Transportation Improvement Program: \$8.8 million for Raleigh's Outer Loop, \$1.6 million for the American Tobacco Trail in Durham and Chatham counties and, in a different part of the bill, \$1.3 million for a park-and-ride lot in Chapel Hill.

But he also earmarked \$2.8 million for bicycle and pedestrian trails in Cary, Durham and Durham County. Since those projects were not in the state plan and did not bring in additional money, other projects in the same highway division will have to be delayed to pay for them.

Price said there have been abuses of earmarks. But overall, he defends them, saying Congress should not be an "echo chamber" for the state Department of Transportation.

He said the total of all the earmarks is a "tiny percentage" of the state's federal highway allocation.

"Should a member of Congress have any say in this?" Price asked. "I think the answer is yes."

(News researcher Brooke Cain contributed to this report.)

Staff writer Pat Stith can be reached at 829-4537 or pstith@newsobserver.com.
News researcher Brooke Cain contributed to this report.

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Published: Oct 17, 2006 12:30 AM

Modified: Oct 17, 2006 03:18 AM

RDU chief asks TTA to include airport in plans

BRUCE SICELOFF, Staff Writer

Don't skip the airport this time.

That's John C. Brantley's message to the mayors, moguls and mobility wonks who are cranking up a big Triangle transit rethink.

Raleigh-Durham International Airport was not among the 12 train stops proposed in the Triangle Transit Authority's plan for a 28-mile commuter rail line through Durham, Research Triangle Park, Cary and Raleigh. Brantley is the airport director.

Now that TTA has shelved its hopes for federal funds to finance 60 percent of the \$810 million project, local folks are chewing on a number of questions that boil down to two words:

What next?

Civic groups and planning boards are talking about which busy corridors would make the best use of rail or other transit investment in the next 25 years. And about how to come up with the necessary millions of dollars.

At a forum last week organized by the Urban Land Institute, a real estate industry and planning group, Brantley made a pitch for making sure any new transit system serves the airport at the region's center.

But don't stick RDU at the end of a rail cul-de-sac, he said, with trains running out to the airport and doubling back into town on the same tracks. Instead, he said, the Triangle should emulate Washington's Metrorail trains that go in one side of Reagan National Airport and out the other.

"That way, you connect it to the entire region," Brantley said. "And you'll be more successful in doing so."

Brantley's endorsement may disappoint conspiracy buffs who say RDU secretly fears public transit as a threat to its lucrative parking garages. But it will cheer critics who fault TTA for not finding a way to send trains to the airport.

TTA went about it all wrong, Brantley said -- settling first on trains in the N.C. Railroad corridor, and then trying to make that idea work.

"I think that needs to be turned around, and we need to ask two questions," Brantley said. "What do we need, and where do we need to have it? If you ask it in that fashion, much as the Metro did in Washington, you come up with a different answer."

There's no short list of likely routes yet. But the Road Worrier list of unofficial candidates includes U.S. 1 north from Raleigh, which already is being studied, and the Glenwood Avenue-Brier Creek-RDU corridor -- briefly considered in the 1980s, when it wasn't half the hot spot it is now.

Add various Outer Loop arcs and interstate segments, including I-40 into Johnston County. And don't dismiss the original TTA plan to serve Duke and N.C. State universities and RTP.

Perhaps the harder questions are the ones about money. Developer impact fees and local sales taxes have helped pay transit bills in other cities. Other options include tax-increment finance districts, which tax businesses and others who stand to profit from nearby transit improvements.

Charles A. Hayes, president of the Research Triangle Regional Partnership, is one of the Triangle's chief industrial recruiters. He hopes we won't wait too long to figure out our next moves.

"Most all of the places we're competing with have worse local traffic than we do," Hayes told the ULI group. "But we're catching up, which is not good."

Transit talk Thursday

A free public discussion about growth and transit is scheduled Thursday from 3:30 to 7 p.m. at the N.C. Museum of History in downtown Raleigh, organized by the Women's Transportation Seminar.

Speakers include local developers; transit officials from Charlotte, Denver, Dallas and Salt Lake City; U.S. Rep. David Price, and David D. King, TTA's new manager. Details are online at www.wtsncevents.org.

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

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Published: Oct 26, 2006 12:30 AM
Modified: Oct 26, 2006 06:14 AM

Poll: Commuters want way out of jam In Wake, Durham and Orange, rail was the favored solution

BRUCE SICELOFF AND DAVID BRACKEN, Staff Writers

Although Triangle leaders haven't figured how to cover the big cost of laying tracks and buying rail cars, a poll shows that many residents want commuter trains in the region's future.

