

**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**February 14, 2007****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. January 10, 2007 TAC Meeting Minutes
(Attachment 5)**

A copy of the January 10, 2007 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the January 10, 2007 TAC meeting.

- 6. Fresh Look At Transit
(Attachment 6, 6A)
Mark Ahrendsen, TCC Chair**

At the November 29, 2006 Joint TAC meeting, the Capital Area MPO and the DCHC MPO decided to create a Joint MPO Advisory Committee as part of the Fresh Look at Transit initiative. Most of the details associated with the establishment of this committee were referred to the officers of both TACs. The TAC officers met on December 18, 2006 to discuss this issue and were unable to reach agreement on the establishment of the committee but did agree to discuss the matter further with their respective TACs.

At the January 10, 2007 TAC meeting, the TAC voted to pursue a committee of 24 or 25 people with 10 or 11 appointments made by the DCHC MPO and 14 appointments made by CAMPO. The TAC also instructed the LPA to work with the MPO officers on identifying candidates from local boards and organizations and to bring back a list of recommended appointees at the February TAC meeting. At CAMPO's January TAC meeting, they approved a committee of 24 with 10 appointments from the DCHC MPO and 14 appointments from CAMPO. It was also indicated that former Progress Energy CEO Bill Cavanaugh had been contacted by the TAC officers and had expressed a willingness to serve as a co-chair of the committee.

This committee is now being called the Joint MPO Special Advisory Commission for Transit. The LPA sent letters to 49 boards and organizations requesting that recommendations for up to two candidates for the committee be made by February 7, 2007 (Attachment 6 and 6A). The MPO officers will work with LPA staff to create a list of 10 recommended appointees to be presented at the February 14 TAC meeting.

TAC Action: Approve ten appointments to the Joint MPO Special Advisory Commission for Transit and select a co-chair.

7. 2007-2013 Transportation Improvement Program

(Attachment 7, 7A, 7B, 7C, 7D)

Mark Ahrendsen, TCC 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 7. In fall 2006, the TCC and LPA staff created a 2007-2013 MTIP (Attachment 7A) and made changes to the STPDA allocation spreadsheet (Attachment 7B). The requested changes to the draft 2007-2013 STIP were discussed at one-on-one meetings with NCDOT for Division 5 and 7 on December 11, 2006 and January 9, 2007, respectively.

NCDOT recently sent responses to the DCHC MPO's requests. Attachment 7C is their response for Division 5 and Attachment 7D is their response for Division 7. The State Board of Transportation is scheduled to approve the final STIP at their meeting in March 2007. The TAC should consider NCDOT's responses and offer further comments as appropriate for NCDOT to consider in the development of the final 2007-2013 STIP. The final 2007-2013 MTIP will be developed following Board approval of the 2007-2013 STIP.

TAC Action: Receive NCDOT's response to the Division 5 and Division 7 one-on-one meetings and provide further comments as appropriate.

8. FFY 2007 and 2008 Congestion Mitigation Air Quality (CMAQ) Funds

(Attachment 8)

Felix Nwoko, LPA Staff

Ellen Beckmann, LPA Staff

FFY 2007 and 2008 CMAQ funds used for transit projects must be transferred from the Federal Highway Administration to the Federal Transit Administration before they are available to local governments. This request applies to projects C-4927 (DATA hybrid bus purchases), C-4930 (Chapel Hill Transit hybrid bus purchases), and C-4931 (Carrboro, Chapel Hill, and UNC shared rider feeder service). A resolution requesting the transfer is provided as Attachment 8.

NCDOT has reported that because FHWA is operating under the aegis of a Continuing Resolution for FFY 2007 partial appropriations, the FFY 2007 CMAQ funds have not been made available to FHWA and thus FHWA cannot transfer any funds to FTA. The new Congress is currently working on developing the 2007 transportation budget and hopefully this issue will be

resolved soon. However, in the meantime, our request to transfer the funds will not be completed. For this reason, the MPO's resolution asks the transfer to be made as soon as FTA and FHWA are authorized to do so.

TCC Recommendation: That the TAC request that FHWA transfer 2007 and 2008 CMAQ funds to FTA as soon as FHWA is authorized to do so.

TAC Action: Approve the resolution requesting that FHWA transfer 2007 and 2008 CMAQ funds to FTA as soon as FHWA is authorized to do so.

9. Coordinated Public Transit Human Services Transportation Plan

(Attachment 9, 9A, 9B)

John Tallmadge, TTA

Ellen Beckmann, LPA Staff

As required by the FTA, the Coordinated Public Transit - Human Services Transportation Plan will guide the selection and funding of future Job Access/Reverse Commute and New Freedom projects. The DCHC MPO has contracted with the Triangle Transit Authority to create this plan. Attachment 9 is a memo from TTA regarding the status of the plan. Two stakeholder workshops were held in November and December 2006 to create a list of high priority needs (Attachment 9A). The planning process and results of these two workshops will be presented to the TAC. The project planning team is currently using the results of these workshops to create project selection criteria. Attachment 9B is a draft plan.

The final plan will be presented at the March TAC meeting. Once the plan is approved, the MPO will solicit proposals for funding from transportation providers during March and April. A recommendation to award JARC and New Freedom funds will be presented to the TAC in May.

TAC Action: Receive update on the Coordinated Public Transit Human Services Transportation Plan.

10. 2007-2008 Unified Planning Work Program

(Attachment 10)

Felix Nwoko, LPA Staff

Ellen Beckmann, LPA Staff

Development of the 2007-2008 Unified Planning Work Program (UPWP) will begin shortly. The draft schedule for the development of the 2007-2008 UPWP is presented in Attachment 10. The schedule will be finalized as soon as the Public Transportation Division (PTD) provides the MPO with transit UPWP allocations and deadline for submitting the transit element of the UPWP to the Division.

TAC Action: Receive an update and the draft schedule for development of the 2007-2008 UPWP.

11. NC 55 Alston Avenue Widening (U-3308)**(Attachment 11, 11A)****Mark Ahrendsen, TCC Chair****Dale McKeel, LPA Staff**

NCDOT is completing the environmental planning process and beginning the design of the NC 55 (Alston Avenue) widening project in Durham. This project extends from NC 147 (the Durham Freeway) to NC 98 (Holloway Street) in northeast central Durham. This area of Durham is also the location of a HOPE VI Neighborhood Revitalization project. The Community Builders Inc. has been working with the City of Durham and the Durham Housing Authority on the HOPE VI project.

NCDOT held a public hearing for this project on November 2, 2006. Subsequently, the City of Durham and Community Builders Inc. submitted letters to NCDOT outlining their concerns with certain aspects of the design and its relationship to the revitalization project in November 2006. At the January 10, 2007 TAC meeting, the Community Builders Inc. asked for the TAC's support of its concerns. NCDOT responded to these concerns and pointed out that they have made several changes to the design to attempt to accommodate the City of Durham's concerns. The notes from the Post Hearing Meeting held on January 2, 2007 describe NCDOT responses to these concerns (Attachment 11). The TAC advised staff to meet with NCDOT to address the remaining issues with the design of the project. The MPO sent a letter to NCDOT on January 17, 2007 requesting a meeting to discuss the remaining issues (Attachment 11A). Staff is scheduled to meet with NCDOT on February 7, 2007. The results of this meeting will be presented to the TAC.

TAC Action: Receive update on U-3308 Alston Avenue Widening project.

12. Triangle Regional Model Update**Felix Nwoko, LPA Staff****Chao Wang, LPA Staff****Bing Mei, ITRE**

The Triangle Regional Travel Demand Model (TransCAD version) was delivered to ITRE from Parsons Brinkerhoff in the middle of September 2006, which was about two and a half months late according to the contract. Since then the TRM team has reviewed the model, further calibrated the model, and made the model better represent the observed traffic conditions for the base year. By the end of December 2006, the highway portion of the model had been well calibrated and ready for use for highway planning studies. The TRM team is currently focusing on the calibration of the transit portion.

A report will be distributed at the 2/14 TAC meeting, which will include the status of the model, performance measures of the model, and the improvements made to the TransCAD model compared with the old Tranplan model.

TAC Action: Receive update on the status of the Triangle Regional Model.

13. Durham and Orange County Greenhouse Gas Plans**(Attachment 13)****Ellen Beckmann, LPA Staff****Felix Nwoko, LPA Staff**

Durham County and Orange County are creating Greenhouse Gas Emissions Inventories and Local Action Plans. Both counties have contracted with ICLEI to create the plans. Attachment 13 is a memo describing the plans. The status of the two plans will be presented to the TAC on February 14, 2007.

TAC Action: Receive update on the status of the Durham and Orange County Greenhouse Gas Plans.

14. Carrboro STP-DA Bike/Ped Projects**Dale McKeel, LPA Staff**

The Town of Carrboro completed three bicycle-pedestrian projects in 2006 that were funded through the DCHC MPO's STP-DA allocation. A brief presentation on these projects will be presented to the TAC on February 14, 2007.

TAC Action: Receive a presentation on the Town of Carrboro's STP-DA funded bicycle and pedestrian improvements.

REPORTS FROM STAFF:**15. Reports from Staff****(Attachment 15)****Felix Nwoko, LPA Staff**

TAC Action: Receive Report from Staff

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

TAC Action: Receive Report from TCC Chair

17. NCDOT Report**(Attachment 17)****Wally Bowman, Division 5 – NCDOT****Mike Mills, Division 7 – NCDOT**

TAC Action: Receive report of Division Engineers

18. Report from the TAC Chair
Alice Gordon, TAC Chair

TAC Action: Receive Report from TAC Chair

INFORMATIONAL ITEMS

19. Recent News Articles and Updates
(Attachment 19)

20. Regional Transportation Alliance 2007 Legislative Priorities
(Attachment 20)

21. DCHC MPO Certification Review: March 20-22
(Attachment 21)

22. APTA Legislative Alert – 2007 Transportation Appropriations Bill
(Attachment 22)

Adjourn

Next meeting: March 14, 2007

TAC Directives to Staff

11/06/02 – 12/31/05 (Pending/In Progress/On Going)

01/01/06 – 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.
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.
09/14/05	Staff to check with DATA about the possibility of designating a Park-and-Ride in northern Durham.	<u>In Progress</u>
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.
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 7C of 12/13/06 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>Completed:</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>
11/08/06	Send a letter to NCDOT Division 7 and 8 requesting coordination when reviewing a driveway permit for the retail development on the Chatham-Orange County line.	<u>Completed:</u> See Attachment 16 of the 12/13/06 TAC Agenda.
01/10/07	Work with the TAC officers to identify candidates for the Joint MPO Special Advisory Commission for Transit. Recommend appointments	<u>In Progress:</u> See Attachment #6 of the 02/14/07 TAC Agenda.
01/10/07	Work with NCDOT to resolve the remaining concerns with the design of U-3308 Alston Avenue	<u>In Progress:</u> See Attachment 11A of 02/14/07 TAC Agenda

42 Dewayne Sykes NCDOT - Roadway Design
43 James Speer NCDOT - Roadway Design
44 Mike Waldroup Citizen, 4201 University Drive, Durham
45 Chao Wang City of Durham/Transportation
46 Barbara Weigel Triangle Transit Authority

47
48 Alice Gordon, TAC Chair called the meeting to order at 9:17 a.m. and the Roll

49 Call was conducted.

50 **PRELIMINARIES:**

51 **Adjustments to the Agenda**

52 Diane Catotti requested an update on the Amtrak Station and Mark Ahrendsen
53 stated he would bring it up under the TCC Chair section. Becky Heron requested the
54 TAC agenda earlier in order to have time to prepare for the meeting. Mark Ahrendsen
55 stated that the target is to get it on the website by Wednesday, a week before the meeting,
56 but due to the holidays it was posted late.

57 **Public Comments**

58 There were no public comments.

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

60 There were no comments regarding the Directives to Staff.

61 **December 13, 2006 TAC Meeting Minutes (Attachment 5)**

62 A motion was made by Diane Catotti and seconded by Mike Woodard to approve
63 the December 13, 2006 TAC Meeting Minutes. The motion carried unanimously.

64 **November 29, 2006 Joint TAC Meeting Minutes (Attachment 6)**

65 Mark Ahrendsen stated the minutes need to reflect that Ed Harrison was a voting
66 member, not an alternate; Mark Ahrendsen was also present at the meeting; and Mike
67 Woodard was an alternate, not a voting member.

68 A motion was made by Mike Woodard and seconded by Diane Catotti to approve
69 the November 29, 2006 Joint TAC Meeting Minutes with the amendments noted above.

70 The motion carried unanimously.

71 **2035 Long Range Transportation Plan (Attachment 7 and 7A)**

72
73 Mark Ahrendsen provided an introduction for the 2035 Long Range
74 Transportation Plan, along with the attachments. Mark stated that the forecast
75 information for population and employment is preliminary. Staff is asking the TAC to
76 make the preliminary information available for public comment and not actually approve
77 it for a couple of months.

78 Andy Henry stated that the intent today is to have the TAC release the socio-
79 economic data to the public. Staff will put notice out to the public and will have public
80 workshops in Durham and Orange County. Meanwhile, the staff from various
81 jurisdictions will take a detailed look at the data as well as the TAC members. In
82 February, the TAC will hold a public hearing on the socio-economic data and in March
83 the staff will bring back an update to show the changes that were made to the SE data.
84 We hope to have the TAC approve the SE data in June.

85 Andy reviewed the attachments with the TAC. Andy stated that the numbers will
86 change a little bit and one that Andy expects to change quite a bit is Chatham County.
87 Ellen Reckhow stated that when this was reviewed by the TAC last, both she and Bill
88 pointed out that the population for Durham was 243,000. By starting with a low number,
89 it will throw everything off. Andy stated that they are going TAZ by TAZ analyzing the
90 data and he thinks that number will come up as he has not yet identified all the student
91 households in Durham County. The numbers provided were provided from the planning

92 agencies and staff is going to take a closer look at them. Ed Harrison asked how
93 comfortable staff felt putting something out to the public that has such tentative numbers
94 for Chatham County. Andy anticipates getting the numbers from Chatham County soon,
95 but he is using the numbers he has. Andy recommends putting the data out for public
96 comment now, rather than delaying the process. Mark Ahrendsen stated that staff feels
97 that the numbers are in the ballpark, but all the numbers are going to be reexamined. The
98 numbers the TAC has are the numbers that the agencies or jurisdictions have provided.
99 Staff will actually go to the different jurisdictions and ask them to explain how they
100 arrived at the numbers. If there are concerns about too much growth or not enough
101 growth, that is part of the review process. The public will have an opportunity to provide
102 input as well.

103 A motion was made by Becky Heron and seconded by Diane Catotti to release the
104 base year and forecast socio-economic data for a 42-day public comment period. The
105 motion carried unanimously.

106 Mark Ahrendsen stated that the TAC will not be asked to approve the SE Data for
107 several months and the reason is that we are doing an air conformity analysis and
108 amendment to the 2030 LRTP where we have to use the most current data available. We
109 will be using the data that has already been approved. This information hasn't been
110 approved. If we approved this data, we would have to start over the air quality
111 conformity amendment process using the new data, so we don't want to do it. We will be
112 using the data for purposes of starting our analysis of the Long Range Plan update. Alice
113 Gordon stated that it is important to get with Chatham County and ask them to submit
114 their data. Mark stated staff is working closely with TJCOG and Chatham County

115 regarding the data.

116 **Fresh Look at Transit (Attachment 8 and 8A)**

117 Mark Ahrendsen provided an introduction for the Fresh Look at Transit, along
118 with the attachments. They were unable to reach a consensus on the number of
119 appointments from each MPO. They discussed how to appoint members, should
120 individuals be appointed or should they go to organizations to ask for recommendations,
121 for example: the university and environmental groups. It was determined that it would be
122 up to each MPO as to how they select the members they appoint to the committee. There
123 was an agreement that the committee should be balanced in terms of interests. There
124 should be business, environmental, university, government, and neighborhood interests
125 and individuals at large appointed. The CAMPO members indicated that they want to
126 make sure that there are higher level business leaders on the committee. The second
127 option was for each MPO to identify a pool of candidates, for example, twenty-five and
128 refer the pool of candidates to the two Chairs and Vice-Chairs from which twenty-five
129 members would be selected. The third option was for each MPO to not establish a joint
130 committee and for each MPO to create their own advisory committee as they saw fit.
131 They would try to work together, but the committee structure would be separate. The
132 way the meeting was left is that the three options are to be considered by each TAC and
133 then brought back to the Chairs and Vice-Chairs to try to reach some agreement on how
134 we move forward. It is before TAC today and is scheduled to go to the CAMPO TAC at
135 their meeting next week. CAMPO will have the benefit of your thoughts and
136 perspectives at their meeting next week.

137 Alice Gordon stated that DCHC and CAMPO reached agreement quickly on what

138 the committee should do in terms of assignments, guiding principles, and analysis of the
139 blueprint. They agreed it should be fifteen to twenty-five and there was agreement that
140 various interests should be represented. Where the difference was is that the MOA
141 between the two MPOs that establishes this joint process has a fifty-fifty split. But
142 CAMPO felt that since they have so many counties and municipalities, they should have
143 more representation on the committee. Alice stated that it would be a good idea if the
144 MPO officers could come up with a joint committee that are agreed to by our two MPOs
145 consisting of regional leaders that would have a mix of interests. Charles Meeker of
146 CAMPO said that it would be easier if each had their own committee; but he did agree
147 that we should refer this issue to our respective MPOs for further discussion. There is a
148 lot of emphasis by CAMPO that they have high power leaders. DCHC thought they
149 should get input from organizations. Alice believes that the purpose of the committee for
150 the two MPOs might be slightly different in the sense that CAMPO is at a different stage
151 in their plans than we are. Alice stated that the timeline is important. Becky Heron
152 stated that we also need citizens on our committee. It is crucial that the committee work
153 together because if we can go forward with a plan that we both can agree on it will have a
154 lot more strength.

155 Mayor Bell stated this is a regional issue and it needs to be addressed on a
156 regional basis. It needs to be done as a joint effort. Mayor Bell is not so concerned with
157 the number of appointments. Ultimately, what is going to be done is that decisions are
158 going to be made by the TACs. This is a strictly advisory committee and this needs to be
159 kept in the forefront. The ultimate decision is going to depend what happens between
160 CAMPO and DCHC. It is too important an issue to get hung up on numbers. He is not in

161 support of having two separate committees trying to develop a transit plan for the region.
162 The method of selecting the committee members should be left up to the individual
163 TACs. That level of ownership should rest with the Transportation Committees.

164 Diane Catotti agrees with Mayor Bell. She does not believe two separate
165 committees will be helpful at all. She preferred fifty-fifty but she sees Mayor Bell's
166 point.

167 Kevin Foy agrees with Mayor Bell and Diane Catotti. We have a regional
168 responsibility and we have to recognize that CAMPO is in a different place than we are
169 and they may need the committee for different reasons than we do. That could be to our
170 benefit. If CAMPO can come to some conclusions about transit because this committee
171 helped them get there, it would help us. He thinks fourteen to ten is fine. But, he thinks
172 that we should appoint who we want and CAMPO should appoint who they want. We
173 need to appoint strong people; people who can hold their own and make sure the output
174 from this committee is useful for DCHC and recognizing CAMPO's needs as well. He
175 agrees that the committee needs to have a charge and a deadline so we can rely on it.

176 Ellen Reckhow concurs with all comments. This needs to be a regional effort and
177 not get hung up on the little details, but look at the big picture. In the end, we need to
178 focus on getting the job done.

179 Mike Woodard wants to thank our Chair and Vice-Chair for handling this matter.
180 Mike wants the DCHC to appoint people who know the issues and available to do the
181 work since we have a short timeframe.

182 A motion was made by Mayor Bell and seconded by Diane Catotti that the Chair
183 and Vice-Chair be authorized to negotiate as a starting point that the membership

184 committee consist of twenty-five appointments, fourteen from CAMPO and eleven from
185 DCHC and the fall back be the original recommendation which was that CAMPO appoint
186 fourteen and DCHC appoint ten and include some number of regional appointments.
187 CAMPO should make their appointments and DCHC should make their appointments the
188 way each sees fit in terms of choosing the representatives. The committee should be
189 established with the understanding that the ultimate decision rests with the two TACs.
190 The motion carried unanimously.

191 Kevin Foy asked what the next step is. We need to formulate a plan now. Alice
192 Gordon stated that the TAC could empower the Chair and Vice-Chair to get staff to start
193 working on the appointments. Ellen Reckhow agrees with Kevin Foy, we need to be
194 ready to make the appointments. Becky Heron stated if the TAC has recommendations
195 for the committee, begin passing the names on so we can get the process started.

196 Diane Catotti asked if this is something that needs to be advertised by the Clerk.
197 Mark Ahrendsen stated that it is the TAC's decision on how to solicit candidates for this
198 committee.

199 A motion was made by Diane Catotti and seconded by Kevin Foy that the Chair
200 and Vice-Chair work with staff to identify some kind of e-mail or posted notice
201 identifying term, goals, and interest and ask individuals to submit their names by no later
202 than February 5, 2007 which gives staff a week to get it out in the mail. The motion
203 carried unanimously.

204 Mark Ahrendsen stated that appointing a committee is the first step. The work is
205 associated with what they will do and how they will do it. One of the charges to this
206 committee was to discuss the robust public outreach effort and how it will be conducted.

207 We will use the committee to help carry that out. We have discussed this with ITRE and
208 TJCOG to help pull this together. We might need outside help for this project.

209 **NC 55 Alston Avenue Widening (U-3308) (Attachment 9, 9A, and 9B)**

210 Mark Ahrendsen provided an introduction for the NC 55 Alston Avenue
211 Widening (U-3308), along with the attachments. Staff's concerns have to do with the
212 design and making sure that the project is sensitive to the community through which it
213 will travel. That community is in the heart of the urban area and has high pedestrian
214 usage. We have been working with NCDOT on this project. NCDOT has made changes
215 to address some of our concerns, but there are remaining concerns that staff wanted to
216 bring to the TAC's attention regarding the design. We recognize that we may be willing
217 to sacrifice level of service in mobility in exchange for more sensitivity to the community
218 affected.

219 Ellen Reckhow had a question on the grade change. Mark indicated that staff
220 wants to increase the clearance by two feet to allow trucks under the railroad crossing,
221 but NCDOT talked about depressing the road six to eight feet. Why does the roadway
222 need to be depressed so much if we are trying to gain two feet of clearance? Mark stated
223 that the two feet difference would meet the minimum clearance of fifteen and one-half
224 feet. Additional grade change is needed because, since the roadway will be wider and
225 thus the bridge span will be longer, the bridge structures may have to be deeper and
226 thicker. That contributes to the vertical problem.

227 Tom Davis with the Community Builders spoke regarding the project. They
228 appreciate the adjustments that have made to the original design; but these last several
229 issues are fundamentally questions about the quality of the neighborhood that the City is

230 trying to create. The key issues that the Community Builders are worried about have
231 been the extent to which the level of service expectations are turning this roadway into
232 more of a through-route rather than one that has inherent traffic calming because of the
233 level of service expectations are not as high. They are concerned about the overall width
234 of the right turn lanes, and because of several historic sites, the shift of the street to the
235 west which is aggravating the width of the street. If you widen the street and then shift
236 the street further west away from the buildings along the eastern side, you are creating an
237 even greater perception of width. This shift is driven by how tight the turn radius is at the
238 corner where there is historic property. The historic property can't be impacted and if
239 you have a very wide turn radius, it forces the street further west. If you can
240 accommodate as tight a turn as possible, it can minimize the impact of the widening of
241 the street. Another area of concern has been the connectivity. The grade separation and
242 other issues have resulted in a design that disconnects some of the cross streets from
243 Alston Avenue in terms of dead end turn-arounds. We appreciate the softening of the
244 street by the introduction of the median. We hope that some of the tapers to the left turn
245 lanes could be shortened so there is some ability to have bushes and grass in the median
246 and to compliment it with trees on the perimeter. We would appreciate the political
247 leadership of Durham being involved because there is tension between the concerns that
248 the City of Durham staff have with the concerns that NCDOT staff have. The City and
249 NCDOT have different evaluations in terms of what is important to balance. There has
250 been a lot of work on both sides to come closer to the middle, but we are still a little way
251 apart from what the Community Builders think could be a very successful project. Right
252 now Mr. Davis is nervous that enough of the details are falling on the side of concerns for

253 the through traffic and less on the side of the sensitivity to the neighborhood and quality
254 of the Durham neighborhood environment. Fundamentally, the letter to the TAC was a
255 request for your thoughts and contributions to this process and ideally your support for
256 the concerns that Mark Ahrendsen has been trying raise with NCDOT.

