

**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**April 11, 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. March 14, 2007 TAC Meeting Minutes
(Attachment 5)**

A copy of the March 14, 2007 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the March 14, 2007 TAC meeting.

6. 2030 Long Range Transportation Plan Amendment #1 and Conformity Determination and Analysis Report – Public Hearing**(Attachment 6, 6A)****John Hodges-Copple, TJ COG****Andy Henry, LPA Staff**

Air quality regulations require that the 2030 Long Range Transportation Plan (2030 LRTP) be amended because the completion schedule for several regionally-significant projects in the recently adopted FY 2007-2013 State Transportation Improvement Program has crossed an air quality threshold year in the 2030 LRTP. The delay of the TTA Phase I Rail System and the expedited funding for tolling the Triangle Parkway are two of the most notable changes in the DCHC MPO. In addition, the Amended 2030 LRTP must complete the Air Quality Conformity process. This amendment is only changing the year of implementation for projects already included in the 2030 LRTP. Any other changes to the 2030 LRTP will be addressed as part of the 2035 LRTP update.

At their meeting on March 14, 2007, the TAC authorized the release of the Amended 2030 LRTP and the Air Quality Conformity Analysis and Determination Report when the documents were readied. These documents were released and the 30-day public comment period began on March 23, 2007 and will end on April 24, 2007. The TAC is to conduct a public hearing at the meeting

today to receive comments on the documents, and approval of the documents is anticipated at their meeting on May 9, 2007.

Attachment 6 is a copy of the proposed Amended 2030 LRTP, including a list of proposed project changes and a Resolution for amending the LRTP. Attachment 6A is a copy of the Conformity Analysis and Determination Report. This document includes many appendices, which are available on the MPO Web site – www.dchcmo.org.

TAC Action: Hold a public hearing on the 2030 Long Range Transportation Plan Amendment #1 and Conformity Analysis and Determination Report.

**7. Southwest Durham Drive/Southwest Durham Southeast Chapel Hill Collector Street Plan
(Attachments 7, 7A, 7B, 7C, 7D, 7E, 7F, 7G, 7H, 7I)
Andy Henry, LPA Staff**

At the TAC meeting on March 14, 2007, the TCC recommended that the TAC approve the Southwest Durham/Southeast Chapel Hill Collector Street Plan and adjustments to the alignment of Southwest Durham Drive as illustrated in Attachments 7A and 7B. A citizen proposed an alternative to the TCC recommendation, as illustrated in Attachment 7I, and the TAC directed the TCC to consider the alternative and bring their recommendation to the TAC at their April 11, 2007 meeting. The alternative departed from the TCC recommendation in the way that Kilkenny Drive and Lancaster Drive would intersect with other streets.

Attachment 7 is memorandum discussing the TCC recommendation for the Collector Street Plan and Southwest Durham Drive. The first two pages of the memorandum are a summary, while the remaining pages provide a discussion of these projects. Attachments 7C and 7D are close-up maps of the TCC recommendation and the citizen alternative. Attachments 7E, 7F and 7G are maps of alternatives for the alignment of Southwest Durham Drive. Attachment 7H is a copy of the Chapel Hill resolution concerning this project.

The full report for the Collector Street Plan is available for review upon request to the LPA staff and at www.dchcmo.org.

TCC Recommendation: That the TAC adopt the Southwest Durham/Southeast Chapel Hill Collector Street Plan and adjustments to the alignment of Southwest Durham Drive as illustrated in Attachment 7A.

TAC Action: Adopt the Southwest Durham/Southeast Chapel Hill Collector Street Plan and adjustments to the alignment of Southwest Durham Drive as illustrated in Attachment 7A.

**8. 2007-2008 Unified Planning Work Program
(Attachment 8, 8A, 8B)
Felix Nwoko, LPA Staff**

Annually, the DCHC MPO is required by federal regulations to prepare a Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities.

Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Essentially, the UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Tasks are identified by an alphanumeric task code and description.

Attachment 8 is a staff memo on the 2007-2008 UPWP. Attachment 8A is the 2007-2008 UPWP. Attachment 8B is the STPDA allocation spreadsheet that reflects the allocations in the 2007-2008 UPWP. New funding requests in the UPWP are in green. A five-year work program for fiscal year 2007-2008 to fiscal year 2012-2013 is being developed by the TCC and a recommendation will be brought to the May TAC meeting.

TCC Recommendation: That the TAC approve the 2007-2008 Unified Planning Work Program (Attachment 8A) including the adopting resolution (p. 1), the adopting transit resolution (p. 3), and the self-certification resolution (p. 5).

TAC Action: Approve the 2007-2008 Unified Planning Work Program (Attachment 8A) including the adopting resolution (p. 1), the adopting transit resolution (p. 3), and the self-certification resolution (p. 5).

9. Allocation of FTA Section 5307 Funds

(Attachment 9)

Felix Nwoko, LPA Staff

The MPO transit operators have recommended a distribution of the MPO's FTA Section 5307 funds. A letter to FTA regarding the allocation of these funds among the transit operators (DATA, CHT, and TTA) is Attachment 9. The formula used to allocate the funds among the transit operators is the same as the MPO has used in the past.

Section 5307 funds are allocated to urbanized areas for transit capital and operating assistance and for transportation related planning. The MPO's allocation was released by FTA in March which is several months later than in previous years. Although the transit operators' recommendation has not been reviewed by the TCC, the transit operators are in agreement on the allocation and they are eager to have the TAC approve the distribution so that the funds are available for use. Once the allocation has been approved by the TAC, the transit operators will be able to seek reimbursement for their expenses from the current fiscal year.

TAC Action: Approve the allocation of FY 2006-2007 Section 5307 funds in Attachment 9.

10. 2007-2013 Metropolitan Transportation Improvement Program

(Attachment 10, 10A)

Mark Ahrendsen, TCC Chair

Ellen Beckmann, LPA Staff

The State Board of Transportation released the draft 2007-2013 STIP on September 6, 2006. The TAC released the DCHC MPO supplement to the draft 2007-2013 STIP as the draft MTIP for public comment at the 9/13/06 TAC meeting. A public hearing was held at the 10/11/06 TAC meeting. Comments were received from member jurisdictions and the public. The TCC TIP subcommittee developed a list of requested changes for the draft STIP and included these in a revised draft MTIP. These requests were discussed at one-on-one meetings with NCDOT in December 11, 2006 for Division 5 and January 9, 2007 for Division 7.

In March 2007, the State Board of Transportation adopted the final 2007-2013 STIP. LPA staff has compared the final STIP with the revised draft MTIP. Attachment 10 is a staff memo that summarizes the major differences between the adopted STIP and the MPO's requests. Attachment 10A displays the revised draft MTIP with differences in the adopted final STIP displayed in blue text. The STIP and MTIP must be consistent in years 2007, 2008, and 2009. Any amendments to the STIP must be made before June 30, 2007 due to SAFETEA-LU requirements.

The TCC is developing a recommended final MTIP that will be presented at the May TAC meeting.

TAC Action: Review the differences between the adopted State Transportation Improvement Program and the revised draft Metropolitan Transportation Improvement Program.

11. 2035 Long Range Transportation Plan – Socio-economic Data **(Attachments to be handed out at the TAC meeting)**

Andy Henry, LPA Staff

Many activities have occurred for reviewing the Socio-economic Data (SE Data) for the 2035 LRTP, including:

- At their meeting on January 10, 2007, the TAC approved the release of the draft Socioeconomic Data (SE Data) for the DCHC MPO;
- The MPO released the SE Data through its website and a mailing for a 42-day public comment period that will end Tuesday, March 27, 2007;
- The MPO conducted five public workshops, and an additional public workshop is scheduled in Pittsboro (Chatham County) on April 5, 2007;
- Local government and agency staff have conducted detailed SE Data reviews, and a peer review was completed in March.
- The TAC held a public hearing at their March 14, 2007 meeting.

The TAC will not approve the SE Data until their August meeting because the Amended 2030 LRTP must be approved first. However, the SE Data process must move forward to provide input to the Triangle Regional Model (TRM) for several important projects including the feasibility study for the tolling of the Triangle Parkway, the Triangle Transit Blueprint, the Chapel Hill/Carrboro Long Range Transit Plan, and the Deficiency Analysis for the 2035 LRTP. The Lead Planning Agency (LPA) staff provided a research grade SE Data set to the ITRE Service Bureau at the beginning of April so the Bureau could continue work on these projects.

The LPA will provide an update on the SE Data. There are no attachments for this item.

TAC Action: Receive SE Data update.

12. Triangle Parkway

(Attachment 12, 12A, 12B)

Mark Ahrendsen, TCC Chair

The Triangle Parkway is a proposed toll road project that would extend NC 147 south of I-40 to I-540 in Wake County. The North Carolina Turnpike Authority (NCTA) is considering the construction of the Triangle Parkway and the Western Wake Parkway (I-540) toll road projects together. The NCTA has estimated that tolls will pay for around 70% of the cost of these two projects. As a result, the NCTA is now looking into gap funding to cover the remainder of the costs. The Regional Transportation Alliance has been encouraging business and government organizations to support a resolution that urges the State to create a recurring gap funding commitment, exempt from the equity formula, to accelerate the construction of the Triangle and Western Wake Parkways.

A resolution supporting the creation of a recurring gap funding commitment is included as Attachment 12. This resolution includes language that reiterates many of the DCHC MPO's concerns for the projects. In particular, the MPO wants to ensure that the financial and design studies for the toll projects consider transit, carpool, and vanpool accommodations and that the determination of needed gap funding include consideration of these modes.

The concerns have been previously expressed to the NCTA in several letters. The TCC sent a letter to the NCTA's Triangle Parkway project team in July 2006 outlining initial concerns of the project in response to the request for public comment issued as part of the environmental study (Attachment 12A). In October 2006, the TAC sent a letter to the NCTA requesting that the NCTA proceed with investment-grade studies with several qualifications (Attachment 12B).

TCC Recommendation: That the TAC approve the Resolution in support of a recurring state gap funding commitment for the turnpikes to accelerate freeway construction in the Triangle.

TAC Action: Approve the Resolution in support of a recurring state gap funding commitment for the turnpikes to accelerate freeway construction in the Triangle.

13. Transportation Bills Introduced in the NC General Assembly

(Attachment 13, 13A, 13B)

Mark Ahrendsen, TCC Chair

Several transportation-related bills have recently been introduced in the NC General Assembly. Attachment 13 is a staff memo that includes summaries of these bills, a review of the major issues, and a staff recommendation for action. Attachment 13A is a compilation of the bills. Many of the bills correspond with the CAMPO/DCHC MPO Joint Legislative Agenda created in 2006. The legislative agenda is included as Attachment 13B.

TAC Action: Authorize the TAC Chair to send a letter to the DCHC MPO state legislative delegation supporting bills:

- S794/H622 – Eliminate Transfer of Funds for Driver Education
- H623 – Funding of Highway Patrol by the General Fund
- H1004 – Highway Trust Fund Transfers to the General Fund Eliminated
- H1118 – Authorization to Transfer Funds for Congestion Mitigation and to Modify the Highway Trust Fund Allocation Formula
- S783/H1219 – Reconstruction Funds I-40/No Equity Fund
- H153 – Local Revenue Options
- S1054 – Gap Funding for Toll Road Construction (subject to the TAC action on agenda item #12)
- S962 – Transportation Corridor Study Funds
- S297 – Report Bicycle Accidents to Law Enforcement
- S1307/H1179 – Low Emission Vehicles Program

And opposing bill:

- S150/H49 – Outdoor Advertising Vegetation Removal Changes

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.

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. Letter to NCDOT re U-3308 Alston Avenue Widening
(Attachment 20)

21. NCDOT Response to Letter on Federal Rescissions
DCHC MPO Response to NCDOT's Response to Letter on Federal Rescissions
(Attachment 21, 21A)

22. Triangle Redesignation Demonstration and Maintenance Plan – Public Hearing
(Attachment 22)

23. Letter to NCDOT re Relocation of the Durham Amtrack Station
(Attachment 23)

Adjourn

Next meeting: May 9, 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. See Attachment 8F of 3/14/07 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>Completed:</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 and Attachment 20 of 4/11/07 TAC Agenda.
02/14/07	Send a letter to NCDOT and state legislative delegation requesting the NCDOT reconsider its decision not to relocate the Durham Amtrack station	<u>Completed:</u> See Attachment 23 of 4/11/07 TAC Agenda
02/14/07	Send a letter to the Governor, state legislative delegation, and NCDOT on TIP funding issues.	<u>Completed:</u> See Attachment 23 of 3/14/07 TAC Agenda
02/14/07	Develop a long-term and short-term strategy for addressing funding needs working with other MPOs and the Metropolitan Coalition	<u>In Progress:</u>
03/14/07	Review Phil Post's proposed adjustments to the Southwest Durham Southeast Chapel Hill Collector Street Plan/Southwest Durham Drive. Develop a recommended final plan.	<u>Completed:</u> See Attachment 7A of 4/11/07 TAC Agenda

42	Beth Lewis	Chas. Sells, Inc.-15401 Weston Pkwy
43	Karen Lincoln	Orange County Planning
44	C. J. Malanga	Resident, 403 Meadowmont Lane
45	Dale McKeel	City of Durham/Transportation
46	Joe Milazzo	Regional Transportation Alliance
47	Felix Nwoko	City of Durham/Transportation
48	Pierre Osei-Owusu	City of Durham/DATA
49	Charles Paterno	405 Meadowmont Lane
50	Phil Post	Resident, 104 St. Andrews Place
51	Brian Rhodes	City of Durham/Transportation
52	Bill Sax	Resident, 302 Helmsted Drive
53	Chris Selby	Resident, 138 Celeste Circle
54	Jill Stark	FHWA
55	John Tallmadge	Triangle Transit Authority
56	Andy Wagner	3000 RDU Center Drive, Suite 130
57	Michael Waldroup	Resident, 4201 University Drive, Durham
58	Chao Wang	City of Durham/Transportation
59	Barbara Weigel	Triangle Transit Authority
60	Bill Wicker	901 Willow Drive, Suite 2
61	Mike Cowan	NDCOT – Division 7 Engineer

62

63 Alice Gordon, TAC Chair called the meeting to order at 9:09 a.m. and the Roll

64 Call was conducted.

65

PRELIMINARIES:

Adjustments to the Agenda

67 Mark Ahrendsen stated an attachment for Item 9 was distributed prior to the
68 meeting.

Public Comments

70 Denise Hester spoke for the Fayetteville Street Planning Group. They would like
71 to see the transportation plans enhance the development of this area, not destroy it any
72 further. They would like the State to be mindful of the neighboring interests. They
73 realize Fayetteville Road is a major thoroughfare but they would like the State to be
74 mindful that it is also a local thoroughfare. She is here today to request the State's
75 support and the MPO's support to make this corridor beautiful, safe, and accessible no

76 matter the form of transportation used. She distributed an executive summary, which
 77 summarizes the existing conditions on the road, the traffic flow, the lack of parking,
 78 dangerous intersections, and the state of the infrastructure in the area. It has not been
 79 paved in some time, there are drainage issues which are environmental issues at
 80 Fayetteville and Pilot; but most of all they want Fayetteville Street to serve its local
 81 function because it supports local business people, as well as, people that have lived there
 82 for generations. They are very concerned about the appearance as it is aging. They need
 83 a historic street in this area to preserve the history. They need traffic enhancements that
 84 improve the traffic flow without widening Fayetteville Street in the local district; bus
 85 pull-offs would be a tremendous help in moving the traffic flow as the stopped buses are
 86 a large concern; many intersections are unsafe, particularly South Roxboro and Watson
 87 street for school children crossing. There are flooding and drainage issues.

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

89 There were no comments regarding the Directives to Staff.

90 **ACTION ITEMS:**

91 **February 14, 2007 TAC Meeting Minutes (Attachment 5)**

92 A motion was made by Mayor Bill Bell and seconded by Diane Catotti to approve
 93 the February 14, 2007 TAC Meeting Minutes. The motion carried unanimously.

94 **2035 Long Range Transportation Plan – Public Hearing (Attachments 6, 6A, and**
 95 **6B)**

96 The public hearing on the Socioeconomic Data for the 2035 Long Range
 97 Transportation Plan was opened. There were no speakers for the public hearing. A
 98 motion was made by Mayor Bill Bell and seconded by Eric Hallman to close the public
 99 hearing. The motion carried unanimously.
 100

101 Ed Harrison distributed a resolution that the Town of Chapel Hill approved on
102 March 5, 2007 regarding the 2035 Long Range Transportation Plan.

103 George Lucier asked for clarification on the handout that Chatham County's 2035
104 population estimate was 70,000, the newspaper stated they were 150,000, and Mr. Lucier
105 attended a meeting at the Chapel Hill Chamber of Commerce at which it was stated the
106 estimates in N.E. Chatham was 114,000. All other jurisdictions pretty much stayed the
107 same. What is happening with the estimate?

108 Andy Henry stated that when it first came out; he did not have any estimates for
109 Chatham County. The numbers provided today are the ones that were released to the
110 public. Then, as the process went along, the Chatham build-out numbers came out which
111 was 150,000 and it was picked up by the press as a number. That is how the confusion
112 started. The figure is going to be more like the 114,000. Because of some of the
113 confusion with Chatham County numbers, we are going to have a public workshop in
114 Chatham County the first week of April. Staff will have the maps, estimates, and will get
115 feedback from Chatham County.

116 George Lucier suggested including uncertainty bounds with the estimates.

117 Diane Catotti asked about the employment numbers, specifically about the growth
118 in Chapel Hill. Andy Henry stated that issue was brought up at a meeting last week and
119 they are dealing with it now. Ms. Catotti asked if he expected any changes and Andy
120 stated yes but is not sure what the change will be.

121 Mark Ahrendsen stated that what was put out a month ago for public comment
122 was preliminary numbers. The numbers that were released were based on the 2030 Long
123 Range Transportation Plan with the understanding that they needed to be updated.

124 Ellen Reckhow stated she agrees with Mr. Lucier in the sense that she was
125 perplexed when she looked at the Chatham County numbers. She stated if there is a
126 substantial change and going to public comment, it would seem an explanation, such as a
127 range, would be appropriate.