In surveys last week, almost 80 percent of those interviewed said the Triangle needed some form of improved mass transit. Roughly 39 percent said the Triangle needs rail. Bus service, carpooling and bike lanes drew less support. Only about 22 percent said none of those are needed.

"I fully support getting a rail system going and encouraging people to use public transportation," Ellen C. Bush, 33, of Durham, who took part in the survey, said in an interview. "We can't keep growing and putting more people on the roads."

The poll, conducted for The News & Observer and WRAL-TV, gauged the opinions of likely voters in Wake, Durham and Orange counties; 600 residents of each county were surveyed.

Controlling growth and traffic congestion were cited in the poll as the region's two most important problems. Education ran a distant third.

The strength of support for trains and other mass transit improvements varied slightly among the counties.

Asked whether they would use a commuter rail system if it were built, 55 percent of survey respondents in Wake and 58 percent in Orange said they were very likely or somewhat likely. In Durham County, 46 percent said they would ride the rails, while 50 percent said they were likely to use a regional bus system.

But State Rep. Paul B. Stam of Apex said he doubted commuter trains could ever draw so many riders in the sprawling Triangle. Construction and ticket costs, funding sources and rail routes were not addressed in the survey. Such details would inevitably limit the appeal of an actual rail system, he said.

"I think a combination of buses and HOV [high-occupancy vehicle] lanes, which include carpooling and vanpooling, could really make a huge dent in traffic congestion at a much lower cost," Stam said. "But people just have sort of an idea what a bus is like, and it doesn't have such a good cachet."

The survey findings come as Triangle mayors, business leaders and planners are rethinking long-range transit plans.

The Triangle Transit Authority in August gave up an 11-year quest for 60 percent federal funding to help build a 28-mile, \$810 million commuter train line linking Durham, Research Triangle Park, Cary and Raleigh. Federal regulators said TTA trains would not attract enough passengers to justify the expense.

Triangle critics called on TTA to look for something else -- such as highway lanes set aside for express buses -- that might serve more riders at less cost.

Several business leaders and elected officials have said they still believe in trains. But they'll take a fresh look at other routes and technologies, and at sources of funds to replace the federal money for which TTA had hoped.

"We shouldn't let the financing drive the vision," Durham Mayor Bill Bell said. "The important thing is to get buy-in from the general public about what kind of system they want, and then go out and try to find the dollars."

David D. King, TTA interim manager, said the survey confirms that residents expect Triangle leaders to solve these problems.

"It's our job to figure out what to do and how to pay for it," King said. "They want us to get on with it. I see a sense of urgency."

Bush said her commute isn't bad -- a 10-mile trip to UNC Press in Chapel Hill, where she works as a copy writer. She carpools sometimes and hopes to see more Triangle transit options.

"I'm always conscious of being alone in my car," Bush said, "and surrounded by people who are alone in their cars."

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

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Published: Oct 26, 2006 12:30 AM

Modified: Oct 26, 2006 02:50 AM

Thinking on track

"I think a light rail would be suitable for Raleigh if it ran along existing roads. It should be flexible and appeal to people who work all kinds of shifts."

EDWARD LOCKEHART, 46, of Raleigh owns a car but rides a Capital Area Transit bus to his downtown job.

"A lot of people can't come into Raleigh because they don't have any way to get there. Raleigh has what it needs. Those outer areas don't have anything."

JOAN MAUNU, 45, a Wake County School bus driver who lives in Nash County, says the Triangle must develop transit options

for workers who live on the region's outskirts.

"We can't predict that it's immediately going to help congestion. But in the distant future, congestion will probably be so bad that you'll want to leave your car and ride the rail. For that reason, we need to acquire right-of-way even if we don't build it now."

NED KENNINGTON, 59, of Durham, semi-retired, said the Triangle won't have enough population density to support commuter trains for at least 30 years.

"More roads and some more lanes, that would be good. ... I don't know if too many people would take the train."

STEPHANIE McDADE, 44, a state government worker who lives in Raleigh, says the Triangle would be better off spending money to expand its highways.

"The light rail sort of seemed to me like a good solution. The one thing that really concerns me is what we charge per ride. ... We've got to come up with some kind of mass transit. ... I just don't think we can continue to build more roads."

PAUL B. WHITE, 82, a Cary retiree, says the growing region will need more than automobiles alone.

"Given the lifestyles of people these days, I don't think people are going to be inclined to give up their individual mobility. And for women, I think it's not likely that rail transit is going to work for them. ... They've got too many things to do -- where they're making many stops on the way to work and on the way home and trying to fit too much into their schedule -- so rail would not likely work for them. ... I don't think we have the densities in this area to make it work."