257 Becky Heron asked if truck traffic will be allowed and Mark Ahrendsen stated
258 yes, it is an NC route. Truck traffic is permitted now and will be permitted. The hope is
259 that we will see a reduction in the truck traffic with the East End Connector. Ms. Heron
260 asked if there is a lot of truck traffic on Alston Avenue now and Mark stated yes. Mark
261 stated that part of the problem is there is not a good alternate route.

262 Ellen Reckhow stated that her understanding is that maybe two years or so ago
263 NCDOT created revised route design guidelines to be more supportive of traditional
264 neighborhoods and wondered if we could ask them to use guidelines consistent with
265 those guidelines if it would help. We need to focus on design for our roads. It is critical
266 that the investments support and compliment what we are trying to do from a land use
267 perspective. Ms. Reckhow is very pleased that Community Builders is bringing this to
268 our attention asking us to advocate for their vision and helping them implement what they
269 are trying to do. We really need to do this project right or some of the other investments
270 being made will not be realized.

271 Kimberly Hinton with NCDOT Public Involvement spoke regarding the project.
272 Ms. Hinton was the moderator for the November 2, 2006 public hearing that was held at
273 the Hayti Community Center. Ms. Hinton distributed minutes from the meeting. Ms.
274 Hinton introduced some of the project team members: Joey Hopkins, Division 5 Deputy
275 Engineer; Dewayne Sykes, Assistant Roadway Design Engineer; James Speer, Roadway

276 Design Project Engineer; John Lansford, Project Design Engineer; and Beverly
277 Robinson, Project Development and Environmental Design Project Manager.

278 Ellen Reckhow stated that the question she raised was did NCDOT develop the
279 design guidelines a few years ago that were supposed to be more supportive of
280 neighborhoods. Ms. Reckhow asked if some of those guidelines were used in the
281 development of this project. Dewayne Sykes stated that yes they did use several of the
282 guidelines.

283 Alice Gordon stated that we need to focus on whether we want to endorse the
284 comments that were written in the November 21, 2006 letter and hear any comments that
285 NCDOT might have on their ability to fulfill these requests. Ms. Gordon stated that
286 attachment 9 is what we are focusing on at this time.

287 Ellen Reckhow stated that NCDOT needs to respond to the letter which is
288 attachment 9 and what would be the problem incorporating the requested changes.

289 John Lansford, NCDOT, responded to the letter in the minutes distributed a few
290 minutes ago to TAC members line by line. There were several items they did agree to
291 do, specifically #4, the signals; #6, property and business impacts; and #7, retaining
292 walls. There were other issues that NCDOT agreed to make partial changes to,
293 specifically the right turn lanes. They agreed to remove four more that we are currently
294 showing on the map.

295 Alice Gordon stated that the street cross section, the treatment of streets
296 intersecting Alston Avenue, and the grade changes were items they were not able to
297 accommodate. Ms. Gordon stated that due to the minutes being distributed during the
298 meeting, there was not ample time to review. Ms. Gordon would like staff to review and

299 work with Mr. Davis and NCDOT to bring back a recommendation to the TAC.

300 Ms. Hinton stated that NCDOT has not been able to give the City of Durham
301 everything they requested as far as safety. Ms. Hinton addressed the November 21, 2006
302 letter from the City of Durham. (1) We looked at the right turn lanes and took four out.
303 We were not able to take any others out. We have a detailed e-mail from our congestion
304 management staff stating that in order to maintain an acceptable level of service and
305 improve vehicle capacity; we could not take any more out. (2) Staff requested wider
306 sidewalks and NCDOT stated that is fine. They will do wider sidewalks if the City pays
307 for the extra foot. The NCDOT budget says that the standard is five feet. You can put
308 plantings in the strips as long as they don't block the drivers' view. Our NCDOT
309 Bike/Pedestrian department does not agree with the three foot bike lanes. They only
310 agree with four foot striped bike lanes, so they could not allow that. (3) NCDOT looked
311 at E. Worth and E. Franklin and said both roads don't have to be one-way roads. They are
312 now going to remain as they currently are. We won't be putting sidewalks or doing any
313 improvements, but they will remain two way as you requested. (4) We are putting in
314 mast arms and pedestrian signals. (5) The railroad grade change is out of the scope of our
315 project because in order to meet the N.C. state standard for this state route, we have to
316 lower the roadway. If we raise the roadway, that would mean raising the railroad, and in
317 order to raise the railroad, you have to work with the railroad company. (6) This item has
318 been worked out through our right-of-way acquisition department. (7) Whatever the
319 manufacturer has at the time of construction that is aesthetically pleasing will be used.
320 We will work with the City on this item.

321 Ellen Reckhow stated that Community Builders was requesting eleven foot lanes

322 and she wants to know the NCDOT's response. John Lansford, NCDOT, stated that
323 currently the inside through lane on the project is eleven feet. We have agreed to make
324 the left turn lanes on this project eleven feet. The outside lane, we resist changing to
325 eleven feet because we wish to keep it a dual use bicycle vehicular lane at fourteen feet.
326 The bicycle department for NCDOT is opposed to making a separate bike lane less than
327 four feet wide. They site safety concerns, especially putting a narrow bicycle lane next to
328 a narrow traffic lane.

329 Ellen Reckhow stated that Community Builders suggested that some of the
330 stacking for the turn lanes be shortened to get a reasonable sized median and asked
331 NCDOT what their view was on this. Mr. Lansford stated the NCDOT looked at their
332 standards on the length of the storage space for the left turn lanes and made them as
333 minimum as possibly using our current standards. NCDOT is unwilling to make them
334 less than that.

335 Mayor Bell asked if there has been discussion about the lighting along this
336 project. Mark Ahrendsen stated not as part of the project. Mayor Bell stated that street
337 lighting on this project is very important. Mr. Ahrendsen stated that is typically left to
338 the municipality and our request is that the design allow for the provision of street lights.

339 Tom Davis with Community Builders stated that the key issue is the debate over
340 what level of service these intersections should be expected to carry because his
341 understanding is that some things are determined by the level of service. Mr. Davis
342 stated that the key issues are the right turn lanes, the lengths of the tapers, and the
343 connectivity of some of the side streets affected by the grade change. Mayor Bell asked
344 how we get resolution on these items. Mark Ahrendsen stated that NCDOT is working

345 with the City and Community Builders, but there are still some outstanding issues they
346 are still working on.

347 A motion was made by Mayor Bell and seconded by Becky Heron to refer this to
348 staff and others to come up with further movement and try to further negotiate these
349 issues to get a satisfactory resolution. The motion carried unanimously.

350 **2030 Long Range Transportation Plan Amendment (Attachment 10)**

351 Mark Ahrendsen provided an introduction for the 2030 Long Range
352 Transportation Plan Amendment.
353

354 Kevin Foy asked why we shouldn't just remove #8 – TTA Phase I Rail System as
355 it doesn't seem realistic to keep it. Andy Henry stated that it is best to leave it addressed
356 in the update 2035 LRTP because if we pull it out of the amendment we will have
357 financial considerations as well which will have to be changed.

358 **Reports from Staff:**

359 **Reports from Staff (Attachment 11)**

360 The report from staff is attached. Staff provided an update on projects.

361 Alice Gordon asked a question about the Regional Transit Infrastructure Blueprint
362 schedule. Ms. Gordon stated "Finish land use, travel, cost analysis – spring 2007" needs
363 to be complete by May 2007 and conclude work by June 2007. Otherwise the timeline
364 will break down.

365 **Report from the TCC Chair**

366 Mark Ahrendsen stated that staff is continuing to work with NCDOT on the
367 development of the environmental study for the East End Connector project and will
368 bring information to the Council and County Commissioners and continue to solicit

369 public input on the alternatives to consider studying further for the East End Connector
370 project. The next citizen's workshop is January 30, 2007 at Living Waters Church from
371 4 p.m. until 7 p.m.

372 Diane Catotti asked about a Council workshop for the East End Connector. Mark
373 stated that NCDOT requested that the City not call it a public hearing because of the legal
374 implications it might have for their environmental process.

375 The funding issues associated with the I-40 project are pending. The request from
376 the Joint MPO meeting was to exempt the cost of the repairs from the equity formula or
377 look at supplemental funding. The bottom line is that it not be counted against the
378 Division 5 equity formula. This was brought up by the Board of Transportation and the
379 Secretary said they would look for alternate funding sources. They will also look at
380 developing some policy that could be applied statewide to deal with issues like this not
381 just focusing on this project.

382 The one-on-one meetings with NCDOT Division 5 and Division 7 have been held
383 regarding the 2007-2013 STIP.

384 Staff is dealing with comments referred from Chapel Hill regarding the Southwest
385 Durham Collector Street plan and will hopefully bring back to the TCC in January and
386 back to the TAC in February, no later than March.

387 We are looking at the realignment of Southwest Durham Drive and have looked at
388 a couple of different alignments and the impact that it will have on the property owners
389 by shifting the alignment to use George King Road. We will probably be meeting with
390 the affected property owners over the next few weeks and then scheduling a public
391 meeting to receive public input on the realignment. Hopefully, we will bring it back to

392 the TAC in March.

393 MPO Expansion - We solicited interest from Pittsboro, Granville, Person, Butner,
394 Stem, and Roxboro to see if they were interested in becoming a member of the DCHC
395 MPO. We have positive interest from Person and Granville County at this point. We
396 will follow-up with the municipalities in the jurisdictions. We haven't heard from
397 Pittsboro yet. We should bring something back to the TAC by March that would indicate
398 Granville and Person County's interest.

399 Kevin Foy stated that the Mayor of Pittsboro is interested in discussing this item.
400 They received a presentation at their council meeting in September. Mark Ahrendsen
401 stated that staff will be following up with Pittsboro.

402 We received notice from NCDOT that we should change our MOU to incorporate
403 new legislation.

404 We have not had any further progress with NCDOT staff on the relocation of the
405 Amtrak station.

406 Ellen Reckhow asked staff to contact NCDOT to see if there is any willingness to
407 purchase the Durham railroad beltway around downtown. Mark Ahrendsen stated that
408 they were waiting on the appraisal which is being updated.

409 **NCDOT Report (Attachment 13)**

410 Joey Hopkins, NCDOT Division 5 Engineer, provided an update on the projects.
411 All lanes have opened on NC 55 but construction is not complete.

412 Mayor Bell would like to get a breakdown of the twenty-one secondary road
413 resurfacing projects.

414 Mayor Bell also asked when the lights on I-85 are going to be turned on. Mr.

415 Hopkins is not sure but will check and let Mayor Bell know.

416 Mark Ahrendsen stated that the landscaping on Guess Road will begin soon and
417 associated with that will be the landscaping at the islands on Guess Road and Hillandale
418 Road at I-85.

419 Stanley Buff, NCDOT Division 7 Engineer, provided an update on the projects.
420 On the Homestead Project, the light is functioning.

421 Ed Harrison asked about the projected completion date for the Superstreet. Mr.
422 Buff does not know, but he will check and get back with Mr. Harrison.

423 **Informational items:**

424 **Recent News Articles and Update (Attachment 15)**

425 The recent news articles and updates are attached.

426 **Adjournment**

427 There being no further business of the Transportation Advisory Committee, the
428 meeting adjourned at 11:38 a.m. A motion was made by Diane Catotti and seconded by
429 Mike Woodard to adjourn the meeting.



 DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

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

January 26, 2007

Director
 Organization
 Address

Re: Joint Metropolitan Planning Organization Special Advisory Commission for Transit

Dear Mr/Ms :

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is requesting that you nominate one or two candidates from your organization to serve on a Special Advisory Commission for Transit. The commission is being formed by the DCHC MPO and the Capital Area Metropolitan Planning Organization (CAMPO) to recommend a plan for major transit investments in the Triangle area. The attached document outlines the charge to this commission, the establishment of the commission, the tasks, and the schedule of activities.

This commission will play a critically important role in the development of a unified vision for future transit investments in the Triangle area. The recommendations that the commission develops will be forwarded to the Transportation Advisory Committees (TACs) of both the DCHC MPO and the CAMPO for use in the formulation of their Long Range Transportation Plans. The DCHC MPO is looking for people who are knowledgeable about transit issues and who are able to volunteer a sufficient amount of time and effort to develop the recommendations.

The DCHC MPO will be making ten appointments to the Special Advisory Commission for Transit and is soliciting candidates from several community, environmental, business, educational, and governmental organizations and boards. We are requesting that you select up to two candidates from your organization who are willing to serve on this commission. Please ask your candidates to send their name, address, telephone number, email address, and a brief description of their background and interest in transit issues to Ellen Beckmann at ellen.beckmann@durhamnc.gov by February 7, 2007. The Transportation Advisory Committee (TAC) of the DCHC MPO will select ten appointees from the pool of applicants at their meeting on February 14, 2007 and will send out notification to the appointees.

Due to the considerable interest already expressed concerning service on this commission, the DCHC MPO may not be able to include a representative of your organization on the commission. However, during the development of the recommendations from this group there will be other opportunities for your organization and members of the public to comment on the proposed plan.

If you have any questions about the formation of the commission, please contact Mark Ahrendsen at mark.ahrendsen@durhamnc.gov or 560-4366 or Ellen Beckmann at ellen.beckmann@durhamnc.gov or 560-4366.

Thank you very much for your assistance.

Sincerely,

Alice Gordon
Chair, Transportation Advisory Committee
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

cc: TAC Members

Special Advisory Commission for Transit

Charge to the Commission

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) and the Capital Area Metropolitan Planning Organization (CAMPO) have concluded that major transit investments will be crucial to the Triangle's future economic success and mobility. In this regard the two MPOs have proposed the development of a Vision for Transit in the Triangle. The development of this plan should include a robust public outreach/community engagement effort and a process for establishing priorities for regional transit investments. The two MPOs have also proposed the creation of a Joint MPO Special Advisory Commission for Transit to assist them in the development of the Vision for Transit in the Triangle. This commission will deliver to the region's two MPOs a set of recommended major transit investments to serve the Triangle based on:

- Guiding principles for transit investments
- The *Transit Infrastructure Blueprint Project* analysis
- Priorities for transit investments
- A community engagement process

Establishment of the Commission

The commission will be appointed by the Transportation Advisory Committees (TACs) of the CAMPO and the DCHC MPO. The group will be composed of 24 people, with 14 appointed by the CAMPO and 10 appointed by the DCHC MPO. The commission will present its recommendations to the two MPOs at a Joint MPO TAC meeting on October 31, 2007, and also provide periodic updates as appropriate.

Tasks

To accomplish its overall mission, the commission may engage in any and all of the following focus areas. MPO Staff will provide technical assistance to the commission for these tasks.

1. Review existing transit plans and relevant sections of the 2030 Long Range Transportation Plans.
2. Determine the level and process for public outreach.
3. Determine goals and objectives for regional major transit investments.
4. Review and evaluate transit options available to the region for the next 20 to 30 years.
5. Determine regional major transit investment recommendations.
6. Other areas as deemed advisable by the commission.

General Schedule of Activities (draft)

January-February – MPOs name representatives to the commission.

Late February-Early March – Initial meeting(s).

- Commission confirms budget, staffing, and funding for facilitation, administration, and outreach.
- Members concur on the charge of the commission and overall schedule of work.
- Commission determines missing information and identifies focus areas needed to execute charge.

Spring – Technical activities and development of analysis framework.

- Commission develops framework of prioritized goals and objectives for making recommendations, including identification of problems needing to be addressed by transit.
- MPOs, TTA, NCDOT transit staff collect data on travel markets, land use, impacts on the environment, impacts on neighborhoods and communities, costs of potential transit technologies, best practices in other areas, and other needs identified by the commission.

Summer – Commission reviews Triangle Infrastructure Blueprint data and related research.

Fall – Commission develops recommendations for a Vision for Transit in the Triangle.

October 31, 2007 – Commission presents its recommendations to the two MPOs at the Joint MPO TAC meeting. The MPOs will then use the recommendations in the development of their 2035 Long Range Transportation Plans.

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

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST	
					ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
INTERSTATE PROJECTS						
I-40 ORANGE DURHAM	I-3306	I-85 IN ORANGE COUNTY TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM COUNTY. ADD ADDITIONAL LANES. 20.7 Mile(s)			61,452	PRIOR YEARS
	A	I-85 TO DURHAM COUNTY LINE.	CONSTRUCTION CONSTRUCTION	IM NHS	18,800 28,200	UNFUNDED UNFUNDED
	B	ORANGE COUNTY LINE TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM.	CONSTRUCTION			IN PROGRESS
	BA	ORANGE COUNTY LINE TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM - INTERCHANGE IMPROVEMENTS AT NC 54.	CONSTRUCTION			IN PROGRESS
STRATEGIC HIGHWAY CORRIDOR			TOTAL PROJECT COST		108,452	
I-40 ORANGE	I-4716	I-85 TO DURHAM COUNTY LINE. GRIND AND RESEAL JOINTS. 11 Mile(s)	CONSTRUCTION	IM	1,500	FY 08
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	IM NHS	1,800 359 538	PRIOR YEARS IN PROGRESS UNFUNDED UNFUNDED
	A	SR 1006 NEAR HILLSBOROUGH TO EAST OF SR 1709.	RIGHT-OF-WAY CONSTRUCTION CONSTRUCTION	NHS IM NHS	960 10,800 16,200	FY 12 UNFUNDED UNFUNDED
	B	EAST OF SR 1709 TO DURHAM COUNTY LINE.	RIGHT-OF-WAY CONSTRUCTION CONSTRUCTION	NHS IM NHS	250 16,000 24,000	FY 10 UNFUNDED UNFUNDED
STRATEGIC HIGHWAY CORRIDOR			TOTAL PROJECT COST		70,907	
I-85 DURHAM	I-0306*	ORANGE COUNTY LINE TO EAST OF MIDLAND TERRACE ROAD ON I-85 AND EAST OF CHEEK ROAD ON US 70 BYPASS. WIDEN TO EIGHT LANES FROM US 15-501 TO US 70 AND ADD LIGHTING. 9.7 Mile(s)	CONSTRUCTION		270,352	PRIOR YEARS IN PROGRESS
STRATEGIC HIGHWAY CORRIDOR			TOTAL PROJECT COST		270,352	
DURHAM DURHAM	I-4743*	I-85, US 70 TO RED MILL ROAD. 6.4 Mile(s)				
STRATEGIC HIGHWAY CORRIDOR			THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS.			

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

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

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

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

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

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

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

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST	
					ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
RURAL PROJECTS						
US 15-501, US 29, US 158, US 220, US 421, NC 68 ROCKINGHAM CASWELL GUILFORD ORANGE	R-4403	NATIONAL HIGHWAY SYSTEM GUARDRAIL REHABILITATION. UPGRADE SUBSTANDARD GUARDRAIL, END TREATMENTS AND BRIDGE ANCHOR UNITS.	CONSTRUCTION	NHS	1,000	FY 07
TOTAL PROJECT COST					1,000	
US 15-501, US 64, US 70, US 158, NC 147 PERSON GRANVILLE DURHAM WAKE	R-4404	NATIONAL HIGHWAY SYSTEM GUARDRAIL REHABILITATION. UPGRADE SUBSTANDARD GUARDRAIL, END TREATMENTS AND BRIDGE ANCHOR UNITS.	CONSTRUCTION		2,040	PRIOR YEARS IN PROGRESS
TOTAL PROJECT COST					2,040	
NC 54 SR 1973 DURHAM	R-2904	NC 54, SR 1999 (DAVIS DRIVE) TO SR 1959 (MIAMI BOULEVARD) AND SR 1973 (PAGE ROAD), NC 54 TO I-40. WIDEN TO MULTI-LANES AND REPLACE RAILROAD STRUCTURE. 1.1 Mile(s)	CONSTRUCTION	S	925 5,300	PRIOR YEARS FY 08
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	

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

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

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

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST		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		

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

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

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

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST		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		

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

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

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

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST		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 (HILLDALE 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		

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

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

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

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST		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		

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

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

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

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST		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.					