128 Mark Ahrendsen stated that the numbers that will go out will be properly
129 documented.

130 Mr. Lucier stated his other recommendation for Chatham County is to perhaps
131 talk to Chatham County.

132 Becky Heron stated the projections are based on land use plans. Mark Ahrendsen
133 stated they are based on adopted comprehensive plans and any input from local
134 governments. We are working with staff of the local jurisdictions.

135 Bill Strom stated a lot of the work is done at the staff level and perhaps Chatham
136 County needs to have someone attend the TCC meetings to provide the numbers.

137 **Coordinated Public Transit Human Services Transportation Plan (Attachment 7**
138 **and 7A)**

139
140 Mark Ahrendsen provided an introduction for the Coordinated Public Transit
141 Human Services Transportation Plan, along with the attachments.

142 John Tallmadge with Triangle Transit Authority reviewed with TAC members the
143 summary on the Coordinated Public Transit Human Services Transportation Plan.

144 John thanked everyone at the staff level who worked on the plan. The purpose of
145 the plan is important. It is required by the federal government for the MPO to have
146 access to funds for Job Access Reverse Commute projects and New Freedom projects.
147 The New Freedom projects are targeted at the disabled community and elderly. These
148 have to be extensions beyond what is required under the Americans Disability Act.

149 These are new services, new projects addressing the target market. The Job Access
150 Reverse Commute projects are targeted at low income individuals, disabled, and elderly
151 getting access to jobs, and reverse commuters going from city centers to suburban areas.
152 This is a different plan than the consolidation plan that is being looked at between the
153 Human Services or Community Transportation Agencies. That is looking at institutional
154 issues and how they might be merged to be more effective at serving the customer needs.
155 This looks at coordination activities, programs, or services in Durham, Orange, and
156 Chatham Counties. It is not looking at institutional issues for consolidation, it is looking
157 at are there barriers to effective coordination that can be addressed with new services,
158 projects, or programs.

159 Becky Heron stated the main thing she is concerned about is that we have
160 coordination of transportation particularly for the elderly and the handicapped. We need
161 to make sure this program does not get rid of any of the services that are currently out
162 there now.

163 A motion was made by Mayor Bill Bell and seconded by Diane Catotti to adopt
164 the Coordinated Public Transit Human Services Transportation Plan and direct the LPA
165 to solicit project funding applications for the JARC and New Freedom funds. The
166 motion carried unanimously.

167 **Southwest Durham Drive/Southwest Durham Southeast Chapel Hill Collector Street**
168 **Plan (Attachments 8, 8A, 8B, 8C, 8D, 8E, 8F, and 8G)**

169 Mark Ahrendsen provided an introduction for the Southwest Durham
170 Drive/Southwest Durham Southeast Chapel Hill Collector Street Plan, along with the
171 attachments.
172

173 Andy Henry provided an update to the TAC members on the Southwest Durham
174 Drive/Southwest Durham Southeast Chapel Hill Collector Street Plan.

175 Charles Paterno, a resident of 405 Meadowmont Lane, Chapel Hill, spoke
176 regarding the plan. Over a course of year, TAC members have heard from many of the
177 1,200 Meadowmont community residents. The concerns revolved around what they
178 perceive to be the absurdity of linking the collector street plan to an extension of the
179 proposed Southwest Durham Drive through the Meadowmont community. In addition,
180 the Chapel Hill/Carrboro school system Director of Facilities, Steve Scroggs, has been
181 adamant that the layout of the Rashkis Elementary School in no way took into account
182 any traffic flow from the direction of Durham County. The MPO and TAC have come a
183 long way from initially ignoring George King Road as an alternative to Meadowmont
184 Lane as a predominant connector road. It now recognizes the importance this strip can
185 play in connecting US 15-501 to NC-54. It is a more prudent, much safer, and especially
186 a more practical solution linkage. We understand and would like to clarify one point
187 mentioned earlier that the re-alignment was recently considered in response to Ms.
188 Heron's concern about the Creekside school property. We want to make it clear, that the
189 re-alignment was only on the Durham side of the corridor and we understand it is part of
190 the long range plan and we hope it will be considered on the Chapel Hill side at a future
191 date. It has only been reconsidered on the Durham side. There is still the issue of the
192 Rashkis school and the same issue on the Chapel Hill side. TAC has heard from the
193 developer of Meadowmont and more recently from the Chapel Hill Town Council that
194 we are not opposed to connectivity through Meadowmont. The resolution this body was
195 presented in December encouraging the improvement to George King Road was

196 welcomed news. That same resolution suggested support for connectivity through
197 Meadowmont. This is consistent with the Meadowmont community association's
198 position that Meadowmont Lane remains a connected collector street with appropriate
199 calming devices. Most TAC members have stated that they agree that safety and quality
200 of life in our communities should trump any traffic plan and are personally opposed to
201 excessive traffic and speed passing through Meadowmont or any other communities. We
202 feel you have an opportunity to balance all of these issues by taking a firm stance on the
203 following. (1) Do not accept as a given that Meadowmont Lane needs to be an arterial
204 thoroughfare. If in fact, George King Road can be improved and connected to NC-54,
205 and longer term Meadowmont Lane is connected, it is very possible there will be more
206 even flow traffic along all routes. No one road would have to be an arterial road. (2)
207 Make it clear for the record that George King Road should be considered and can be
208 considered a predominant short term link between US 15-501 and NC-54. Pending
209 development along the routing needs to incorporate this objective. To be less than clear,
210 is not fair to future residents or developers along George King Road. Given the current
211 setbacks of most of the structures along George King Road and the current routing of the
212 road connectivity is a very viable option. We especially encourage the Chapel
213 Hill/Carrboro/Orange/Chatham County representatives of this body to take a firm stance
214 on this position. (3) Please ask staff representatives to come back to you with a more
215 circuitous routing in the event that Meadowmont Lane is connected across the greenway
216 and we understand that could be done at a later date. (4) Please state clearly for the
217 record that the TAC, if it should pass the Collector Street Plan, is in no way endorsing
218 any firm alignment of Southwest Durham Drive. The alignment has been moved for

219 trees, and modified for flowers and plans. Recently, the alignment was moved in
220 consideration of the commissioners in Durham. We are certain the TAC will come to
221 understand the need to align the expansion to maintain a pedestrian friendly, safe quality
222 of life in both Durham and Orange Counties.

223 Ed Kaiser, a resident of 100 Tweed Place spoke regarding the plan. They are
224 opposed to attachment 8G that maintains the George King Road alignment all the way to
225 NC-54 and hopefully a more direct connection will be considered. The Plan says that the
226 development review process will consider the sequencing of the road building and his
227 community is concerned that Lancaster Drive will get a lot of traffic if Southwest
228 Durham Drive is not completed. There is no provision in the plan for retrofitting the
229 existing streets to approximate the good design standards for a collector street.

230 Wayne Daniel, a resident 5320 Ephesus Church Road, spoke regarding the plan.
231 He is concerned about the position of Southwest Durham Drive near Ephesus Church
232 Road. He thinks an alternative move would be to move the Southwest Durham Drive
233 corridor east around the school and keep traffic from the front of the school where the
234 pick-up and drop-off for the children is located. It would alleviate some traffic for the
235 school and would also help him as it would not divide his property in half. Mr. Daniel
236 thanked the staff for working with him. His understanding is that the corridor is 60 feet
237 wide on George King Road, 60 feet wide going across the bridge at Farrington Road, and
238 then on the property going from George King Road from our property to the bridge is
239 110' wide. If we reduce the width to 60 feet, it move cut down on the amount of land.

240 Phil Post, a resident of 104 St. Andrews Place, spoke regarding the plan. He
241 appreciates the changes that have been made and also the suggestion of the staff for the

242 roundabout at this critical area. He expressed a strong support of George King Road to
243 be the predominant movement. He distributed a map with an alternative. It has a four
244 sided roundabout in the key intersection. One of the key elements is that Lancaster
245 would then “T” into Meadowmont Lane and that would provide the circuitous route that
246 the Town of Chapel Hill and citizens have urged you to consider. The issue on Kilkenny
247 is the mis-alignment at Southwest Durham Drive. It is very important because when
248 Kilkenny enters the Oaks neighborhood, particularly as it “T”s into Nottingham, it “T”s
249 into local streets. It is important that nothing be done through this plan to encourage
250 through traffic on the local streets. Please consider this change for the Kilkenny section.

251 Chris Selby, a resident of 138 Celeste Circle, spoke regarding the plan. He feels
252 he needs to say something in favor of Southwest Durham Drive going through
253 Meadowmont Lane as currently planned. The advantage of that route is increased
254 connectivity that would reduce local traffic on arterials which is congestion.

255 Diane Catotti stated that she appreciated all the comments. Ms. Catotti would like
256 staff’s reaction on Phil Post’s map and suggestion.

257 Kevin Foy stated that Phil Post’s proposal has Meadowmont Lane coming into the
258 roundabout.

259 Mark Ahrendsen stated if the TAC wants to consider these changes it is fine, but
260 these were changes that were included in the Town of Chapel Hill resolution. The offset
261 of Kilkenny was part of the earlier resolution that was considered and came back with the
262 recommendation before you. The resolution forwarded by the Town of Chapel Hill was a
263 variation of Phil Post’s handout. The handout did have Lancaster “T”ing into an
264 extension, but Meadowmont and George King Road were aligned differently. It is not

265 exactly the same, but is a variation. The recommendation of the staff at this point is
266 attachment 8F.

267 Diane Catotti asked if the recommendations made by Phil Post had been
268 considered.

269 Mark Ahrendsen stated that the Town of Chapel Hill resolution that was a
270 variation of Phil Post's recommendation, where it bends Lancaster into Meadowmont
271 Lane was considered and the offset of Kilkenny which was part of the Town of Chapel
272 Hill resolution was also considered.

273 Kevin Foy stated the proposal submitted by Phil Post needs to be discussed. It
274 preserves connectivity and it slows down traffic.

275 Ellen Reckhow asked why it was not considered to take George King all the way
276 down to NC-54.

277 Mark Ahrendsen stated that part of the reason was to recognize Southwest
278 Durham Drive and its connection to Meadowmont as the thoroughfare or arterial from the
279 long range plan as opposed to George King Road. Understanding that George King Road
280 as indicated on attachment 8G, would probably function that way until such time as the
281 connection to Meadowmont was provided. The concern was how to deal with a five
282 legged intersection during the interim. Until the connection to Meadowmont was made,
283 George King would function as the connection between Ephesus Church and NC-54.
284 That is the reason for considering a roundabout to tie Lancaster, George King Road, and
285 Southwest Durham Drive together.

286 Ellen Reckhow stated that the reason we get so congested in some of our
287 suburban areas on arterials is because people don't have very many options.

288 Alice Gordon stated that the proposal of Phil Post needs to go back to staff and
289 they need to review it issue by issue.

290 Alex Zaffron stated that staff needs to review and provide an opinion on Phil
291 Post's proposal.

292 Diane Catotti feels she has enough information to move forward, if we are
293 agreeing that within the box on attachment 8F is to be determined.

294 Alice Gordon feels this needs to go back to staff for clarification.

295 Ed Harrison stated that it would be helpful if we are adopting maps, that we
296 actually adopt a large scale map, attachment 8G, which show George King Road
297 connected. It needs a little finessing. The plan also continues to ignore the double
298 crossing of I-40 near US 15-501.

299 Ellen Reckhow was hoping we could come to a resolution today and if we are not,
300 hopefully it can be brought back in one month as there are development proposals
301 coming in.

302 Bill Strom supports Phil Post's proposal. If the proposal is going to be removed,
303 he would like a very clear explanation as to why it was removed.

304 A motion was made by Alex Zaffron and seconded by Bill Strom to refer Phil
305 Post's proposal to staff as being the predominant proposal and the staff's
306 recommendation. Alice Gordon also asked staff to prepare a list of the pros and cons.
307 The motion carried with Diane Catotti opposing.

308 Becky Heron is concerned that new maps are being proposed at the last minute.
309 There have been many public hearings and opportunities to comment. As we are looking
310 at the collector streets, when they go through existing neighborhoods, there have to be

311 safety measures because many of the streets were not designed for a lot of traffic. It is
312 essential that we look at safety factors. A lot of time has been spent on this item, and it is
313 time to move forward.

314 Ellen Reckhow stated we are at the refinement stage in the sense that these are
315 tweaks. On Kilkenny she has a concern with the offset that is proposed. She stated when
316 staff looks at this proposal; they look at a possible roundabout to slow traffic.

317 Diane Catotti asked if staff can define the area within the box within one month.
318 The Kilkenny offset has already been assessed and rejected by staff. What are we getting
319 by delaying this one month?

320 Mark Ahrendsen asked for clarification of what the TAC wants the staff to work
321 on.

322 Kevin Foy stated TAC members are asking staff to look at Phil Post's proposal of
323 today and give the TAC your recommendation.

324 **Joint MPO Special Transit Advisory Commission (Attachments 9, 9A, and 9B)**

325 Mark Ahrendsen provided an introduction for the Joint MPO Special Transit
326 Advisory Commission, along with the attachments.

327 Alice Gordon provided an overview of the MPO officers' recommendation to the
328 TAC members.

329 Mayor Bill Bell hopes that we come to an agreement today. This is an advisory
330 committee; the ultimate decisions will be made by the TAC. He is comfortable with the
331 numbers, but he wants to make sure he understands them. There will be 17 members for
332 CAMPO, 5 ex officio and 12 members for DCHC, 2 ex officio bringing it to a total of 36
333 members. There are 29 voting members and the ex officio members would not vote.

334 Mark Ahrendsen stated for clarification, that this is the case if the alternates are made
335 regular members.

336 A motion was made by Mayor Bill Bell and seconded by Diane Catotti to approve
337 the 17 members for CAMPO, 5 ex officio and 12 members for DCHC, 2 ex officio
338 members. The ex officio members will be non voting members.

339 Becky Heron is upset that CAMPO took over this process. Alex Zaffron stated
340 that there is a pattern of behavior that we hoped had fallen by the wayside. The
341 relationship to CAMPO should be addressed.

342 Mike Woodard stated for clarification purposes that ex officio members are not
343 voting members and cannot make motions either. Mr. Woodard supports Mayor Bell's
344 motion but feels as Ms. Heron does that there are a lot of games being played with the
345 committee. Mr. Woodard stated that he thinks the \$1,440/day for a facilitator and \$1,100
346 for experts is high.

347 Ellen Reckhow believes the ITRE proposal is high. She expected \$75,000
348 maximum. \$173,000 is very high and the transportation funds we receive are limited.
349 Because this was sole sourced because of time constraints, we need to go back to ITRE.
350 We need to put a cap on the funds of \$100,000.

351 Ed Harrison stated \$1,440/day for a facilitator is a lot and asked where the
352 meetings will take place. At this point, it appears the meetings will be held at ITRE,
353 which is a long way from Orange County. Perhaps the meetings could be held at RDU
354 for a more central location.

355 Ed Johnson stated that this is a unique opportunity that has never been done in the
356 Triangle. One of the problems is that the two MPOs are meeting separately. Everything

357 that has been put before the TAC has been done by the senior staff of the MPOs, TTA,
358 and NCDOT. He stated that Chapel Hill's Transit Plan is \$550,000 and we are talking
359 about \$173,000 plus a tremendous amount of volunteer efforts being done by the people
360 who agreed to serve on the committee. We think the \$173,000 was an appropriate
361 amount to pay. The most concerning thing is that we actually gave a charge to the MPO
362 staff on March 1, 2007 that was for some reason was not given to TAC. It has been
363 agreed to by the senior staff, and also the TAC members that have looked at it. One of
364 the things it does is try to help the commission have more latitude to do its own work.
365 The Chairs need to be able to get together, decide how they want to run the meetings,
366 schedule meetings, and present this to the TACs at a later date perhaps as a part of the
367 finalization of the agreement with ITRE. He distributed a copy of the handout with the
368 revised charge to MPO staff. In addition, Mr. Johnson stated that of the 5 ex-officio
369 members for CAMPO, three are regional.

370 Kevin Foy stated that he resented Mr. Johnson dragging the Chapel Hill's Long
371 Range Transit Plan into this.

372 George Lucier stated that it is too much money for the task. Because it did not go
373 out for a competitive bid, he thinks we are being taken advantage of. He expressed that
374 Chatham County is still not represented on the Special Transit Advisory Commission.
375 Given the fact that in 2035 Chatham County is going to be bigger than Chapel Hill and
376 Carrboro combined, it seems there should be representation. Those numbers were
377 supported by the MPO staff. The eastern part of Chatham County would be larger than
378 Chapel Hill and Carrboro combined and currently bigger than Cary.

379 Diane Catotti wondered if the TAC could vote on this, with the opportunity to add
380 additional people from Chatham County. Ms. Catotti asked if we could go back to ITRE
381 to scale back the contract.

382 Mark Ahrendsen stated that staff went to ITRE. Their original proposal was
383 \$124,000. It was increased because of input of TTA, CAMPO and other staff members
384 in looking at what was being offered and the time line. The suggested split on the
385 funding is half to be split between NCDOT and TTA, the other half to be split between
386 the two MPOs, 60% CAMPO and 40% DCHC.

387 Alice Gordon stated that the relationship with CAMPO has been cordial.
388 Everyone has worked hard on this issue.

389 Alex Zaffron made a friendly amendment to Mayor Bill Bell's motion adding two
390 alternates as regular members (John Hammond or the Economic Development
391 Corporation Executive Director, Chatham County and James Carnahan, Carrboro).
392 Mayor Bell accepted the friendly amendment with the provision that if it is not acceptable
393 to CAMPO that we go back to the original motion.

394 Becky Heron stated that she doesn't think CAMPO has any say so in whom we
395 appoint because we made our appointments and they made their appointments.

396 Ellen Reckhow wondered if Mayor Bell would agree to a friendly amendment to
397 appointment Bo Glenn as Co-Vice chair.

398 Mike Woodard asked if we could change our representation to thirteen voting
399 members that would include a Chatham representative. That would give a CAMPO
400 breakdown of 17 and 13 DCHC including a Chatham representative and a total of 7 ex
401 officio members.

402 Alice Gordon stated that she did not have that agreement with Mayor Meeker on
403 this. The agreement with Mayor Meeker is 12 DCHC members and 17 CAMPO.

404 Alice Gordon stated that we could add a representative from Chatham County as
405 an ex officio member. George Lucier stated that Chatham County could be viewed as a
406 regional representative because part of Cary is now in Chatham County.