CATHERINE A. HEATH, 53, of West Raleigh, a landscape designer, says trains probably won't work. But the Triangle should study alternatives.

"Rail's great. I've seen it work in Europe. Buses would be good, too, if they actually ran where people would ride them. ... They need to go to the airport if they're going to do [rail transit]. We just need to make sure it's designed so people are going to use it. I had no sense that this [proposed TTA] rail system was going to be anything people would use, going where people need to go to work or go to school."

JIM KELLOCK, 59, of Raleigh, an IBM manager, said rail transit can work.

"I'd like to see those dollars used in other areas that really need them. It looks like we're going to have a school bond defeated. We need to build schools.

We could use those dollars that were going to be diverted to a light rail system."

RON MARGIOTTA, 68, of Apex, a Wake County school board member, says express bus lanes have worked well in other cities and should be considered in the Triangle. Trains are too expensive, he said.

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Beltway Toll Plan May Need Va. Funds

Rising Costs Strain Private Partners

By Eric M. Weiss
Washington Post Staff Writer
Monday, October 23, 2006; A01

A privately backed plan to build express toll lanes on the Virginia portion of the Capital Beltway, which was promoted as a way to ease traffic without using taxpayer money, has become so expensive that the firms behind the project could require more than \$100 million in public funds to make it work, according to state transportation officials.

The 14-mile Beltway project would be the first section of what is expected to be a network of express toll lanes in the Washington region, and Virginia transportation officials said they are committed to it, although it is unclear where they would find the money.

Virginia's willingness to contribute money to the project is a change of position. The project was designed in 2003 as a public-private partnership, with the state providing some of the funds. But because money for state transportation projects is tight, officials then said they couldn't help. A second private partner signed on to the project, and 18 months ago the firms and state officials announced a plan to widen the highway without public funds.

Virginia transportation officials say the Beltway project, which would add four high-occupancy toll lanes between Springfield and Georgetown Pike, is a good deal even if it requires a considerable amount of public money.

"We are fully committed to building and funding the HOT lanes through a combination of state, federal and private resources," said Pierce R. Homer, Virginia's transportation secretary. "We'll find a way to make this project work. It's too important to the region to do anything less.

"We have an opportunity to obtain a billion-dollar facility with a fraction of that put in by the public sector," Homer added.

Virginia and Maryland leaders have been counting on privately funded highways as a quick, cheap way to ease congestion when there is little public money to build big projects. Now the changes in the Beltway plan, as well as delays in a similar project on Interstates 95 and 395, have politicians and transportation officials wary.

"I think it demonstrates the risks involved in seeing privatization as a panacea," said Gerald E. Connolly (D), chairman of the Fairfax County Board of Supervisors. "We can't simply hope that the tooth fairy, in the form of the private sector, will make all of our problems go away."

Public investment in the project would call into question the state's control over its spending priorities. The Beltway proposal was not in the state's plans until it was proposed by Fluor Enterprises Inc. in 2003, and any public financing would divert money from projects that have gone unfunded for years.

"These projects come out of the blue, and then they jump to the front of the line," said Stewart Schwartz, executive director of the Coalition for Smarter Growth. "We need to ask a lot more questions."

It is unclear where Virginia transportation officials will come up with the money to make the Beltway project a go. All year, state lawmakers have argued over how to provide additional funding for transportation, and a special session of the General Assembly ended last month without a solution.

Virginia officials said possibilities include using surplus money from the general fund or from a continuing state subsidy, although no plans have been formulated.

Fluor and its partner, Transurban Inc., have a separate plan to create 55 miles of toll lanes on I-95 and I-395 between the 14th Street bridge and Spotsylvania County, but the estimated completion date has been pushed back three years, to 2014. Local officials have expressed concern that the project could be delayed further or not be built at all.

Virginia officials also hope to build toll lanes on other major commuter routes, including the Dulles Toll Road and Interstate 66.

Last week, Maryland officials asked the private sector for ideas on creating express toll lanes along Interstate 270 and sections of the Beltway. They are also exploring similar projects on I-95 and around Baltimore.

The lanes in Virginia would be free for vehicles with three or more people; other drivers would pay a toll that would increase with traffic volume. Backers of the plans say "congestion pricing" would virtually guarantee that the lanes won't become congested.

Ronald F. Kirby, transportation planning director for the Washington Council of Governments, said the inclusion of state money would be a major change in the Beltway project and would likely require additional hearings and action by the National Capital Region Transportation Planning Board, as required by federal law. The region's transportation plan currently describes the project as entirely privately financed.

"This is a big change, and people are going to want to comment on it," Kirby said.

State and private officials say projected construction costs have increased by 30 percent since the project was proposed.