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

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

TRANSPORTATION PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST		SCHEDULE (FISCAL YEARS)
					ESTIMATES (THOU)		
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	U-4724	CORNWALLIS ROAD, SOUTH ROXBORO ROAD TO UNIVERSITY DRIVE. BIKE AND PEDESTRIAN FEATURES.	CONSTRUCTION	O	454	FY 10	
DURHAM			CONSTRUCTION	STPDA	1,816	FY 10	
					TOTAL PROJECT COST	2,270	
DURHAM DURHAM	U-4725	EIGHTEEN (18) EXPANSION BUSES.					
CHAPEL HILL	A	PURCHASE A - SEE PROJECT U-4725A, ORANGE COUNTY.	CONSTRUCTION	O	418	FY 07	
ORANGE			CONSTRUCTION	STPDA	1,670	FY 07	
	B	PURCHASE B. AMOUNT PROGRAMMED DOES NOT INCLUDE \$288,000 REALLOCATED TO PURCHASE A.	ACQUISITION	O	302	FY 08	
			ACQUISITION	STPDA	1,210	FY 08	
	C	PURCHASE C.	ACQUISITION	O	360	FY 09	
			ACQUISITION	STPDA	1,440	FY 09	
					TOTAL PROJECT COST	3,312	
HILLSBOROUGH	U-3436	SR 1148 (ENO MOUNTAIN ROAD) AND SR 1192 (MAYO STREET) AT SR 1006 (ORANGE GROVE ROAD). REALIGN INTERSECTION AND MAKE SAFETY IMPROVEMENTS.	RIGHT-OF-WAY	STP	600	UNFUNDED	
ORANGE			CONSTRUCTION	STP	1,750	UNFUNDED	
					TOTAL PROJECT COST	2,350	
HILLSBOROUGH	U-3808	ELIZABETH BRADY ROAD EXTENSION, SOUTH OF US 70 BUSINESS TO NORTH OF US 70 BYPASS AT SR 1002 (ST. MARY'S ROAD). MULTI-LANES WITH A NEW CROSSING OF ENO RIVER. 1.4 Mile(s)	PLANNING/DESIGN		400	PRIOR YEARS IN PROGRESS	
			RIGHT-OF-WAY	STP	1,400	FY 10	
			MITIGATION	STP	598	FY 11	
ORANGE			CONSTRUCTION	STP	20,800	FY 12	
					TOTAL PROJECT COST	23,198	

* INDICATES INTRASTATE PROJECT
 GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

TRANSPORTATION PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
URBAN PROJECTS						
RESEARCH TRIANGLE PARK	U-4026	SR 1613-SR 1999 (DAVIS DRIVE), SR 3014 (MORRISVILLE-CARPENTER ROAD) IN WAKE COUNTY TO NC 54 IN DURHAM COUNTY. WIDEN TO MULTI-LANES. 5.7 Mile(s)	PLANNING/DESIGN RIGHT-OF-WAY		8,518	PRIOR YEARS IN PROGRESS IN PROGRESS
WAKE DURHAM	A	SR 3014 (MORRISVILLE-CARPENTER ROAD) TO SR 1635 (KOPPERS ROAD - MCCRIMMON PARKWAY).	CONSTRUCTION	C	5,300	FY 07
	B	SR 1635 (KOPPERS ROAD - MCCRIMMON PARKWAY) IN WAKE COUNTY TO NC 54 IN DURHAM COUNTY.	CONSTRUCTION CONSTRUCTION	O S	4,000 23,500	FY 07 FY 07
<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	

* INDICATES INTRASTATE PROJECT
 GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

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

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

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

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

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

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

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

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST		SCHEDULE (FISCAL YEARS)
					ESTIMATES (THOU)		
<u>MUNICIPAL BRIDGE PROJECTS</u>							
DURHAM	B-4698	APEX STREET OVER AMERICAN TOBACCO TRAIL. REPLACE BRIDGE NO. 242	RIGHT-OF-WAY CONSTRUCTION	NFAM NFAM	40 400		UNFUNDED UNFUNDED
DURHAM							
					TOTAL PROJECT COST	440	
<u>MITIGATION PROJECTS</u>							
VARIOUS	EE-4905	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 5 PROJECT MITIGATION.				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	
<u>BICYCLE AND PEDESTRIAN PROJECTS</u>							
SR 1006 (ORANGE GROVE ROAD) ORANGE	E-4980	CONSTRUCT PEDESTRIAN BRIDGE OVER I-40.					
<i>SCHEDULED FOR FEASIBILITY STUDY</i>							

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

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

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

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

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

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

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

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

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

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

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

TRANSPORTATION PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
ENHANCEMENT PROJECTS						
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
					TOTAL PROJECT COST	89
<i>PLANNING AND DESIGN BY TOWN</i>						
DURHAM DURHAM	E-2921E	AMERICAN TOBACCO RAIL TRAIL. NC 54 TO SOUTH OF I-40. CONSTRUCT A MULTI-PURPOSE TRAIL.	CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION	DP HP O STPDA	446 2,012 768 1,062	FY 07 08 FY 07 08 FY 07 08 FY 07 08
					TOTAL PROJECT COST	4,288
DURHAM DURHAM	E-4529	WEST POINT ON THE ENO PARK TO PENNY'S BEND NATURE RESERVE. CONSTRUCT OFF-ROAD MULTI-USE TRAIL.	CONSTRUCTION		719	PRIOR YEARS IN PROGRESS
					TOTAL PROJECT COST	719
DURHAM DURHAM	E-4530	FAYETTEVILLE STREET BETWEEN EXISTING END OF SIDEWALK JUST SOUTH OF CORNWALLIS ROAD AND BUXTON DRIVE. CONSTRUCT SIDEWALK ON WESTERN SIDE.	CONSTRUCTION		264	PRIOR YEARS IN PROGRESS
					TOTAL PROJECT COST	264
DURHAM DURHAM	E-4924	CLUB BOULEVARD, OVAL DRIVE TO OAKLAND AVENUE AT THE INTERSECTIONS OF WEST CLUB BOULEVARD WITH OVAL DRIVE AND OAKLAND AVENUE. CONSTRUCT A PEDESTRIAN MEDIAN AND A REFUGE ISLAND.	CONSTRUCTION		105	PRIOR YEARS IN PROGRESS
					TOTAL PROJECT COST	105
DURHAM DURHAM	E-4999	BICYCLE AND PEDESTRIAN TRAILS IN DURHAM AND DURHAM COUNTY. ACQUISITION OF RAIL CORRIDORS AND CONSTRUCTION.				
<i>PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY</i>						

* INDICATES INTRASTATE PROJECT
 GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

TRANSPORTATION PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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

* INDICATES INTRASTATE PROJECT
 GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

PUBLIC TRANSPORTATION PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST		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		

* INDICATES INTRASTATE PROJECT
 GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

PUBLIC TRANSPORTATION PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST		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		

* INDICATES INTRASTATE PROJECT
 GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

PUBLIC TRANSPORTATION PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST	
					ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PUBLIC TRANSPORTATION PROJECTS						
CHAPEL HILL	TA-4983	REPLACEMENT VANS	CAPITAL	FED	269	FY 13
			CAPITAL	L	29	FY 13
			CAPITAL	STAT	26	FY 13
ORANGE						
<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	

* INDICATES INTRASTATE PROJECT
 GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

PUBLIC TRANSPORTATION PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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

* 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	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	

* INDICATES INTRASTATE PROJECT
 GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

PUBLIC TRANSPORTATION PROGRAM

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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

* INDICATES INTRASTATE PROJECT
 GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

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

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

* 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	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	

* 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 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			TOTAL PROJECT COST		1,000	
ORANGE						
WAKE						
<hr/>						
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			TOTAL PROJECT COST		1,000	
ORANGE						
WAKE						
<hr/>						
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			TOTAL PROJECT COST		1,000	
ORANGE						
WAKE						
<hr/>						
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			TOTAL PROJECT COST		1,000	
ORANGE						
WAKE						
<hr/>						
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			TOTAL PROJECT COST		1,000	
ORANGE						
WAKE						

* INDICATES INTRASTATE PROJECT
 GREEN TEXT INDICATES DELIVERABLE STIP PROJECT



**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**

January 8, 2007

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 OR IN PROGRESS (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 OR IN PROGRESS (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 CHAPEL HILL	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 or In Progress (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	HILLSBOROUGH ORANGE COUNTY	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
			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)
X-XXXX	CARRBORO CHAPEL HILL	ESTES DRIVE, NORTH GREENSBORO STREET TO SEAWALL SCHOOL ROAD, BICYCLE IMPROVEMENTS	CONSTRUCTION TOTAL	STP	650 650	2007
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-4707	DURHAM CHAPEL HILL	OLD DURHAM/CHAPEL HILL ROAD BICYCLE IMPROVEMENTS.	CONSTRUCTION CONSTRUCTION CONSTRUCTION TOTAL	STP O STPDA	400 686 2742 3828	2009 2009, 2010 2009, 2010
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

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
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
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-4710	CHAPEL HILL	SEAWELL SCHOOL ROAD BICYCLE IMPROVEMENTS, HOMESTEAD ROAD TO ESTES DRIVE	CONSTRUCTION TOTAL	STP	2000 2000	UNFUNDED
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/DESIGN 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 or In Progress (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
			CONSTRUCTION	STPDA	501	2007, 2008, 2009, 2010, 2011, 2012, 2013
U-4727	DURHAM ORANGE CHATHAM	DCHC URBAN AREA PLANNING ALLOCATION AND UNIFIED WORK PROGRAM - ONGOING ACTIVITIES.	TOTAL		2004	2007, 2008, 2009, 2010, 2011, 2012, 2013
					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						
EE-4908	VARIOUS CHATHAM	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 8 PROJECT MITIGATION.	MITIGATION TOTAL		8756	PRIOR YEARS IN PROGRESS
					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 2007-2013 TIP One-on-One Meetings

TIP #	Location	Description	Total Cost	Prior Years	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	Non-Fed Match	Agency	
DURHAM COUNTY																		
1	I-306 C	I-85 C (15-501 to Broad)	Median Planters	\$1,403,204	\$0	\$1,122,563										\$280,641	Durham	
2	I-306 C	I-85 C (15-501 to Broad)	Brick Betterment Noise Wall	\$559,654	\$0	\$447,723										\$111,931	Durham	
3	I-306 C	I-85 C (15-501 to Broad)	Interchange Sidewalks	\$93,842	\$0	\$75,074										\$18,768	Durham	
4	I-306 DB	I-85 DB (Broad to Camden)	Brick Betterment -- Club Blvd. E. S. Noise Wall	\$133,300	\$0			\$106,640								\$26,660	Durham	
5	I-306 C	I-85 (Hillandale Commons)	Landscaping - Bern Hillandale Commons area	\$25,000	\$0			\$20,000								\$20,000	Private	
6	I-85		Interchange Fencing - (Placeholder)	\$75,000	\$0			\$60,000								\$15,000	Durham	
7	E-2921	American Tobacco Tr.	Phase E	\$1,476,250	\$0			\$1,181,000								\$295,250	Durham	
8	U-4724	Cornwallis Rd	Bike/Ped Facilities (S. Roxboro to University 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							\$957,666	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 Local 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	\$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	\$228,657	\$224,380	\$365,963	\$273,000	\$273,000	\$273,000	\$273,000	\$273,000	\$273,000	\$273,000	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	\$42,591,906	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	\$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

Division 5 One-on-One Meeting FY 2007-2013 Transportation Improvement Program

Agenda

1. **2007-2013 TIP Items for Discussion**
 - a. **Major Project Schedule and Funding Changes**
 - b. **Planning Studies Requests**
 - c. **Project Management Requests**
 - d. **Other Funding Changes**
 - e. **Project Description Revisions**
 - f. **Minor Revisions**

 2. **New Project Requests**

 3. **Other**
-

1. 2007-2013 TIP Items for Discussion

The DCHC MPO developed the Draft 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 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.

a. Major Project Schedule and Funding Changes

1. **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.

<u>Draft STIP</u>				<u>MTIP</u>			
ROW	STP	500	2008	ROW	STP	500	2008
Const.	STP	7900	2009	Const.	STP	5630	2009
				Const.	STPDA	2270	2010

RESPONSE: Construction already cash-flowed across 2009 and 2010. No change in STIP schedule or funding source. See response to #2 following.

2. **U-4724 (Cornwallis Rd., S. Roxboro Rd. to Chapel Hill Rd.)** 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

RESPONSE: STIP will advance project to FY 2009 per MTIP. Federal funding source remains as STP-DA in STIP to facilitate timely obligation of STP-DA funds.

3. **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

RESPONSE: Project being delayed to calendar year 2010 for cash balancing purposes. Federal funding source revised to 100% STP in STIP, to minimize split funding on projects and assist in minimizing over-programming of estimated STP-DA apportionment per SAFETEA-LU.

4. **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

RESPONSE: Acceleration of schedule is not possible, per Preconstruction. STP-DA funds applied to ROW and mitigation per MTIP, to assist in timely obligation of STP-DA funds.

5. **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).

Draft STIP			MTIP		
Const. S	540	2007	Const. S	540	2007
Const. STPDA	2160	2007	Const. STP	2160	2007

RESPONSE: STP-DA funds applied to this project in STIP to offset equity impact of ATT earmark (\$2.236 million) and ensure timely obligation of STP-DA funds. This will be reflected in final 2007-2013 STIP.

b. Planning Study Requests

6. **U-4720 (US 70) and U-4721 (Northern Durham Parkway)** added language to initiate planning and design. With the East End Connector (U-71) fully funded in the Draft 2007-2013 TIP, it is important to initiate the planning process for the next priority Highway Trust Fund projects in Durham – US 70 and the Northern Durham Parkway. Because the design of one of these Highway Trust Fund projects could affect the design of the other, it is important that the planning process study these two projects together.

RESPONSE: STIP will reflect no change in programming status. If DCHC MPO elects to allocate STP-DA funds and local matching funds to cover cost of completing NEPA document, project can be programmed for planning and environmental study only through subsequent amendment.

7. **U-2405 (M. L. King Jr. Parkway and NC 55 Interchange)** added language to initiate a feasibility study to look at lower cost alternatives. With the completion of M. L. King Jr. Parkway from US 15-501 to NC 55, it is appropriate to complete the last link of this important project from NC 55 to Cornwallis Road to serve Research Triangle Park. The TAC would like to consider lower cost alternatives to the \$25.8 million unfunded interchange identified in the Draft 2007-2013 TIP.

RESPONSE: Feasibility study re-evaluation will be programmed in STIP.

c. Project Management Requests

8. **C-4402 (NC 54 Bicycle Improvements)** request that NCDOT manage this project. NC 54 is a major State route. The MPO and the City of Durham do not have the resources to manage a project of this magnitude on the State system.

RESPONSE: Will defer to the Division of Bicycle and Pedestrian Transportation and to Division 5 for consideration.

9. **E-4707 (Old Durham-Chapel Hill Rd. Bicycle Improvements)** request that NCDOT manage this project. This 2.7 mile project is on the State system and spans two municipalities (Durham and Chapel Hill) and includes part of unincorporated Durham County. The MPO, Durham, and Chapel Hill do not have the resources to manage this project at this time. The management of this project would be difficult for either municipality.

RESPONSE: Will defer to Divisions 5 and 7 for consideration.

d. Other Funding Changes

10. **E-2921E (American Tobacco Trail)** adjusted funding slightly to accurately reflect the earmarks.

- 11. **E-4707 (Old Durham-Chapel Hill Rd. Bicycle Improvements)** added STPDA funding in 2009 and 2010 to fully fund the estimated project cost.
- 12. **U-2708 (Hillandale Rd., I-85 to Club Blvd.)** added the STPDA funding allocated to this project (project U-4726K).
- 13. **U-3475 (DCHC UPWP)** changed funding to reflect STPDA spreadsheet.
- 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.

RESPONSE: STIP has been modified where applicable to reflect STP-DA spreadsheet, with exceptions as noted in responses to other items.

e. Project Description Revisions

- 16. **U-2708 (Hillandale Rd., I-85 to Club Blvd.)** changed description to include “widen for bicycle and pedestrian facilities”. Widening to multi-lanes is not in the LRTP.

RESPONSE: STIP will change description of work to “provide bicycle and pedestrian facilities.”

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

RESPONSE: STIP will not be changed. Work descriptions and cost estimates will be needed for each proposed phase in order to update STIP.

f. Minor Revisions

- 18. **E-4707 (Old Durham-Chapel Hill Rd. Bicycle Improvements)** added Chapel Hill to the location description.

RESPONSE: Project termini and length have been updated per MTIP specification.

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

RESPONSE: Correction has been incorporated in STIP.

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

RESPONSE: Project U-4725 has been deleted from STIP. STIP will maintain project U-4725A in order to track equity, since STP-DA funds, not transit funds, are being applied. Cross-reference will be included in STIP.

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

RESPONSE: N/A

2. New Requests

- a. **NC 54 Widening** – *3rd on Regional Priority List*
Widen to multi-lanes with a divided median, consideration for bus rapid transit, and bicycle and pedestrian features; from I-40 to NC 55. This is an important alternative route to I-40 in rapidly growing south Durham and would connect to multi-lane sections on either end.
- b. **Fayetteville Road Widening** – *7th on Regional Priority List*
Widen to 4-lane with bicycle, pedestrian, and transit improvements; from Woodcroft Parkway to Riddle Road. This is an important north-south route in rapidly growing south Durham and would connect to multi-lane sections on either end.
- c. **DATA Buses** – *9th on Regional Priority List*
Purchase 18 expansion buses
- d. **Holloway Street Sidewalks** – *10th on Regional Priority List*
Construct sidewalk; from Miami Boulevard to US 70, and from Junction Road to Lynn Road
- e. **Hillsborough Road Sidewalks** – *11th on Regional Priority List*
Construct sidewalks; from US 15-501 to Cole Mill Road

RESPONSE: Will include “a” thru “e” in Division 5 Candidate Project List for 09-15 STIP.

3. Other

- a. **Provide Funding for Durham Intercity Passenger Rail Station at the Walker Warehouse.** After years of planning the City of Durham is moving forward with construction of the Durham Station to begin in 2007. The facility will serve as the downtown terminal for intra- and intercity bus movements. These plans also provided for a regional rail station at the site of the existing Amtrak station and the relocation of the intercity passenger rail station to the Walker Warehouse on the north side of the railroad. While construction of the regional rail system has been delayed, the plans remain to place a regional rail station at the current Amtrak station. Therefore, it is critical to proceed with plans to relocate the existing intercity passenger rail station to the Walker Warehouse. The former Liggett Meyers buildings along Main and Morgan Streets are currently being redeveloped for other uses (including the Walker Warehouse). It is imperative that previously agreed to plans to relocate the intercity passenger rail station to the Walker Warehouse proceed now or this opportunity will be lost.

RESPONSE: Will defer to Rail Division (Pat Simmons & Allan Paul) for response.

- b. **I-40 Repairs** I-40 was recently widened from four to six lanes between NC 147 and US 15-501 at a cost of \$44.8 million. In 2005, concrete failures on the original four lanes of I-40 began to appear shortly after the work was completed. These concrete problems are due to the failure to provide appropriate expansion joints in the three inch concrete overlay applied to the original four lanes. Under a settlement agreement with the original contractor, Granite Construction Company, NCDOT will be responsible for repairing 37 lane miles of damaged concrete at an estimated cost of \$18.6 million. NCDOT anticipates that it will replace the failing concrete with asphalt during 2007 and 2008.

Triangle citizens and others traveling on I-40 will have to endure the frustration and countless hours of delay associated with the repair work. In addition, the concrete pavement was expected to last 30 years whereas the asphalt is only expected to last 10 years. These frustrations compound the problem that revenue is not anticipated to keep up with the growing needs and demands for transportation improvements in the Triangle. The Triangle counties have been donor counties in terms of the ratio of taxes generated versus the amount of NCDOT funds spend in the area over the past fifteen years. Division 5 and citizens in the Triangle should not have to bear the cost of the repairs caused by the mistakes of others and have other critical transportation improvements delayed as a result.

At the Joint CAMPO DCHC MPO TAC meeting on November 29, 2006, the DCHC MPO and the Capital Area MPO endorsed a resolution requesting that the \$18.6 million to repair the failing concrete on I-40 be exempted from the State's Equity Formula.

RESPONSE: N/A. Issue discussed and available information provided during 1-on-1 meeting.

Other MPO requests or concerns raised at the 1-on-1 meeting

U-3308 (NC 55 – Alston Avenue widening in Durham) – concerns expressed by DCHC MPO regarding proposed design elements/features

RESPONSE: Will defer to the Highway Design Branch for response. NOTE: This project is being delayed to calendar year 2010 for cash balancing purposes.

Division 7 One-on-One Meeting FY 2007-2013 Transportation Improvement Program

Agenda

1. **2007-2013 TIP Items for Discussion**
 - a. **Major Project Schedule and Funding Changes**
 - b. **Planning Studies Requests**
 - c. **Project Management Requests**
 - d. **Other Funding Changes**
 - e. **Project Description Revisions**
 - f. **Minor Revisions**

 2. **New Project Requests**

 3. **Other**
-

1. 2007-2013 TIP Items for Discussion

The DCHC MPO developed the Draft 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 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.

a. Major Project Schedule and Funding Changes

1. **U-3306 (Weaver Dairy Rd., NC 86 to Erwin Rd.)** delayed construction to 2011, transferred STP and STPDA funding to U-4704. Maintained \$708,000 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.

<u>Draft STIP</u>				<u>MTIP</u>			
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	

RESPONSE: Construction being delayed to calendar year 2010 for cash balancing purposes. Federal funding will be programmed as 100% STP funds to minimize split-funding of projects and to help minimize over-programming of estimated STP-DA apportionment per SAFETEA-LU.

NOTE: If STP-DA allocation is intended by DCHC MPO to reflect a specific betterment request, the adjustment will be made in the draft 2009-2015 STIP.

2. **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

RESPONSE: Project will remain on current STIP schedule due to cash flow constraints. Federal funding will be programmed as 100% STP funds to minimize split-funding of projects and to help minimize over-programming of estimated STP-DA apportionment per SAFETEA-LU. \$450,000 in local participation will be programmed in the STIP to reflect percentage of signals under Town jurisdiction.

3. **U-2803 (Smith Level Rd., Rock Haven Rd. to Bridge)** accelerated ROW to 2009 and construction to 2010. ROW was scheduled for 2007 and construction for 2010 in the 2006-2012 TIP.

Draft STIP			MTIP		
ROW S	600	2010	ROW S	600	2009
Const. S	4300	2012	Const. S	4300	2010

RESPONSE: Schedule to remain as shown in draft 07-13 STIP pending decision on project purpose and scope.

4. **U-3808 (Elizabeth Brady Rd. Extension)** accelerated funding for ROW and mitigation in 2009, construction in 2011. ROW was scheduled for 2009 and construction for 2011 in the 2006-2012 TIP.

Draft STIP			MTIP		
ROW STP	1400	2010	ROW STP	1400	2009
Mitig. STP	598	2011	Mitig. STP	598	2009
Const. STP	20800	2012	Const. STP	20800	2011

RESPONSE: Schedule to remain as shown in draft 07-13 STIP; preconstruction cannot be accelerated.

5. **B-4962 (US 70)** added funding for ROW in 2010 and construction in 2011 to restore the funding listed for this project in the FY 2006-2012 TIP.

Draft STIP			MTIP		
ROW FA	300	Unfunded	ROW FA	300	2010

Const. FA 3000 Unfunded Const. FA 3000 2011

RESPONSE: Project cannot accelerate as requested per Preconstruction. ROW will be funded in STIP in FY 2013 pending updated assessment of prioritization.

6. **I-0305 (I-85)** changed phase descriptions and allocated all of the funding to ROW for phase A.

Draft STIP				MTIP			
A: SR 1006 near Hillsborough to east of SR 1709				A: Interchange improvements at NC 86, SR 1009 (Old NC 86), US 70			
B: East of SR 1709 to Durham County Line				B: Widening			
A: ROW	NHS	960	2012	A: ROW	NHS	1210	10, 12
B: ROW	NHS	250	2010				

RESPONSE: Description to remain as shown in draft 07-13 STIP; mainline bridges need replacing as well.

7. **E-4710 (Seawall School Rd. Bike Lanes)** changed to unfunded. Transferred \$650,000 in funding to a new project to provide bike lanes on Estes Dr. from Greensboro St. to Seawall School Rd. Recent cost estimates for E-4710 have raised the estimated cost to \$2,000,000.

Draft STIP				MTIP		
Const. STP	650	2007		Const. STP	2000	Unf.

RESPONSE: Final STIP will reflect MTIP change.

8. **X-XXXX (Estes Dr. Bike Lanes Greensboro St. to Seawall School Rd.)** added new project. Includes \$650,000 in funding for ROW and construction in 2007 transferred from E-4710. U-2909 (Estes Dr. bike lanes and sidewalks) should remain in the TIP because it is a more extensive project.

Draft STIP				MTIP		
n/a				Const. STP	650	2007

RESPONSE: New project E-5021 will be programmed in final STIP, reflecting MTIP schedule and amount.

- 8a. **U-0624 (NC 86 South Columbia St.)** NCDOT has proposed delaying construction from 2009 to 2010 for cash management purposes in the latest TIP Funding Report (revised 01/02/07). The DCHC MPO TAC has not reviewed the proposed schedule. This delay conflicts with the proposed MTIP.

Draft STIP (revised 01/02/07)				MTIP		
ROW STP	2555	2007		ROW STP	2555	2007
Const. STP	2400	2010		Const. STP	2400	2009

b. Planning Study Requests

9. **E-4980 (Pedestrian Bridge over I-40)** added request to initiate feasibility study.

RESPONSE: Will defer to Division of Bicycle and Pedestrian Transportation for response.

c. Project Management Requests

10. **E-4707 (Old Durham-Chapel Hill Rd. Bicycle Improvements)** request that NCDOT manage this project. This 2.7 mile project is on the State system and spans two municipalities (Durham and Chapel Hill) and includes part of unincorporated Durham County. The MPO, Durham, and Chapel Hill do not have the resources to manage this project at this time. The management of this project would be difficult for either municipality.

RESPONSE: Will defer to Divisions 5 and 7 for response.

d. Other Funding Changes

11. **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.

RESPONSE: STIP previously updated to reflect correction.

12. **E-4707 (Old Durham-Chapel Hill Rd. Bicycle Improvements)** added STPDA funding in 2009 and 2010 to fully fund the estimated project cost.

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

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.

RESPONSE TO ITEMS 12-15: STIP has been modified where applicable to reflect STP-DA spreadsheet, with exceptions as noted in responses to other items.

e. Project Description Revisions

16. **FS-0307A (Mason Farm Rd.)** added request that NCDOT identify the funding source, costs estimates, and schedule for this project.

RESPONSE: Cost estimates to be determined through feasibility study process. Funding and schedule will be determined if/when project is programmed in STIP.