407 For clarification, Mayor Bell restated the motion that we would appoint 12
408 DCHC, 2 ex officio and 17 CAMPO, 5 ex officio members. The friendly amendment
409 says we would add an additional 2 ex officio from DCHC, one from Chatham County and
410 one from Carrboro assuming that is acceptable to CAMPO. Otherwise, we revert back to
411 the original agreement of 12 DCHC, 2 ex officio members and 17 CAMPO, 5 ex officio
412 members. The motion carried unanimously.

413 Becky Heron stated that the TAC asked both the Chair and Vice-Chair to serve as
414 representatives of this TAC and Ms. Heron has been to one meeting. That was the
415 original meeting. Since then, all the meetings have been between Alice Gordon and
416 Mayor Meeker.

417 Mike Woodard asked if the DCHC members have been notified that they have
418 been appointed to this commission. Mark Ahrendsen replied that everyone has been
419 notified.

420 Ed Johnson stated that he feels his charge is more prescriptive in terms of
421 community engagement.

422 A motion was made by Kevin Foy and seconded by Diane Catotti to approve the
423 charge to the commission, attachment 9A. The motion carried unanimously.

424 A motion was made by George Lucier and seconded by Mike Woodard to put a
425 limit of \$100,000 to provide support services for the commission through December 2007
426 and the description of the membership be changed to reflect DCHC's actions. The
427 motion carried unanimously.

428 **2006-2007 Unified Planning Work Program – Amendment #2 (Attachment 10 and**
429 **10A)**

430
431 Felix Nwoko provided an introduction for the 2006-2007 Unified Planning Work
432 Program – Amendment #2, along with the attachments.

433 A motion was made by Mike Woodard and seconded by Diane Catotti to adopt a
434 Resolution regarding Amendment #2 to the 2006-2007 UPWP. The motion carried
435 unanimously.

436 **2007-2008 Unified Planning Work Program (Attachment 11 and 11A)**

437 Felix Nwoko provided an introduction for the 2007-2008 Unified Planning Work
438 Program, along with the attachments.

439 Felix Nwoko will bring this item back to the TAC at the next meeting for
440 approval.

441 A motion was made by Mike Woodard and seconded by Diane Catotti to receive
442 the draft 2007-2008 UPWP. The motion carried.

443 **MPO Certification Review (Attachment 12, 12A, and 12B)**

444 Jill Stark, FHWA, discussed the development of the MPO Certification Review
445 with TAC members. TAC members are to contact Ellen Beckmann to set up
446 appointments with the certification review team.

447 A motion was made by Diane Catotti and Mike Woodard to discuss the
 448 development of the position paper for the MPO Certification Review. The motion carried
 449 unanimously.

450 **2030 Long Range Transportation Plan Amendment #1 and Conformity**
 451 **Determination and Analysis Report (Attachment 13, 13A, and 13B)**

452
 453 John Hodges Copple provided an introduction for the 2030 Long Range
 454 Transportation Plan Amendment #1 and Conformity Determination and Analysis Report,
 455 along with the attachments.

456 A motion was made by Diane Catotti and seconded by Becky Heron to authorize
 457 the release of the 2030 Long Range Transportation Plan Amendment and the Conformity
 458 Determination and Analysis Report for a 30-day public comment period as soon as the
 459 documents are complete. The motion carried unanimously.

460 **Triangle Parkway (Attachment 14, 14A, and 14B)**

461 This item will be handled at the next meeting.

462 **Carrboro STP-DA Bike/Ped Projects**

463 This item will be handled at the next meeting.

464 **REPORTS FROM STAFF:**

465 **Reports from Staff (Attachment 16)**

466 The reports from staff is attached for review.

467 **Report from the TCC Chair**

468 There was nothing to report from the TCC Chair.

469 **NCDOT Report (Attachment 18)**

470 Wally Bowman, NCDOT Division 5 Engineer, provided an update on projects.

471 The repairs on I-40 will begin April 9, 2007. A majority of the work will be done at

472 night. The first weekend the contractor is scheduled to work is April 21, 2007. A lot of
 473 public notification is going on to make commuters and weekend travelers aware of the
 474 delays. NCDOT is in the process of retaking bids on Airport Boulevard, as they were
 475 high. A tentative date for the ribbon cutting for I-85 has been set. It is April 23, 2007 at
 476 11 a.m. at the Northgate Mall. Notices will be sent out very soon.

477 Ellen Reckhow stated that she is concerned that barrels on I-85 in Durham were
 478 not placed well. There are standards and guidelines. Wally will check with the
 479 contractor.

480 Mike Cowan, NCDOT Division 7 Engineer, provided an update on the projects.
 481 They will open Homestead bids on March 15, 2007.

482 **Report from the TAC Chair**

483 There was nothing to report from the TAC Chair.

484 **INFORMATIONAL ITEMS**

485 **Recent News Articles and Updates (Attachment 20)**

486 The recent news articles and updates are attached for review.

487 **FFY 2006 Job Access Reverse Commute (JARC) Project Update (Attachment 21)**

488 The FFY 2006 Job Access Reverse Commute (JARC) Project Update is attached
 489 for review.

490 **STPP Update - \$3.471 Billion Rescission Ordered (Attachment 22)**

491 The STPP Update - \$3.471 Billion Rescission Ordered is attached for review.

492 **Letter to NCDOT re 2007-2013 TIP – Response to One-on-One Meetings**
 493 **(Attachment 23)**

494
 495 The letter to NCDOT re 2007-2013 TIP – Response to One-on-One Meetings is
 496 attached for review.

497 **Adjournment**

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

499 meeting adjourned as 11:59 a.m.

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)

Proposed Amendment to the 2030 Long Range Transportation Plan (LRTP) (March 26, 2007)

Purpose

The purpose of this document is to notify the public that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO) proposes to amend the 2030 Long Range Transportation Plan (LRTP). This document describes the 2030 LRTP and its importance, lists the proposed changes to transportation projects, describes how the public may become involved and provide comments to the DCHC MPO, and provides a proposed resolution for adoption.

Information and Contact

Additional information on the DCHC MPO and the proposed amendment to the 2030 LRTP is provided on the MPO's Web site:

www.dhcmpo.org

Questions and comments can be directed to Andy Henry, (919) 560-4366, andrew.henry@durhamnc.gov.

Background -- 2030 LRTP

The 2030 Long-Range Transportation Plan (LRTP) is the guide for major transportation investments in the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO) area. The DCHC-MPO area covers the entire Durham County and the urbanized portions of Orange and Chatham Counties. The 2030 LRTP recommends major transportation projects, policies and strategies designed to maintain existing transportation systems and serve the region's future travel needs. The 2030 LRTP is also designed to support land use and air quality goals for the urban area, and was prepared in accordance with Federal requirements in order to obtain endorsements from the DCHC-MPO Transportation Advisory Committee (TAC), United States Department of Transportation (USDOT), and the United States Environmental Protection Agency (USEPA). These endorsements are pre-requisites for receiving Federal funds for the transportation improvement program defined in the 2030 LRTP, thus a transportation project cannot receive federal funding unless it is adequately represented in the 2030 LRTP.

The DCHC MPO adopted the 2030 LRTP on April 13, 2005, and subsequent federal agency review validated the Plan on June 15, 2005.

The main components of the 2030 LRTP include:

- Plan Development – A description of the quantitative methodology, such as the use of Socioeconomic data, travel demand modeling and deficiency analysis, and public involvement process used to develop the LRTP.
- Project Descriptions – A table of highway, transit, fixed guideway, bicycle, pedestrian, Intelligent Transportation Systems (ITS), Transportation System Management (TSM) and Transportation Demand Management projects that the MPO plans to implement in the study period. The table includes descriptions, costs, completion dates and other important data.
- Financial Plan – An analysis to demonstrate that the expected future revenues will meet the expected project costs.

Proposed Amendment

The Durham-Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO) proposes to amend their 2030 Long Range Transportation Plan (LRTP) to ensure that the implementation schedule of the transportation projects in the Fiscal Year 2007-2013 State Transportation Improvement Program (STIP) agree with the project completion and descriptions in the 2030 LRTP. More specifically, recent funding constraints have delayed several projects in the FY 2007-2013 State Transportation Improvement Program (STIP), and policy changes, such as the delay of the TTA Phase I Rail System and the proposed tolling of the Triangle Parkway, require changes in the 2030 LRTP.

The proposed changes to the project descriptions and completion schedules in the LRTP are listed in Table 1 on page 3:

- The first seven columns of Table 1 provide key data for each project from the 2030 LRTP;
- The second-to-last column provides the implementation status for each project from the FY 2007-2013 State Transportation Improvement Program (STIP) information on each project; and,
- The last column summarizes the proposed amendment to that project.

It is important to note that this is a proposed amendment in which changes only to specific projects are to be made rather than an update in which the analysis and evaluation methodology is conducted again for the entire LRTP. There will not be any change to the Plan's Goals and Objectives, Socioeconomic Data, air quality base year (2002) and horizon years (2010, 2020, and 2030), and financial plan, and no new facilities are being added.

L RTP No.	Project	Project Limits	TIP No.	County	Regional Significant?	AQ year	FY07-13 STIP	Proposed Amendment
1	Alexander Dr	Cornwallis Rd to NC 147	U-3309	Durham	No	2010	Completely funded by FY09.	Change AQ Year to 2020.
30	Hillandale Rd	I-85 to Carver St.	U-3804	Durham	No	2009	Completely funded by FY10.	Change AQ Year to 2020 Reconcile description.
66	NC 147 (Triangle Parkway)	I-40 to County Line	U-4763	Durham	Yes	2020	Not funded.	Change AQ Year to 2010
75	NC 55 (Alston Ave.)	NC 147 to NC 98	U-3308	Durham	No	2010	Completely funded by FY10	Change AQ Year to 2020
97	Smith Level Rd	Rock Haven Rd to NC 54 bypass	U-2803	Orange	No	2010	Completely funded by FY12.	Change AQ Year to 2020 Reconcile description.
98	South Columbia St	NC 54 to Manning Dr.	U-624	Orange	Yes	2010	Completely funded by FY10.	Change AQ Year to 2020
119	Weaver Dairy Rd	NC 86 to Erwin Rd	U-3306	Orange	No	2010	Completely funded by FY10.	Change AQ Year to 2020
Fixed Guideway	TTA Phase I Rail	Raleigh/RTP/Durham		Durham	Yes	2010	Unfunded Project.	Change AQ Year to 2020

Public Involvement

The public can provide comments through the public involvement process:

- Public Comment Period – The public can provide comments to the DCHC MPO on the proposed amendment to the 2030 LRTP during the 30-day public comment period, from March 24, 2007 through April 23, 2007.
- Public Hearing – The board of elected officials that makes the DCHC MPO policy decisions, the Transportation Advisory Committee (TAC), will conduct a public hearing at their April meeting to permit any citizens to provide comments directly to the TAC. The meeting is April 11, 2007, 9AM to 11AM, in the Committee Room, 2nd Floor of Durham City Hall.
- Submit Comments – Citizens can submit comments to the DCHC MPO during the public comment period to Andy Henry, Transportation Planner, 101 City Hall Plaza, Durham, NC 27701; or, by contacting Mr. Henry by e-mail or telephone, andrew.henry@durhamnc.gov, and, (919) 560-4366.

Air Quality Conformity Determination

The 2030 LRTP must comply with the provisions of the *Clean Air Act Amendments* and the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU). The 2030 LRTP (and, any amendments) must demonstrate that the plan implementation will eliminate or reduce violation of the national ambient air quality standards (NAAQS) in the Triangle Area and accomplishes the intent of the North Carolina State Implementation Plan (SIP) for air quality. The 2030 LRTP demonstrated compliance with these measures, however, some of the changes in the proposed amended 2030 LRTP are regionally significant projects (such as Phase I of the TTA Rail project and the Triangle Parkway). As a result, an Air Quality Conformity Determination will need to be conducted for the amended 2030 LRTP.

The DCHC MPO plans to conduct the public review and MPO approval process for the Air Quality Conformity Determination Report in conjunction with the 2030 LRTP amendment. The DCHC MP intends to release, review and approve these two documents together.

**RESOLUTION APPROVING THE
AMENDED 2030 LONG RANGE TRANSPORTATION PLAN
FOR THE
DURHAM-CHAPEL HILL-CARRBORO (DCHC)
METROPOLITAN PLANNING ORGANIZATION (MPO)**

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

WHEREAS, the Transportation Advisory Committee is the duly recognized
transportation decision making body for the 3-C transportation planning process (i.e.,
continuous, cooperative, and comprehensive) of the Durham–Chapel Hill–Carrboro
Metropolitan Planning Organization (DCHC MPO); and,

WHEREAS, the Transportation Advisory Committee approved the DCHC MPO 2030
Long Range Transportation Plan (LRTP) on April 13, 2005; and,

WHEREAS, the DCHC MPO has amended the 2030 Long Range Transportation Plan
(LRTP) to ensure that the Plan conforms to the intent and purpose of the North Carolina
State Implementation Plan in accordance with the Clean Air Act Amendment (CAAA);
and,

WHEREAS, the Amended 2030 Long Range Transportation Plan (LRTP) meets the
planning requirements of 23 CFR Part 134 and the public involvement policies of the
DCHC MPO; and,

WHEREAS, the Air Quality Conformity Determination Analysis and Report
demonstrate that the Amended 2030 Long Range Transportation Plan (LRTP) conform to
the intent and purpose of the North Carolina State Implementation Plan in accordance
with the Clean Air Act Amendment (CAAA); and,

NOW THEREFORE, BE IT RESOLVED: that the Amended 2030 Long Range
Transportation Plan (LRTP) for the Durham-Chapel Hill-Carrboro Metropolitan Planning
Organization (DCHC MPO) be approved and adopted.

TAC Chair

STATE of: North Carolina
COUNTY of:

I, _____, a Notary Public of _____ County, North Carolina do hereby certify that _____ personally appeared before me on the _____ day of _____, 2007 to affix his/her signature to the foregoing document.

(Seal)

Notary Public
101 City Hall Plaza
Durham, NC 27701
My Commission Expires: _____

PUBLIC REVIEW DRAFT

Conformity Analysis and Determination Report

Amended 2030 Long Range Transportation Plans:

- **Capital Area Metropolitan Planning Organization,**
- **Durham-Chapel Hill-Carrboro Metropolitan Planning Organization**

Projects from the FY 2007-2013 Transportation Improvement Program:

- **The portions of Chatham County, Franklin County, Granville County, Johnston County, Orange County and Person County that are within the Triangle Ozone Non-Attainment Area but Outside the Capital Area and Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Areas**

March 19, 2007

Prepared by:

The Triangle J Council of Governments for the
Capital Area Metropolitan Planning Organization,
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization,
Burlington-Graham Metropolitan Planning Organization,
Triangle Area Rural Planning Organization,
Kerr-Tar Rural Planning Organization,
Upper Coastal Plain Rural Planning Organization
and
The NCDOT Transportation Planning Branch

In cooperation with:

The North Carolina Department of Environment and Natural Resources
Division of Air Quality

Contact Information

Additional copies of this report can be obtained from the Triangle J Council of Governments at the following address:

Triangle J Council of Governments
P.O. Box 12276
Research Triangle Park, NC 27709

This document, including the appendices, can be downloaded from the website:

www.triangleair.org

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List of Acronyms

BG MPO:	Burlington-Graham Metropolitan Planning Organization
CAAA:	Clean Air Act Amendments of 1990 (United States)
CAMPO:	Capital Area Metropolitan Planning Organization
CFR:	Code of Federal Regulations
CMAQ:	Congestion Mitigation/Air Quality
CO:	Carbon Monoxide
DAQ:	Division of Air Quality (North Carolina)
DCHC MPO:	Durham-Chapel Hill –Carrboro Metropolitan Planning Organization
DENR:	Department of Environment and Natural Resources (North Carolina)
DMV:	Division of Motor Vehicles
DOT:	Department of Transportation (North Carolina)
EPA:	Environmental Protection Agency (United States)
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
HBO:	Home Based Other (trip purpose)
HBS:	Home Based Shopping (trip purpose)
HBW:	Home Based Work (trip purpose)
HOV:	High Occupancy Vehicle
HPMS:	Highway Performance Management System
I/M:	Inspection/Maintenance
ISTEA:	Intermodal Surface Transportation Efficiency Act
ITRE:	Institute for Transportation Research and Education
KT RPO:	Kerr-Tar Rural Transportation Planning Organization
LRTP:	Long Range Transportation Plan
MPO:	Metropolitan Planning Organization
NAAQS:	National Ambient Air Quality Standards
NCDOT:	North Carolina Department of Transportation
NHB:	Non Home Based (trip purpose)
NO _x :	Nitrogen Oxides
RPO:	Rural Transportation Planning Organization
RTAC:	Rural Transportation Advisory Committee
RTCC:	Rural Technical Coordinating Committee
RVP:	Reid Vapor Pressure
SAFETEA-LU:	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SIP:	State Implementation Plan
TAC:	Transportation Advisory Committee
TAZ:	Traffic Analysis Zone
TARPO:	Triangle Area Rural Transportation Planning Organization
TCC:	Technical Coordination Committee
TCM:	Transportation Control Measure
TDM:	Transportation Demand Management
TEA-21:	Transportation Efficiency Act for the 21 st Century
TIP:	Transportation Improvement Program
TRM:	Triangle Regional Model
UCPRPO:	Upper Coastal Plain Rural Transportation Planning Organization
USEPA:	United States Environmental Protection Agency
VKT:	Vehicle Kilometers of Travel
VMT:	Vehicle Miles of Travel
VOC:	Volatile Organic Compounds

Conformity Analysis and Determination Report

Amended 2030 Long Range Transportation Plans:

- Capital Area Metropolitan Planning Organization,
- Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Projects from the FY 2007-2013 Transportation Improvement Program:

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Overview

Transportation conformity ("conformity") is a way to ensure that Federal funding and approval goes to transportation activities that are consistent with air quality goals. Conformity applies to transportation plans, transportation improvement programs (TIPs), and projects funded or approved by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) in areas that do not meet or previously have not met air quality standards for ozone, carbon monoxide, particulate matter, or nitrogen dioxide. These areas are known as "non-attainment areas" or "maintenance areas," respectively.