"Just because this is a public-private project doesn't mean they are exempted from the normal economic rules," said Malcolm T. Kerley, chief engineer for the Virginia Department of Transportation.

In addition to requiring public dollars, Transurban officials say, the scope of the project could shrink, with some interchanges being phased in later.

Ken Daly, vice president of Transurban, said that the project remains viable but that hard decisions have to be made. "It was an incredibly good project when we first proposed it," Daly said. "Time and events have moved against it."

Homer also said the state is committed to the I-95 HOT lane project. Virginia and company officials say the completion date has been pushed back because of negotiating delays and environmental studies. Under the original schedule, the state and contractors were to sign a comprehensive agreement by February. Both sides are still trying to come to terms on an interim agreement.

The problems with the two projects have made state officials antsy.

"What I'd like to see is to get some dirt moved," Kerley said.

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Published: Oct 21, 2006 12:30 AM

Modified: Oct 21, 2006 05:10 AM

Chapel Hill-Carrboro cyclists await word on 'pitted, potted' road connecting towns

PATRICK WINN, Staff Writer

One of the Chapel Hill-Carrboro area's most heavily biked roads is also one of the most nerve-fraying to cyclists.

On Estes Drive Extension, which connects the two towns, cyclists must perform something of a tightrope act on wheels between North Greensboro Street and Seawell School Road.

The only paved surface out of the traffic lanes is a thin strip -- about a foot wide -- between the white line and the steep, grassy shoulder.

"It's pitted and potted," said Muriel Williman, who bikes the road almost every day. "Even the white line itself is crumbling."

Making bike travel on this stretch safer is a priority for Carrboro officials, said Dale McKeel, the town's transportation planner.

"More than anything else, people ask, 'When will there be bike lanes on Estes?' " McKeel said.

Estes Drive Extension is a state road controlled by the state Department of Transportation. Last year, the department widened the pavement -- and made bike travel safer -- on a section farther down the road in Chapel Hill.

But state transportation officials have not committed to adding bike lanes to the portion of Estes Drive Extension that's in Carrboro. One estimated cost for adding bike lanes and sidewalks to the entire street, according to the department, is \$7.6 million. That accounts for planning, buying private property and construction.

But a larger paved shoulder could possibly be added to parts of Estes Drive's Carrboro portion for about \$400,000, said Jim Hunsinger with the state Department of Transportation.

"Right now, we're still trying to identify sources of funding," Hunsinger said.

Carrboro, which has requested the bike lanes since the late 1980s, would like an answer before it uses its own bond money to add sidewalks in that area.

WHO'S IN CHARGE: Mike Mills, Highway Division 7 engineer, state Department of Transportation, (336) 334-3192; mmills@dot.state.nc.us

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National group urges counties' accessibility

BY EMILY COAKLEY, The Herald-Sun

October 30, 2006 6:28 pm

HILLSBOROUGH -- A national organization is visiting Orange and Durham counties this week to encourage residents to use their cars less.

Representatives of the National Center for Bicycling and Walking, which is based in Washington, D.C., are conducting five workshops on making communities friendlier for pedestrians and bicyclist. The first workshop was in Hillsborough on Monday morning; each of the workshops is sponsored by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization.

Bob Chauncey, one of the representatives, suggested to the approximately 20 people gathered at Central Elementary School, that it made more sense for communities to improve their local environment before encouraging residents to become more active.

"We can do this. We can build these kind of communities," Chauncey said, adding other cities around the country have integrated bicyclist and pedestrian access.

Chauncey listed several benefits for communities that are friendly for bikers and walkers, including more valuable homes and healthier people. The American Lung Association, he said, recently gave Wake County bad grades for its air quality, for example.

"We've got to make the connection between what goes into our lungs and what comes out of our tailpipes," he said.

There is also a social equity component, Chauncey added. The very old and very young cannot drive, and communities that don't provide other connections, like sidewalks, disenfranchise those people by forcing them to stay home.

Chauncey offered the group several ideas to think about when trying to build a more accessible community.

When planning sidewalks, think about their width and the buffer between them and the road, he said.

Adding benches and other places to sit can encourage people of all ages to get out and about, and the town should consider posting maps to help tourists find destinations. Crosswalks should be visible during the day and night, and putting yield signs in a street can help slow traffic.

Town officials have been trying to build more sidewalks but have had trouble balancing the costs with other town needs.

"The board is very interested in walkability," said Tom Stevens, mayor of Hillsborough, at the workshop. "We also know sidewalks are very, very expensive."

That means the board has to make some hard choices about which sidewalks to fund, he said.