NOTE: Town staff have participated regularly in project meetings. Most recent meeting was 1/17/07; Town was invited to attend.

NOTE: Regarding items 17, 19, and 20: STIP work description will be made generic pending resolution on project intent/need.

17. **U-2803 (Smith Level Rd., Rock Haven Rd. to Bridge)** changed description to include bicycle lanes and sidewalks.

18. **U-3100B (Old Fayetteville Rd., Hillsborough Rd. to NC 54)** changed description to include bicycle lanes, transit facilities, and sidewalks, changed project limits.

RESPONSE: STIP description to read "provide bicycle and pedestrian facilities and transit accommodations"; project limits changed.

19. **U-2804 (Homestead Rd., High School Rd. to NC 86)** added Carrboro to the location description, changed description to include bicycle lanes and sidewalks.

RESPONSE: Carrboro added to STIP location description.

20. **U-2909 (Estes Dr., Greensboro St. to NC 86)** changed description to include bicycle lanes and sidewalks. Split project into two phases.

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

RESPONSE: STIP will not be changed. Work descriptions and cost estimates will be needed for each proposed phase in order to update STIP.

22. **E-4994 (Bolin Creek Greenway)** added planning/design in progress.

RESPONSE: STIP will be updated to reflect MTIP.

23. **E-4995 (Dry Creek Greenway)** added planning/design in progress.

f. Minor Revisions

24. **E-4707 (Old Durham-Chapel Hill Rd. Bicycle Improvements)** added Chapel Hill to the location description.

RESPONSE: Final STIP will include Chapel Hill in description and will change termini and length accordingly.

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

RESPONSE: N/A

2. New Requests

3. Other

**RESOLUTION TO REQUEST THE TRANSFER OF
FFY 2007 AND 2008 CONGESTION MITIGATION AIR QUALITY (CMAQ)
FUNDS FROM FHWA TO FTA
FOR THE DURHAM-CHAPEL HILL-CARRBORO URBAN AREA**

February 14, 2007

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

WHEREAS, Congestion Mitigation Air Quality (CMAQ) program provides funding for surface transportation and other related projects that contribute to air quality improvements and reduce congestion; and

WHEREAS, transit projects that are likely to increase transit ridership and reduce congestion are permitted to receive CMAQ funds; and

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) approved FFY 2007 and 2008 CMAQ funds for three eligible transit projects: C-4927 (DATA hybrid bus purchases), C-4930 (Chapel Hill Transit hybrid bus purchases), and C-4931 (Carrboro, Chapel Hill, and UNC shared rider feeder service); and

WHEREAS, the Federal Transit Administration (FTA) administers most transit projects through the FTA's Urbanized Area Formula Grant Program; and

WHEREAS, in order for local governments to receive CMAQ funds for transit projects, the Federal Highway Administration (FHWA) must transfer the funds to the FTA; and

WHEREAS, under the current Continuing Resolution for FFY 2007 partial appropriations, FHWA has not been authorized by Congress to transfer funds to FTA; and

WHEREAS, the member jurisdictions of the DCHC MPO have pending contracts to utilize the CMAQ funds for these three projects; and

Now, therefore, be it resolved that:

The Durham-Chapel Hill-Carrboro Transportation Advisory Committee hereby requests that the Federal Highway Administration transfer the Congestion Mitigation Air Quality (CMAQ) funds for FFY 2007 and 2008 to the Federal Transit Administration for projects C-4927 (DATA hybrid bus purchases), C-4930 (Chapel Hill Transit hybrid bus purchases), and C-4931 (Carrboro, Chapel Hill, and UNC shared rider feeder service) as described on the attached table as soon as it is authorized to do so.

I, _____, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of the excerpt from the minutes of a meeting of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, duly held on the 14th day of February 2007.

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

STATE of: North Carolina
COUNTY of _____

I, _____, Notary Public of _____ County, North Carolina do hereby certify that _____ personally appeared before me on the _____ day of _____ 2006 to affix his/her signature to the foregoing document.

Notary Public
My Commission expires: _____

Table 1: FFY 2007 and 2008 CMAQ funds that must be transferred from FHWA to FTA.

TIP #	Project	FFY 07	FFY 08
C-4927	Durham, purchase five hybrid electric 40' buses to operate two new DATA routes	\$587,337	\$587,337
C-4930	Chapel Hill, purchase three hybrid electric transit buses to provide service to a new park and ride facility	\$469,869	\$469,869
C-4931	Carrboro, Chapel Hill and UNC, Orange County. Provide shared rider feeder service to areas not receiving regular bus service.	\$13,000	\$13,520

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency (LPA)

DATE: February 14, 2007

RE: Draft Coordinated Public Transportation / Human Services Transportation Plan

Background

This draft plan (Attachment 9B) has been developed by the Project Planning Team, which included representatives from Chapel Hill Transit, Chatham Transit Network, Durham Area Transit Authority, Durham County ACCESS, Orange Public Transportation, DCHC Lead Planning Agency, and NCDOT – Public Transit Division. The work of identifying needs and prioritizing them was accomplished through two stakeholder workshops which included participants from a broad array of organizations. There were thirty-one participants in the first workshop and thirty-five participants in the second workshop, representing city/town/county managers, appointed transportation advisory boards, local and regional public and human service transportation providers, county social service agencies, Latino advocacy organizations, private transportation providers, hospitals, chambers of commerce, and advocates for persons with disabilities.

The first workshop focused on an assessment of our existing services to the targeted populations of persons with disabilities, persons with low incomes, and the elderly. The outcome of the workshop was a list of issue areas where we do well, areas where we need improvement, and areas where there wasn't much knowledge about our status. The attached list of needs came out of the first workshop (Attachment 9A).

The second workshop was intended to provide the participants additional information about several key areas where there had been particular interest or confusion. These included technology applications, the paratransit eligibility process, the service areas by time of day, prices and payment options, transportation planning processes, and transportation information sources. During the prioritization activity, participants allocated "dots" to identified needs from the first workshop. The prioritization scores for all identified needs are also displayed in Attachment 9A.

The Project Planning Team reviewed the results of the second workshop and agreed on top tier priorities, and a subset of those which would be eligible for Job Access/Reverse Commute or New Freedom grant funds. The recommended top tier priority needs are listed below:

- Mobility manager helping customers identify transportation options to meet their needs
- Intra-county and cross-county services connecting rural areas to urban areas
- A unified regional paratransit application and eligibility determination and certification process needs to be created so that it is streamlined, clarified, and consistent across agencies.
- Evening service (6pm – 10pm) and late night service (10pm – midnight)
- Universal fare card that works on all services
- Better on-time performance for fixed-route and paratransit
- Travel training

The Project Planning Team is still developing recommendations for an annual process for competitive selection of projects to be funded using JARC and New Freedom funds. These recommendations will include solicitation guidelines, evaluation criteria, and a schedule for the process.

Schedule

February 14 TAC	Draft Plan and Update
March 14 TAC	Final Plan including Selection Criteria
March-April	Call for Projects
May 9 TAC	Award JARC and New Freedom Funds

Attachments

Attachment 9A	Prioritized List of Needs from Stakeholder Workshops
Attachment 9B	Draft Plan

List of Needs Identified During Workshop #1 – FINAL

Service Coordination

1. Improve transfer wait times between services (**2 top votes, 6 total votes**)
2. Reduce transfer requirements between services (**5,6**)
3. Coordinate timing of service in corridors served by multiple agencies (**2,4**)
4. Coordinate transfers between demand-responsive services and fixed-route services (**4,6**)
5. Centralized dispatching of community transportation and ADA paratransit services (demand-response + flex routes) (**4,8**)

Service Availability

6. Early morning service (before 8am), especially providing low-income workers access to childcare facilities (**5,9**)
7. Evening service (6pm until 10 pm) and late night service (10pm until 2am) (**7,15**)
8. *combined with #7*
9. Saturday service and Sunday Service (**4,8**)
10. *combined with #9*
11. Holiday service (**no votes**)
12. *combined with #6*
13. Intra-county and cross-county services within rural areas (**2,2**)
14. Intra-county and cross-county services connecting rural areas to urban areas (**10,16**)
15. Additional wheelchair-accessible vans available at reasonable cost for unrestricted travel (**2,9**)
16. There is a lack of public transportation to and from the airport (including Sunday service) (**3,4**)
17. Affordable trips from hospitals for discharged patients (**3,4**)

Information Coordination

18. Single customer information call center for all transportation options (**4,8**)
19. Mobility manager helping customers identify transportation options to meet their needs (**12,14**)
20. Single website expanded to include all transportation resources (**1,4**)
21. Travel training (**4,11**)
22. Consumer education on transportation options available (**2,7**)
23. Joint accessible transit information materials (**1,2**)
24. Coordinated placement of transportation information materials (**1,1**)
25. Current inventory of community transportation resources (**3,4**)
26. More and better information at bus stops and stations (**3,10**)
27. More information provided to case managers (**1,2**)
28. Spanish language information in print, website, and on telephone (**2,6**)
29. More frequent updates on the status of regional rail project and other regional transportation projects (**0,2**)
30. All regional partners need to work together in changing the negative perception of bus transit/bus dependent population and making transit a choice of preference for more residents (**6,15**)

Fare Payment Coordination

31. “Capped” or free transportation for transportation-disadvantaged populations (**6,9**)
32. Multiple payment options for the customer (**1,4**)

33. Universal fare card that works on all services **(6,12)**

Service Quality

34. Demand-responsive services should use routes coordinated by dispatch, and drivers' knowledge **(1,3)**
35. Better on-time performance for fixed-route and paratransit **(6,10)**
36. Consistent announcements, audible inside and outside of vehicles, of stop, route/destination, and direction information on all fixed-route services **(5,9)**
37. Improved customer service training for phone customer service representatives and vehicle operators **(3,7)**
38. Transportation systems should be more efficient **(2,3)**
- 38a. Services should be more comfortable to ride **(no votes)**

Service Eligibility

39. Many customers in need have difficulty meeting criteria for service/trip **(3,5)**
40. Unified regional paratransit application and eligibility and certification process needs to be streamlined, clarified, and consistent across agencies **(14, 27)**
41. Eligible customers in need of transportation should be issued a temporary paratransit permit during application review **(2,6)**
42. *Combined with # 40*

Community Involvement

43. More input from customers, human services agencies, and transit agencies on regional transportation needs **(1,5)**
44. More open communication between the human service agencies, service providers and the funding organizations, (primarily DCHC MPO and NCDOT) **(1,2)**
45. More input is needed from the community and there needs to be more awareness of opportunities to provide input for improving service **(2,3)**
46. There is a need for a joint human service agency board to provide input on human service transportation needs **(3,10)**
47. Regular Collection of Customer Satisfaction Ratings **(0,1)**
48. Create Accessible Services Advisory Committees (DATA, CHT) **(no votes)**

I. Introduction

A. Purpose

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

B. Background

The Job Access Reverse Commute grant program is intended to fund “the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment.” An FTA document titled “Frequently Asked Questions: Job Access and Reverse Commute Program” is included as Appendix A.

According to FTA, the purpose of the New Freedom Program is to provide improved public transportation services, and alternatives to public transportation, for people with disabilities, beyond those required by the Americans with Disabilities Act of 1990 (ADA). FTA’s FAQ document about this program is included as Appendix B.

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

II. Organizational Partners

A. Project Planning Committee

The Project Planning Team included representatives from the following organizations:

- Durham Area Transit Authority (DATA)
- Chapel Hill Transit
- Durham County Human Services Transportation
- Orange Public Transportation
- Chatham Transit Network
- Durham – Chapel Hill – Carrboro MPO Lead Planning Agency

- North Carolina DOT

Staff support to this planning process was provided by the Triangle Transit Authority.

B. Stakeholders

The Project Planning Team developed a list of organizations that were invited to the two stakeholder workshops (See Table 1.) These organizations represented a broad array of interests, including elected officials, city/town/county managers, appointed transportation advisory boards, local and regional public and human service transportation providers, county social service agencies, latino advocacy organizations, private transportation providers, hospitals, chambers of commerce, and advocates for persons with disabilities.

There were thirty-one (31) participants in the first stakeholder workshop on November 1, 2006 and thirty-five (35) participants in the second stakeholder workshop on December 14, 2006. Over the course of the two workshops, representatives from the following organizations participated in the identification or prioritization of coordinated transportation needs.

Alliance for Disability Advocates, Center for Independent Living
A Helping Hand
Chapel Hill Transit
Chapel Hill Transportation Board
Chatham Transit Network
Durham Area Transit Authority
Durham – Chapel Hill – Carrboro MPO Lead Planning Agency
Durham Community Collaborative
Durham County ACCESS
Durham Department of Social Services – Work First
Durham Housing Authority
Durham County Transportation Advisory Board
Durham Regional Hospital
Durham System of Care
El Centro Hispano
El Centro Latino
Helping Hands of America
NCDOT – Public Transit Division
O. E. Enterprises
OPC Area Program
Orange County Department of Social Services
Orange County Transportation Advisory Board
Orange Public Transportation
Orange Unified Transportation Board
Triangle J Council of Governments
Triangle Transit Authority Accessible Services Advisory Committee
UNC Hospital
XDS, Inc. (Cross-disabilities advocates)

Table 1. Stakeholder Workshop Invited Organizations

Local Elected Boards

Carrboro Board of Alderman
 Chapel Hill Town Council
 Durham City Council
 Durham County Commission
 Chatham County Commission
 Orange County Commission
 Hillsborough Town Council

Local Managers

Carrboro Town Manager
 Chapel Hill Town Manager
 Chatham County Manager
 Durham City Manager
 Durham County Manager
 Orange County Manager
 TTA General Manager

Local Advisory Boards

Carrboro Transportation
 Chapel Hill Transportation Board
 Chatham Transportation Advisory Board
 DATA Board
 Durham Transportation Advisory Board
 Orange Transportation Advisory Board
 TTA Board of Trustees

Local Public Transportation Providers

Chapel Hill Transit
 Chapel Hill Planning Department
 Chatham Transit Network
 DATA
 Durham County Access
 Orange Public Transportation
 Triangle Transit Authority

Local Social Services Agencies

Chatham Department of Social Services
 Durham Department of Social Services
 Orange Department of Social Services

Regional / Local Transportation Agencies

NCDOT
 DCHCMPO LPA Staff

Non-Profit Organizations

El Centro Hispano
 El Centro Latino
 El Futuro, Inc.
 The Community Backyard
 The Mental Health Association in Orange County
 Durham Community Collaborative

Private Providers of Human Services Transportation

Senior Care Management Associates
 Non-Emergency Medical Transit Authority
 A Helping Hand
 Helping Hands of America

Medical Facilities

Duke University Medical Center
 UNC Memorial Hospital

Chambers of Commerce

Durham Chamber Workforce Development
 Chapel Hill - Carrboro Chamber of Commerce

III. Inventory of Available Human Services Transportation and Public Transportation

As a first step in the project, we developed an inventory of the available public and private transportation options for the target populations. The information provided below is for the publicly funded and operated transportation providers.

Community Transportation Providers

Durham County ACCESS (DCA)

Durham County ACCESS (DCA) is the principal countywide transportation service provider in Durham County. DCA primarily serves the clients of Durham County community service agencies but also serves rural general public throughout Durham County. DCA also makes trips to and from the City of Durham and offers both subscription and demand response services. DCA connects with Durham Area Transit Authority.

Contacts – Johnny Ford, DCA (919) 560-0520

Service Area – Durham County, urbanized and rural areas

Service Type – Subscription and Demand Response

Customers – Contract Agency clients and rural general public

Hours of Service – Monday - Saturday, 5:30am - 12:30am, Sunday 6:30am – 7:30pm

Price/Fares – Individual: \$2.00 each way.

Publicity/Marketing – DCA conducts passenger surveys, agency surveys and has developed a rider's guide. Marketing and outreach efforts are conducted by the contract agencies that DCA serves, as the agency clients are the main beneficiaries of the service.

Orange County Public Transportation (OPT)

The OPT program, a division of the Orange County Department on Aging, offers bus and van service outside the Chapel Hill/Carrboro city limits including planning and coordination for county residents with transportation needs. Trips may end in Chapel Hill and/or Carrboro but must begin outside of these jurisdictions. The Orange County Transportation Advisory Board (TAB) comprised of agencies, representatives and systems, advises OPT on its operations and recommends policy to the Board of Commissioners. OPT connects with Chapel Hill Transit and Triangle Transit Authority.

Contacts - Jerry Passmore, Orange Public Transportation Director, (919) 245-2009;
Al Terry, Orange Public Transportation Supervisor, (919) 245-2002

Service Type - Fixed route, deviated fixed route, demand response and subscription routes.

Hours of Service – Monday - Friday, 6:00am - 7:00pm and Saturday, 8:00am - 5:00 pm

Service Area - Orange County excluding Chapel Hill/Carrboro (trips must start outside of these jurisdictions but can end anywhere in Orange County).

Customers - Clients of contract agencies and rural Orange County residents

Price/Fares - vary depending upon the route and service provided. The fixed public route is \$2.00 per trip (\$1.00 if elderly or disabled). Dept of Social Services medical trips are charged back to the department (the client does not pay). General public fares (demand response) are \$12.75 per trip. Senior center trips are cost sharing only. Contract agency subscription cost = \$19.00 per hour and/or \$.45 per mile.

Publicity/Marketing - Public forums, newspaper, website, logos on vehicles, brochures

Chatham Transit Network (CTN)

Chatham Transit Network (CTN) is the countywide transportation provider for Chatham County. CTN is not a governmental agency, but is a 501(c)(3) private non-profit consolidated transportation system operating in Chatham County, NC. CTN offers subscription route and demand/response transportation by contractual agreement with human service organizations. CTN serves all of Chatham County, both urban and rural areas and is governed by a Transportation Advisory Board.

Contact – Helen Stovall, CTN Executive Director, 919 542-5136

Service Area – Chatham County. Trip must originate in Chatham County but CTN will go anywhere within the state of NC, the only provisions is that service must be open to the public and advertised as such.

Service Type – CTN currently provides both subscription route and demand-response service.

Customers – Contract Agency Clients, limited general public. The general public riders tend to be the typically transportation disadvantaged – elderly, disabled, economically disadvantaged.

Hours of Service – The office is open from 8-5 each weekday. The hours of operation of our vehicles are totally dependent on what the customer wants. CTN does not in any way limit itself to restrictive hours of operations. The only provision is that the trip must be open to the public and advertised as such. Currently, CTN operates from 5:00 AM to 10:00 PM weekdays and 8:00 to 3:00 on Saturdays. Occasionally trips are provided on Sunday night for JARC riders.

Fare/Prices – CTN current rates are \$.77 per mile and \$20.11 per hour. A flat rate is charged for medical trips which include wait time and deadhead miles and hours.

Publicity/Marketing - CTN distributes and stock brochures at various human service agencies places. Catch phrase advertising on CTN vehicles with catch phrases like "Have a court date? Don't be late. Take Transit." CTN has a number of these signs with different texts in English and Spanish that we put on the outside of transit vehicles. Additionally ads are placed in local newspapers and CTN participates in community events.

Paratransit Providers

Durham Area Transit Authority (DATA) -ACCESS

DATA ACCESS is the name of the ADA paratransit service for the City of Durham. DATA ACCESS is sponsored by the Durham Area Transit Authority (DATA). Only riders who meet the criteria specified by the ADA and who have been certified as eligible can use DATA ACCESS. Persons do not qualify automatically just because they have a disability or on the basis of age. Eligibility is based on a person's functional limitations. DATA ACCESS provides curb-to-curb transportation service for eligible riders. DATA ACCESS operates service to all locations within the City of Durham and to any location outside the City that is three-quarters of a mile of any fixed-route service operated by DATA. The DATA ACCESS taxicab program provides ACCESS customers greater freedom and mobility. This program offers ACCESS customers the option of using taxicab service for their transportation needs at a cost of half the regular taxicab fare. DATA ACCESS is governed by an 8 - member Board of Trustees.

Contact – Steve Mancuso, Transit Administrator, (919) 957-7336 Ext. 21;
Tara Caldwell, Laidlaw Transit Services, Project Manager, 919.688.3136, ext 30

Service Area – Durham City and Chapel Hill for Medical trips

Service Type – Provide curb-to-curb trips for any purpose.

Customers – 60 percent of clients are certified ADA clients and the others are certified through Social services or Rural General Public.

Hours of operation – Monday-Saturday, 5:30am – 12:30am, Sunday 6:30am – 7:30pm

Fares/Price – \$2.00 general public but costs to agencies are based on revenue hours at the end of each month.

Publicity/Marketing – Clients find out about ACCESS through clinics, social services or other clients.

Chapel Hill Transit/EZ Rider

Offered in connection with Chapel Hill Transit, EZ Rider is a special service which uses lift equipped vehicles to transport individuals with mobility limitations that prevent them from using Chapel Hill Transit's regular bus service. Riders should be ADA certified or certified by their physician in order to use the service. Demand Response and Subscription services up to 6 months at a time are available.

Contacts – Henry DePietro, Operations Manager, (919) 968-2755, Ext: 121;
Ceberettia Hinton, Assistant Operations Manager, (919) 968-2755, Ext: 122

Service Area – Town of Chapel Hill

Service Type – Provide trips to the disabled for any purpose.

Customers – ADA-eligible individuals that are certified due to a disability or health condition that prevents them from using the fixed-route system.

Hours of operation – 6:15am to 6:15 am, Monday through Friday. 8:05 am to 6:30 PM on Saturday. Weekday evening and Sunday service is available through another Chapel Hill Transit service called Shared-Ride.

Paratransit Providers (cont.)

Fares/Price – Free

Publicity/Marketing – Chapel Hill Transit distributes a EZ Rider brochure that highlights the eligibility process, service parameters and scheduling. Additionally, public forums, newspapers and the www.chtransit.org website have served to promote awareness of this demand-response transit service.

Triangle Transit Authority- Paratransit Service

The Triangle Transit Authority's (TTA) paratransit system operates in accordance with the Americans with Disabilities Act and is designed to serve individuals whose disabling conditions or functional limitations prevent them from using TTA fixed route services.

Contacts – Laurie Barrett, Director of Bus Operations, (919) 485-7451;
Tonya Dupree, Transit Manager, (919) 485-7466

Service Area – Trips must begin and end within $\frac{3}{4}$ mile from fixed route TTA bus service on Raleigh, Durham, and Chapel Hill routes. TTA's paratransit service area includes routes 105, 107, 402, 403, 412, 413, the RTP Shuttle area, and RDU Airport.

Service Type - Provide trips to the disabled for transportation regardless of trip purpose.

Customers – ADA-certified clients that are unable to use the fixed-route system due to a disability or health condition. Most riders are commuting to work.

Hours of operation- Monday – Friday, 6am - 10:20pm, Saturday 6:30am - 6:30pm

Fares/Price – \$4.00 one-way

Publicity/Marketing - TTA distributes a paratransit services brochure that highlights the eligibility and application process. Additionally, public forums, newspapers, flyers, and the www.ridetta.org website promote awareness of TTA's accessible transit services.

Urban Public Transportation Providers

Chapel Hill Transit

Chapel Hill Transit operates public transportation services within the Towns of Chapel Hill and Carrboro and on the campus of the University of North Carolina. This service area is located in the southeast corner of Orange County, North Carolina. The types of services operated include fixed route bus service, EZ Rider service (for mobility impaired) and Shared Ride Service.

Contacts – Steven Spade, Transportation Director, (919) 968-2752;
Kurt Neufang, Assistant Director. (919) 968-2775 ext. 114

Service Area – Town of Chapel Hill and Town of Carrboro

Service Type – Fixed route, Shared-ride feeder zones

Customers – general public, majority of riders are affiliated with UNC-CH and UNC Hospital

Hours of Service – Mon-Fri, 4:50am - 1:00am, Sat 8:30am - 2:50am, Sun 10am - 11pm

Price/Fares – Free

Publicity/Marketing – www.chtransit.org

Durham Area Transit Authority

The City of Durham assumed the operation of the local bus system in 1991, naming it Durham Area Transit Authority (DATA). DATA contracts for the provision of its fixed route service and paratransit service every five years. The fixed route system includes 165 employees and 50 buses providing over 13,000 passenger trips daily on 19 different bus routes. The paratransit system includes 43 vans and 57 employees transporting clients to various places within the City of Durham.