A conformity determination demonstrates that the total emissions projected for a plan or program are within the emissions limits ("budgets") established by the State Implementation Plan (SIP) for air quality, and that transportation control measures (TCMs) – specific projects or programs enumerated in the SIP that are designed to improve air quality – are implemented in a timely fashion. Counties within the Triangle were designated non-attainment for the 8-hour ozone standard and the effective date of the designation was June 15, 2004. The conformity rule (40 CFR Part 93) required that FHWA/FTA make the conformity determination by June 15, 2005 on the entire non-attainment area; FHWA/FTA made this determination with an effective date of June 15, 2005. The Capital Area MPO (CAMPO) and Durham-Chapel Hill-Carrboro MPO (DCHCMPO) are making amendments to their transportation plans, requiring a new emissions analysis and conformity determination. This document addresses these plan amendments and the new 2007-13 Transportation Improvement Program (TIP).

Determining Conformity

Regional emissions are estimated based on highway and transit usage according to transportation plans and TIPs. The projected emissions for the plan and TIP must not exceed the emissions limits (or "budgets") established by the SIP (or the base year emissions, in areas where no SIP has yet been approved or found adequate by the U.S. Environmental Protection Agency (EPA)). Where TCMs are included, responsible MPOs and the North Carolina Department of Transportation (NCDOT) are required to demonstrate that TCMs are implemented in a timely fashion.

The Decision Process

A formal interagency consultation process involving the Environmental Protection Agency (EPA), FHWA, FTA and state and local transportation and air quality agencies is required in developing SIPs, TIPs, and transportation plans, and in making conformity determinations. Metropolitan Planning Organization (MPO) policy boards make initial conformity determinations in metropolitan areas, while the NCDOT does so in areas outside of MPOs, in consultation with affected Rural Planning Organizations (RPOs).

Four organizations are responsible for making the conformity determinations in four distinct parts of the Triangle Ozone Non-attainment Area:

- a. the Capital Area MPO within the CAMPO metropolitan area boundary – all of Wake County, and parts of Franklin, Granville, and Johnston counties.
- b. the DCHC MPO within its metropolitan area boundary – all of Durham County and parts of Orange and Chatham counties.
- c. the Burlington-Graham MPO within its portion of the metropolitan area boundary in western Orange County.
- d. the NCDOT in a rural area that is comprised of those portions of Chatham, Orange, Person, Franklin, Granville and Johnston Counties that remain outside of any MPO metropolitan area boundary.

Each of these responsible organizations must make a conformity determination for its respective area in order for all of the areas to be designated in conformity.

The final conformity determination is made at the Federal level by FHWA/FTA. These determinations must be made at least every four years, or when transportation plans or TIPs are amended or updated, or within one year of the effective date of a non-attainment designation. Conformity determinations must also be made within two years after the approval of a State Implementation Plan (SIP) containing motor vehicle emission budgets or determination of adequacy of those budgets.

The conformity analyses are made available to the public as part of the MPO and/or State DOT planning processes. MPOs are required to make transportation plans, TIPs, and conformity determinations available to the public, accept and respond to public comments, and provide adequate notice of relevant public meetings. Project sponsors of specific transportation projects within the transportation plans and TIPs must also include appropriate public involvement during project development.

Emissions Budget

The SIP places limits on emissions of each pollutant for each source type (mobile, stationary and area sources). Projected emissions from highway and transit usage must be less than or equal to the emissions limits for on-road mobile vehicles that are established by the SIP, or be less than baseline emissions where no SIP has yet been adopted. These limits on motor vehicle emissions sources are called "budgets." Budgets are developed as part of the air quality planning process by State air quality/ environmental agencies, and approved by EPA. Transportation agencies participate in this process.

Transportation Control Measures (TCMs)

Areas can include TCMs in their SIPs. TCMs are specific programs designed to reduce emissions from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. These programs can include:

- developing high occupancy vehicle (HOV) facilities
- ordinances to promote non-motor vehicle travel
- transit improvements
- signal timing
- bicycle and pedestrian facilities
- land use planning

Executive Summary

The purpose of this report is to comply with the provisions of the Clean Air Act Amendments of 1990 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005. It demonstrates that the financially constrained long-range transportation plans (LRTPs) and the transportation improvement programs (TIPs) eliminate or reduce violations of the national ambient air quality standards (NAAQS) in the following areas:

- The Capital Area Metropolitan Planning Organization (CAMPO),
- The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO),
- The portion of Orange County within the Burlington-Graham Metropolitan Planning Organization (BG MPO).
- The portions of the Triangle Area Rural Planning Organization (TARPO) which are in the Triangle Ozone Non-Attainment Area (Orange County and four townships in Chatham County: Baldwin, Center, New Hope and Williams Townships),
- The portions of the Kerr-Tar Rural Planning Organization (Kerr-Tar RPO) which are in the Triangle Ozone Non-Attainment Area (Franklin, Granville and Person Counties), and
- Johnston County in the Upper Coastal Plain Rural Planning Organization.

The plan accomplishes the intent of the North Carolina State Implementation Plan (SIP). This conformity determination is based on a regional emissions analysis that uses the transportation networks approved by each of the above-named Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs) for the amended 2030 long-range transportation plans, and the emissions factors developed by the North Carolina Department of Environment and Natural Resources (DENR). The above-named MPOs and RPOs combine to form a region known as the Research Triangle, or "Triangle." Based on this analysis, the amended 2030 Long-Range Transportation Plans for the CAMPO and the DCHC MPO and their respective Transportation Improvement Programs conform to the purpose of the North Carolina SIP. The respective FY 2007-2013 TIPs are subsets of the applicable 2030 long-range transportation plans. The BG MPO is not amending its 2030 LRTP; its 2007-13 TIP in its portion of Orange County is a subset of its existing plan. The conformity analysis for the relevant portions of the RPOs during the TIP years is specifically addressed by the North Carolina Department of Transportation (NCDOT). The NCDOT analysis also showed the Transportation Improvement Programs conform to the purpose of the North Carolina SIP.

The United States Environmental Protection Agency (USEPA) originally declared Durham County, Wake County and Dutchville Township in Granville County non-attainment for ozone (O₃) and Durham County and Wake County non-attainment for Carbon Monoxide (CO) on November 15, 1990. Durham County, Wake County and Dutchville Township were redesignated by USEPA to attainment with a maintenance plan for ozone on June 17, 1994 and Durham County and Wake County were redesignated by USEPA to attainment with a maintenance plan for CO on September 18, 1995.

In 1997 the NAAQS for ozone was reviewed and revised to reflect improved scientific understanding of the health impacts of this pollutant. When the standard was revised in 1997, an eight-hour ozone standard was established. The USEPA designated the entire Triangle area as a "basic" non-attainment area for eight-hour ozone with an effective date of June 15, 2004.

The non-attainment designation covers the following geographic areas:

- Durham County
- Wake County
- Orange County
- Johnston County
- Franklin County
- Granville County
- Person County
- Baldwin, Center, New Hope and Williams Townships in Chatham County

The conformity determination is based on the following Long Range Transportation Plans (LRTPs):

- *Amended 2030 Transportation Plan for the Capital Area MPO*
- *Amended 2030 Transportation Plan for the Durham-Chapel Hill-Carrboro MPO*
- *2030 Transportation Plan for the Burlington-Graham MPO (conforming plan from 2005).*

These three LRTPs, taken together, and with projects from the most recent TIP in the rural areas outside of the urban areas, form in effect a Triangle Regional Transportation plan. Each plan has three analysis years: 2010, 2020, and 2030. Each analysis year includes expected population and employment data and roadway and transit projects that should be open. The plans are fiscally constrained; funding sources for roadway and transit projects are identified.

Table 1 lists the projects that constitute the amendments to the CAMPO and DCHC MPO 2030 LRTPs; all other information in the plans remains unchanged.

Table 1. Amended 2030 LRTP Projects

TIP Project #	Description	Previous LRTP Interim/Horizon Year	New LRTP Interim/Horizon Year
<i>Capital Area MPO</i>			
R-3600	US 1A widening, Wake Forest	2010	2020
U-4432	Tryon Road improvements, Raleigh	2010	2020
U-4763	Triangle Parkway, Research Triangle Park (scope change)	2020	2010
R-2635	Western Wake Freeway	2010	2020
U-2918	Westgate Road widening, Raleigh (scope change)	2020	2020
R-2000	Northern Wake Freeway (part scope change)	2010	2010
	TTA Phase I Rail System	2010	2020
	Southern Wendell Bypass/Wendell Falls Parkway	2030	2010
<i>Durham-Chapel Hill-Carrboro MPO</i>			
U-624	NC 86 S. Columbia Street bike/ped improvements, Chapel Hill	2010	2020
U-3306	Weaver Dairy Road, Chapel Hill	2010	2020
U-3308	NC 55 Alston Avenue, Durham	2010	2020
U-3309	Alexander Drive widening, Research Triangle Park	2010	2020
U-3804	Hillandale Road widening, Durham	2010	2020
U-4763	Triangle Parkway, Research Triangle Park (scope change)	2020	2010
U-2803	Smith Level Road, Carrboro	2010	2020
	TTA Phase I Rail System	2010	2020

DENR prepared base and future emission rates for the vehicle fleet using MOBILE6.2. These rates were applied to VMT from the Triangle Regional Model (TRM). Only Durham and Wake Counties and Dutchville Township in Granville County have emissions budgets. No transportation projects are contained in the 2007-13 TIP in Dutchville Township; therefore no new emissions analysis is required and the existing 2005 Conformity Determination remains in effect.

Table 2 summarizes the conformity requirements of 40 CFR Part 51 and 93 and gives the status of each long range transportation plan in relation to each of these requirements. Tables 3 and 4 contain results from the budget comparisons for Durham County and Wake County. There are no new projects in Dutchville Township in Granville County so the 2005 Conformity Finding remains valid.

Tables related to CO in this report reflect the motor vehicle emission budgets published in the May 6, 2005 Federal Register and effective May 23, 2005. Earlier drafts of this report showed two additional CO budget scenarios to document that plan emissions would be below budgets for any of the three conditions: the CO budgets from the Federal Register notice of August 2, 1995, with an effective date of September 18, 1995 and the CO budgets from the Federal Register notice of November 7, 1995, which apparently never received final approval (see Appendix A). The recent Maintenance Plan update supplements the pre-existing 2005 CO budgets with a 2015 budget for each county. Under the update, the existing 2005 budgets apply between 2005 and 2014 and the new 2015 budgets apply from 2015 onwards.

Tables 5 through 10 provide the summary for the remaining areas that do not have emissions budgets. Details are included in Section 5 of the report. In every horizon year for every pollutant in each geographic area, the emissions expected from the implementation of the long-range plans and TIPs are less than the emissions budgets established in the SIP or the baseline emissions where no SIP budget is available. Table 11 contains a cross-reference index for the report.

Table 2. Status of Conformity Requirements

Criteria (√ indicates the criterion is met)	Burlington-Graham MPO	Durham-Chapel Hill-Carrboro MPO	Capital Area MPO	Rural Area of the Triangle
Less Than Emissions Budget(s) or Baseline	Plan unchanged	√	√	√
TCM Implementation	The NC SIP includes no Transportation Control Measures in the Triangle Area			
Interagency Consultation	Plan unchanged	√	√	√
Latest Emissions Model	Plan unchanged	√	√	√
Latest Planning Assumptions	Plan unchanged	√	√	√
Fiscal Constraint	Plan unchanged	√	√	√

Table 3. Durham County Emissions Comparison Summary (kg/day)

Year	NO _x		VOC		CO	
	SIP Budgets	L RTP Emissions	SIP Budgets	L RTP Emissions	SIP Budgets	L RTP Emissions
2002 ²		18,938		8,271		
2007 ³	13,871	13,009	7,530	5,845	N/A	N/A
2009 ³	13,871	10,673	7,530	5,138	N/A	N/A
2010 ³	10,297	9,399	6,142	4,850	145,794	92,691
2012 ³	8,246	7,375	5,389	4,255	N/A	N/A
2015 ³	5,888	5,045	4,772	3,594	160,771	79,836
2020	5,888	3,248	4,772	2,966	160,771	76,479
2030 ⁴	5,888	2,716	4,772	3,034	160,771	91,032

Table 4. Wake County Emissions Comparison Summary (kg/day)

Year	NO _x		VOC		CO	
	SIP Budgets	L RTP Emissions	SIP Budgets	L RTP Emissions	SIP Budgets	L RTP Emissions
2002 ²		50,487		22,683		
2007 ³	37,539	36,258	18,180	16,255	N/A	N/A
2009 ³	37,539	30,218	18,180	14,417	N/A	N/A
2010 ³	27,125	26,551	15,749	14,922	347,570	261,373
2012 ³	22,144	21,652	14,188	12,347	N/A	N/A
2015 ³	16,239	15,003	13,018	11,041	348,604	236,099
2020	16,239	10,095	13,018	9,600	348,604	237,588
2030 ⁴	16,239	9,220	13,018	10,416	348,604	301,454

1. To obtain tons per day, divide kilograms per day by 907.2.
2. Baseline year.
3. Budget year; 2009 is also the attainment year for ozone.
4. Horizon year.

Table 5. Granville County (excluding Dutchville Township) Emissions Comparison Summary (kg/day)

Year	NO _x		VOC	
	Baseline (2002) Emissions	Long Range Plan or TIP Emissions	Baseline (2002) Emissions	Long Range Plan or TIP Emissions
2010	4,613	1,935	1,720	835
2020	4,613	585	1,720	473
2030	4,613	429	1,720	443

Table 6. Franklin County Emissions Comparison Summary (kg/day)

Year	Baseline (2002)	NO _x	Baseline (2002)	VOC
	Emissions	Long Range Plan or TIP Emissions	Emissions	Long Range Plan or TIP Emissions
2010	3,143	1,663	2,468	1,264
2020	3,143	754	2,468	825
2030	3,143	537	2,468	733

Table 7. Johnston County Emissions Comparison Summary (kg/day)

Year	Baseline (2002)	NO _x	Baseline (2002)	VOC
	Emissions	Long Range Plan or TIP Emissions	Emissions	Long Range Plan or TIP Emissions
2010	12,534	10,032	8,129	4,710
2020	12,534	3,877	8,129	2,851
2030	12,534	2,347	8,129	2,499

Table 8. Orange County Emissions Comparison Summary (kg/day)

Year	Baseline (2002)	NO _x	Baseline (2002)	VOC
	Emissions	Long Range Plan or TIP Emissions	Emissions	Long Range Plan or TIP Emissions
2010	14,391	7,159	4,405	2,607
2020	14,391	2,043	4,405	1,686
2030	14,391	1,382	4,405	1,355

Table 9. Person County Emissions Comparison Summary (kg/day)

Year	Baseline (2002)	NO _x	Baseline (2002)	VOC
	Emissions	Long Range Plan or TIP Emissions	Emissions	Long Range Plan or TIP Emissions
2010	1,837	1,099	1,655	1,042
2020	1,837	594	1,655	661
2030	1,837	474	1,655	588

Table 10. Chatham County (part) Emissions Comparison Summary (kg/day)

Year	Baseline (2002)	NO _x	Baseline (2002)	VOC
	Emissions	Long Range Plan or TIP Emissions	Emissions	Long Range Plan or TIP Emissions
2010	1,783	1,255	1,211	476
2020	1,783	603	1,211	589
2030	1,783	448	1,211	562

In the event that the regional emissions analysis for the Capital Area Metropolitan Planning Organization (CAMPO) and the Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO) 2030 long range transportation plan (LRTP) amendments cannot be completed in a timely fashion prior to June 30, 2007, a transportation conformity determination will be made only for those projects in the 2007-2013 State/Metropolitan Transportation Improvement Programs (TIPs) that are direct subsets of the currently conforming CAMPO and DCHC MPO 2030 LRTPs.

Table 11. Cross-Reference Index	
Conformity Determination Report for the Long-Range Transportation Plans and TIPs in the Triangle Region Ozone Non-Attainment Area	
Conformity Requirement	Page # or Appendix
Formal findings of conformity.	p. 34
Table of Contents.	iii
The purpose of this report is to comply with the requirements of the CAAA, SAFETEA-LU, and 40 CFR 51 and 93.	p. 10
The former and current classification of the airshed and the pollutants for which the airshed was classified as non-attainment.	p. 13
The dates Durham and Wake Counties and Dutchville Township were redesignated to a Maintenance Area under the CO and 1-hour ozone standards and the date the region was designated non-attainment under the 8-hour ozone standard.	p. 13
The emissions expected from implementation of the long-range plans are equal to, or less than, the emissions budgets in the Maintenance Plans and established in the SIP.	pp. 31-32
The adopted long-range plan is fiscally constrained (§93.108).	p. 15
The latest planning assumptions were used in the conformity analysis (§93.110).	pp. 15-16
The latest emissions model was used in the conformity analysis (§93.111).	p. 25
The list of federally funded T.C.M. activities included. (§93.113).	p. 26
Conformity determined according to §93.105 and the adopted public involvement procedures.	pp. 33-34
Dates of the Technical Coordinating Committee reviews of the conformity determination and the recommendation.	Appendix M
SIP emissions budget or baseline comparison demonstrates conformity of the adopted long-range transportation plan.	p. 33
Listing of amended LRTP and TIP projects in each analysis year (both highway and transit).	pp. 17-19, Appendix D
Estimation of Vehicle Starts.	p. 26, Appendix G
Analysis of “rural area” projects.	Appendix I
Off-model analysis performed.	p. 27, Appendix H
Significant comments of reviewing agencies addressed by the MPO, or a statement that no significant comments were received.	Appendix K
Emissions Calculations.	Appendix I
MOBILE6.2 input files.	Appendix F

Conformity Analysis and Determination Report

Amended 2030 Long Range Transportation Plans:

- Capital Area Metropolitan Planning Organization,
- Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Projects from the FY 2007-2013 Transportation Improvement Program:

- the portions of Chatham County, Franklin County, Granville County, Johnston County, Orange County and Person County that are within the Triangle Ozone Non-Attainment Area but Outside the Capital Area and Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Areas

1. Introduction

The Clean Air Act requires the United States Environmental Protection Agency (USEPA) to set limits on how much of a particular pollutant can be in the air anywhere in the United States. National Ambient Air Quality Standards (NAAQS) are the pollutant limits set by the USEPA; they define the allowable concentration of pollution in the air for six different pollutants – Carbon Monoxide, Lead, Nitrogen Dioxide, Particulate Matter, Ozone, and Sulfur Dioxide.