Money has been budgeted this year, though, for a stretch of a little more than a mile of sidewalk on Faucette Mill Road south from Mollie Court, across U.S. 70, down Short Street and continuing south on Nash Street to Eno Street. The sidewalk will run on the west side of the roads.

This proposed stretch will pass by two elementary schools: Hillsborough and Central.

The sidewalk has been designed and soon the town will solicit bids to have it built, said Margaret Hauth, the town's planning director. Once a contract is awarded, installing the sidewalk could take about six months if the weather cooperates, said Michael Neal, a consultant hired to design the project.

The Nash Street sidewalk was selected because it helps connect Fairview to the southern part of town. It also eventually will tie in to the town's proposed Riverwalk project, a 1.5-mile trail along the Eno River.

The planned Nash Street sidewalk will connect with about a block of existing sidewalk at the southern end of Nash Street, and where the street takes a sharp turn into Eno Street is where the Gold Park entrance will be.

Gold Park is the planned mid-point of Riverwalk. When that project is finished, the trail will run from Occoneechee Mountain State Natural Area east to the John Link Government Services Center, and tie western Hillsborough to downtown. The town is in the middle of acquiring properties for Riverwalk.

Chauncey encouraged groups such as the Walkable Hillsborough Coalition, which helped organize Monday's workshop, to host neighborhood walks to help people understand their cause. Cracking the cost issue, he said, will require public support.

Another workshop was scheduled in Carrboro Monday afternoon. Three more workshops are scheduled, two in Durham and one in Chapel Hill.

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Smith Level Road study plan adopted

By Cara McDonough, The Herald-Sun
October 10, 2006 9:39 pm

CARRBORO -- A plan to study future growth and its related traffic impact on Smith Level Road moved forward Tuesday night at a Carrboro Board of Aldermen work session.

The board voted to adopt a staff-recommended resolution approving the membership of a Smith Level Road Task Force and outlining the group's mission and timetable.

The Smith Level Road discussion began this summer when Heritage Hills resident Terri Buckner presented a petition, signed by 100 residents, to the board at its June 20 meeting.

The petitioners asked for a task force to study pedestrian and vehicular safety issues on Smith Level Road, given growth along the route.

Buckner and other residents cited several growth-related issues, including the opening of Carrboro High School scheduled for next August, the recent widening of U.S. 15-501, and talk of a large retail center on land owned by the Lee-Moore Oil Co. near the Orange/Chatham line.

Specifically, residents asked that a task force be formed in order to:

- Protect fragile resources within the University Lake watershed.
- Provide a safe, nonvehicular trail or sidewalks to Carrboro High School for children living along Smith Level Road between the Carrboro town limit and U.S. 15-501.
- Provide safe access for residents whose driveways or subdivisions are located on or along Smith Level Road.

On Sept. 5, the board voted to have staff work with the petitioners to develop a task force. Members got an update Tuesday night.

Carrboro Planner Kendall Brown presented staff recommendations, as well as some new information, including two new petitions submitted by residents.

One requested bicycle lanes along portions of Smith Level Road. The other was from residents against the possibility that Smith Level Road could be widened from two lanes to four.

Brown said the staff recommended that board members adopt the proposal, accept the two new petitions and approve letters inviting participation from other agencies.

Among them are Orange County, Chatham County, OWASA, the state Department of Transportation, the town of Chapel Hill and the Orange County Sheriff's Office. Each was invited to appoint representatives to the task force.

The resolution states that a final report on the matter would be due June 30.

The board discussed the proposal briefly before voting. Board member Jacquelyn Gist requested that the task force include a resident from Pittsboro, because Chatham County also will be affected by changes along the roadway, she said.

Gist also requested that the board strike one line from the resolution stipulating that the task force would meet during "normal business hours."

"That immediately limits citizen participation," Gist said.

The board approved the amended resolution, including her recommendations.

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Published: Oct 17, 2006 12:30 AM

Modified: Oct 17, 2006 03:18 AM

Streets planned to ease congestion, but they worry neighbors Town looking into future 20 years

JESSE JAMES DECONTO, Staff Writer

CHAPEL HILL - Residents of The Oaks and Meadowmont do not want traffic barreling through their neighborhoods.

Residents' groups from those neighborhoods have contacted Town Hall to protest parts of a plan that would extend Lancaster Drive and Meadowmont Lane eastward to Farrington Road and southwest Durham.

The Chapel Hill Town Council will hold a public forum on the Southwest Durham-Southeast Chapel Hill Collector Streets Plan at 7 p.m. Wednesday at Town Hall.

The draft plan calls for a web of new streets northwest of the intersection of N.C. 54 and Interstate 40. The plan, proposed for implementation over the next 20 years, is aimed at relieving traffic congestion on major roads such as N.C. 54 by diverting local traffic onto four "collector" streets that would cross or T with George King Road.