Contacts – Steve Mancuso, Transit Administrator, (919) 957-7336 Ext. 21;
Pierre Owusu, Senior Transportation Planner, (919) 957-7336 Ext. 19;

Service Area – City of Durham and urbanized areas of Durham County

Service Type – Fixed Route

Customers – general public

Hours of Service – Monday - Saturday 5:30am - 12:30am, Sunday 6:30am - 7:30pm

Price/Fares – Individual: \$1.00 per trip.

Publicity/Marketing – http://data.durhamnc.gov/Index_DATA.cfm

Urban Public Transportation Providers (cont.)

Triangle Transit Authority

The TTA was created to plan, finance, organize, and operate a public transportation system for the Triangle area, which includes Orange, Durham and Wake Counties. TTA has three main program areas: Regional Bus, ridesharing services and regional transit planning. TTA serves the general public with the majority of users being commuters and students. TTA is governed by a thirteen member Board of Trustees. Ten members are appointed by the region's principal municipalities and counties and three members are appointed by the North Carolina Secretary of Transportation.

Contacts – David King, Interim General Manager, (919) 485-7424
 Laurie Barrett, Director of Bus Operations, (919) 485-7451
 John Tallmadge, Director of Commuter Resources, (919) 485-7430

Service Area – Urbanized areas of Durham, Orange and Wake Counties

Service Type – Fixed Route, demand-response shuttle in RTP area, vanpool, carpool matching

Customers – general public, primarily Triangle area commuters

Hours of Service – Monday – Friday 6am – 10:20pm, and Saturday 6:30am – 6:30pm

Price/Fares – Individual: \$2.00 per trip for regional bus service, \$2.50 per trip for express bus service; vanpool fares are subscription based and determined by trip length and number of van riders.

Publicity/Marketing – TTA-specific information is provided on-line at www.ridetta.org. TTA also manages a region-wide website at www.gotriangle.org. Beginning in March 2007, TTA will staff a regional public transportation information call center.

Needs Assessment

The Needs Assessment was conducted according to the recommendations of the Federal Interagency Coordinating Council on Access and Mobility, also known as United We Ride. They provided a tool called the "Self-Assessment Tool for Communities" (See Appendix C) as part of their Framework for Action program for developing coordinated transportation plans. The Project Planning Team supplemented this tool with another document soliciting input on service gaps (See Appendix D). These Self-Assessment documents were used during the first stakeholder workshop.

Thirty-one participants representing urban public transportation providers, community transportation systems, social service agencies, hospital patient care management, transportation advisory boards, advocates for persons with disabilities, advocates for Latino residents, and others met on November 1st to assess the current transportation system in the Durham, Orange, and Chatham county area.

The participants worked in five different groups, each representing a diversity of perspectives. Following time for each individual to assess the current transportation system on 26 criteria, the groups discussed what they believe we are doing well and areas where we need to do better. They recorded their discussions and shared the major points with the full workshop. Below you will find the major themes that emerged from these discussions.

Things We Do Well

While there was not unanimity among participants, these four themes recurred in the discussions at the Workshop.

1. There is positive interest and momentum among staff, elected officials, and interested stakeholders in providing well-coordinated transportation services.
2. The public transportation and human services transportation is generally offered at an affordable cost to the customers.
3. The systems are collecting data on core performance measures.
4. The transportation systems are reasonably effective job at putting customers first in the provision of services. (There were more widely varied opinions shared about this item.)

There were other areas where groups or individuals believe that the transportation system is functioning well, but there was not necessarily broader agreement. These were compiled from the 26-question Individual Assessments completed by the participants. The results indicate the following:

The top five areas where participants felt that the system is doing well or that there is only limited need for improvement are:

1. There is positive momentum to coordinate public transportation and human service transportation services (68% indicated that this is done well or needs only limited action).
2. Clear data is systematically gathered and analyzed on core performance issues (64% indicated that this is done well or needs only limited action).
3. Facilities have been located to promote safe, seamless, and cost-effective transportation services (61% indicated that this is done well or needs only limited action).

4. Marketing and communications programs are used to build awareness and encourage greater use of services (57% indicated that this is done well or needs only limited action).
5. Leaders and organizations have defined the need for change and articulated a new vision for the delivery of coordinated transportation services (57% indicated that this is done well or needs only limited action).

Areas Where We Need to Improve

There was recognition by most participants that there are a number of areas where the transportation systems can function better to meet the needs of people with limited incomes, the elderly, and persons with disabilities, as well as the general citizenry. The areas that repeatedly came up in group discussions are described below.

1. Transportation system coordination of can be improved to make cross-county travel easier.
2. Service is very limited or unavailable on evenings, weekends, and holidays.
3. Service is very limited or unavailable in most of the rural areas of Durham, Chatham, and Orange counties.
4. The transportation systems can do a better job of providing an array of user-friendly and accessible information sources.
5. There is not centralized system to handle requests for transportation services and information from agencies and individuals.
6. There is interest in applying technology improvements to the human services transportation and ADA – paratransit systems.
7. There needs to be a better flow of information among transportation providers, human services agencies, other stakeholders, the public and funding agencies.
8. There needs to be additional funding.

From the Individual Assessments, the top five areas where participants felt that the system needs to make significant improvement are:

1. There is a need for a centralized dispatch system to handle requests for transportation services from agencies and individuals (64% indicated that this needs to begin or needs significant action).
2. There needs to be an arrangement among diverse transportation providers to offer flexible services that are seamless to customers (57% indicated that this needs to begin or needs significant action).
3. Travel training and consumer education programs should be available on an ongoing basis (50% indicated that this needs to begin or needs significant action).
4. There should be an inventory of community transportation resources and programs that fund transportation services (50% indicated that this needs to begin or needs significant action).
5. The specific transportation needs of various target populations should be well documented (46% indicated that this needs to begin or needs significant action).

Areas Where Participants Had Questions

The top five questions where participants felt that they did not have enough information to provide an opinion are:

1. Is there a strategy for systematic tracking of financial data across programs? (50% indicated that they were not familiar enough to score this question)

2. Is there an automated billing system in place that supports the seamless payment system and other contracting mechanisms? (50% indicated that they were not familiar enough to score this question)
3. Is the plan for public transportation - human services transportation coordination linked to and supported by other state and local plans such as the Regional Transportation Plan or State Transportation Improvement Plan? (39% indicated that they were not familiar enough to score this question)
4. Are transportation line items included in the annual budgets for all human service programs that provide transportation services? (39% indicated that they were not familiar enough to score this question)
5. Has the use of technology in the transportation system been assessed to determine whether investment in transportation technology may improve services and/or reduce costs? (36% indicated that they were not familiar enough to score this question)

All the information from the individual assessments, the small group reports, and the full workshop discussion was reviewed and assimilated by the Project Planning Team into the list of needs in Table 2. This list of needs was used as the starting point for discussion at the second stakeholder workshop.

Table 2. List of Needs Identified During Workshop #1

(Red font indicates changes made because of discussion and consensus reached during Workshop #2.)

Service Coordination

1. Improve transfer wait times between services
2. Reduce transfer requirements between services
3. Coordinate **headways timing of service** in corridors served by multiple agencies
4. Coordinate transfers between demand-responsive services and fixed-route services
5. Centralized dispatching of community transportation and ADA paratransit services
(**demand-response + flex routes**)

Service Availability

6. Early morning service (before 8am)
7. Evening service (5pm until 10 pm)
8. Late night service (10pm until 2am)
9. Saturday service
10. Sunday service
11. Holiday service
12. Services providing access to childcare facilities for low-income workers
13. Intra-county and cross-county services within rural areas
14. Intra-county and cross-county services connecting rural areas to urban areas
15. Additional wheelchair-accessible vans available at reasonable cost for unrestricted travel
16. There is a lack of public transportation to and from the airport (including Sunday service)
17. Affordable trips from hospitals for discharged patients

Information Coordination

18. Single customer information call center for all transportation options
19. Mobility manager helping customers identify transportation options to meet their needs
20. Single website expanded to include all transportation resources
21. Travel training
22. Consumer education on transportation options available
23. Joint accessible transit information materials
24. Coordinated placement of transportation information materials
25. Current inventory of community transportation resources
26. More and better information at bus stops and stations
27. More information provided to case managers
28. Spanish language information in print, website, and on telephone
29. More frequent updates on the status of regional rail project and other regional transportation projects
30. All regional partners need to work together in changing the negative perception of bus transit/bus dependent population and making transit a choice of preference for more residents

Fare Payment Coordination

31. "Capped" or free transportation for transportation-disadvantaged populations
32. Multiple payment options for the customer
33. Universal fare card that works on all services

Service Quality

34. Demand-responsive services should use routes ~~designated~~ ~~coordinated~~ by dispatch, ~~not~~ ~~and~~ drivers' knowledge
35. Better on-time performance for fixed-route and paratransit
36. Consistent announcements, audible inside and outside of vehicles, of stop, route/destination, and direction information on all ~~multi-rider~~ ~~fixed-route~~ services
37. Improved customer service training for phone customer service representatives and vehicle operators
38. ~~Many~~ Transportation systems ~~are inefficient~~ should be more efficient. ~~and uncomfortable to ride~~
- 38a. Services should be more comfortable to ride

Service Eligibility

39. Many customers in need have difficulty meeting criteria for service/trip.
40. Paratransit application process needs to be streamlined, clarified, and consistent across agencies.
41. Eligible customers in need of transportation should be issued a temporary paratransit permit during application review.
42. Unified regional eligibility determination and certification for all agencies and services.
 - Note: During discussion, #'s 40 and 42 were considered able to merge into a single item.

Community Involvement

43. More input from customers, human services agencies, and transit agencies on regional transportation needs
44. More open communication between the human service agencies, service providers and the funding organizations, (primarily DCHC MPO and NCDOT)
45. More input is needed from the community and there needs to be more awareness of opportunities to provide input for improving service
46. There is a need for a joint human service agency board to provide input on human service transportation needs
47. Regular Collection of Customer Satisfaction Ratings
48. Create Accessible Services Advisory Committees (DATA, CHT)

III. Prioritization of Needs

Thirty-five participants representing urban public transportation providers, community transportation systems, social service agencies, hospital patient care management, transportation advisory boards, advocates for persons with disabilities, advocates for Latino residents, and others met on December 14th to prioritize the transportation needs that had been identified during the prior workshop.

The workshop began with a presentation of information on six key topics that had been raised during the initial workshop (the overview documents are included as Appendices E-J). These topics were:

- Service availability during off-peak periods (i.e., early morning, evening, night, and weekends)
- Eligibility requirements for ADA paratransit, community transportation demand-response, and contract-based services.
- Technologies available to improve coordination of transportation
- Prices and payment options
- Public transportation information sources
- Other transportation planning activities

Following this presentation, the participants worked in five different groups, to review the list of needs identified in the prior workshop, and to suggest clarifications or additions to the list. These changes are highlighted in red font on the revised List of Needs document.

Then, individually, each participant identified five top priorities for action, and five additional priorities, placing sticky dots next to the listed item. There were ten needs that received five or more "top priority votes." These included:

- Mobility manager helping customers identify transportation options to meet their needs
- Intra-county and cross-county services connecting rural areas to urban areas
- Paratransit application process needs to be streamlined, clarified, and consistent across agencies.
- Unified regional eligibility determination and certification for all agencies and services.
- All regional partners need to work together in changing the negative perception of bus transit/bus dependent population and making transit a choice of preference for more residents
- "Capped" or free transportation for transportation-disadvantaged populations
- Universal fare card that works on all services
- Better on-time performance for fixed-route and paratransit
- Reduce transfer requirements between services
- Consistent announcements, audible inside and outside of vehicles, of stop, route/destination, and direction information on all fixed-route services

Additionally, there were three other needs that received ten or more "total votes." These were:

- Travel training
- More and better information at bus stops and stations

- There is a need for a joint human service agency board to provide input on human service transportation needs

The last activity of the workshop was a discussion of the priorities that had been selected. During this discussion, the group was asked to evaluate whether there were some items that were surprisingly omitted or included in the top priorities. Also, the group was asked to clarify the intent of some of the top priorities. The key points of this discussion were:

- None of the items for additional service during off-peak hours rose to the top of the priority list, despite extended discussion of these needs during the first workshop. One explanation for this was that the splitting of the need into specific times and days diluted the support for it. There were suggestions for grouping the items and ranking them as grouped.
- The interest and support for travel training extends to customers, transportation provider staff, and the support network for customers (e.g., family, caregivers).
- There was also discussion about item 15 in the list of needs – “Additional wheelchair-accessible vans available at reasonable cost for unrestricted travel.” There were several components to this issue, including a desire for lower costs to the end user for privately provided services, the availability of more accessible vehicles regardless of owner at all hours of the day, and the integration of private and non-profit accessible vehicles into the resources that are available.
- Finally, there was a consensus that the items “Paratransit application process needs to be streamlined, clarified, and consistent across agencies” and “Unified regional eligibility determination and certification for all agencies and services” were not distinct and should be combined.

The Project Planning Team reviewed the results of this workshop and makes the following recommendations:

- It is fair to group evening (#7) and late night (#8) service together, yet separate from the other off-peak service periods.
- Early morning service (#6) and services providing access to childcare facilities for low-income workers (#12) should be combined.
- The marketing/public relations recommendation (#30) should be indicated as a top tier recommendation, but would not be included in the list recommended for JARC/New Freedom project solicitation.
- Items related to unifying and streamlining the paratransit eligibility determinations (#40 and #42) should be combined. We will need to determine whether projects to address these needs are eligible for JARC and New Freedom funding.
- We agreed that items that had 6 or more “top tier” or “green” priority votes or at least 11 total priority votes would be considered Top Tier Priorities for project solicitation for JARC and New Freedom funds. The list includes 7 priorities (or six depending on outcome of #40/#42 eligibility) - #19,14, 7/8, 40/42, 33, 35, and 21.

With these recommendations, the list of prioritized needs is organized in Table 3 with 8 top tier priorities, and groups of second and third tier priorities.

Table 3. Prioritization Scores of Needs From Workshop #2**Needs with more than 6 top votes or 11 or more total votes**

- Evening service (6pm until 10 pm) and late night service (10pm until 2am) **(7 top votes, 15 total votes)**
- Intra-county and cross-county services connecting rural areas to urban areas **(10,16)**
- Mobility manager helping customers identify transportation options to meet their needs **(12,14)**
- Travel training **(4,11)**
- All regional partners need to work together in changing the negative perception of bus transit/bus dependent population and making transit a choice of preference for more residents **(6,15)**
- Universal fare card that works on all services **(6,12)**
- Unified regional paratransit application and eligibility and certification process needs to be streamlined, clarified, and consistent across agencies **(14, 27)**
- Better on-time performance for fixed-route and paratransit **(6,10)**

Needs with 2 or more top votes and 5 or more total votes

- Improve transfer wait times between services **(2, 6)**
- Reduce transfer requirements between services **(5,6)**
- Coordinate transfers between demand-responsive services and fixed-route services **(4,6)**
- Centralized dispatching of community transportation and ADA paratransit services (demand-response + flex routes) **(4,8)**
- Early morning service (before 8am), especially providing low-income workers access to childcare facilities **(5,9)**
- Saturday service and Sunday Service **(4,8)**
- Additional wheelchair-accessible vans available at reasonable cost for unrestricted travel **(2,9)**
- Single customer information call center for all transportation options **(4,8)**
- Consumer education on transportation options available **(2,7)**
- More and better information at bus stops and stations **(3,10)**
- Spanish language information in print, website, and on telephone **(2,6)**
- Consistent announcements, audible inside and outside of vehicles, of stop, route/destination, and direction information on all fixed-route services **(5,9)**
- Improved customer service training for phone customer service representatives and vehicle operators **(3,7)**
- "Capped" or free transportation for transportation-disadvantaged populations **(6,9)**
- Many customers in need have difficulty meeting criteria for service/trip **(3,5)**
- Eligible customers in need of transportation should be issued a temporary paratransit permit during application review **(2,6)**
- There is a need for a joint human service agency board to provide input on human service transportation needs **(3,10)**

Other Needs

- Coordinate timing of service in corridors served by multiple agencies **(2,4)**
- Holiday service **(no votes)**
- Intra-county and cross-county services within rural areas **(2,2)**
- There is a lack of public transportation to and from the airport (including Sunday service) **(3,4)**
- Affordable trips from hospitals for discharged patients **(3,4)**
- Single website expanded to include all transportation resources **(1,4)**
- Joint accessible transit information materials **(1,2)**
- Coordinated placement of transportation information materials **(1,1)**
- Current inventory of community transportation resources **(3,4)**
- More information provided to case managers **(1,2)**
- More frequent updates on the status of regional rail project and other regional transportation projects **(0,2)**
- Multiple payment options for the customer **(1,4)**
- Demand-responsive services should use routes coordinated by dispatch, and drivers' knowledge **(1,3)**
- Transportation systems should be more efficient **(2,3)**
- 38a. Services should be more comfortable to ride **(no votes)**
- More input from customers, human services agencies, and transit agencies on regional transportation needs **(1,5)**
- More open communication between the human service agencies, service providers and the funding organizations, (primarily DCHC MPO and NCDOT) **(1,2)**
- More input is needed from the community and there needs to be more awareness of opportunities to provide input for improving service **(2,3)**
- Regular Collection of Customer Satisfaction Ratings **(0,1)**
- Create Accessible Services Advisory Committees (DATA, CHT) **(no votes)**

APPENDIX A

Frequently Asked Questions: Job Access and Reverse Commute Program

FREQUENTLY ASKED QUESTIONS

Job Access and Reverse Commute Program

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

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

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

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

3. How are funds allocated?

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

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

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

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

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

4. How may JARC funds be used?

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

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

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

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

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

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

Projects include but are not limited to:

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

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

6. What Federal requirements apply to the program?

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

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

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

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

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

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

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

10. When will FTA have JARC program guidance available?

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

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

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

The designated recipient in a large urbanized area under Section 5307 is responsible, in cooperation with the MPO, for soliciting applications in a competitive selection process. Projects selected must be derived from a coordinated plan. The statutory provision that funds be apportioned directly to large urbanized areas assumes that there is a need for job access

projects in every such area, but does not require that the transit authority provide all JARC services. Eligible sub-recipients include State and local governmental authorities, nonprofit organizations, and operators of public transportation services. The locally developed plan will identify service gaps and a strategy for meeting the needs. The transfer provisions in JARC allow the transfer of the funds by the State to 5307 or 5311, but only for the purpose of eligible selected JARC projects.

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

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

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

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

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

APPENDIX B

Frequently Asked Questions: New Freedom Program

FREQUENTLY ASKED QUESTIONS

New Freedom Program Provisions of SAFETEA-LU

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

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

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

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

3. How are funds allocated?

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

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

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

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

4. How may funds be used?

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

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

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

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

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

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

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

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

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

6. What Federal requirements apply to the program?

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

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

The ADA and the U.S. Department of Transportation implementing regulations (49 CFR Parts 27, 37 & 38) contain specific requirements for making transportation systems and services accessible to persons with disabilities. The New Freedom program is intended to fund transportation services that are outside of those already required for individuals with disabilities under the ADA. FTA is interested in public comment on how best to provide guidance while maintaining flexibility.

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

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

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

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

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

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

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

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

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

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

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

The New Freedom formula is based on the ratio of individuals with disabilities in an area to the total population of individuals with disabilities in the corresponding category (non urbanized, urbanized area less than 200,000 in population and urbanized area greater than 200,000 in

population.) The census data used for individuals with disabilities includes elderly individuals with disabilities.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

A. Self-Assessment Tool for Communities

APPENDIX D

Community Self-Assessment Supplement

FRAMEWORK FOR ACTION: Supplement to Community Self-Assessment

GAPS IN MOBILITY

In addition to the issues considered in the five sections of the Community Self-Assessment, it is important to consider the specific mobility obstacles related to aging, disability, job training, health care, and services to low-income persons.

Please consider the following obstacles (listed by category) to meeting mobility needs:

Coordination

Inter-community trips _____

Inter-agency trips _____

Services

Locations under-served _____

Times of day _____

Days of week _____

Service quality _____

Special needs of the populations that would benefit from the service _____

Purpose of Trips _____

Price/Payment

Cost _____

Customers' Ease of payment _____

Information Resources

Availability of information _____

Format of information _____

Understandability of information _____

Training

For users _____

For operators _____



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

MEMO TO: Post Hearing Meeting Attendees
FROM: Jay Bennett, PE *Jay Bennett*
State Roadway Design Engineer
DATE: January 2, 2007
SUBJECT: Project 34915.1.1 (U-3308) Durham County
NC 55 (Alston Avenue) from NC 147 to north of US 70
Bus./NC 98 (Holloway Street) in Durham

Post Hearing Meeting

A post hearing meeting was held on December 5, 2006 in the Highway Design Conference Room to discuss the verbal and written comments received from the Combined Public Hearing. This hearing was held on November 3, 2006 at the Hayti Community Center in Durham, NC. Approximately 29 people attended. Four people spoke at the hearing and 19 sent written comments.

Post Hearing Meeting Attendees

Art McMillan	Highway Design
Jay Bennett	Roadway Design
Dewayne Sykes	Roadway Design
James Speer	Roadway Design
John Lansford	Roadway Design
Kimberly Hutton	Public Involvement
Allen Raynor	Structure Design
Lonnie Brooks	Structure Design
Eric Midkiff	PDEA
James Dunlop	Congestion Management
BenJetta Johnson	Congestion Management
Tom Norman	Bicycle/Pedestrian Unit
Bob Mosher	Bicycle/Pedestrian Unit
Jeffrey Cox	Bicycle/Pedestrian Unit
Jim Harris	Rail Division
Brian Orthner	Rail Division
Doumit Ishak	Signals & Geometrics
Jesse Gilstrap	Traffic Control
Robert Mathis	Division 5 R/W
Thomas Perry	Division 5 R/W
Mark Ahrendsen	City of Durham

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN UNIT
1582 MAIL SERVICE CENTER
RALEIGH NC 27699-1582

TELEPHONE: 919-250-4016
FAX: 919-250-4036

WEBSITE: WWW.DOH.DOT.STATE.NC.US

LOCATION:
CENTURY CENTER COMPLEX
BUILDING A
1000 BIRCH RIDGE DRIVE
RALEIGH NC

Post Hearing Attendees
Page 2
January 2, 2007

Executive Summary

- There were 3 verbal and 12 written requests to eliminate the right turn lanes throughout the project to make the project more pedestrian friendly. After discussion, Congestion Management agreed to evaluate the right turn lanes at Liberty Street and recommend if any should be removed. The other right turn lanes on the project (at the interchange with NC 147, Gann, Main, Angier, and Holloway Streets) will remain as shown on the plans. Mark Ahrendsen (City of Durham) remains opposed to keeping right turn lanes on the project except at Holloway Street.
- There were 3 verbal and 12 written requests to reduce the lane widths on Alston Avenue to at least 11 ft., and as narrow as 10 ft. for left turn lanes. NCDOT agreed to reduce the left turn lane width to 11 ft. and increase the concrete median island width adjacent to the left turn lane to 5 ft.
- There were 9 written requests to add striped bicycle lanes to the project instead of the current 14 ft. outside shared through lanes. The City of Durham requested restriping the 14 ft. lane as an 11 ft. vehicular lane and a 3 ft. bicycle lane. The Durham Bicycle Commission requested a 4 ft. bicycle lane. Citing safety concerns, NCDOT could not justify this request; the 14 ft. outside lane is considered sufficient for both bicycle and vehicular use.
- There were 3 verbal and 12 written requests to widen the sidewalks along Alston Avenue to at least 6 ft., preferably 8 ft., and place the sidewalk at least 3 ft. from the back of the curb and gutter. In order to widen the sidewalks to 8 ft., the berm width would need to be increased over the current 10 ft. width. The City of Durham will need to commit to paying for the additional 1 ft. of sidewalk width over 5ft. before NCDOT will agree to widening the sidewalks to 6ft.
- There were 3 verbal and 10 written requests to reduce the intersection radii to the minimum needed to allow design vehicles to safely make turning movements. The proposed radii take into account various design vehicles depending on the type of crossing road at the intersection; they vary from 20 ft. for passenger cars to 75 ft. for skewed intersections with right turn lanes, using large trucks as the design vehicle. Roadway Design agreed to meet further with the Bicycle/Pedestrian Unit and review the intersections to see if any of them can be further improved.