The Clean Air Act specifies how areas within the country are designated as either “attainment” or “non-attainment” of an air quality standard, and authorizes USEPA to define the boundaries of non-attainment areas. For areas designated as non-attainment for one or more NAAQS, the Clean Air Act defines a specific timetable to attain the standard and requires that non-attainment areas demonstrate reasonable and steady progress in reducing air pollution emissions until such time that an area can demonstrate attainment. Each state must develop and submit a State Implementation Plan (SIP) that addresses each pollutant for which it violates the NAAQS. Individual state air quality agencies are responsible for defining the overall regional plan to reduce air pollution emissions to levels that will enable attainment and maintenance of the NAAQS. This strategy is articulated through the SIP.

In North Carolina, the agency responsible for SIP development is the North Carolina Department of Environment and Natural Resources, Division of Air Quality (NC DENR/DAQ). The delineation and implementation of strategies to control emissions from on-road mobile sources is a significant element of the state plan to improve air quality, which links transportation and air quality planning activities within a non-attainment area. The process of ensuring that a region’s transportation planning activities contribute to attainment of the NAAQS, or “conform” to the purposes of the SIP, is referred to as transportation conformity. In order to receive federal transportation funds within the non-attainment area, the area must demonstrate through a federally mandated conformity process that the transportation investments, strategies and programs, taken as a whole, contribute to the air quality goals defined in the state air quality plan.

In order to ensure the conformity requirements are met, Section 176 (c) of the Clean Air Act authorizes the USEPA Administrator to “promulgate criteria and procedures for demonstrating and assuring conformity in the case of transportation plans, programs, and projects.” This is accomplished through the Transportation Conformity Rule, developed by the USEPA to outline all federal requirements associated with transportation conformity. The Transportation Conformity Rule in conjunction with the Metropolitan Planning Regulations direct transportation plan and program development as well as the conformity process.

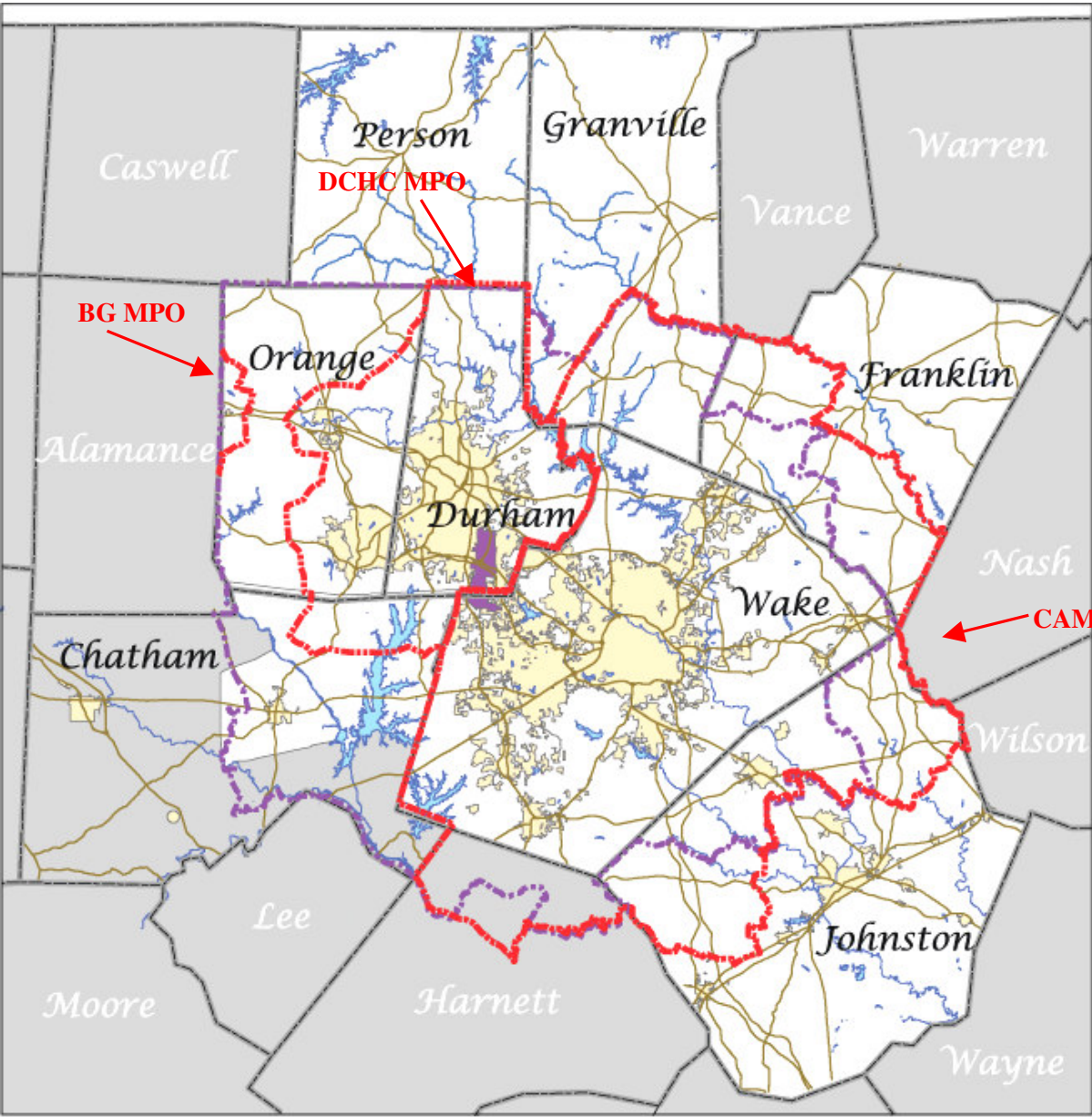
The purpose of this report is to comply with the provisions of the Clean Air Act Amendments of 1990 in concurrence with all conformity requirements as detailed in 40 CFR Parts 51 and 93 (the Transportation Conformity Rule) and 23 CFR Part 450 (the Metropolitan Planning Regulations as established in TEA-21). It demonstrates that the financially constrained long-range transportation plans and the transportation improvement programs (TIPs) eliminate or reduce future violation of the National Ambient Air Quality Standards (NAAQS) in the following jurisdictions:

- The Capital Area Metropolitan Planning Organization (CAMPO),
- The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO),
- The Burlington-Graham Metropolitan Planning Organization (BG MPO).
- The portions of the Triangle Area Rural Planning Organization (TARPO) which are in the Triangle Ozone Non-Attainment Area (Orange County and four townships in Chatham County),
- The portions of the Kerr-Tar Rural Planning Organization (Kerr-Tar RPO) which are in the Triangle Ozone Non-Attainment Area (Franklin, Granville and Person Counties), and
- Johnston County in the Upper Coastal Plain Rural Planning Organization.

The plan accomplishes the intent of the North Carolina State Implementation Plan (SIP). This conformity determination is based on a regional emissions analysis that uses the transportation network approved by each of the above-named Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs) for the 2030 long-range transportation plan, and the emissions factors developed in cooperation with the North Carolina Department of Environment and Natural Resources (DENR). The above-named MPOs and portions of RPOs combine to form a region known as the “Triangle.” The entire Triangle non-attainment region is shown as a map on Figure 1.

All Federally funded projects and regionally significant projects, regardless of funding source, in areas designated by the United States Environmental Protection Agency (USEPA) as air quality non-attainment or maintenance areas must come from a conforming long-range transportation plan and transportation improvement program (TIP). The Triangle region is required by 40 CFR 51 and 93 to make a conformity determination on any newly adopted or amended fiscally constrained long-range transportation plan and TIP. In addition, the United States Department of Transportation (USDOT), specifically, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), must make a conformity determination on the three MPO Plans in the Triangle region and the related TIPs in all non-attainment and maintenance areas.

Figure 1. Triangle Ozone Non-Attainment Area



Legend

- Triangle Ozone Non-attainment Area
- TRM Modelled Area
- MPO Boundaries
- Major Road or Highway
- RTP
- Municipal Limit
- County Boundary

BG MPO is Burlington-Graham MPO (small part of Orange County in the non-attainment area).

CAMPO is Capital Area MPO (all of Wake County and parts of Franklin, Granville, Harnett and Johnston Counties)

DCHC MPO is Durham-Chapel Hill-Carrboro MPO (all of Durham and parts of Orange and Chatham Counties)

In order to assist the Triangle region in making a conformity determination on the adopted 2030 fiscally constrained long-range transportation plans, the following agencies shared leading roles composing substantial portions of this document pertaining to specific areas:

<i>Agency</i>	<i>Counties</i>
CAMPO	Wake
DCHC MPO	Durham, Orange (part), Chatham (part)
BG MPO	Orange (part)
NCDOT, with RPO input	Chatham (part), Franklin, Granville, Johnston, Orange (part), Person

These analyses are consistent with the set of amendments to 40 CFR Part 93, published in the July 1, 2004 **Federal Register**, *Transportation Conformity Rule Amendments for the New 8-hour Ozone and PM_{2.5} National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments: Response to Court Decision and Additional Rule Changes; Final Rule*, effective on August 2, 2004. Based on the regional emissions budget tests and interim tests documented in this report, the following Transportation Plans conform to the purpose of the North Carolina SIP:

- Capital Area MPO amended 2030 LRTP
- Durham-Chapel Hill-Carrboro amended MPO 2030 LRTP
- 2007-2013 TIP in the other portions of the Triangle Non-Attainment Area

This report documents the regional emissions budget test, the interim emissions test, interagency consultation process, public involvement process, and analysis methodology used to demonstrate transportation conformity for each MPO and rural county and thus for the Triangle region.

40 CFR Part 93 requires that a conforming transportation plan satisfy six conditions:

- The transportation plan must be consistent with the motor vehicle emissions budget(s) in an area where the applicable implementation plan or implementation plan submission contains a budget (*40 CFR Part 93.118*).
- The transportation plan, TIP, or FHWA/FTA project not from a conforming plan must provide for the timely implementation of TCMs from the applicable implementation plan (*40 CFR Part 93.113b*).
- The MPO must make the conformity determination according to the consultation procedures of *40 CFR Part 93.105*.
- The conformity determination must be based on the latest emissions estimation model available (*40 CFR Part 93.111*).
- The conformity determination must be based on the latest planning assumptions (*40 CFR Part 93.110*).
- The Transportation Plan, TIP, or FHWA/FTA project must meet the interim emissions tests where applicable (*40 CFR Part 93.119*).

This report shows that each MPO's amended 2030 Transportation Plan and the TIP in other areas meets each condition. Each condition is discussed in the following sections of this report.

2. Air Quality Planning

USEPA originally declared Durham County, Wake County and Dutchville Township in Granville County non-attainment for ozone (O₃) under the 1-hour ozone standard and Durham County and Wake County non-attainment for Carbon Monoxide (CO) on November 15, 1990. Ozone, the primary component of smog, is a compound formed when volatile organic compounds (VOC) and oxides of nitrogen (NO_x) mix together in the atmosphere with sunlight. NO_x and VOC are referred to as ozone “precursors.” Durham County, Wake County and Dutchville Township were redesignated by USEPA to attainment with a maintenance plan for ozone under the 1-hour standard on June 17, 1994 and Durham County and Wake County were redesignated by USEPA to attainment with a maintenance plan for CO on September 18, 1995. The ozone redesignations were based on monitoring data from 1990 through 1992 and a demonstration of maintenance of the standard until 2004. The CO redesignations were based on monitoring data from 1991 through 1994 and a demonstration of maintenance of the standard until 2005.

In 1997 the NAAQS for ozone was reviewed and revised to reflect improved scientific understanding of the health impacts of this pollutant. When the standard was revised in 1997, an eight-hour ozone standard was established that is designed to replace the one-hour standard. The USEPA designated the entire Triangle area as a “basic” non-attainment area for ozone under the eight-hour standard with an effective date of June 15, 2004; the designation covers the following geographic areas:

- Durham County
- Wake County
- Orange County
- Johnston County
- Franklin County
- Granville County
- Person County
- Baldwin, Center, New Hope and Williams Townships in Chatham County

As a “Basic” non-attainment area, the Triangle is subject to Subpart I standards of the Clean Air Act. The USEPA direct final rule from the Federal Register for CO is found in Appendix A. The USEPA direct final rule for ozone is provided in Appendix B.

2.1 Emissions Budgets and Baseline Emissions

DENR prepared emissions budgets as part of their CO and 1-hour ozone maintenance plans for those areas subject to budgets. All of Durham and Wake Counties, and Dutchville Township in southwest Granville County, are maintenance areas under the 1-hour ozone standard and have emission budgets.

SIPs for the 8-hour ozone standard have not yet been submitted by the State and found adequate or approved by USEPA. Therefore, in the remaining areas of the Triangle Ozone Non-Attainment Area (outside of Durham and Wake Counties, and Dutchville Township in southwest Granville County), future long range transportation plan and TIP emissions can not be compared to a budget, but are instead compared to emissions estimated from travel during the 2002 baseline year. Section 4 of this report provides these comparisons.

Durham and Wake Counties have CO maintenance requirements under an existing SIP; a recent SIP Maintenance Plan update has been found adequate by USEPA. The recent Maintenance Plan update

supplements the pre-existing 2005 CO budgets with a 2015 budget for each county. Under the update, the existing 2005 budgets apply between 2005 and 2014 and the new 2015 budgets apply from 2015 onwards.

Tables related to CO in this report reflect the motor vehicle emission budgets published in the May 6, 2005 Federal Register and effective May 23, 2005. Earlier drafts of this report showed two additional CO budget scenarios to document that plan emissions would be below budgets for any of the three conditions: the CO budgets from the Federal Register notice of August 2, 1995, with an effective date of September 18, 1995 and the CO budgets from the Federal Register notice of November 7, 1995, which apparently never received final approval (see Appendix A).

Tables 12, 13 and 14 list the motor vehicle emission budgets for those portions of the Triangle subject to SIP budgets.

Table 12. VOC Budget for Durham and Wake Counties and Dutchville Township

VOC				
Area	motor vehicle emissions budget (tons/day)			
	2007	2010	2012	2015*
Durham	8.30	6.77	5.94	5.26
Wake	20.04	17.36	15.64	14.35
Granville (Dutchville Twp.)	0.55	0.46	0.41	0.37

* emission budgets have not been established beyond 2015; all subsequent years are compared to the 2015 budget.

Table 13. NOx Budget for Durham and Wake Counties and Dutchville Township

NOx				
Area	motor vehicle emissions budget (tons/day)			
	2007	2010	2012	2015*
Durham	15.29	11.35	9.09	6.49
Wake	41.38	29.90	24.41	17.90
Granville (Dutchville Twp.)	1.46	1.13	0.89	0.62

* emission budgets have not been established beyond 2015; all subsequent years are compared to the 2015 budget.

Table 14. CO Budget - Durham and Wake Counties

CO: from State Implementation Plan (SIP)		
Area	motor vehicle emissions budget (tons/day)	
	August 2, 1995 Federal Register -- Maintenance Plan (2005 budget)*	May 6, 2005 Federal Register -- Maintenance Plan Update (2015 budget)*
Durham County	163.6	177.22
Wake County	389.2	384.27

* the SIP emission budget from 1995 established budgets out to 2005; all subsequent years are compared to the 2005 budget until superseded by a subsequent budget; the recent SIP update established a new budget for 2015; all years subsequent to 2015 are compared to the 2015 budget.

3. Long-Range Transportation Plans

The 2030 Transportation Plans were developed between 2003 and 2004 and a conformity determination made with an effective date of June 15, 2005. Federal law *40 CFR part 93.104(b)(3)* requires a conformity determination of transportation plans no less frequently than every four years. As required in *40 CFR 93.106*, the horizon years for the transportation plans are no more than ten years apart. The CAMPO and DCHC plans are being amended through changes in the scope of some projects and changed construction years for some projects.

The CAMPO area includes all of Wake County and parts of Franklin, Granville, Harnett and Johnston Counties. The DCHC MPO area includes all of Durham and parts of Orange and Chatham Counties. The BGMPO area includes a small portion of Orange County within the 8-hour non-attainment area for ozone. The remaining portions of the non-attainment area are rural areas within the Triangle Area, Kerr-Tar and Upper Coastal Plain RPOs.

3.1 Consultation

The 2030 Transportation Plans are consistent with consultation requirements discussed in *40 CFR 93.105*.

Consultation on the development of this conformity determination was accomplished through interagency consultation meetings held on October 13, 2006, November 3, 2006, December 1, 2006, January 12, 2007, January 25, 2007, March 2, 2007 and March 9, 2007. A summary of the topics discussed and a list of the attendees at each of these meetings is included in Appendix C.

3.2 Financial Constraint Assumptions

The Transportation Plans are fiscally constrained as discussed in *40 CFR 93.108*. The DCHC MPO, Capital Area MPO and Burlington-Graham Long Range Transportation Plans are fiscally constrained to the year 2030. All projects included in the current 2007-2013 TIP are fiscally constrained, and funding sources have been identified for construction and operation. The estimates of available funds are based on historic funding availability and include federal, state, private, and local funding sources. Additional detail on fiscal constraint is included in each MPO long range transportation plan. It is assumed that the projects listed for each horizon year will be completed and providing service by the end of the indicated calendar year (December 31). These transportation networks are described in the respective 2030 Long-Range Transportation Plans. Projects amended for this conformity determination are listed in Appendix D.

3.3 Latest Planning Assumptions

The plan amendments use the same planning assumptions as the original 2030 Transportation Plans and were developed with the latest adopted planning assumptions as discussed in *40 CFR 93.110*. A single travel demand model was developed for the urbanized portion of the Triangle non-attainment area. A single set of population, housing and employment projections was developed. In addition, a set of highway and transit projects that was consistent across jurisdictional boundaries was developed and refined through MPO cooperation. This collection of socioeconomic data, highway and transit networks and travel forecast tools, representing the latest planning assumptions, was finalized through the adoption of the draft Long Range Transportation

Plans by the Capital Area MPO and Durham-Chapel Hill-Carrboro MPO in September 2004. Additional detail on these planning assumptions is provided below.