The centerpiece of the plan is called Southwest Durham Drive. The divided highway would continue northeast from the end of Meadowmont Lane near Rashkis Elementary School and feed into Farrington Road near I-40.

That's the part of the plan that most worries some Meadowmont residents. In a position paper sent to Town Hall, the Meadowmont Community Association projects the daily traffic count at more than 12,000 vehicles.

"The prospects for a traffic nightmare are significant," the association's board of directors wrote.

Though they don't oppose an extension of Meadowmont Lane, the neighborhood group is calling for a narrower street and for the major artery to be built in a less-developed location.

At the same time, residents in The Oaks neighborhood nearby are concerned that a wider Lancaster Drive reaching westward from Farrington Road would carry too much traffic through their neighborhood, adjacent to the Chapel Hill Country Club.

Some Oaks neighbors fear the collector streets would funnel more traffic onto Pinehurst Drive, which connects to Ephesus Church Road and N.C. 54 via Burning Tree Drive.

Lancaster Drive resident Claudia Crassweller said she feared her road and Pinehurst could become a shortcut from I-40 to Eastgate shopping center and University Mall.

"I'm sure people will take the easiest way from point A to point B," she said.

Staff writer Jesse James DeConto can be reached at 932-8760 or jdeconto@newsobserver.com.

Published: Oct 19, 2006 12:30 AM

Modified: Oct 19, 2006 02:51 AM

Neighbors voice fears about collector streets

JESSE JAMES DECONTO, Staff Writer

CHAPEL HILL - Town planners had estimated the public forum would take 30 minutes. Mayor Pro Tem Bill Strom knew better.

Strom was filling in for Mayor Kevin Foy, who arrived late from a business meeting. They'd both been receiving letters and e-mail opposing the Southwest Durham-Southeast Chapel Hill Collector Streets Plan under consideration by officials in the western part of the Triangle.

Nearly two dozen residents from The Oaks and Meadowmont neighborhoods urged the Town Council to protect Chapel Hill's interests in a planning process they say is designed to pave the way for development in southwest Durham.

The forum lasted almost an hour and a half, despite Strom's admonition at the start: "It's not necessary to come up and reiterate [a previous speaker's] idea. We are paying attention."

Just to be sure, English immigrant Cedric Lumsdon invoked the Boston Tea Party, saying a network of new streets planned in southwest Durham would be like "taxation without representation" for its impact on residents in southeast Chapel Hill.

Lumsdon just added a bit of color to the simple statement from Oaks resident Everett Kemp, the first speaker of the evening: "This plan facilitates development in Durham County at the expense of Chapel Hill."

Oaks residents are concerned that Pinehurst Drive will become a shortcut between N.C. 54 and Ephesus Church Road once east-west collector streets are built between existing north-south roadways such as George King and Farrington roads.

The plan is based on a previously proposed four-lane artery running northeast from Meadowmont Lane to where Farrington meets Interstate 40. That highway would be called Southwest Durham Drive. Oaks residents say that road would only enhance the potential attraction of Pinehurst as a cut-through to U.S. 15-501 via Ephesus Church Road.

The Meadowmont Community Association also is concerned about Southwest Durham Drive, which would feed into the existing Meadowmont Lane and pass by Rashkis Elementary School.

"This traffic would move through one of the most densely populated neighborhoods in Chapel Hill," said Gary Barnes, the association's president.

Rashkis PTA President Pam Seamans said 100 parents have signed a petition opposing the highway at that location, though Strom had reminded the audience at the start of the meeting that Southwest Durham Drive has been proposed since the early 1990s and was anticipated when Meadowmont was approved in the late 1990s.

The artery is a given in the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's long-range regional transportation plan, on which the collector street plan is based.

The Meadowmont Community Association favors extending Meadowmont Lane to the northeast but only as a local street, not one designed for higher speeds and heavy traffic volumes. Members would like to see Southwest Durham Drive developed on sparser land to the east.

Regional officials are trying to finalize the plan as a means to guide development in southwest Durham.

The Town Council will consider the plan again Nov. 6, but the final decision will be made at the regional level by the MPO.

Staff writer Jesse James DeConto can be reached at 932-8760 or jdeconto@newsobserver.com.

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BEST Workplaces for CommutersSM

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Wall Street Journal, 5/11/06.

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"Extreme Commuters Save Gas and the Environment."
Chief Engineer Magazine, 7/06.

ALTERNATIVE COMMUTE OPTIONS

"It's Time We Walked Our Talk."
Herald Sun, 7/26/06.

COMMENTS?

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We would appreciate your feedback!