Post Hearing Attendees
 Page 3
 January 2, 2007

- There were 3 verbal and 10 written requests to eliminate the cul-de-sacs on Eva and Wall Streets. Wall Street is located within a Historic District and connecting it to Alston Avenue would result in impacts to homes in the District. Connecting Eva Street to Alston Avenue results in a very steep proposed grade that would impact every home along the road. Both streets are recommended to remain with cul-de-sacs.
- There were 3 verbal and 11 written requests to provide funding for decorative plantings along Alston Avenue and within the median, over and above what is normally provided. The project will include an additional 0.75% of the construction cost for landscaping, and the City of Durham can include more funding if they wish.

Responses to Comments not Already Addressed

- There were 2 verbal and one written comment (Tom Davis) to return Worth, Franklin and Wall Streets to a two lane, two-way configuration.

Response: All three streets are in a Historic District on the west side of Alston Avenue. The proposed grades for these streets will result in severe housing impacts if these streets remain as two lane, two-way roads. On the east side the grades are much less severe, and for Franklin and Worth Streets it is possible to connect them to Alston Avenue without converting them to a one lane, one-way configuration. We plan to pursue leaving Franklin and Worth Streets on the east side of Alston Avenue two lanes, two-way roads.

- There were 2 written requests to provide direct pedestrian access to the future TTA rail station located on Pettigrew Street. (Peter Schubert & the City of Durham)

Response: No direct access will be provided on this project, but a sidewalk will be added to Gann, Chatham and Pettigrew Streets, providing pedestrian access to the future train station.

- There were 2 written requests concerning the proposed retaining walls on the project. One request was from Tom Davis, the HOPE VI developer, asking that they be eliminated from the project. The other request was from the City of Durham asking that any walls have aesthetic treatments to allow them to match the existing walls in the neighborhoods.

Post Hearing Attendees
 Page 4
 January 2, 2007

Response: The walls are required to avoid impacting to adjacent properties and will not be removed. Aesthetic treatments will be added to the walls to match them to the existing walls in the area.

- There were 3 written requests for the installation of mast arms and pedestrian buttons at all signalized intersections. (City of Durham, Durham Bicycle/Pedestrian and Schubert)

Response: This request will be included in the plans.

- There were 2 written requests to decrease the depth of cut below the railroad bridges, to no deeper than 3ft. (City of Durham and Schubert)

Response: The proposed depth of cut is 6.5 ft., due to the deeper railroad structure and a greater vertical clearance height than current conditions. The only option to reducing the depth of cut is to extend the railroad grades back a substantial distance to raise the structures higher. This action is not economically feasible.

- There were 2 written requests to provide direct pedestrian access to the future TTA rail station located on Pettigrew Street. (City of Durham and Schubert)

Response: No direct access will be provided on this project, but a sidewalk will be added to Gann, Chatham and Pettigrew Streets, providing pedestrian access to the future train station.

- There were 2 written requests concerning the proposed retaining walls on the project. One request was from Tom Davis, the HOPE VI developer, asking that they be eliminated from the project. The other request was from the City of Durham asking that any walls have aesthetic treatments to allow them to match the existing walls in the neighborhoods.

Response: The walls are required to avoid impacting adjacent properties and will not be removed. Aesthetic treatments will be added to the walls to match them to the existing walls in the area.

- There was one verbal and two written comments to shift the horizontal alignment of Alston Avenue eastward in the area between Main Street and Morning Glory Road to use more of the existing roadway. (City of Durham and Tom Davis)

Post Hearing Attendees
Page 5
January 2, 2007

Response: The current alignment is further west of the existing roadway in this area to provide room for a right turn lane at Angier Street and avoid impacting two historic properties. The alignment will remain as currently proposed.

- Add high visibility crosswalks to all signalized intersections (Peter Schubert)

Response: High visibility markings will be considered at all signalized intersections.

- Eliminate the NB free-flow ramp from Alston Avenue onto NC 147 (Peter Schubert)

Response: The NB turning movement onto NC 147 has a very high traffic volume. Eliminating the free-flow ramp would cause a long queue of traffic that would back into the through lanes, creating additional capacity problems for Alston Avenue. The NB free-flow ramp will not be eliminated.

- Provide bus pull-outs along Alston Avenue (Peter Schubert)

Response: There is insufficient room along the project corridor for bus pull-outs due to Historic Properties, Historic Districts, the number of crossing roads and the proximity of businesses and residences. No bus pull-outs are proposed.

- Reduce the length of left turn lanes and tapers to provide more median for landscaping (Tom Davis, HOPE VI developer)

Response: The left turn lanes and tapers are at the minimum lengths recommended for the current design. No further reductions in length will be made.

- Relocate the existing grocery store impacted by the project (City of Durham)

Response: It is up to the impacted business owner to decide where he wants to relocate his business. Compensation and relocation assistance will be offered to the owner, but the Department cannot purchase property and construct a building for the owner in order to keep the grocery store in the area.

Post Hearing Attendees
Page 6
January 2, 2007

- Eliminate the median in favor of a narrower road and on-street parking (Michael Bacon)

Response: Eliminating the median would result in a four lane road with no left turn lane, resulting in increased crash potential and increased congestion. Adding on-street parking near adjacent businesses would increase the width of the roadway beyond what is currently proposed, and create additional safety hazards for motorists, pedestrians and cyclists.

- Requested a pedestrian crossing over Alston Avenue for schoolchildren going to the elementary school (Dr. Ed Woods)

Response: Pedestrian overpasses are not recommended on this project due to the lack of available right of way, presence of numerous signalized intersections and construction costs.

- Requested information on when Alston Avenue would be widened north of this project to I-85 (Bill Egan)

Response: Further widening of Alston Avenue is not programmed in the current Transportation Improvement Plan (TIP)

- Concerns over dangers to children and access to the Salvation Army building (Mark Jacobs)

Response: Railing or fencing used in conjunction with the proposed retaining wall near the Salvation Army building will be extended to protect the buildings entrance.

- Change direction of one-way roads to better suit HOPE VI developments (Tom Davis)

Response: This request will be studied and, if acceptable to the City of Durham, will be incorporated into the plans.

- Requested information on impacts to business at the Holloway Street/Alston Avenue intersection (Ken Vehslage)

Response: The requested information will be sent

Post Hearing Attendees
Page 7
January 2, 2007

- Requested an alignment shift of Alston Avenue to avoid the BP Station near Gann Street (M.L. Barnes)

Response: Widening Alston Avenue to the west (towards the BP Station) is required due to the future TTA station to the east and the need to connect to existing Alston Avenue to the south of NC 143.

- Requested information on right of way and construction dates, as well as copies of handouts from the Combined Hearing (Seneca Jacobs)

Response: The information has been provided.

A copy of the hearing transcript is attached. If there are any questions or comments concerning this information, please contact me or James Speer, PE, Project Engineer, at (919) 250-4016.

JAB/jcl

Attachment

cc: Kenneth Spaulding, Member, Board of Transportation
Deborah Barbour, PE
Felix Nwoko (MPO Contact)



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

January 17, 2007

Kimberly D. Hinton
Senior Public Hearing Officer
N.C. Department of Transportation
Human Environment Unit
1583 Mail Service Center
Raleigh, NC 27699-1583

RE: Alston Avenue Widening (TIP Project U-3308)

Dear Ms. Hinton:

Thank you and the other NCDOT staff members for attending the January 10, 2007 meeting of the Transportation Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization. We appreciate your attention to the concerns of the City and the TAC regarding the design of this project and look forward to working with you to resolve any outstanding issues.

We have reviewed the January 2, 2007 correspondence regarding this project and appreciate NCDOT's willingness to positively respond to many of our concerns. However, as you heard at the TAC meeting, several concerns remain. In particular we continue to request that the exclusive right turn lanes, particularly at Angier, Main and Liberty Streets, be eliminated. We also continue to request that the fourteen foot outside lane on Alston Avenue be striped for an eleven foot travel lane and three foot bike lane (plus gutter). We also want to ensure that sufficient space will exist along Alston Avenue to accommodate street lights (on metal poles with underground wiring).

We continue to request that the curb radius at the streets intersecting Alston Avenue be minimized while providing sufficient radius to accommodate anticipated vehicular traffic. We are also willing to consider a change in the direction of the one way streets on the west side of Alston Avenue to better suit the HOPE VI developments. In addition, we wish to enhance the landscaping on this project beyond what is normally provided to include small caliper trees in the median and along the berm between the street and sidewalk if possible. We also request that you consider decreasing the length of the exclusive left turn lanes and tapers to provide more median space for landscaping.

We continue to have concerns with the retaining walls along this project but appreciate your willingness to add aesthetic treatments to the walls to match them to the existing walls in the area. We would also like to review any plans for railing or fencing used in conjunction with the retaining walls.

Finally, we remain concerned with the proposed 6.5 foot depth of cut on Alston Avenue at the railroad and continue to request consideration of alternative designs to limit this cut to no more than three feet.

In consideration of the aforementioned concerns we request an opportunity to meet with NCDOT to further discuss the resolution of these concerns. Subsequent to this meeting, any outstanding concerns will be brought back to the TAC for their action.

We appreciate NCDOT's willingness to incorporate design changes for the Alston Avenue widening project that more safely accommodate pedestrians and bicyclists and that are more sensitive to the context in which this project is located. Please feel free to e-mail me at mark.ahrendsen@durhamnc.gov or call me at (919) 560-4366 to schedule a meeting to discuss this project further.

Sincerely,



Mark D. Ahrendsen
Transportation Manager
TCC Chair, DCHC MPO

Cc: Ken Spaulding, Board Member
William V. "Bill" Bell, Mayor City of Durham
Durham City Council Members
Patrick Baker, City Manager
Theodore Voorhees, Deputy City Manager
Kathryn Kalb, Public Works Director
Frank Duke, City-County Planning Director
Alan DeLisle, Assistant City Manager for Economic Development
Lee Murphy, Public Works Manager
Wesley Parham, Transportation Engineer V
Phil Loziuk, City Traffic Engineer
Steve Cruse, City Historic Preservation Officer
Felix Nwoko, Transportation Planning Manager
TAC Members

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency (LPA)

DATE: February 14, 2007

RE: Durham and Orange County Greenhouse Gas Plans

Summary

The DCHC MPO is participating in the creation of greenhouse gas plans for Durham and Orange Counties. These two plans consist of emissions inventories and local action plans. In Durham County, this is a joint project with the City of Durham and Durham County. In Orange County, the Towns of Carrboro and Chapel Hill and UNC-Chapel Hill are participating in the plan. LPA staff have been coordinating on the two plans in order to ensure consistency across the MPO and to allow for joint recommendations. The Durham County plan is scheduled to be complete in spring of 2007, and the Orange County plan will likely be complete in early summer of 2007.

Greenhouse Gas Plan Status

The greenhouse gas planning process began in March 2006. Both counties established two groups to guide the development of the plan. One is an advisory group of elected officials, environmental advocates, utility representatives, and other representatives of local institutions and businesses. There is also a technical team of local government and university staff. ICLEI is the consultant working on both projects.

The plans include an emissions inventory of all greenhouse gas emissions in the county in 2005 from both the community at large and from local government operations. In addition, the plans will include forecasts of 2030 emissions. The emissions inventory and forecast is complete for Durham County. The emissions inventory for Orange County is almost complete with the exception of the transportation data.

Orange County recently decided to delay the completion of their emissions inventory in order to allow for the use of updated 2005 vehicle miles traveled (VMT) data using the new TransCAD version of the Triangle Regional Model. The decision to use updated 2005 VMT has delayed the Orange County plan four to six weeks. The Durham County emissions inventory uses 2005 VMT from the current TranPlan version of the Triangle Regional Model.

The emissions inventories and emissions forecasts will be used to develop the local action plan portions of the reports. The local action plans will include an emissions reduction target for 2030 and an implementation plan. For Durham County, ICLEI is currently developing future year scenarios of possible reduction targets and implementation strategies. The local action plan will be formulated from these future year scenarios. Both Durham County and Orange County are planning public forums to present their draft plans to the public.

Once the plans are complete, they will come before the local governing bodies and the DCHC MPO Transportation Advisory Committee for approval. The adoption of the plan will not obligate the local governments or the MPO to implement any of the recommendations. Rather the recommendations will be implemented by the MPO through the development of the long range transportation plan and other future planning and funding decisions.

TAC Action

Receive an update on the status of the Durham and Orange County Greenhouse Gas Plans.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: February 14, 2007

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

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

- ✓ Draft schedule – August 2006
- ✓ Release SE Data for public comment – January 2007

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 been completed. The 2035 Forecast for population and employment data has been drafted and the detailed process of checking the data has begun. TAC received a preliminary review of the SE Data at their November 8, 2006 meeting. The TAC will receive the draft SE Data at their January 10, 2007 meeting and be asked to release that information for a 42-day public comment period. The original 2035 LRTP schedule designates the December 13, 2006 TAC meeting for release of the SE Data. This schedule change will not affect the 2035 LRTP schedule or the subsequent tasks such as the Deficiency Analysis and travel model efforts.

The efforts to reexamine the role of transit in the Triangle will affect the 2035 LRTP task to develop goals and objectives. The Transit Blueprint, the advisory committee and the public involvement effort to develop a transit vision are tasks that will need to be coordinated with the 2035 LRTP goals and objectives.

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 completed
- ✓ Preliminary results reviewed by stakeholders
- ✓ Draft report released – comments provided to consultant
- Final report – end of January

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 in progress

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
- Contract negotiation underway
- Council approves contract – February 19, 2007
- City issues contract – February 19, 2007
- Notice to proceed – February 19, 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
- Contract negotiation underway
- Council approves contract
- City issues contract
- Notice to proceed
- 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
- Contract negotiation underway
- 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

7-Year Transportation Demand Management Program

- ✓ Contract awarded to UrbanTrans Consultants – September 2006
- ✓ Kick-off meeting – October 23, 2006
- ✓ Stakeholder Involvement – November 30, 2006
- ✓ TDM Program Analysis – November 30, 2006
- ✓ Assessment of Local Growth Management Strategies – November 30, 2006
- ✓ Market Analysis – January 3, 2007
- TDM Investment Scenario Development and Analysis – February 2, 2007
- Draft Recommendations – February 28, 2007
- Final Report – April 30, 2007

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 December 14
- ✓ Prepare a draft plan document. - Draft plan to be presented to TCC Transit/TDM Subcommittee and the TCC meetings in January
- ✓ Report on the stakeholder workshops and identified needs – January TCC/February TAC
- Final plan - February TCC/March 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 February-March 2006.

- Formulate Action Plan anticipated to be completed in March 2007.
- Recommend reduction targets, strategies and action plan anticipated to be done by March 2007.
- Draft Report likely to be done in March 2007.
- Final Plan anticipated to be finalized in April 2007.
- Plan Adoption (Carrboro, Chapel Hill, Durham City, Durham County, Orange County and TAC) anticipated occurring during the months of April 2006 and May 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 spring 2007.
- Level of Service analysis anticipated to be completed by spring 2007.
- Development of CMS performance measures and guidelines likely to be completed in January 2007.
- Evaluation of congestion management strategies and development of cost-effective mitigation measures expected to be done by spring 2007.
- Draft CMS State of System Report likely to be done in summer 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.
- ✓ Adopted – October 2006 TAC meeting

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 30, 2007

NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 2/2/2007

County	TIP #	Route	Location Description	Contract Amount	Length	Contractor Name	Resident Engineer	RE Ph. #	Contract Completion	Scheduled Progress	Actual Progress	Estimated Completion
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%	92.9%	4/1/2007
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	100%	98.5%	2/15/2007
Durham	B-4110	BAHAMA ROAD	BRIDGE NO. 5 OVER MOUNTAIN CREEK ON BAHAMA ROAD	\$ 1,274,113.68	0.152 miles	Dellinger, Inc.	Aaron V. Earwood, PE	(919) 560-6857	12/1/2006	100%	81.2%	3/31/2007
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	95.0%	95.6%	3/31/2007
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	99.9%	99.4%	3/31/2007
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	91.0%	92.8%	08/01/2007
Durham	U-2055C/H/I	GARRETT ROAD	WIDENING GARRETT RD AT INTERSECTIONS OF TROTTER RIDGE, COLORADO, SWARTHMORE	\$ 743,997.00		Triangle Grading and Paving	Aaron V. Earwood, PE	(919) 560-6857	6/30/2007			
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	\$ 35,467,891.08	6.363 miles	C C Mangum Company LLC	Phillip R. Johnson, PE, PLS	(919) 733-9499	11/1/2009			
DURHAM	RESURFACING	SECONDARY	21 SECTIONS OF SECONDARY ROADS	\$ 2,795,584.75	18.9 miles	Barnhill Contracting	Bob Shultes	(919) 840-0914				

NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 2/2/2007

County	TIP #	Route	Location Description	Contract Estimate	Length	Contact Engineer	Phone #	Contract Let Date
DURHAM	RESURFACING	PRIMARY	NC-54 FROM FALCONBRIDGE ROAD TO DRESDEN DRIVE		1.45 miles	T. JOHNSON	(919) 560-6854	2/20/2007
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	7/17/2007
DURHAM	B-3450 / U-4009 / U-4012	GARRETT ROAD	TWO BRIDGES ON GARRETT RD; SERVICE ROAD NEAR US 15-501 AND GARRETT RD INTERSECTION; US 15-501 FROM NORTH MT. MORIAH RD SOUTH OF GARRETT RD	\$ 18,500,000.00	1.708 miles	C. HOUSER / J. MOORE	(919) 250-4016	7/17/2007
DURHAM	B-3169	RIVERMONT ROAD	BRIDGE 158 ON RIVERMONT ROAD	\$ 550,000.00	0.067 miles	J. MOORE	(919) 250-4016	1/15/2008

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: <https://apps.dot.state.nc.us/traffictravel/progloc/>

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCH/MPD 10/07 Attachment 17

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	85,000.00	Aded funding for Rev. Compl. 3/31/07
Orange	U-4008 35009.3.2	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	Rev. compl. 12/31/07
Orange	37708	SR 1733 (Weaver Dairy Rd.) @ Sedgefield Dr.	Construct left turn lane	150,000.00	R/W easements w/ special provisions rec'd. from Town 12/18/06
Orange	40553	SR 1777 (Homestead Rd.)	Widening for sidewalks and bikeways from SR 1834 (High School Road) to SR 1729 (Rogers Road) and a turn lane at SR 1834	650,000.00	Bid opening 2/22/07 for widening from Camden Rd. to Rogers Rd.
Orange	40715.3 SS-4907A	NC 86 @ Cameron St.	Install pedestrian signal heads across the east side of Cameron St.; upgrade vehicular signal heads to 12"	24,000.00	UNC-CH has upgraded vehicular signal heads; phasing plan pending to compl. ped heads by 7/07
Orange	40955	SR 1734 (Erwin Rd) @ Sage Rd.	Install a traffic signal with pedestrian signals	65,000.00	Signal const. underway for compl. by 3/31/07
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; Compl. By 3/31/07
Orange	41096	NC 54 @ SR 2016 (Southern Drive)	Construct a left turn lane on NC 54 westbound	140,000.00	District design for FA const.
Orange	41291	SR 1772 (Greensboro Street) and SR 1780 (Estes Drive)	Relocate pedestrian signals and push buttons	20,000.00	Equipment on order for compl. by 3/31/07
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		ST Wooten Corp. Avail. 5/1/07 Compl. 10/1/07
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. -rev. compl. 10/07

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC WFO 10/07 Attachment 17

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 pending TEB design
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
Orange	I-4716	I-40	Grind and reseal joints on I-40 from I-85 to Durham Co.	1,500,000.00	Jan. 15, 2008
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

Connector could slash traffic on downtown roads

BY RAY GRONBERG, The Herald-Sun
January 29, 2007 11:56 pm

DURHAM -- By 2035, an open and operating East End Connector could offer an alternative route between Interstate 85 and the Durham Freeway for 20,000 to 25,000 cars a day that would otherwise use downtown Durham's surface streets to make the connection.

That's according to engineers and consultants who are studying the project and revising the planning studies the N.C. Department of Transportation needs to finish before launching the construction process.

Traffic diverted from downtown corridors like Duke and Gregson streets will constitute a significant fraction of the roughly 100,000 cars a day engineers expect the East End Connector to handle less than three decades hence.

Project planners ran down the figures last week for members of Durham's Inter-Neighborhood Council, and showed off drawings of four potential routings of the road that will also be on display today at a public-information session at Living Waters Assembly Church off U.S. 70 at Lynn Road.

The information session will be from 4-7 p.m.

The prospective routings of the road are the same ones DOT studied in the early 1980s when it first planned the connector, said Jan Anderson, a consultant who's helping the agency rework its initial planning work.

The most likely of the four alternatives would cost an estimated \$135 million and, from the freeway, run from a point just south of Briggs Avenue northeast to the U.S. 70 corridor near East End Avenue.

Preliminary estimates suggest this route would displace 36 homes, 15 businesses and a church office. The other three options would cost more and affect greater numbers of homes and businesses.

But the estimated cost of even the least expensive of the four options would be more than the \$99 million DOT has set aside in its draft construction program for 2007-13.

Durham's delegate on the N.C. Board of Transportation, Ken Spaulding, said Monday that advocates for the road will "have work to do continuously" to ensure that the project remains in the state's construction plans.

But decisions about further allotments of money for the project may await the results of the current study.

"The endorsement and preferred route will be determined from the local level and flow up to us," Spaulding said. "I'll have to see what comes out and be quite diligent in trying to help us acquire the funds."

URL for this article: <http://www.heraldsun.com/durham/4-814228.cfm>

© Copyright 2007. All rights reserved. All material on heraldsun.com is copyrighted by The Durham Herald Company and may not be reproduced or redistributed in any medium except as provided in the site's Terms of Use.

Published: Jan 29, 2007 12:30 AM
Modified: Jan 29, 2007 01:45 AM

Durham weighs road routes

Church office stoic about making way

ERIC FERRERI, Staff Writer

DURHAM - Ron Watts is resigned to the fact that no matter what route the long-anticipated East End Connector takes, his church's office will fall victim.

So Watts, the pastor at Living Waters Christian Community in eastern Durham, isn't getting too worked up about the state Department of Transportation's plans.

Yet.

"I'm just taking a wait-and-see attitude," said Watts, whose large, brown-brick church at the corner of U.S. 70 and Lynn Road in eastern Durham is squarely at the crossroads of the massive project. "I'm not getting bent out of shape until I know all the details."

Those details may begin emerging soon. The state has boiled down its work on the connector to four alternatives, each of which would connect U.S. 70 with the Durham Freeway in order to alleviate heavy traffic on local roads.

While the four alternatives vary in their impact on the number of homes, businesses and acres the state would take, the church office at Living Waters -- a small building separate from the church tucked into the elbow of the Lynn Road/U.S. 70 intersection -- will be taken in each scenario.