Land use and demographic data were collected by regional planning agencies and staff members of DCHC MPO and CAMPO. A regional methodology was agreed upon that included updating residential and employment data to the end of 2002, and preparing growth forecasts to 2030. Residential data included population, dwelling units, households, median income and university-related group quarters population (dormitories, fraternities and sororities). Residential data were based on Census 2000 data from Summary File 1, except that median income data were based on the Census Transportation Planning Package part 1. Housing and Population data were updated to 2002 by collecting new certificates of occupancy from local jurisdictions and applying household size and occupancy rates from Census 2000 to new housing units. University-related population was corrected to 2002 with information supplied by area universities. Median income was interpolated for missing zones based on nearby zones with similar residential development patterns. Residential data were checked for consistency against tax maps and were reviewed by local planning department staff.

Employment data were collected from Employment Security Commission records and data maintained by InfoUSA. These lists were merged, and large employers were contacted directly to verify work location and number of employees. The results were verified for each county against employment benchmark totals obtained from the Bureau of Economic Analysis and from Woods and Poole. Zonal employment data were checked for consistency against existing land use maps and were reviewed by local planning department staff.

Forecasts were prepared by local planning department staff with guidance from staff at the two MPO's. A regional methodology was applied to maintain consistency between residential and employment forecasts and adopted land use plans. Data and forecasts were submitted for public review by each MPO, and adopted for use in developing travel demand and air quality forecasts by each MPO's Transportation Advisory Committee.

The Triangle Regional Travel Demand Model (TRM) uses the basic four-step process (trip generation, trip distribution, mode choice and assignment). All four steps of the process are discussed in greater detail in the sections below. The Triangle Regional Model was calibrated to 1995 conditions in December 1998 and was updated and validated to reflect December 2002 conditions in March 2004. Because some of the amended projects are proposed toll roads, the TRM TRANPLAN model was updated to include toll capability in order to estimate travel changes associated with tolling on these facilities.

The Triangle Regional Model's TRANPLAN model is housed at the Institute for Transportation Research and Education (ITRE) at NC State University and NCDOT. The TRANPLAN model covers all of Durham, Wake and Orange Counties (including the portions within the BG MPO and the Triangle Area RPO), all of the portion of Chatham County that is in the Triangle ozone non-attainment area, all of Dutchville Township in Granville County, and portions of Franklin, Granville and Johnston counties (which are non-attainment) along with a portion of Harnett County (which is in attainment).

Outside of the modeled area, NCDOT utilizes a spreadsheet that incorporates the vehicle-miles traveled (VMT) universe file and historical trends to project the VMT in future years at the county level. The spreadsheet calculates speed based on a model originally developed by the Texas Transportation Institute but modified by NCDOT. Speeds generated by the spreadsheet are incorporated into the MOBILE6.2 emissions program. Then, emission factors developed by Mobile6.2 are imported into the spreadsheet and multiplied by forecasted VMT to generate emissions. The rural spreadsheet model is used for all of Person County and is factored based on population percentage for those portions of non-attainment counties not covered by the TRANPLAN model. This methodology has been used to demonstrate conformity in other areas and has received approval from interagency partners.

There are no court orders or special agreements that apply to conformity (*40 CFR 93.109*).

3.4 Future year roadway projects

Roadway improvements used for conformity modeling were developed in the 2030 Transportation Plan process in each MPO. Outside of the MPO boundaries, TIP projects from the 2007-2013 TIP served as the future year roadway projects. For the 2030 Plans, lists of needed projects were developed based on modeled congestion and identified local needs. Improvements were coded into the TRM and analyzed. Intermediate analysis for the years 2010, and 2020 were performed to assist in prioritizing the 2030 roadway needs. The final 2010, 2020, and 2030 networks are fiscally constrained. Projects were added from MPO priority lists until estimated project costs equaled the expected funding available. The base network (2002) and the three future networks (2010, 2020, and 2030) used for the conformity determination are the same as the networks used for the 2030 Transportation Plans. Throughout the process to develop the roadway networks, the MPOs and NCDOT identified any initial inconsistencies in project timing and characteristics (e.g. cross-section) for those projects crossing jurisdictional boundaries and reached consensus on consistent solutions.

The interagency partners also jointly developed lists of regionally significant and exempt projects. The checklist below was used to guide the identification of regionally significant projects. After the MPOs, RPOs and NCDOT generated initial lists, the lists were reviewed by DENR, EPA, FTA and FHWA. The regional, state and federal agencies reached concurrence on the lists.

Regionally Significant Project Checklist

1. The facility serves regional transportation needs (i.e. facilities that provide access to and from the region or that provide access to major destinations in the region).
2. The facility is functionally classified higher than a minor arterial (minor arterials may be regionally significant if their main purpose is to provide access to major facilities in the region).
3. The facility is a fixed guideway transit facility.
4. The facility is included in the travel model for the region (in many cases collector streets are modeled and not regionally significant).

To be regionally significant a facility should meet one or more criteria in this checklist. 40 CFR Part 93.101

Appendix D includes lists of the future year roadway projects in the Triangle area as indicated below, including indications of which projects are regionally significant and which projects are exempt. There are no future roadway projects within the portion of Orange County within the Burlington-Graham MPO, therefore no list of projects is included.

Area	Location of Roadway Project List in Appendix D
Durham-Chapel Hill-Carrboro MPO	2030 LRTP amendment (Appendix D1) 2007-2013 TIP (Appendix D2)
Capital Area MPO	2030 LRTP amendment (Appendix D3) 2007-2013 TIP (Appendix D4)
Burlington-Graham MPO	no future year projects in 2030 LRTP or it's TIP subset
Triangle Area RPO (portions of Chatham and Orange Counties in non-attainment area)	2007-2013 TIP (Appendix D5)
Kerr-Tar RPO (Franklin, Person and Granville Counties)	2007-2013 TIP (Appendix D6)
Upper Coastal Plain RPO (Johnston County)	2007-2013 TIP (Appendix D7)

In the event that the regional emissions analysis for the Capital Area Metropolitan Planning Organization (CAMPO) and the Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO) 2030 long range transportation plan (LRTP) amendments cannot be completed in a timely fashion prior to June 30, 2007, a transportation conformity determination will be made only for those projects in the 2007-2013 State/Metropolitan Transportation Improvement Programs (TIPs) that are direct subsets of the currently conforming CAMPO and DCHC MPO 2030 LRTPs.

3.5 Transit networks

As with the roadway projects, each MPO developed transit projects for its LRTP. The base year network was modeled from existing routes and fares for the transit systems in 2002. Future year networks were based on fiscally-constrained projected new or expanded services from regional transit plans, local bus system short range plans, corridor transit plans and other projected bus service expansion estimates, where available. As with the roadway networks, the MPOs and NCDOT identified and rectified any initial inconsistencies in project characteristics or implementation years where transit projects crossed jurisdictional boundaries.

Appendix D includes the amended future year transit projects in the Triangle MPOs (TTA Phase I project) and transit TIP projects as indicated below. There are no future transit projects within the portion of Orange County within the Burlington-Graham MPO, therefore no list of projects is included. The table at the top of the next page indicates where transit projects are listed in this report.

Area	Location of Transit Project List in Appendix D
Durham-Chapel Hill-Carrboro MPO	2030 LRTP amendment (Appendix D1) 2007-2013 TIP (Appendix D2)
Capital Area MPO	2030 LRTP amendment (Appendix D3) 2007-2013 TIP (Appendix D4)
Burlington-Graham MPO	no future year projects in 2030 LRTP or it's TIP subset
Triangle Area RPO (portions of Chatham and Orange Counties in non-attainment area)	only projects are operations and maintenance for community transportation systems
Kerr-Tar RPO (Franklin, Person and Granville Counties)	only projects are operations and maintenance for community transportation systems
Upper Coastal Plain RPO (Johnston County)	only projects are operations and maintenance for community transportation systems

3.6 Congestion Mitigation/Air Quality (CMAQ) Projects

The NC Department of Transportation has established an allocation and review process for CMAQ projects. Each MPO and RPO in a non-attainment or maintenance area receives an allocation of CMAQ funds based on population and air quality status. In addition, a statewide pool of CMAQ funds will be allocated to projects serving more than one non-attainment area on a competitive basis. MPO and RPO project priorities and project applications for statewide funding were submitted to NC DOT by January 31, 2005. Appendix E includes a listing of funded CMAQ projects in the Triangle Area.

3.7 Trip generation

The trip generation module of the Triangle Regional Model is a cross-classification model using household size and income group. In addition to being stratified by size and income, the trip rates were also stratified by area type and trip purpose. Trip purposes used in the model for the trip generation and trip distribution steps were home based work (HBW), home based shopping, home based other (HBO), and non-home-based (NHB). The home based shopping trip purpose is collapsed into the home based other trip purpose for the mode split step. In addition to stratification by various trip purposes, the TRM also stratifies Home Based Work, Home Based Shopping, and Home Base Other trips based on whether the household is in an area designated as either urban or non-urban. Non Home Based trips are not stratified in this manner as these trips do not originate at the household. This stratification is applied during the trip generation and trip distribution steps. Prior to mode choice, all stratifications are collapsed such that 3 trip purposes are carried forward in the process: Home Based Work, Home Based Other (which includes shopping), and Non Home Based. Due to a lack of data on school enrollment, home based school trips were included in the home based other category. Several employment types were identified

as special generators for the Triangle Region. This classification was based on employment centers that exhibited unique trip attraction characteristics as demonstrated by the travel behavior survey data. Universities, regional shopping centers, regional hospitals and the RDU airport were all identified as special generators. Special generator rates were developed for those groups. Trip tables were also built for commercial vehicles, internal – external trips, and through trips.

The travel behavior survey was used to determine where the trips would be ‘attracted to’. Regression coefficients were developed for industrial, retail, highway retail, office and service employment, as well as total dwelling units.

3.8 Trip distribution

The Triangle Regional Model uses a standard gravity model to distribute trips. The model builds zone-to-zone trip tables (by purpose) using a weighted sum of travel time and distance. For assignment purposes the individual trip tables are aggregated into a single trip table for each LRTP analysis year (2002, 2010, 2020, and 2030).

3.9 Mode choice and transit assignment

The mode choice for the Triangle Regional model is based on a nested LOGIT model. This approach creates a predictive model that is responsive to changes in mode service variables such as travel time and cost. The different ‘nests’ of the model reflect a traveler’s choice between drive-to transit, walk-to transit, single occupancy vehicles, and multiple occupancy vehicles. The coefficients for the mode choice model were developed from the Triangle Travel Behavior survey and the Triangle On-Board transit survey. The constants were derived through the calibration process. A bike/walk zone walk element was also introduced into the Triangle Regional Model through the use of GIS tools and the Travel Behavior survey data. Bike/walk zone interchanges were removed from the trip tables by identifying high-density zones with a high degree of pedestrian friendly characteristics. The percentage of trips removed was determined from the travel behavior survey.

3.10 Highway assignment and vehicle miles traveled

Once the total number of trips has been determined, and the mode by which the trip is made has been chosen, the trips are assigned to the network. For the Triangle Regional Model, this is done using an equilibrium loading. In an equilibrium loading, trips are loaded in a series of ‘all or nothing’ loadings. After each ‘all or nothing’ loading, travel times are recalculated. This process continues until the network is in equilibrium. The network is considered to be in equilibrium when further travel time reductions for an individual traveler cannot be achieved by changing the selected path. To better capture the effects of congestion, the Triangle model was loaded separately for the a.m., p.m. and off-peak time periods. Peak periods are 4-hour periods.

3.11 Method of reporting VMT and speed

The Triangle regional model has the capability to provide output by peak period in addition to daily output. Since the TRM can model peak period volumes and speeds, these must be used in the air quality analysis. The vehicle kilometers of travel (VKT), is converted to vehicle miles of travel (VMT). Vehicle miles traveled (VMT) used in the conformity determination are from the last iteration of the model. Each link in the roadway network carries a functional classification. The

VMT for each functional class is multiplied by an emissions factor. The North Carolina Division of Air Quality (DAQ) provides the emissions factors based on MOBILE6.2 output.

The MOBILE6.2 model requires as an input the weighted speeds by functional classification. This information can be derived directly from the model link data output. This first requires the separation of the model link data into functional classification. The congested link speed in mph can then be determined by converting the link distance to miles and dividing by travel time. The congested speed is then weighted by the ratio of the link VMT to the system VMT for each of the functional classifications. This input is then used for MOBILE6.2.

Congested and uncongested speeds are calculated using the model output. The congested speeds are sent to DAQ to determine actual emissions factors.

4. Regional Emission Tests

Baseline and action scenarios were developed to use in the emissions tests. The Baseline and action scenarios were agreed to through the interagency consultation process. The Baseline scenario is the set of highway, transit, pedestrian/bicycle and travel demand management facilities and services, and accompanying socioeconomic conditions, in place as of December 2002. The Baseline scenario includes the 2002 highway and transit networks as described in the previous section. The action scenarios include all of the Baseline scenario components, plus those facilities and services resulting from implementation of the transportation plans in each analysis year, including the 2009 attainment year, the 2010 and 2020 interim years and the 2030 horizon year.

In areas with an USEPA approved attainment demonstration or maintenance plan, an emissions budget comparison satisfies the emissions test requirement of 40 CFR Part 93.118. For pollutants for which an emissions budget has been submitted, the estimated emissions from the transportation plan must be less than or equal to the emissions budget values. Emissions factors were provided by DENR.

Table 15 illustrates what parts of the Triangle Ozone Non-Attainment Area have emissions budgets, what parts are covered by the Triangle Regional Model (TRM) and how each part was analyzed for each pollutant in each comparison year.

Four counties in the non-attainment area are completely within the Triangle Regional travel demand Model (TRM) boundary: Chatham (Baldwin, Center, New Hope and Williams Townships which are designated non-attainment), Durham, Orange and Wake. Person County is completely outside of the TRM boundary. The other 3 counties, Granville, Franklin and Johnston, have parts that are within the modeled area and parts that are outside of the modeled area.

4.0.1. *Sub-area emission budgets*

All of Durham and Wake Counties, and Dutchville Township in SW Granville County, are maintenance areas under the 1-hour ozone standard and have emission budgets. Dutchville Township is not part of this conformity determination since there are no new transportation projects in the township; therefore the 2005 conformity finding remains valid. The Durham and Wake budgets were used in performing the emissions analysis.

4.0.2 *Emissions analysis source*

Vehicle Miles of Travel (VMT) and speeds for the emissions analysis were derived from the TRM where it is available. Person County VMT and speeds came from the NCDOT rural spreadsheet; VMT and speeds for the portions of Franklin, Granville and Johnston outside the modeled area came from the NCDOT rural spreadsheet factored by the percentage of each county's population in the rural area, a method that has been used in prior analyses.

4.0.3 *Emissions comparison years (ozone)*

For *areas with budgets under the 1-hour standard* (Durham and Wake Counties and Dutchville Township in Granville County), emissions must be analyzed for years where there is a 1-hour emission budget, the attainment year, the horizon year and intermediate years such that intervals do not exceed 10 years. The attainment year for the Triangle area is 2009. The following years

were analyzed to meet the requirements: 2007 (1-hour budget), 2009 (attainment year), 2010 (1-hour budget year), 2012 (1-hour budget year), 2015 (1-hour budget year), 2020 (intermediate year), and 2030 (LRTP horizon year).

Analysis years where there is a budget and no LRTP model runs, do not require additional runs; interpolation was used to derive data for the non-matching years (2007, 2012, 2015). Also, in accordance with 40 CFR 93.118, since there was no budget for the required analysis years 2009, 2020 and 2030, the 2007 budgets were used for 2009 and the 2015 budgets were used for 2020 and 2030.

For *areas without budgets under the 1-hour standard*, emissions must be calculated for a baseline year (2002), an interim year not more than 5 years from the year in which conformity is determined (i.e. within 5 years of 2005), the horizon year (2030 in all cases), and intermediate years such that intervals do not exceed 10 years. In order to meet these conditions, the years 2002 (baseline), 2010, 2020 and 2030 (LRTP horizon) were analyzed.

Table 15. Triangle Area Transportation Conformity Analysis Matrix (2007 LRTP amendment)

County	Area model status	Area emissions budget status	Emissions analysis source	Emissions comparison years							
				2002 baseline	2007 ¹	2009 ¹	2010 ¹	2012 ¹	2015 ¹	2020	2030 horizon
Person	rural area (all)	no emissions budget	rural spreadsheet	O3			O3			O3	O3
Granville ² (excluding Dutchville Township)	modeled area	no emissions budget	TRM	O3			O3			O3	O3
	rural area	no emissions budget	rural spreadsheet (factored) ³	O3			O3			O3	O3
Franklin	modeled area	no emissions budget	TRM	O3			O3			O3	O3
	rural area	no emissions budget	rural spreadsheet (factored) ³	O3			O3			O3	O3
Johnston	modeled area	no emissions budget	TRM	O3			O3			O3	O3
	rural area	no emissions budget	rural spreadsheet (factored) ³	O3			O3			O3	O3
Chatham (part)	modeled (all) ⁴	no emissions budget	TRM	O3			O3			O3	O3
Orange	modeled (all)	no emissions budget	TRM	O3			O3			O3	O3
Durham	modeled (all)	emissions budget	TRM	O3	O3	O3	CO O3	O3	CO O3	CO O3	CO O3
Wake	modeled (all)	emissions budget	TRM	O3	O3	O3	CO O3	O3	CO O3	CO O3	CO O3

TRM: Triangle Regional Model

O3: Ozone

CO: Carbon Monoxide

¹ Areas with emissions budgets from the 1-hour ozone SIP are required to do comparisons for 2007, 2009, 2010, 2012 and 2015; interpolation, rather than model runs, was used for 2007, 2012 and 2015.

² Dutchville Township in Granville County has an emissions budget under the former 1-hour ozone standard, but is not part of this conformity determination since there are no new projects in the Township; the 2005 determination remains valid.

³ where part of a county is covered by the regional model, the remainder of the county was analyzed using the NCDOT rural spreadsheet, factored by the percentage of county's population that lives outside of the modeled area.

⁴ a sensitivity analysis was performed to clarify the effect of the small portion of the non-attainment area in Chatham County that is outside of the current TRM boundary; it was determined to be insignificant.

4.0.4 Emission comparison years (CO)

Durham and Wake Counties have CO maintenance requirements under a recently updated SIP. This Maintenance Plan update supplements the existing 2005 budgets with a 2015 budget for each county. Under the update, the pre-existing 2005 budgets apply between 2005 and 2014 and the new 2015 budgets apply from 2015 onwards. Both counties are entirely within the modeled area and have emissions budgets under the recently updated SIP; the TRM was used as the analysis tool. Listed below is specific CO budget and comparison year information:

- SIP Budget Years: 2005, 2015 (Durham and Wake Counties)
- Comparison Years for CO SIP – 2010, 2015, 2020, 2030 (Durham and Wake Counties)

The use of different analysis methods in different parts of the non-attainment area does not preclude future unified conformity efforts in the region.