If you would like to discontinue receiving this newsletter or change the designated recipients in your office, please email sminker@tjco.org

A NOTE FROM YOUR LOCAL BWC COORDINATORS:

TOBIN FREID AND STEPHANIE MINKER

Welcome to the first Best Workplace for Commuters Newsletter! As current BWC employers, your efforts are applauded and recognized as some of the best in the industry, allowing you to claim this National Standard of Excellence for your own!



Thank you for the effective implementation of your alternative commute options to help reduce traffic congestion and air pollution in the Triangle, improve employee morale, save money, and reduce our reliance on petroleum. With gas prices at an all time high, your efforts have certainly contributed to the reduction of gasoline use and emissions contributing to global warming.

Inside this newsletter you'll find interesting articles about alternate commuting, commuting facts, and what other employers are doing to promote alternative commuting.

Thanks for all of your interest and contributions to the Triangle BWC Newsletter. Please let us know if there's anything you would be interested in seeing in future issues. You can also view our website at www.trianglebwc.org for a listing of other Triangle BWC's, frequently asked questions, press coverage and more.

IN THIS ISSUE

Employers at a glance	2
Featured Employer – N&O	2
BWC Testimonials	3
Newsroom	1
Fast Facts	3
Frequently Asked Questions	3
How to participate	2

FEATURED EMPLOYER THIS MONTH: NEWS & OBSERVER, RALEIGH, NORTH CAROLINA

The Raleigh [News & Observer](#) has made it a high priority at all of their locations to implement and promote alternative commute options for employees. Employees are encouraged to participate in several programs to reduce emissions, congestion and stress through creative ideas that encourage alternate commuting, as well as staff camaraderie.

1,200 N&O employees have access to these transportation benefits, which include a transit pass subsidy for TTA buses, preferred parking for carpools and vanpools, and telecommuting.

Machine shop employee David King has also taken it upon himself to make biking a more convenient alternative commute option. In search of the perfect bike rack for employees needing a safe place to park their bike while at work, David used available materials to manufacture a company bike rack, which stands under the stairwell close to the building, so not to take up any available parking space in the parking deck.

Employees wonder if they can take advantage of both a discounted TTA pass and a pre-tax option for a parking space. “We give them the option, as some folks make arrangements to share parking spaces and others become available due to the unconventional schedules some employees have. We want to make as many commute options available to employees as possible,” says Jackie Stark, Vice President of Human Resources.

To promote employee benefits, “tailgate meetings” are held in the production areas for announcements and feedback on corporate information including commute options and how they’re working.



The best promotion of alternative commute options is through N&O’s “Bathroom Briefs,” a notice posted on the back of bathroom stall doors. There’s no escaping awareness of things like participation in the SmartCommute Challenge, Ozone Awareness, bike rack information, or even TTA perks and discount passes available, and other company communications. It’s just another way for the N&O to promote their positive community citizenship!

Triangle DWS Employers at a Glance

Each quarter, we will highlight a benefit or two that local employers are offering. Hopefully, some ideas can be gleaned from what you read. To find out more about a highlighted employer’s commuter benefits, contact Stephanie at 558-2700 or sminker@tjocog.org. Click on the employer’s name to view their website.

Cisco: Offering creative benefits like an onsite dental office helps employees at Cisco to meet their dental needs without ever leaving the parking lot!

Town of Carrboro: The Town of Carrboro offers bikes to town employees for local trips anytime during the workday. However you get to work, you’ll always have a convenient way to do errands without parking worries.



NIEHS On-Site Bike Rack

NIEHS: NIEHS employees use a variety of alternative commute options, such as biking, carpooling and vanpooling. (See “*Newsroom*” article from the Chief Engineer.) They also provide an on-campus electric vehicle for travel between buildings.

Testimonials: Hear what local BWC's have to say!

The Redwoods Group, Morrisville, NC:

"How can we sacrifice short term gains for long term strategies? We have to start now to make massive improvements in how we care for the environment in which we live in order to pave the way for future generations. The Redwoods Group is proud of our designation as a Best Workplaces for Commuters employer. We look forward to continued dedication to improving our employee's well being and environmental health in the Triangle."

*Kevin Trapani
President & CEO, The Redwoods Group*

University of North Carolina, Chapel Hill, NC:

"With the '06-'07 academic school year just beginning, we're more excited than ever to be participating in the Best Workplaces for Commuters Program. We now offer nine park & rides circling the campus, a \$20/month subsidy to each off-campus vanpool parker and free TTA annual passes to commuting students and staff choosing not to park on campus."

*Claire Kane
Transportation Demand Manager, UNC-Chapel Hill*

How can you participate in alternative commuting?