No matter, says Watts. His church already has plans in place to rebuild the small office closer to the church parking lot. His church itself would not be sacrificed under any plan, though three others would under one scenario. Those churches would be Calvary Baptist on U.S. 70, Bible Gospel Church on Angier Avenue, and Zion Temple United Church of Christ on Sparella Street.

Living Waters will host a community meeting on the project at 4 p.m. Tuesday. The DOT is expected in mid-February to select one alternative for more serious study.

The alternatives are as follows:

* 1: The alignment closest to Durham. The highway link would connect with the Durham Freeway south of Briggs Avenue and link with U.S. 70 at Carr Road. This project has the highest estimated construction cost -- about \$200 million -- and would require the DOT to take 58 homes, 28 businesses, the Living Waters church office and five grave sites in a cemetery, according to the DOT.

* 2: This route runs just south of Alternative 1. It connects the Durham Freeway about three-quarters of a mile south of Briggs Avenue, bisects East End Avenue and connects with U.S. 70 near Carr Road. Like the first alternative, it would cost about \$200 million. It would require the acquisition of 87 homes, 25 businesses, the three churches, the Living Waters church office and five grave sites in a cemetery.

* 3: This would connect with the Durham Freeway south of Briggs Avenue and would also connect with U.S. 70 near Carr Road. It has the lowest estimated construction cost and would require DOT to take 36 homes, 15 businesses, the Living Waters church office and no grave sites, but part of a cemetery.

* 4: This is the southern-most alternative and is close to Glover Road. It connects with the Durham Freeway north of Glover Road and connects with U.S. 70 south of Pleasant Drive. This is the longest of the four proposals. It would require the state to take 57 homes, 23 businesses, no grave sites (but part of a cemetery), and the church office.

In Durham, city officials appear to like Alternative 3 the most. City staff members are recommending that the City Council officially endorse it because it will cause the least disruption to homes and businesses.

"It's the most attractive to me because of the lower cost and the less impact on the neighborhood and the environment," said Mike Woodard, a City Council member.

A fifth option is to simply widen local roads. That doesn't make sense to Woodard.

"The East End Connector has been a high priority in this county for decades," he said. "I think the need for it grows monthly. Doing nothing is not an option."

Staff writer Eric Ferreri can be reached at 956-2415 or eferreri@nando.com.

© Copyright 2007, The News & Observer Publishing Company
A subsidiary of [The McClatchy Company](#) 

Council looks over East End Connector plans

BY WILLIAM F. WEST, The Herald-Sun
January 5, 2007 12:02 am

DURHAM -- Local transportation planners unveiled details of the long-awaited East End Connector to the Durham City Council Thursday.

When completed, the route would link Durham Freeway and Research Triangle Park with U.S. 70 and save motorists from having to drive through downtown to get to Interstate 85, the northeastern part of Durham County and neighboring Granville County.

But some council members said they first want to allow potentially impacted businesses, churches and residents to provide input prior to the start of the project, which has been talked about for more than a quarter century.

During Thursday's meeting, the council viewed a PowerPoint presentation of four alternative routes and their effect:

-- Alternative 1 would extend east-west between East End Avenue and Hoover Road. It would start at Durham Freeway south of Briggs Avenue and end at U.S. 70 at Carr Road. It would require relocating grave sites from Woodlawn Cemetery.

-- Alternative 2 would start at Durham Freeway approximately three-fourths of a mile south of Briggs Avenue, bisecting East End Avenue before ending at U.S. 70 in the vicinity of Carr Road. It would impact two churches -- Zion Temple and Bible Gospel -- and require relocating some grave sites from Woodlawn Cemetery.

-- Alternative 3 would be south of East End Avenue and start at Durham Freeway south of Briggs Avenue and end at U.S. 70 in the vicinity of Carr Road. It would take some land from Woodlawn Cemetery.

-- Alternative 4 would start at Durham Freeway north of Glover Road and end at U.S. 70 south of Pleasant Drive.

All four alternatives would impact a house that has been converted to the office of Living Waters church, but the church itself would not be affected, the transportation planners said.

The specific number of impacted places was briefly shown on the screen.

According to Councilwoman Diane Catotti, the impact on residences could be 58 in Alternative 1, 87 in Alternative 2, 38 in Alternative 3 and 59 in Alternative 4.

Impacts on businesses could be 28 in Alternative 1, 25 in Alternative 2, 15 in Alternative 3 and 23 in Alternative 4, according to Catotti.

Catotti took the lead in recommending the council conduct its own public hearing.

"[The planners] have been very good about going out to the neighborhoods, to the [Partners Against Crime], and they have been having neighborhood meetings," Catotti said after the council meeting. "But I wanted to have something a little more formal" at City Hall, she added.

During the council meeting, Mayor Pro Tem Cora Cole-McFadden said she was raised in the Brookstown neighborhood, which was lost to Durham Freeway. "And we need to be careful when we plot this highway that people are dealt with in a just manner," she said.

The planners said they intend to have a Jan. 30 workshop at Living Waters church and wanted to approach the council with feedback by Feb. 8.

The planners said they wanted to meet with the state Department of Transportation (DOT) on Feb. 13 to decide which route should be carried forward for a more detailed study and get a decision on the alignment by the end of 2008.

The goal would be to have property acquisitions start in 2010 and construction begin in 2012, with the anticipated opening being 2015, the planners said.

The lowest construction cost estimate is now \$135 million and would not include property acquisition and relocation costs, the planners said.

The planners are open to waiting a bit longer, with City Transportation Manager Mark Ahrendsen telling the council, "I hear you."

URL for this article: <http://www.heraldsun.com/durham/4-805791.cfm>

© Copyright 2007. All rights reserved. All material on heraldsun.com is copyrighted by The Durham Herald Company and may not be reproduced or redistributed in any medium except as provided in the site's Terms of Use.

City Council favors cheapest East End routing

BY RAY GRONBERG, The Herald-Sun
February 5, 2007 11:48 pm

DURHAM -- The City Council voted 6-1 Monday to ask N.C. Department of Transportation engineers to concentrate on the cheapest routing of the proposed East End Connector as it refines the project's environmental impact statement.

The nonbinding vote came little more than a week before DOT is scheduled to pare down a list of potential routings for the long-debated link between the Durham Freeway and U.S. 70. The one endorsed by the council would cost an estimated \$135 million and peel away from the freeway at a point just south of East End Avenue.

Officials acknowledged that DOT's draft construction for the next seven years has only a bit less than \$100 million earmarked for the project, and that it had taken a long struggle with the agency to get even that.

"It will be difficult to find the additional funds, but we will continue to work with DOT and hopefully find those," city Transportation Manager Mark Ahrendsen said. "But cost will be a factor in keeping this project on schedule."

But the council's main concern Monday was assuring people who live along the potential routings of the connector that they'll be treated fairly as the design and construction process unfolds.

East Durham residents who attended Monday's council forum on the issue involved a piece of Durham history -- the displacement of the Hayti community by the construction of the Durham Freeway -- as they urged elected officials to shelve the project entirely.

Many warned that even though only a few dozen homes would be displaced, the project's impact is likely to fall on elderly homeowners who would be unable to purchase mortgage-free homes in Durham equivalent to the ones in which they're living now.

"What type of life would they have if they were forced to relocate?" asked Sylvester Williams, a minister who spoke for some of the residents. "Even if they're given triple the tax value, they still would not be able to afford the average house in Durham."

Residents of the Duke Park neighborhood, however, showed up to remind the council that DOT's traffic models suggest the connector would likely take about 25,000 cars a day off existing streets that pass through center-city neighborhoods like theirs.

The most likely roads to benefit would be Duke, Gregson, Mangum and Roxboro streets, Alston Avenue and Avondale Drive, Ahrendsen said.

Recent history suggests that DOT will help control speeds on those roads only when a pedestrian dies in an accident, as recently happened on Duke Street, Duke Park resident Barry Ragin said.

Council members agreed to establish an ad-hoc committee that would include residents and meet with DOT officials about the project.

The only dissenting vote Monday came from Councilman Howard Clement, who objected to biasing the committee's consultation effort by signaling the council's routing preference.

URL for this article: <http://www.heraldsun.com/durham/4-816628.cfm>

© Copyright 2007. All rights reserved. All material on heraldsun.com is copyrighted by The Durham Herald Company and may not be reproduced or redistributed in any medium except as provided in the site's Terms of Use.

DOT won't budge on Alston Ave.

BY RAY GRONBERG, The Herald-Sun
January 10, 2007 11:43 pm

DURHAM -- State road engineers say they're unwilling to compromise on the essentials of a proposed widening of Alston Avenue, despite fears the project may undercut the city's attempts to revitalize North-East Central Durham.

Members of the N.C. Department of Transportation design team that's drafting blueprints for the \$19.2 million widening told a regional planning group Wednesday that they're opposed to shortening a series of turn lanes and eliminating others to make it easier for pedestrians to cross what -- in some places -- will be six lanes of pavement.

"We're willing to work further with the city to try to reach an agreeable design, but there are some things where we feel we should not reduce the standard further," said John Lansford, the DOT project design engineer who is spearheading the agency's work on the project. He specifically named turn-lane locations and pavement widths as points where the agency wouldn't bend.

His stance didn't please members of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, the intergovernmental group that oversees road planning in Durham and Orange counties.

They fretted that by discouraging pedestrian traffic, the project would offset much of the good likely to accrue in North-East Central Durham thanks to the Durham Housing Authority's \$85 million Hope VI redevelopment effort and the city's still-tentative efforts to promote business development at several intersections in the area.

"This area has a pattern of being a higher-crime area," Durham County Commissioners Chairwoman Ellen Reckhow said. "What we're talking about here is way more important than just an aesthetic issue. We really need to hold our ground on this. We're refashioning a neighborhood in a way that could really make a difference if this road that runs right through the middle of it complements what we're trying to do."

Administrators and the Hope VI project's developers have voiced even tougher criticisms of DOT's design.

In November, Durham Transportation Manager Mark Ahrendsen told the agency's engineers "the preliminary design of the project does not safely accommodate pedestrians and is not sensitive" to surrounding homes and businesses.

And in early December, the Hope VI effort's project manager, Tom Davis, wrote Reckhow to warn her that as designed, the widening "will create a major divide through the center of this historically struggling neighborhood and will undermine the ongoing revitalization efforts" that federal regulators have subsidized to the tune of \$35 million.

The Alston widening would target a one-mile stretch of pavement from the Durham Freeway north to Holloway Street. When complete, it's supposed to leave behind a four-lane, median divided street that's better able to accommodate the 20,000-plus cars that travel the route each day.

The road has to accommodate truck traffic moving between Interstate 85 and Research Triangle Park, and a throng of local commuters that's likely to grow bigger as North-East Central Durham redevelops. The existing pavement is congestion-plagued and has an accident rate that's three times higher than the average for similar roads in North Carolina, Ahrendsen said.

But redesigning the road isn't easy, thanks to factors like the low-clearance railroad bridges just north of Pettigrew Street and the way churches and other historic properties crowd close to the right-of-way.

That has produced tradeoffs including a proposed lowering of the roadbed to give trucks passing under the railroad more clearance, and the prospective conversion of two cross streets into cul-de-sacs and others into one-way streets.

The project is also near-certain to produce the demolition of Compare Foods, the neighborhood's primary grocery store, an outcome Ahrendsen has said would create an "economic justice issue" thanks to the difficulty of finding grocery chains willing to operate in low-income neighborhoods.

But the turn lanes -- especially those earmarked for right-turning traffic -- have provoked the loudest complaints.

Critics argue the extra pavement the lanes require will make it harder for many people, especially children and the elderly, to cross Alston Avenue at the same time its very presence is encouraging motorists to speed. They and Ahrendsen's office want most of the turn lanes eliminated, and the apparent width of the road narrowed by the addition of striped bike lanes in each direction.

According to Davis, who works for The Community Builders Inc., doing those things requires a tradeoff: slower travel speeds and more congestion.

Local officials seem willing to accept that, even if DOT doesn't.

Ed Harrison, a Chapel Hill town councilman who lives in Durham County, noted that there's more than enough congestion on his town's main drag, Franklin Street, to justify widening it. But the people who live there would rather make motorists wait a bit than do anything to make life tougher on pedestrians or provoke the demolition of buildings close to the pavement.

The Franklin Street experience shows it's "possible to pick a section of an urban street and slow it down" and that it's "not killing the community or [DOT] to have that slowdown," Harrison said.

Davis agreed. "I'm concerned that a number of these decisions are falling to the side of concern for through traffic and less on sensitivity to the neighborhood," he said.

URL for this article: <http://www.heraldsun.com/durham/4-807860.cfm>

© Copyright 2007. All rights reserved. All material on heraldsun.com is copyrighted by The Durham Herald Company and may not be reproduced or redistributed in any medium except as provided in the site's Terms of Use.

Sunday, January 14, 2007; Durham Herald-Sun

Battle of Alston Avenue

There's a battle coming in Northeast Central Durham over the DOT's proposed widening of Alston Avenue. You have to wonder why the Department of Transportation so often tries to do whatever it wants without regard for the local community.

Consider that this area -- Alston Avenue from the Durham Freeway to Holloway Street -- is a sensitive, mostly poor urban area that contains residences, businesses, schools and churches. While it has its challenges with crime and poverty, the area has been helped recently by the new \$85-million Hope VI residential project on East Main Street.

But now the DOT wants to blast through the neighborhood by widening Alston Avenue to six lanes, improving things for drivers but no one else. Many pedestrians walk through this area, and these changes would make crossing Alston Avenue a dangerous proposition. Worse, the expansion would likely cost the neighborhood its only grocery store, Compare Foods on the corner of Alston and E. Main.

Now consider the people who are opposing DOT's plan: Ellen Reckhow, Durham County Commissioners chair; Tom Davis, the Hope VI project manager; and Mark Ahrendsen, Durham's transportation manager. And that's just for starters. Many other officials and residents are up in arms about DOT's intransigence. One would think DOT would listen to them.

The highway folks need to realize that they may rule the roads, but those roads go through our neighborhoods. DOT officials need to sit down with local leaders to work out a compromise acceptable to

all. That may seem obvious, but it's not to DOT, which has an unfortunate reputation of disregarding local input.

URL for this article: <http://www.heraldsun.com/opinion/hsedits/56-808800.cfm>

DOT giving cars a higher priority than pedestrians

I'm hugely frustrated with the DOT's proposed Alston Avenue widening project as reported in The Herald-Sun on Jan. 11. It is so perfectly ironic that the DOT is determined to widen Alston Avenue when everyone in this community is against it, and wants to "think" about building the East End Connector sometime in the next decade when everyone in this community desperately needs it.

The primary reason the DOT will not budge on the Alston project is because of the need to accommodate the traffic getting from I-85 to RTP, exactly what the East End Connector would accomplish. The East End Connector would also allow us to start reworking Mangum and Roxboro Streets into two-way neighborhood streets again, something that will further help downtown and the struggling near north-east neighborhoods.

I'm tired of traffic engineers having the most power and muscle in the design and development of our communities. The post-war suburban sprawl model of "do anything to accommodate cars, at the expense of everything else" has got to end. Our goal as a community is mobility and access, especially in neighborhoods already struggling for economic vitality and safety. Not just by car, but by bus, bicycle and foot as well.

How are we going to have walkable communities if we damage the infrastructure that serves pedestrians and cyclists? The whole picture must be evaluated.

Cars and trucks do not, fundamentally, have a higher priority than all other concerns. Want to experience what crossing six lanes of traffic is like as a pedestrian? Go to Garrett Road and 15-501. Even with the best designed crosswalk and signal, it's insane to think that a couple of school kids with their grandmother could safely get across. It's just wrong and everyone knows it, except DOT. They have their manuals and their formulas and are trained to bulldoze and pave.

If we don't figure out how to stand up to these agencies, we're going to continue to lose the fight to rebuild the heart of this community. I applaud our elected officials and Durham Transportation Manager Mark Ahrendsen who are speaking up against this project. I hope that they, and the citizens in this community will contact their state elected officials and put the brakes on this thing.

SCOTT HARMON
Durham
January 14, 2007

Developer, landowner protest decision

BY RAY GRONBERG, The Herald-Sun
January 15, 2007 11:19 pm

DURHAM -- Would-be developers say they intend to fight a decision by County Commissioners that has stymied plans for a 200-unit townhouse project just east of Creekside Elementary School at the corner of Farrington and Ephesus Church roads.

The dispute pitting the commissioners against developer Boston Heller and landowner Charles Daye could produce legal action, or an attempt to persuade a city government considered friendlier to developers to annex the 39-acre parcel that's involved so the project can go forward.

It has also resurrected charges that Durham officials are tailoring land-use policies for the area along the border with Chapel Hill and Orange County in a way that discriminates against black landowners like

Daye, a UNC law professor who was born on the project site and whose ancestors have lived on the corner for more than 100 years.

"We're trying to make people aware of what's happened to us," Daye said, adding that he and Heller will at the very least post signs on the site protesting the county's rejection of a rezoning they needed to go ahead with the project.

Daye and his family members have long complained that their holdings aren't connected to the city's sewer network, an omission that limits the resale value and development potential of their property and subjects the people now living there to periodic septic-tank repair expenses.

Their unhappiness initially surfaced three years ago when the Durham Public Schools cut a deal that secured a 900-foot sewer connection for Creekside Elementary and simultaneously cleared the way for a 362-unit development on the west side of the school called Maida Vale.

Daye's family favored a different sewer routing that would have served more of the area's property, their own included, but officials rejected their pleas on cost grounds. The alternative route was almost twice as long, and no developer at the time was willing to step in and help DPS subsidize it.

Thus blocked, the professor and his relatives decided to work with Heller and Tom Tilley, a white landowner whose family controls all but 6 1/2 acres of the project site. Heller's plan is to drive a sewer line east under Interstate 40 and across a city park, linking it to a pump station that serves an office complex near the Interstate 40/N.C. 54 interchange.

Running pipes under an interstate is an expensive way of obtaining sewer service, but Heller, who is white, reckons that the revenue from a dense townhouse project can offset the bill.

But County Commissioners threw a wrench in the works last week when they voted 3-2 -- along racial lines -- against the rezoning.

Opponents ostensibly voted the way they did because Heller wouldn't agree to a one-month delay to give city/county planners time to settle the wording of some conditions attached to the application. But the developer regarded that as mere pretext for other objections, and there is evidence in the record supporting his view.

Two commissioners, Becky Heron and Lewis Cheek, indicated that they'd planned to vote against the rezoning regardless. While Heron didn't explain why, Cheek said he thought the project's density inappropriate, especially given the daily traffic congestion that's clogging a key access point to the area, the intersection of Farrington Road and N.C. 54.

In that view, he was echoing a unanimous Durham Planning Commission that in November urged commissioners to reject Heller's zoning application. Panel members -- even blacks like former County Commissioner Deborah Giles -- complained about the project's density and said the concessions Heller was offering wouldn't offset its impact.

The project's design was "minimum, minimum, minimum," Planning Commission Chairman Don Moffitt said in written comments to elected officials. "Traffic on N.C. 54 [and] Farrington Road is already horrendous. When I look at proposed projects, I ask myself if [they're] in the best interests of the community. I can't see how this proposal benefits Durham County."

The commissioners had taken criticism over the project even before last week's vote. At one point, regional transportation planners figured that a future mass-transit connection between Durham and Chapel Hill

would pass over the site, but at the prodding of County Commissioners they adjusted their maps to put the corridor close to I-40.

Commissioners said they were trying to protect Creekside Elementary, but elected officials in neighboring Chapel Hill who worried the change would add millions to the cost of building a rail or high-speed bus connection between the cities charged that the Durhamites were really bending to pressure from developers.

That view got some support from documents Daye supplied Monday to The Herald-Sun. They showed that behind the scenes, the professor was threatening legal action against the county by late 2004, even as officials were beginning to talk publicly about the school's being a reason to change the routing of the transit line.

URL for this article: <http://www.heraldsun.com/durham/4-809424.cfm>

© Copyright 2007. All rights reserved. All material on heraldsun.com is copyrighted by The Durham Herald Company and may not be reproduced or redistributed in any medium except as provided in the site's Terms of Use.

Fatality prompts efforts to make street safer

BY RAY GRONBERG, The Herald-Sun
January 21, 2007 10:44 pm

DURHAM -- A fatal hit-and-run on North Duke Street has city and state officials taking a fresh look at proposals to remodel key intersections on that road and adjoining North Gregson Street in hopes of prompting motorists to slow down.

Engineers at the state Department of Transportation are considering the city's request to install "neck-downs" at all or most of the intersections on the two roads from West Trinity Avenue north to West Club Boulevard. If they go along, workers would move the curbing on either side of the pavement closer together, narrowing the passage to discourage speeding.

The once-rejected proposal is getting "a strong look for reconsideration," said Wally Bowman, chief of the DOT's operating division that covers Durham.

The study began in response to the death of a Durham woman, Deborah Culmer of 210 Edwards St., in an early Tuesday traffic accident.

She was struck by two cars as she walked along North Duke Street near Englewood Avenue.

Bowman said DOT officials have asked the city for a copy of the Durham Police Department's accident report, and among other things intend to use it as they check sight distances at the scene.

Culmer's death has sparked outrage among Trinity Park residents, who aren't happy about what they see as official foot-dragging in response to their long-standing complaints about speeding on the two one-way roads.

The neck-downs were among a series of so-called "traffic calming" options that emerged from a 2002 study of traffic problems in the area. City officials have implemented most of those that targeted the area's side streets, but they have no authority to order changes to Duke and Gregson because those roads belong to DOT.

An earlier push to secure the neck-downs on those streets got an endorsement from the division office Bowman now heads, but officials based in DOT's Raleigh headquarters vetoed the idea. Accounts vary as to why.

Bowman said agency staffers didn't like part of the plan that called for eliminating left- and right-turn lanes at corner of Duke and Trinity. They worried that would cause traffic backups on Duke Street near the Durham School of the Arts.

Transportation Manager Mark Ahrendsen, by contrast, believes the agency's leaders wanted to avoid setting a precedent other cities could use.

"They didn't feel it was appropriate to fund what they viewed as traffic-calming improvements on the state highway system," he said.

Ahrendsen said the neck-downs likely would have cost about \$300,000 when DOT first considered them, and that the city government was willing to split the cost of installing them 50-50 with the state agency.

"I think we'd consider that again," he said.

Another solution -- which DOT submitted as a counteroffer when it rejected the original proposal -- would be for the city to assume ownership of the streets. But while it'd gain the right to configure them as local officials wish, it'd also have to bear the cost of maintaining them.

Ahrendsen said a repaving job alone would consume roughly \$500,000, money the city's paving program doesn't have to spare. "With the resources we have, we're not able to take over that additional financial burden," he said.

URL for this article: <http://www.heraldsun.com/durham/4-811474.cfm>

© Copyright 2007. All rights reserved. All material on heraldsun.com is copyrighted by The Durham Herald Company and may not be reproduced or redistributed in any medium except as provided in the site's Terms of Use.

Published: Jan 20, 2007 12:30 AM

Modified: Jan 20, 2007 05:12 AM

With a new chief, TTA tries again to tackle traffic

Agency making a quick review, update of rail, bus, road choices



David King, center, the interim TTA manager, talks with state Rep. Paul Luebke, foreground, at a forum of the Regional Transportation Alliance on Friday to discuss transportation requests for the coming session of the state legislature.

Staff Photo by Takaaki Iwabu

What happens next

Guided by the Triangle J Council of Government, local planners are beginning a fresh analysis of traffic congestion and predicted job and residential growth along the TTA project corridor and other highways and rail lines in the Triangle. Their technical proposals are expected by early summer.

The issues they will weigh include which areas could make best use of major transit investments and what types of transit service are feasible.

The new proposals will be aired in community meetings and evaluated by a 24-member citizen panel to be appointed by elected officials who make up the Triangle's two metropolitan planning organizations, which set local transportation priorities. Bill Cavanaugh of Raleigh, retired CEO of Progress Energy, has been named as one of the panel's co-chairmen.