4.1 Emissions Model

MOBILE 6.2 was used to develop the emissions factors. Motor vehicle emissions controls considered in the MOBILE6.2 model include the following:

<u>Strategy</u>	<u>Methodology/Approach</u>
<i>I/M Program (per NC SIP)</i>	<i>Ran Model in Place</i>
<i>Tier 2 vehicle's Emission Standards</i>	<i>Ran Model in Place</i>
<i>Low Sulfur Gasoline and Diesel fuels</i>	<i>Ran Model in Place</i>
<i>Heavy Duty Vehicle Rules 2004 and 2007</i>	<i>Ran Model in Place</i>
<i>Low RVP Gasoline</i>	<i>Ran Model in Place</i>
<i>On board vapor recovery</i>	<i>Ran Model in Place</i>

Also, area specific information is used for such items as vehicle age distribution and vehicle type distribution rather than national default values, as documented below.

4.1.1 Development of Emissions Factors

A critical element of any emissions analysis or estimate is the development and utilization of the emissions factors applied to the travel estimates. In order to assure that the emissions factors used in the conformity analysis were compatible with those used in the development of the North Carolina SIP, DENR provides emission factors and model inputs for each non-attainment and maintenance area in North Carolina. The MOBILE6.2 emissions factor model was used to develop the emissions factors in December 2004 for the Triangle. These factors are shown in Appendix F.

NCDENR provides motor vehicle emissions factors by federal functional classification of the roadway system. In addition the percentage of motor vehicles subject to the inspection and maintenance program is estimated from accident data. The scope of North Carolina's motor vehicle inspection and maintenance program is set to expand from nine counties to forty-eight counties by 2007. The phase-in of the I/M program is reflected in Table 16.

Table 16. Percentage of Vehicles Subject to Inspection and Maintenance Programs

Location	2002	2007-2030
Wake County	81%	95%
Durham County	83%	91%
Johnston County	0%	88%
Chatham County	0%	96%
Granville County	0%	79%
Orange County	72%	89%
Person County	0%	15%
Franklin County	0%	88%

4.1.2 Development of VMT Mix by Vehicle Type

The North Carolina Department of Transportation (NCDOT) provides data on VMT for six urban and six rural road types; vehicle mix data are available for the same road types. Automatic traffic recording stations and selected Highway Performance Monitoring System (HPMS) locations were used and counts taken throughout 1999 - 2001 are used to determine the percentage of vehicles, by vehicle type, for various road types. Vehicle classification data was used in conjunction with MOBILE6.2 default vehicle mix to estimate fleet distribution by functional class. The classification data was iteratively adjusted to replicate MOBILE6.2's national classification default within the analysis area. The final numbers reflect the change in the mix (i.e. increase in the number of SUVs and pick-ups) for each year using MOBILE6.2 projection and variation of mix across the different road type using NC data. This reflects 16 vehicle classes per road type.

4.1.3 Vehicle Age Distributions

The vehicle age distribution is based on the North Carolina Department of Motor Vehicles' 2002 (DMV) registration records for the in-use fleet in the Triangle area. DMV provided the information. The data was modified and arranged to comply with MOBILE6.2

4.2 Transportation Control Measures

The North Carolina State Implementation Plan lists no transportation control measures pertaining to the Triangle.

4.3 Estimation of Vehicle Starts

A component of the emissions rates for each functional class is an estimate of the start-based emissions. This rate is based on an assumed number of starts per vehicle and is added to running emissions to produce a single rate to apply to vehicle miles traveled. Mobile 6 defaults are 7.28 starts for passenger cars and 8.06 starts for light duty trucks. However, the use of default rates isn't the best practice for heavily urbanized areas with an updated Travel Demand Model. Area-specific rates were calculated by dividing the total number of trips from the travel demand model by the total number of registered vehicles. Appendix G contains additional information. This methodology has been previously endorsed by USEPA for use in Mecklenburg County, another urban area with a travel demand model.

4.4 Off-model Analysis

The Triangle Regional Model (TRM) does not include algorithms that can calculate the effects on

VMT and speeds (and hence air quality) of certain transportation related activities designed to influence people's travel modes or affect the supply of or demand for transportation services. Examples of such activities that currently exist in the Triangle include:

- Transportation Demand Management (TDM) programs such as the Triangle Best Workplaces for Commuters program and the SmartCommute@RTP program which cover approximately 10% of the region's workforce,
- Land use strategies, such as compact, mixed-use, pedestrian- and transit-oriented development and design initiatives, over and above those reflected in the Traffic Analysis Zone (TAZ) socioeconomic data,
- The provision of park-and-ride lots to facilitate the use of transit and ridesharing,
- Commuter Services Programs operated by the Triangle Transit Authority, such as the Guaranteed Ride Home program, rideshare matching software and the vanpool program, and
- Incident management programs conducted on the region's Interstate highways and other freeways in Wake and Durham Counties, including surveillance cameras, the Motorist Assistance Patrols, and traveler information activities.

In order to accurately account for the impacts of such activities, they are reflected through "off-model" analyses. Although these and other programs are suitable for off-model analysis, this conformity determination included off-model analysis only for the last of these listed activities, the interstate incident management program. Once more experience is gained in other activities, they may be reflected in future conformity analyses. FHWA Region IV's *Off-Model Air Quality Analysis: A Compendium of Practice* provided guidance on estimating these emissions effects. Appendix H includes the calculations for this off-model analysis in Durham and Wake Counties.

4.5 Emissions Comparison Tests by Location and Pollutant

USEPA originally declared Durham County, Wake County and Dutchville Township in Granville County non-attainment under the 1-hour standard for ozone (O₃) and Durham County and Wake County non-attainment for Carbon Monoxide (CO) on November 15, 1990. Durham County, Wake County and Dutchville Township were redesignated by USEPA to attainment with a maintenance plan for ozone on June 17, 1994 and Durham County and Wake County were redesignated by USEPA to attainment with a maintenance plan for CO on September 18, 1995.

Both volatile organic compounds (VOCs) and oxides of nitrogen (NO_x) are precursors of ozone. In the approved maintenance plans for ozone for Durham County, Wake County, and Dutchville Township, the North Carolina Department of Environment and Natural Resources (DENR) prepared emissions budgets for both VOC and NO_x. USEPA approved the second ten-year update of these emissions budgets on September 20, 2004 with an effective date of November 19, 2004. The last year for VOC and NO_x emissions budgets is 2015; therefore, analysis years beyond 2015 were compared to the 2015 emissions budget. The USEPA approval and promulgation rulings for CO and ozone containing the budgets are in Appendices A and B.

In 1997 the NAAQS for ozone was reviewed and revised to reflect improved scientific understanding of the health impacts of this pollutant. When the standard was revised in 1997, an

eight-hour ozone standard was established. The USEPA designated the entire Triangle area as a “basic” non-attainment area for eight-hour ozone with an effective date of June 15, 2004.

The non-attainment designation covers the following geographic areas:

- Durham County
- Wake County
- Orange County
- Johnston County
- Franklin County
- Granville County
- Person County
- Baldwin, Center, New Hope and Williams Townships in Chatham County

Four organizations are responsible for conformity determinations; each must make a conformity determination for its respective area in order for all of the areas to be designated in conformity:

- the Capital Area MPO within the CAMPO metropolitan area boundary – currently all of Wake County, with expansion into parts of neighboring counties anticipated in 2005.
- the DCHC MPO within its metropolitan area boundary – all of Durham County and parts of Orange and Chatham counties.
- the Burlington-Graham MPO within its portion of the metropolitan area boundary in western Orange County.
- the NCDOT in a rural area that is comprised of those portions of Chatham, Orange, Person, Franklin, Granville and Johnston Counties that remain outside of any MPO metropolitan area boundary.

For this report, emissions were calculated and reported at the County level, or for part of a county if only a part is in a non-attainment area (Chatham County) or where only part of a county is subject to this conformity determination (Granville County excluding Dutchville Township). Table 17 summarizes the emissions test used and decision-making responsibility for conformity findings in each County.

Table 17. Emissions Test and Responsibility for Conformity Findings

Location	Pollutant(s)	Emissions Test	Conformity Finding Responsibility
Wake County	O3, CO	budget	Capital Area MPO
Durham County	O3, CO	budget	Durham-Chapel Hill-Carrboro MPO
Johnston County	O3	less-than-baseline	NC DOT (consultation with Upper Coastal Plain RPO)
Chatham County (<i>Baldwin, Center, New Hope, Williams Townships</i>)	O3	less-than-baseline	Durham-Chapel Hill-Carrboro MPO NC DOT (consultation with Triangle Area RPO)
Granville County (<i>excluding Dutchville Township</i>)	O3	less-than-baseline	NC DOT (consultation with Kerr-Tar RPO)
Orange County	O3	less-than-baseline	Durham-Chapel Hill-Carrboro MPO Burlington-Graham MPO NC DOT (consultation with Triangle Area RPO)
Person County	O3	less-than-baseline	NC DOT (consultation with Kerr-Tar RPO)
Franklin County	O3	less-than-baseline	NC DOT (consultation with Kerr-Tar RPO)

The results of the emission comparisons are summarized by County in Tables 18 through 26. Detailed emissions analysis results by county are contained in Appendix I.

Emissions from vehicles are expected to show dramatic decreases, even with continuing increases in vehicle miles of travel (VMT), for several reasons.

- Fleet turnover. Older, more polluting vehicles (gasoline and diesels) continue to be retired and replaced with newer, cleaner vehicles.
- Newer vehicles will continue to get cleaner with each subsequent model year over the next four years. The new Federal tailpipe standards are set at an average standard of 0.07 grams per mile for nitrogen oxides for all classes of passenger vehicles beginning in 2004. This includes all light-duty trucks, as well as the largest SUVs. For more detail, including phase-in by vehicle type, see USEPA's Tier 2 Vehicle Standard Final Rule at: <http://www.epa.gov/otaq/regs/ld-hwy/tier-2/finalrule.htm>

- Gasoline fuels are improving. Refiners and importers of gasoline are required to meet stricter sulfur content requirements by 2006. Low sulfur gasoline enables better emission controls, and can lead to further emission reductions from today's catalyst-equipped fleet. See USEPA's Gasoline Sulfur Program Final Rule at: <http://www.epa.gov/otaq/regs/ld-hwy/tier-2/finalrule.htm>
- Emissions from heavy-duty on-highway vehicles are expected to decrease due to USEPA's Heavy-Duty Engine and Vehicle Standards and Highway Diesel Fuel Sulfur Control Requirements. Stricter NOx emission standards will be phased in between 2007 and 2010 for diesel engines. New standards for on-road diesel fuel (15 ppm sulfur content) have been phased in at the terminal level by July 15, 2006 and at the retail stations by September 1, 2006. See: <http://www.epa.gov/otaq/diesel.htm#hd2007>
- Expansion of vehicle inspection and maintenance programs to more counties in North Carolina so that more polluting vehicles are identified and repaired, thus lowering emissions.

The combination of the technology/fuel improvements/vehicle maintenance and resulting emission reductions exceeds the effect of increased VMT in the Triangle area. The trend in the Triangle area is not uncommon. On a national level this trend is also seen in data gathered by the Federal Highway Administration (FHWA). For additional detail, see the FHWA web site on vehicle miles traveled and vehicle emissions at: <http://www.fhwa.dot.gov/environment/vmtems.htm>

Table 18. Durham County Emissions Comparison Summary (kg/day)¹

Year	NO _x		VOC		CO	
	SIP Budgets	L RTP Emissions	SIP Budgets	L RTP Emissions	SIP Budgets	L RTP Emissions
2002 ²		18,938		8,271		
2007 ³	13,871	13,009	7,530	5,845	N/A	N/A
2009 ³	13,871	10,673	7,530	5,138	N/A	N/A
2010 ³	10,297	9,399	6,142	4,850	145,794	92,691
2012 ³	8,246	7,375	5,389	4,255	N/A	N/A
2015 ³	5,888	5,045	4,772	3,594	160,771	79,836
2020	5,888	3,248	4,772	2,966	160,771	76,479
2030 ⁴	5,888	2,716	4,772	3,034	160,771	91,032

Table 19. Wake County Emissions Comparison Summary (kg/day)¹

Year	NO _x		VOC		CO	
	SIP Budgets	L RTP Emissions	SIP Budgets	L RTP Emissions	SIP Budgets	L RTP Emissions
2002 ²		50,487		22,683		
2007 ³	37,539	36,258	18,180	16,255	N/A	N/A
2009 ³	37,539	30,218	18,180	14,417	N/A	N/A
2010 ³	27,125	26,551	15,749	14,922	347,570	261,373
2012 ³	22,144	21,652	14,188	12,347	N/A	N/A
2015 ³	16,239	15,003	13,018	11,041	348,604	236,099
2020	16,239	10,095	13,018	9,600	348,604	237,588
2030 ⁴	16,239	9,220	13,018	10,416	348,604	301,454

1. To obtain tons per day, divide kilograms per day by 907.2.
2. Baseline year.
3. Budget year; 2009 is ozone attainment year.
4. Horizon year.

Table 21. Granville County (excluding Dutchville Township) Emissions Comparison (kg/day)

Year	NO _x		VOC	
	Baseline (2002) Emissions	Long Range Plan or TIP Emissions	Baseline (2002) Emissions	Long Range Plan or TIP Emissions
2010	4,613	1,935	1,720	835
2020	4,613	585	1,720	473
2030	4,613	429	1,720	443

* excluding Dutchville Township

Table 22. Franklin County Emissions Comparison (kg/day)

Year	Baseline (2002)	NO _x	Baseline (2002)	VOC
	Emissions	Long Range Plan or TIP Emissions	Emissions	Long Range Plan or TIP Emissions
2010	3,143	1,663	2,468	1,264
2020	3,143	754	2,468	825
2030	3,143	537	2,468	733

Table 23. Johnston County Emissions Comparison (kg/day)

Year	Baseline (2002)	NO _x	Baseline (2002)	VOC
	Emissions	Long Range Plan or TIP Emissions	Emissions	Long Range Plan or TIP Emissions
2010	12,534	10,032	8,129	4,710
2020	12,534	3,877	8,129	2,851
2030	12,534	2,347	8,129	2,499

Table 24. Orange County Emissions Comparison (kg/day)

Year	Baseline (2002)	NO _x	Baseline (2002)	VOC
	Emissions	Long Range Plan or TIP Emissions	Emissions	Long Range Plan or TIP Emissions
2010	14,391	7,159	4,405	2,607
2020	14,391	2,043	4,405	1,686
2030	14,391	1,382	4,405	1,355

Table 25. Person County Emissions Comparison (kg/day)

Year	Baseline (2002)	NO _x	Baseline (2002)	VOC
	Emissions	Long Range Plan or TIP Emissions	Emissions	Long Range Plan or TIP Emissions
2010	1,837	1,099	1,655	1,042
2020	1,837	594	1,655	661
2030	1,837	474	1,655	588

Table 26. Chatham County (part) Emissions Comparison (kg/day)

Year	Baseline (2002)	NO _x	Baseline (2002)	VOC
	Emissions	Long Range Plan or TIP Emissions	Emissions	Long Range Plan or TIP Emissions
2010	1,783	1,255	1,211	476
2020	1,783	603	1,211	589
2030	1,783	448	1,211	562

5. Public Involvement and Interagency Consultation

The amended 2030 Transportation Plans are consistent with consultation requirements discussed in *40 CFR 93.105*. Interagency consultation was a cooperative effort on the part of the Capital Area MPO, the Durham-Chapel Hill-Carrboro MPO, the Burlington-Graham MPO, the Triangle Area RPO, the Kerr-Tar RPO, the Upper Coastal Plain RPO, the North Carolina Department of Transportation and the Federal Highway Administration. The process was administered by the Triangle J Council of Governments on behalf of the partners and was organized according to the sections in the document titled *Triangle Region Transportation Conformity: Pre-Analysis Consensus Plan*, a document agreed to at the initial interagency consultation meeting on October 13, 2006 and updated periodically. Subsequent interagency consultation meetings were held on November 3, 2006, December 1, 2006, January 12, 2007, January 25, 2007, March 2, 2007 and March 9, 2007.

A copy of the latest version of the Consensus Plan, together with summaries of the interagency consultation meetings are included in Appendix C.

Public review of this report is being handled in accordance with each MPO and RPO public participation policy for Transportation Plans. A copy of the public participation policies are included in Appendix J. Comments from the public participation process will be incorporated into the final Conformity Analysis and Determination Report. Those comments will be included in Appendix K of the final report.

6. Conclusion

Based on the analysis and consultation discussed above the following transportation plans and TIPs conform to the purpose of the North Carolina State Implementation Plan. In every horizon year for every pollutant in each geographic area, the emissions expected from the implementation of the long-range plans and TIPs are less than the emissions budgets established in the SIP or the baseline emissions where no SIP budget is available.

Table 27: Summary of Conformity Status of Triangle Transportation Plans

Criteria (√ indicates the criterion is met)	Burlington-Graham MPO 2030 LRTP & 2007-13 TIP*	Durham-Chapel Hill-Carrboro MPO amended 2030 LRTP & 2007-13 TIP*	Capital Area MPO amended 2030 LRTP & 2007-13 TIP*	Rural Area of the Triangle 2007-13 TIP
Less Than Emissions Budget(s) or Baseline	plan unchanged	√	√	√
TCM Implementation	The NC SIP includes no Transportation Control Measures in the Triangle Area			
Interagency Consultation	plan unchanged	√	√	√
Latest Emissions Model	plan unchanged	√	√	√
Latest Planning Assumptions	plan unchanged	√	√	√
Fiscal Constraint	plan unchanged	√	√	√

* The 2007-13 TIPs are subsets of the amended 2030 LRTPs

Specific conformity findings for each of these areas are listed below:

Burlington-Graham MPO Ozone Conformity Finding for the 2030 Long-Range Transportation Plan and 2007-2013 Transportation Improvement Program

Based on the analysis and consultation and involvement processes described in this report, the Burlington-Graham MPO 2030 Long-Range Transportation Plan and 2007-2013 Transportation Improvement Program are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the Burlington-Graham MPO 2030 Long-Range Transportation Plan and 2007-2013 Transportation Improvement Program are in conformity with the 8-hour ozone standard.