1. Pick a day that you might be able to commit to an alternate commute option. If it works for you, try it again. It may eventually become a part of your regular travel routine.
2. Utilize www.sharetheridenc.org to find carpool or vanpool partners.
3. Participate in the SmartCommute Challenge.
4. See your Transportation Coordinator or Human Resources contact for more information about alternative commute options available to you.

FAQ:

DO YOU HAVE QUESTIONS? LET US KNOW AND WE'LL GET THEM ANSWERED.

Q: What if I have an emergency and have to suddenly leave the office?

A: The emergency ride home (ERH) program is available free of charge through TTA, when you take any alternative commute mode to work. Just register online, and whenever you need an emergency ride home, TTA will provide vouchers for a taxi if you are traveling within 20 miles of your workplace, or send a rental car if you are traveling greater than 20 miles from your workplace. Check it out at: www.ridetta.org.

Q: What if I don't know of any carpool candidates at my office?

A: You can utilize carpool or vanpool matching through a secure setting at www.sharetheridenc.org. Include as much or little information as you like to best locate a ride match for you based on to/from locations as well as regular work hours.




Q: I want to ride my bike to work but, but don't know the best route. What should I do?

A: TTA lists popular bike commute routes submitted by commuters. To either view established routes or submit your own, go to: www.gotriangle.org, choose 'Bike/Work', then 'Bike Resources', then scroll down to join the bike/pedestrian listserv or view bicycle commuting routes.

FAST FACTS:

More and more Triangle employers are becoming Best Workplaces for Commuters. Hopefully, commuting in a more environmentally friendly way will become second nature. As a regular part of our commuting lives, conscientious citizens who care about the environment here in North Carolina can all make a difference!

Did you know that:

-  Gas consumption accounts for 20% of U.S. greenhouse gas emissions ([U.S. Department of Energy](http://www.energy.gov))
-  A typical household spends 18% of its income in driving costs – more than it spends on food ([Bureau of Labor Statistics](http://www.bls.gov))
-  Participating BWC employers nationwide saved 389 million gallons of fuel and 3.4 million metric tons of carbon dioxide (CO₂) cumulatively from 2001-2005.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

DIVISION OF HIGHWAYS

LYNDO TIPPETT
SECRETARY

October 10, 2006

Mr. Mark Ahrendsen
Chair
Technical Coordinating Committee
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
City of Durham Transportation Dept.
101 City Hall Plaza
Durham, NC 27701

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

Dear Mark:

At this time, the local District Office in Graham has not received any plans for a driveway connection in Orange County for the subject development.

If, and when, this does occur; the local District Engineer, Mr. Chuck N. Edwards, will review any proposed driveway connection to US 15-501 in Orange County. Any review from the local governmental entity will also be welcome.

If you have any questions, please advise.

Sincerely,



J. M. Mills, PE
Division Engineer

JMM/jm

Cc: Mr. C. N. Edwards





STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

October 6, 2006

Mr. Mark Ahrendsen, DCHC MPO
101 City Hall Plaza
Durham, NC 27701

Re: Proposed Retail Development on US 15-501 at the Chatham/Orange County Line

Dear Mr. Ahrendsen,

This letter is written in response to your request dated September 18, 2006 regarding the subject proposed development.

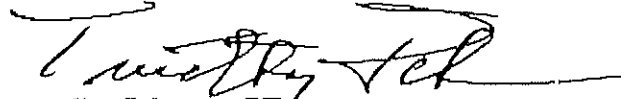
Although many discussions have occurred and a great deal of speculation exists regarding the Lee-Moore Oil Company retail development, the developer has never reached a point where a complete driveway permit application has been submitted to NCDOT. In fact, the consideration of a complete driveway permit application and potential subsequent approval can not go forward until pending litigation related to the right of way acquisition of T.I.P. project R-942 is resolved.

You can rest assured that NCDOT will do everything possible to ensure that any potential traffic impacts are adequately addressed at the appropriate time. Division Eight will handle the driveway permitting for the development. Once the driveway permit application is actually submitted, we plan to submit the application to Chatham County and Orange County officials, depending on where the development is actually located, for a reasonable period of review.

Due to the pending litigation, I must refer you to Assistant Attorney General, John Oates if you have further questions regarding this matter. Mr. Oates may be reached at 919-733-3316 in Raleigh.

Mr. Mark Ahrendsen
October 6, 2006
Page 2

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Johnson". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Tim Johnson, PE
Division 8 Engineer

cc: G. R. Kindley
W.S. Varnedoe, PE
J.M. Mills, PE
C.N. Edwards, PE
R.L. Blakley, PE, PLS
John Oates, Esq.