Leaders of the two transportation planning boards say they hope to adopt a new transit plan in October.

DAVID D. KING

General manager, Triangle Transit Authority.

Born: May 5, 1946, Daytona Beach, Fla. Grew up in Lumberton.

Education: Davidson College, 1968. MBA, UNC-Chapel Hill, 1970.

Career: Thirty-three years at the state Department of Transportation, including lead responsibilities for public transportation since 1975. Served as deputy transportation secretary from 1993 until his retirement in 2006.

BRUCE SICELOFF, Staff Writer

David D. King's one-year contract gives him until October to get the Triangle Transit Authority back on track. But he takes a long view. The year he worries about is 2030.

By then, an estimated 1.9 million people will live in Durham, Orange and Wake counties. That's 780,000 new residents -- like adding another county the size of Wake today.

"Given the problems that we face in supplying highway capacity, how are those people going to get around?" King asked members of the state Board of Transportation last week. "Where are they going to live?"

King, 60, retired as the state's public transportation chief last summer, just as the TTA was giving up an 11-year bid for federal money to build a 28-mile regional rail line through Durham, Research Triangle Park, Cary and Raleigh. TTA board members persuaded King to put his golf clubs away, and in October he signed on as general manager for 12 months.

The rail project crashed after federal transit officials concluded that it would serve too few riders to justify its soaring costs, estimated in 2005 at \$810 million. Now, Triangle mayors, county commissioners and business executives are working up a new approach to tackle traffic problems and transit needs.

Time for new ideas

It's the first rethinking for transit since 1995, when regional leaders settled on a rail route that paralleled Interstate 40 and the Durham Freeway. Now they want to decide quickly where to build the first transit improvements, and -- perhaps a tougher question -- how to pay for them.

By the end of 2007, they hope to produce a new plan for regional rail or bus rapid transit investments, backed with fresh technical studies and bolstered with broad community consensus.

"There's a lot of support to take a fresh look at the overall transit situation," Raleigh Mayor Charles C. Meeker said. "How much support it gets will depend on the ultimate plan that is adopted."

There's no short list yet.

The official map of possibilities shows conceivable commuter routes radiating from RTP to such outlying points as Mebane, Rougemont, Franklinton, Middlesex, Selma, Clayton and Fuquay-Varina. We could end up with buses on toll roads and in carpool lanes, or with trains on freeway medians.

The original TTA proposal is still in the running. Its trains would serve some of the Triangle's biggest university, government and research centers.

Still, the new transit plan could push TTA's ideas aside in favor of light rail or express bus service from booming suburbs such as Wake Forest and Brier Creek -- easing pressures along busy corridors where traffic conditions are far worse now than they looked to planners back in 1995.

"We need to take a look at all our transportation needs outside the rail corridor that TTA had looked in for the last 10 years," said Philip R. Isley, a Raleigh City Council member long scornful of the rail project. "We've got to look at people coming from the southern part of [Wake County], from Garner and Clayton, and how they can get to the Park rapidly."

Mending fences

Tall and sleepy-eyed with thick white hair and a quick, warm wit, King pursues his job with a patient sense of urgency.

He still sees merit in the original rail proposal, but this is a year to hear other ideas, he says. Asked about other possible candidates, he launches a brisk discussion of corridors that deserve consideration.

King says TTA officials lost touch with local leaders in recent years, as they focused on pushing the rail proposal through an arduous federal review. While he keeps the wheels rolling on TTA buses that carry 4,000 riders each day, King is also mending fences with business executives and the governments in Wake, Durham and Orange counties that established the TTA in 1989.

At the same time, the TTA is moving ahead in a new public-private venture that could eventually attract more train riders to its original transit project. In a planned partnership with Cherokee Investment Partners, a Raleigh company, the TTA hopes to stimulate a mix of transit-friendly development around its proposed rail stops.

The TTA's equity investment in the deal would be land it has acquired with tax dollars for stations and parking. Cherokee would buy more land nearby and plan dense housing and other construction to draw workers, residents, shoppers, and investors. The TTA land's original use, for a transit stop, would be protected if the agency were to win funding one day to build the transit system, King said.

Tom Darden, president of Cherokee Investment Partners, says he's ready to invest around the station sites even though the TTA rail project is in limbo. He said he is confident that the Triangle will eventually build a transit line, and that will make nearby property more valuable.

"We expect to be in this for a long time," Darden said. "We think development will be occurring around these stations for decades."

King told the state transportation board's transit committee that Cherokee's plans would focus some growth in appealing, urban neighborhoods around the transit line.

"There is already a market there," King said. "A lot of single households, a lot of empty nesters find it attractive to live in situations where they can walk to the grocery store, where they've got a transit option within a quarter mile or a half mile -- an urban environment where there's a Starbucks right around the corner."

Board member Nancy W. Dunn of Winston-Salem, who heads the transit committee, predicted the board would approve an agreement to insure that the proposed venture does not jeopardize the state's investment in the TTA, freeing the TTA to sign the deal with Cherokee.

Cars for the masses

One TTA critic is skeptical of the deal.

David Hartgen, a professor of transportation at UNC-Charlotte, said TTA should sell the land it bought for the rail project and stay focused on providing other forms of transportation.

"It's not called the Triangle Land Authority," Hartgen said. "If we really want to be improving mobility in Raleigh, we wouldn't be piddling with this. We would be getting cars into the hands of people who don't have them."

King said it's important to build whatever transit system the community wants.

"I was asked to help turn the ship back in the direction of a community consensus on what the vision is," King said. "Either reaffirm that the old vision is the appropriate one, or identify what the new one is."

That's a one-year job, more or less.

"But the job of having a transit system in place and operating for the greater good of the Triangle is likely to take four to 10 years, depending on what gets picked," he said.

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

© Copyright 2007, The News & Observer Publishing Company
A subsidiary of [The McClatchy Company](#) 

Carrboro scores high in mobility

BY CARA MCDONOUGH, The Herald-Sun
January 23, 2007 10:20 pm

CARRBORO -- According to a "Mobility Report Card" presented to the Carrboro Board of Aldermen Tuesday night, the town is traveling in the right direction.

Bicycle and public transportation use is up, said Michael Hallock-Solomon of LSA Associates, who presented the findings.

The report card is a component of the "Congestion Management System" required by law in the Durham-Chapel Hill-Carrboro metropolitan area and is meant to evaluate progress toward townwide mobility goals. This report addressed Carrboro for the years 2001 through 2005.

The report card's conclusions were drawn by looking at various transportation statistics in Carrboro's town limits, including average daily traffic counts along key roadways, analysis of intersections, identification of key congestion points, inventory of miles of sidewalks and bicycle lanes, and annual and daily public transit passenger summaries by route.

"Overall -- two thumbs up. You're doing very well," Hallock-Solomon said Tuesday night.

He used "thumbs-up" and "thumbs-down" icons in his presentation to give Carrboro a grade on numerous transportation issues.

Only "vehicular travel time" received a thumbs-down, and a few items on the list received a thumb halfway between up and down, indicating that the town was doing neither great nor poorly when it came to that particular issue.

Bicycle activity received a thumbs-up. The report stated bicycle use has increased 25 percent between 2001 and 2005.

Hallock-Solomon said that while pedestrian activity has stayed about the same over the years -- declining in some areas and improving in others -- pedestrian facilities in Carrboro overall have improved.

The total length of all sidewalks in town has increased 10 percent between 2003 and 2005, he said.

He said the biggest positive change was in public transportation use, with a 50 percent increase in people riding Chapel Hill Transit buses between 2001 and 2005.

He said Chapel Hill Transit's decision to provide free bus service, its continuing efforts to improve the transit system -- and the fact that 75 percent of the Carrboro lies within a quarter-mile of at least one bus stop -- fueled the increase in use.

"The only negative is the increase in vehicular travel time," Hallock-Solomon said of the report.

Total vehicular travel time along corridors in town increased from 2003 to 2005, he said, indicating more traffic was in town.

But not all board members saw that issue as a negative one.

"I always consider increase in travel time to be a good thing," said board member Jacquelyn Gist. "Because the longer it takes someone to get [somewhere] in a car, the less likely they are to use a car."

The report will be forwarded to the town's advisory boards for further review.

URL for this article: <http://www.heraldsun.com/orange/10-812144.cfm>

© Copyright 2007. All rights reserved. All material on heraldsun.com is copyrighted by The Durham Herald Company and may not be reproduced or redistributed in any medium except as provided in the site's Terms of Use.

**Regional Transportation Alliance
2007 Legislative and Policy Agenda**

Friday, January 19, 2007



Alliance top legislative priorities for 2007

- Turnpike gap funding legislation to assist Triangle Parkway, I-540, and other turnpike routes statewide
 - Continued support at State level for a regional transit alternative
-

Alliance top policy priorities for 2007

- Accelerate key congestion-relieving transportation priorities (e.g., I-40, US 401) via GARVEE bonds or other funding mechanisms
 - Turnpike funding to accelerate I-540 and Triangle Parkway
 - Highway Trust Fund Loop funding for regional loop priorities, including
 - Durham - East End Connector
 - Raleigh - I-540 Loop (or identify gap funding to assist with toll acceleration)
-

Alliance ongoing legislative priorities

- Legislative authorization for transportation/infrastructure local option funding
- Modernize the transportation allocation formula for new State funding

*The **Regional Transportation Alliance** is the **regional business leadership group** that focuses on **relieving traffic congestion and enhancing mobility**. Spearheaded by more than 100 leading companies and anchored by 21 chambers of commerce in eight counties, the Alliance works to solve critical mobility issues affecting our economic vitality and quality of life.*



The need for gap funding in 2007 for proposed turnpike routes

Background

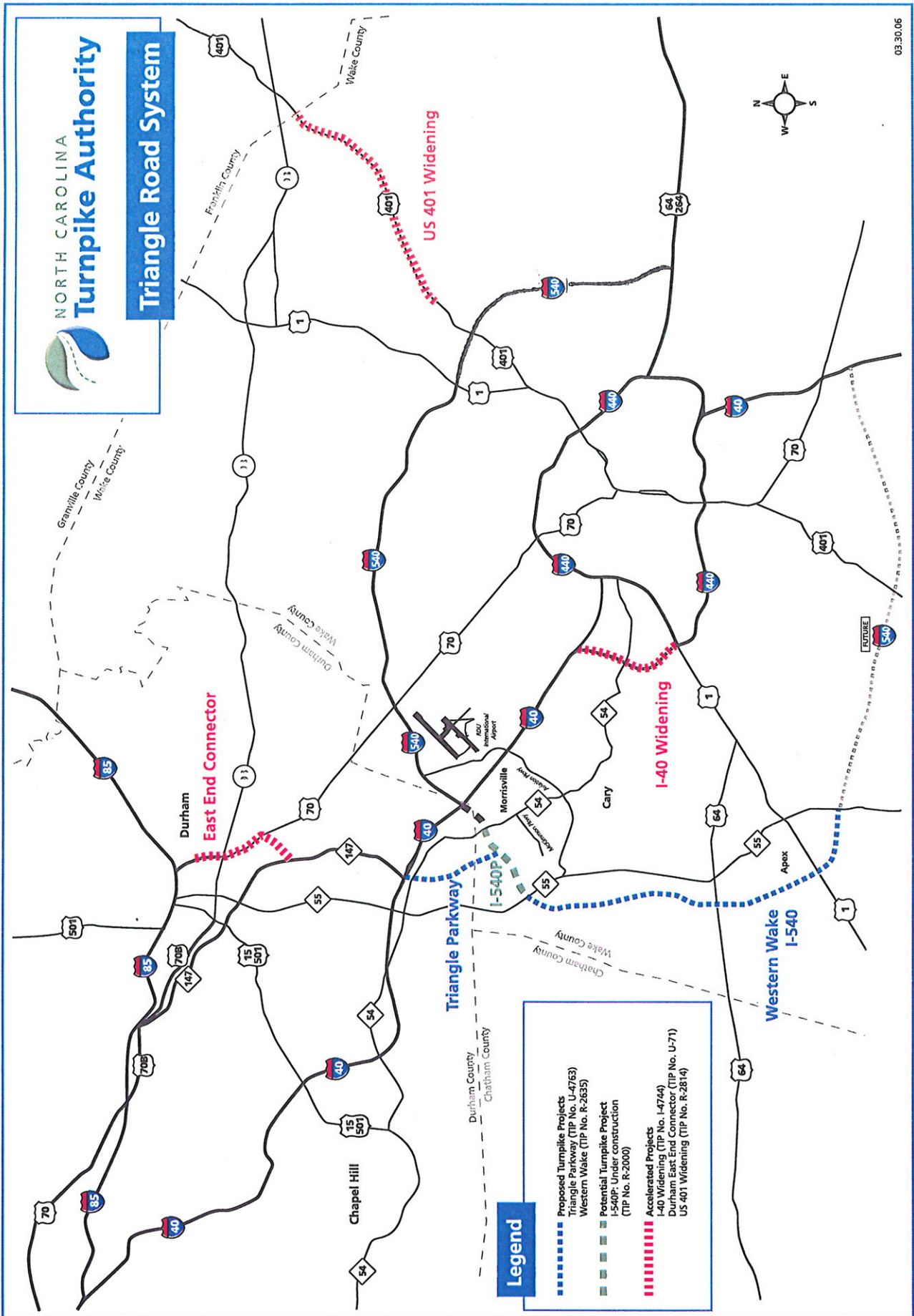
- Tolls **do not pay for the entire cost** of a new turnpike freeway
- Tolls **will** pay for around 70% of the cost of I-540/Western Wake and Triangle Parkway
- These are very **needed** projects for our growing Triangle -- the **economic engine** for much of central/eastern NC
- **The Triangle did its part last year** by supporting Senate Bill 1381 which will provide more than \$100m in gap funding for 540/Triangle Parkway. This legislation allows the Turnpike Authority to toll the section of 540 near Morrisville opening in early 2007 and use the proceeds as part of the gap funding to expand the freeway system.
- In addition, the Research Triangle Foundation has been planning for the Triangle Parkway for more than half a century, and has **reserved the bulk of the needed right-of-way** for this freeway inside Research Triangle Park.

The urgent need for gap funding

- Based on the best info available from the Turnpike Authority, a funding commitment of around \$12 million per year would provide sufficient gap funding assistance for both I-540 Western Wake and Triangle Parkway.
- If a gap funding commitment can be secured early in 2007, the Turnpike Authority may be able to proceed with advance right-of-way acquisition, which would **potentially accelerate the delivery of the project by several months to a year** and minimize inflation-related costs and uncertainty. **The Turnpike Authority needs a gap funding commitment as soon as possible.**
- Providing gap funding assistance would keep these projects moving forward -- the State would get a new \$800 million freeway network in the heart of the Triangle for around \$12 million per year.
- With North Carolina facing a **\$65 billion** transportation shortfall, the **State should seek every opportunity to leverage limited transportation resources** by providing the gap funding needed to enable turnpike funding to be successful.

Additional background references for you

- Almost all of I-540 Western Wake has been Highway Trust Fund eligible since 1989
- The remainder of the Raleigh Outer Loop is now Highway Trust Fund eligible
- The Triangle Parkway and Western Wake freeway are **not new** projects -- they have been planned for decades -- but they are certainly **needed** projects
- The \$12 million per year amount will cover the Triangle's Western Wake and I-540 based on current info. A larger recurring amount of \$25 million annually for Turnpike encouragement and assistance would provide enough for 540, Triangle Pkwy, and the initial segment of Gastonia's Garden Pkwy based on current info from the Turnpike Authority.



NORTH CAROLINA
Turnpike Authority
Triangle Road System



03.30.06



U.S. Department
of Transportation

**Federal Highway
Administration**

January 29, 2007

North Carolina Division

In Reply Refer To:
HDA-NC

Mr. Mark Ahrendsen
Durham-Chapel Hill-Carrboro MPO
101 City Hall Plaza, 4th Floor
Durham, NC 27701

Dear Mr. Mark Ahrendsen:

As discussed, the Federal Highway (FHWA) and Federal Transit Administrations (FTA) will conduct a joint review and certification of the planning processes in the DCHC MPO area. Additionally, the Environmental Protection Agency, and the North Carolina Department of Transportation (NCDOT) Statewide Planning Branch and Public Transportation Division will be asked to participate in the review session. Our general practice is to conduct the review four to six months prior to the due date. The review also includes the solicitation of public comments. I will oversee the public involvement meeting for the review team and the MPO is asked to arrange for the facilities needed for the review, the public participation session, and the necessary advertising.

I would like to plan for two and one-half to three days for the review, although I anticipate that two may be sufficient. As previously discussed the selected date for the certification review will be March 20-22 at the DCHC MPO. I am tentatively planning the agenda to begin at 9:00 am on Tuesday, March 20. I will distribute the draft agenda for comments, as well as post all documents on an FTP site as soon as possible. A timeline and agenda will be sent out to you and your staff, the Federal review team, as well as NCDOT and the transit operators as in February.

In addition, I would like to also hold a pre-review meeting at the end of February/early March. There are a few people who have never participated in a Certification Review and I would like to ensure that everyone involved has a good understanding of the Certification Review process, the materials available for review, and questions that will be asked. This will provide all participants an opportunity to have access to the materials, as well as provide input to help streamline the process.

As you are aware, the following planning documents will be needed from the DCHC team prior to the review:

- Public Participation Program (PPP);
- Memorandum of Understanding (MOU of MPO/TCC by-laws);
- Transportation Improvement Plan (TIP);



- Unified Planning Work Program (UPWP);
- Congestions Management System (CMS);
- Long Range Transportation Plan (LRTP);
- Prospectus;
- Mailing List from prior meetings for Public Review Comment;
- Americans with Disabilities Act (ADA);
- Environmental Justice;
- Air Quality;
- Transit Planning products; and
- Any other products created by the MPO that you believe would be beneficial for our review.

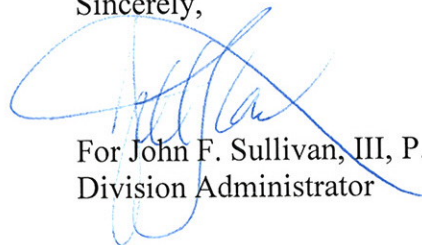
In addition, we will be asking the NCDOT to provide:

- State Public Participation Program (PPP);
- Statewide Transportation Improvement Plan (STIP);
- STIP Approval Process;
- State LRP;
- Any MPO Agreements with the DCHC MPO; and
- Any other products created by the NCDOT that you believe would be beneficial for our review.

I have enclosed a copy of the agenda from your last review. This will give you a general idea of the topics we will review, as well as how much time should be allotted.

If you need additional information or have any questions, please do not hesitate to contact Jill Stark at 919-856-4330, ext. 113.

Sincerely,



For John F. Sullivan, III, P.E.
Division Administrator

Enclosure

Cc: (w/encl)

Ms. Alice Gordon, DCHC MPO TAC Chair
Scott Walston, NCDOT Transportation Planning Branch
Travis Marshall, NCDOT Transportation Planning Branch
Mike Stanley, NCDOT STIP Development Unit
Tamra Shaw, NCDOT Public Transportation Unit
Melton Boyd, Federal Transit Administration
Mr. Joe Huegy, Triangle Transit Authority
Danyell Diggs, Federal Highway Administration, HQ
Amanetta Wood, U.S. Environmental Protection Agency

**Durham-Chapel Hill-Carrboro (DCHC) Urban Area
Metropolitan Planning Organization (MPO)
Federal Certification Review**

DRAFT AGENDA

Monday, March 19

4:30 – 7:30	Public Involvement Meeting (Location TBD by MPO)	Federal Team
-------------	---	--------------

Tuesday, March 20

8:30 – 8:40	Welcome and Introductions
8:40 – 9:00	Certification Overview, Review of Schedule, and General Discussion
9:00 – 9:30	MPO Overview/Update – Metropolitan Area Boundary/MOU/Voting Structure
9:30 – 10:30	Coordination: MPO/NCDOT and Regional Mobility
10:30 - 10:40	Break
10:40 – 11:40	UPWP
11:40 – 1:00	Lunch
1:00 – 1:50	LRTP/Financial Planning
1:50 – 2:40	TIP/STIP
2:40 – 2:50	Break
2:50 – 4:10	Other Emphasis Areas –ITS/ Safety/Bicycle-Pedestrian /Environmental Stewardship/Self-Certification
4:10 – 5:30	Break / Prepare for Public Involvement Meeting

Wednesday, March 21

8:30 – 9:15	Air Quality	
9:15 – 10:00	Transit Planning	
10:00 – 10:10	Break	
10:10 – 10:40	Public Involvement	
10:40 – 12:00	Title VI/Environmental Justice	
12:00 – 1:00	Lunch	
1:00 – 1:40	CMS	
1:40 – 3:00	Review Team Meeting	Federal Team
3:00 – 3:30	Presentation of Review Team's Preliminary Findings and Discussion	Federal Team

Note: The MPO may prepare a presentation for any subject(s) prior to the Question and Answer portion.



Legislative Alert

FAC 2/1/07 Attachment 22

American Public Transportation Association
(202) 496-4800

1666 K St., NW. Washington, DC 20006
www.apta.com

February 1, 2007

House Joint Resolution Sets Funding at SAFETEA-LU Level: \$8.975 Billion – A New Record for Transit!

The U.S. House of Representatives yesterday in a 286-140 vote passed a year-long joint resolution (H.J. Res. 20) to complete unfinished Fiscal Year (FY) 2007 Appropriations bills, including the FY 2007 Transportation Appropriations bill. The resolution provides federal transit programs with \$8.975 billion for the current fiscal year, the record-high level authorized and guaranteed by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU, P.L. 109-59). Federal transit programs are currently operating under a continuing resolution at FY 2006 levels that expires on February 15. While most domestic federal programs will not receive an increase in funding this year under the new resolution, transit and highway programs would be spared from the freeze at FY 2006 levels which is applied to most federal programs. The Senate is expected to consider the resolution next week.

APTA has worked individually and with a broad coalition of surface transportation interests to urge House and Senate Appropriations leaders to fund federal transit and highway programs at the levels authorized by SAFETEA-LU. Numerous Members of Congress have also advocated for full transit and highway funding. Two weeks prior to yesterday's vote, a bi-partisan group of the eight leaders of the Senate's Banking, Housing and Urban Affairs Committee and the Environment and Public Works Committee sent a letter to Senate Democrat and Republican leaders urging full transit and highway funding, and the entire membership of the House Transportation and Infrastructure Committee signed a letter to House Appropriations leaders urging the same. These efforts were followed last week by 72 Senators sending another letter to Senate leaders, demonstrating the widespread support for full transit and highway funding in the continuing resolution.

Provisions of the House-Passed Resolution

The House-passed resolution funds transit programs at authorized levels: \$7.263 billion for formula programs, \$1.566 billion for the New Starts/Small Starts program, \$61 million for transit research programs and \$85 million for Federal Transit Administration (FTA) administrative expenses, but the resolution will alter the administration of several programs for FY 2007. The resolution contains no earmarks, a promise made by the new Democratic leadership of the 110th Congress to enable new restrictions on earmark requests to be implemented. As a result, FTA is given the authority under the resolution to allocate and distribute all FY 2007 New Starts/Small Starts funds, and the agency will have similar discretion in allocating about half of the \$901 million of Bus and Bus Facilities and Clean Fuels grant funds after SAFETEA-LU earmarks are honored. In making New Starts/Small Starts decisions, FTA will likely look at existing Full Funding Grant Agreements and the agency's Annual Report on New Starts for guidance.

ACTION CALL!

Senate leaders plan to debate the House-passed resolution next week. APTA members need to contact their Senators **immediately**:

- Urge them to support the House-passed year-long joint resolution (H.J. Res. 20) and the \$8.975 billion-level of transit funding it contains.
- Make sure to explain how full-funding for transit programs as contained in the House-passed resolution will benefit your system and your community.