Capital Area MPO Ozone and Carbon Monoxide Conformity Finding for the amended 2030 Long-Range Transportation Plan and 2007-2013 Transportation Improvement Program

Based on the analysis and consultation and involvement processes described in this report, the Capital Area MPO amended 2030 Long-Range Transportation Plan and 2007-2013 Transportation Improvement Program are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the Capital Area MPO 2030 Long-Range Transportation Plan and 2007-2013 Transportation Improvement Program are less than the applicable budgets for NO_x, VOC and CO; therefore the LRTP and TIP are in conformity with the 8-hour ozone standard and the carbon monoxide standard.

Durham-Chapel Hill-Carrboro MPO Ozone and Carbon Monoxide Conformity Finding for the amended 2030 Long-Range Transportation Plan and 2007-2013 Transportation Improvement Program

Based on the analysis and consultation and involvement processes described in this report, the Durham-Chapel Hill-Carrboro MPO amended 2030 Long-Range Transportation Plan and 2007-2013 Transportation Improvement Program are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the Durham-Chapel Hill-Carrboro MPO 2030 Long-Range Transportation Plan and 2007-2013 Transportation Improvement Program are less than the applicable budgets for NO_x, VOC and CO; therefore the LRTP and TIP are in conformity with the 8-hour ozone standard and the carbon monoxide standard.

NCDOT Triangle Rural Area Ozone Conformity Finding for the 2007-2013 Transportation Improvement Program

Based on the analysis and consultation and involvement processes described in this report, the 2007-2013 Transportation Improvement Programs for the rural counties in the Triangle are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the 2007-2013 Transportation Improvement Program are less than baseline emissions in the rural area of the county not covered by a SIP budget; therefore the TIP is in conformity with the 8-hour ozone standard.

In the event that the regional emissions analysis for the Capital Area Metropolitan Planning Organization (CAMPO) and the Durham Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO) 2030 long range transportation plan (LRTP) amendments cannot be completed in a timely fashion prior to June 30, 2007, a transportation conformity determination will be made only for those projects in the 2007-2013 State/Metropolitan Transportation Improvement Programs (TIPs) that are direct subsets of the currently conforming CAMPO and DCHC MPO 2030 LRTPs.

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Technical Coordinating Committee (TCC)

DATE: April 11, 2007

RE: Proposed Adjustments to the Southwest Durham Drive (SWDD)
Alignment and Final Southwest Durham/Southeast Chapel Hill Collector
Street Plan (CSP)

Purpose

This memorandum provides:

- A summary of the Southwest Durham/Southeast Chapel Hill Collector Street Plan and the proposed change to the Southwest Durham Drive alignment.
- The Technical Coordinating Committee (TCC) recommendation for adopting the Collector Street Plan and the proposed alignment change.
- A detailed discussion of the Southwest Durham/Southeast Chapel Hill Collector Street Plan and proposed change to the Southwest Durham Drive alignment.

Summary

Citizens, the development community and local planning staff will use the Collector Street Plan in the development review process to encourage the construction of a collector street network. Collector streets form the link between local streets and arterial streets in the transportation network, and help to distribute traffic throughout the network. This distribution reduces overall congestion and the concentration of traffic onto arterial streets for short trips.

The key elements of the Southwest Durham/Southeast Chapel Hill Collector Street Plan include:

- Map – The map designates the approximate corridor of collector streets that will be constructed by developers as development occurs;
- Traffic Calming – Recommendation that traffic calming be implemented on collector streets where basic street design might encourage unsafe travel speeds;
- Building Sequencing – Recommendation that building sequencing be considered in the development review process to avoid attracting volumes of traffic onto existing and new streets that exceed the standards and function of that street; and,

- “Complete Streets” – Recommendation that design concepts should be implemented that balance the mobility, safety and aesthetics for motorists, pedestrians and bicyclists.

The Collector Street Plan has received extensive review and modifications through four public workshops, public hearing and several TAC reviews. The most notable modifications to the proposed Plan include:

- Southwest Durham Drive – A public process was completed to make a recommendation to change the Southwest Durham Drive alignment to avoid the Creekside Elementary School property and use part of the existing George King Road alignment.
- Kinsale Drive – The proposed extension of Kinsale Drive as a collector street was eliminated.
- Kilkenny Drive – The proposed extension of Kilkenny Drive as a collector street was given a curvilinear corridor.
- Lancaster Drive – The proposed extension of Lancaster Drive as a collector street was given a curvilinear corridor, and a roundabout will manage traffic at the Lancaster Drive/George King Road/Southwest Durham Drive intersection.
- Eastview Woods (Celeste Circle) – Two proposed collector street corridors were moved to the outer edge of this community.
- Farrington Road – The current alignment of Farrington Road will remain intact. A previous Collector Street Plan proposal “deemphasized” Farrington Road by forcing through traffic to make turns at a series of T-intersections.

Most recently, the TCC considered a citizen alternative to offset the alignment of the Kilkenny Drive extension and divert Lancaster Drive to intersect Southwest Durham Drive south of the proposed roundabout. The TCC does not recommend making the changes proposed in the alternative – see “Proposed Final Plan” on page 5 of this document for a discussion of these issues.

Recommendations

TCC Recommendation: That the TAC approve the revised final Southwest Durham/Southeast Chapel Hill Collector Street Plan and the realignment of Southwest Durham Drive as illustrated in Attachment 7A.

TAC Action: Approve the revised final Southwest Durham/Southeast Chapel Hill Collector Street Plan and the realignment of Southwest Durham Drive as illustrated in Attachment 7A.

Southwest Durham Drive

Background

The Southwest Durham Drive is in the MPO's 2030 Long Range Transportation Plan (2030 LRTP) as a two-lane, minor arterial road that is scheduled to be built before 2020. The planned corridor is to connect Mount Moriah Road (near the New Hope Commons shopping center) to NC 54 in Chapel Hill. Two segments of the planned corridor have not been built yet: 1) between Meadowmont Drive and the I-40 overpass (currently Farrington Road); and, 2) between US 15-501 and Mount Moriah Road. Local planners use the defined corridor to reserve and dedicate right-of-way through the development review process. This area is rapidly developing, and therefore any adjustments to the alignment need to occur in the next several months before additional development applications limit alternative alignments. The 2035 LRTP update will not occur until fall 2008, and therefore any alignment changes occurring then will likely be too late to effectively plan for an optimal alignment.

At their meeting on October 11, 2006, the Transportation Advisory Committee (TAC) directed staff to develop alternative alignments in the section of Southwest Durham Drive between the I-40 overpass and Meadowmont Lane, and solicit public input on the alternatives.

Alternatives Developed

A consultant developed three options for the identified section of Southwest Durham Drive:

1. LRTP Functional Design – This is the functional design (i.e., complying with accepted design standards for this type of roadway) for the Southwest Durham Drive as currently depicted in the 2030 LRTP
2. Alternative 1 – This Alternative uses George King Road to the extent possible, avoids the Creekside Elementary School property and requires a widening of the I-40 overpass bridge. The cost range to widen the bridge is \$2.4 million to \$2.7 million. The consultant also proposes changes to the proposed collector streets that extends Randall Road (immediately west of the overpass) and extend Lancaster Drive (in the center of the study area).
3. Alternative 2 – This Alternative uses George King Road to the extent possible, avoids the Creekside Elementary School property and requires the addition of a bridge for the I-40 overpass. The cost range to add the bridge is \$3.0 million to \$3.45 million. The consultant also proposes changes to the proposed collector streets that extends Randall Road (immediately west of the overpass) and extend Lancaster Drive (in the center of the study area), which is different from the proposed collector street change in Alternative 1.

Attachments 7E, 7F and 7G are maps of these three options.

Workshop Results

Approximately fifty people participated in a public workshop at Creekside Elementary School on February 15, 2007, to review and comment on the three options. In addition, staff met with four citizens who own several parcels north of Ephesus Church Road, an area that stands to be directly impacted by any changes to the Southwest Durham Drive alignment.

Most participants favored the two Alternatives over the LRTP Functional Design because the Alternatives used the George King right-of-way, did not traverse the school property, avoided a close alignment with Helmsdale Drive properties, and were accompanied by suggested changes to some collector streets. Of those participants favoring the Alternatives, most participants favored Alternative 2 because the route was more direct, had a less adverse impact on properties north of Ephesus Church Road, and the new bridge alignment would permit possible I-40 access ramps in the future. However, several participants favored the Alternative 1 treatment of the Lancaster Drive collector street extension because it was circuitous and did not connect directly with NC 54, which is a major arterial.

A summary and detailed copy of the workshop comments is on the MPO Web site – http://www.dchcmo.org/index.php?option=com_content&task=view&id=48&Itemid=35

SWDD Recommended Alignment

Staff recommends that the alignment of Southwest Durham Drive be change to follow the alignment depicted in Alternative 2.

Collector Street Plan

Background

There have been several major activities related to the Southwest Durham/Southeast Chapel Hill Collector Street Plan (CSP), including:

- Public Hearing – TAC conducted a public hearing at their June 14, 2006 meeting. Town of Chapel Hill requested that the TAC defer action on the Collector Street Plan until the Town Council conducted a public hearing on the plan.
- Revised Plan – TAC received the Revised Plan on September 13, 2006, and requested that an additional public workshop be conducted to address comments from several residents of the Falconbridge neighborhood.
- Public Workshop – Staff conducted the fourth public workshop on October 10, 2006.
- Southwest Durham Drive Study – At October 11, 2006 meeting, TAC directs staff to complete a public process to develop alternative alignments for the Southwest Durham Drive.
- Chapel Hill Hearing – Town of Chapel Hill conducted a public hearing for the Collector Street Plan on October 18, 2006, and addressed the Plan at Town meetings on November 20, 2006 and December 4, 2006.
- Revised Plan and Resolution – The TCC makes changes to the Plan, and the TAC reviews the Revised Collector Street Plan and receives a Resolution from the Town of

Chapel Hill at December 13, 2006 meeting. TAC directs staff to consider Resolution in developing final Collector Street Plan.

- Southwest Durham Drive Workshop – Staff conducts workshop to review and receive comments on alternative alignments for Southwest Durham Drive on February 15, 2007. The alternative alignments for Southwest Durham Drive include suggested changes to two proposed collector streets.
- Final Plan – The TCC makes changes to the Plan that include: a five-leg roundabout to manage the intersection of Lancaster Drive, Southwest Durham Drive and George King Road; curvilinear alignments for the collector extensions to Kilkenny Drive and Lancaster Drive; and a changed alignment for Southwest Durham Drive that uses much of the existing George King alignment. Attachment 7A is the Collector Street Plan map recommended by the TCC. The TAC reviews the TCC recommendation at their meeting on March 14, 2007, and requests that the TCC consider an alternative submitted by a citizen, Phil Post, and bring that recommendation to the next TAC meeting.

Attachment 7H is the Chapel Hill Resolution on the Collector Street Plan as presented at the December 13, 2007 TAC meeting. Attachment 7I is the alternative submitted by the citizen at the March 14, 2007 TAC meeting.

Proposed Final Plan

The citizen alternative departed from the TCC recommendation at two key points:

Key Point	TCC Recommendation	Citizen Alternative
<u>Kilkenny Drive</u> collector extension	Collector street crosses George King Road using four-leg intersection	Collector street misaligned at George King Road to form two T-intersections
<u>Lancaster Drive</u> collector extension	Lancaster Drive connects to George King Road and Southwest Durham Drive via five-leg roundabout	Lancaster Drive intersects future Southwest Durham Drive, while Southwest Durham Drive and George King Road intersect via four-leg roundabout

After considering the citizen alternative, the TCC maintains its previous recommendation for the Southwest Durham/Southeast Chapel Hill Collector Street Plan and the Southwest Durham Drive alignment adjustment. Attachment 7C is a close-up map of the TCC recommendation and Attachment 7D is a close-up map of the citizen alternative. The TCC makes this recommendation on the following basis:

Kilkenny Drive

The TCC recommendation is preferred to the citizen alternative for three principal reasons:

- The North Carolina Department of Transportation (NCDOT), which sets roadway standards for arterials such as Southwest Durham Drive, requires an average of 1,200 feet between the breaks in the median of divided arterials. The TCC

recommended alignment meets this standard (i.e., the median break of the four-leg intersection would be approximately 2,200 feet south of Ephesus Church Road and 1,800 feet north of the Lancaster/George King/Southwest Durham Drive roundabout. The T-intersections in the citizen alternative will only be 800 feet apart, and thereby will not meet the standard.

- The TCC recommended alignment is curvilinear to help slow traffic, and the stop at George King Rd/Southwest Durham Drive will slow traffic. In addition, the Collector Street Plan recommends the use of traffic calming when the basic street design might encourage unsafe speeds, and recommends the consideration of the sequencing of road construction to avoid attracting high volumes of traffic. Thus, the citizen alternative presents no advantage in traffic calming.
- The citizen alternative will require the through movements (i.e., straight ahead) of automobile, pedestrian and bicycle traffic on the collector street to make turns at the two T-intersections. The same traffic on George King/Southwest Durham Drive will have to negotiate two T-intersections instead of a single four-leg intersection.

Lancaster Drive

The TCC recommendation is preferred to the citizen alternative. There is reason to assume that Lancaster Drive and George King Road will intersect to form a four-leg intersection before Southwest Durham Drive is extended to connect to Meadowmont Lane. Under the citizen alternative, the property developer immediately west of the proposed four leg roundabout would have to build a collector extension from Lancaster Drive that curves to the south and also build the extension of Southwest Durham Drive (a two-lane divided roadway) that would intersect with the extended collector street. This network is indirect, thus prescribing more roadway than is necessary to make the collector connection. In addition, if Southwest Durham Drive is not connected to Meadowmont Lane in the future, then the small section of Southwest Durham Drive that is south of the roundabout would be overbuilt, i.e., a two-lane divided roadway serving as a collector street.

Under the TCC Recommendation, the property developer would have to build a direct collector street extension from Lancaster Drive and dedicate property for the future Southwest Durham Drive. If Southwest Durham Drive is not connected to Meadowmont Lane, then the intersection remains a four-leg roundabout.

Town of Chapel Hill Resolution

The Collector Street Plan addresses the recommendations in the Town of Chapel Hill Resolution (See Attachment 7H) as follows:

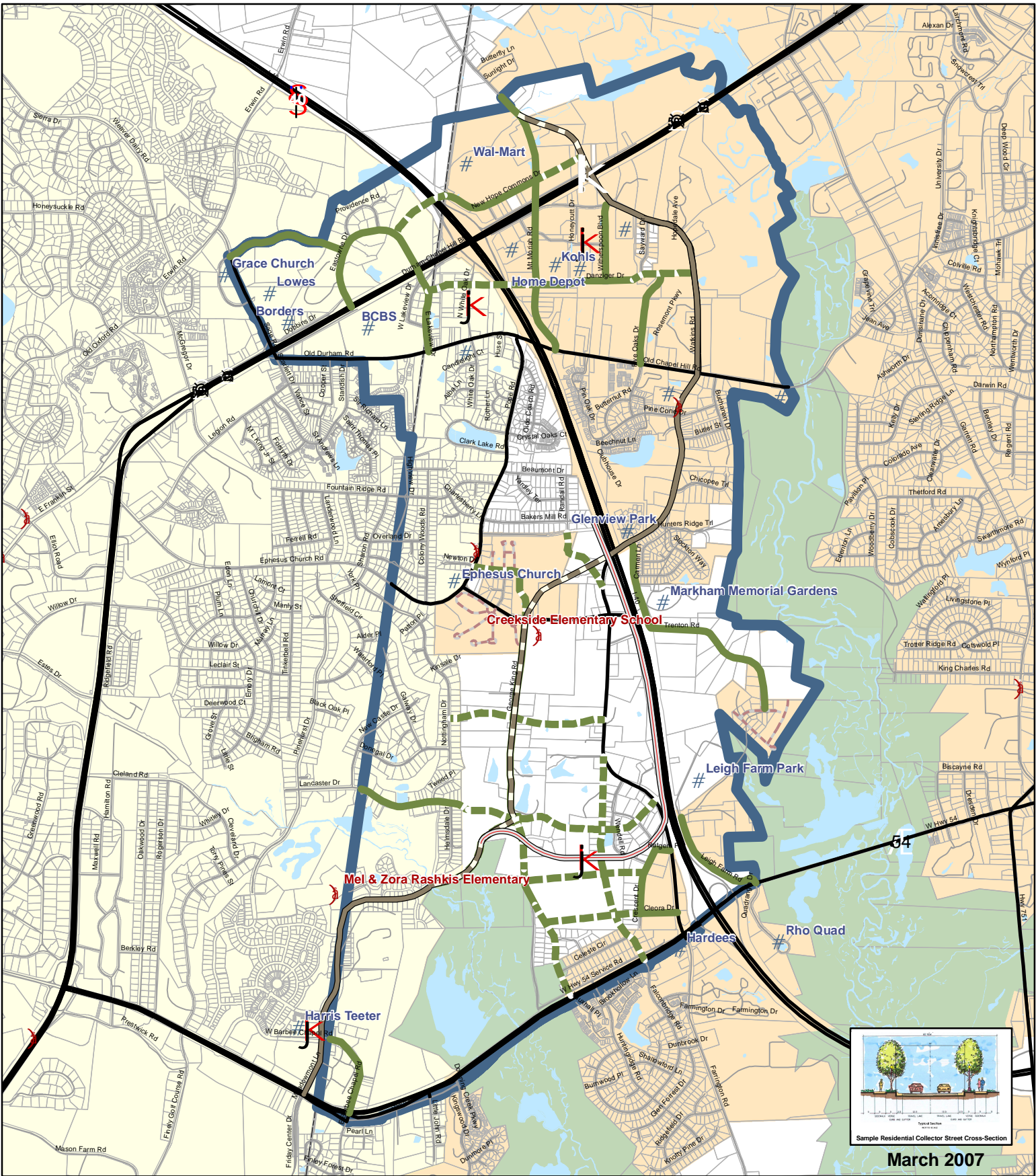
- The collector extensions for Kilkenny Drive and Lancaster Drive are more circuitous.
- The Plan recognizes the staging of the roadway network, and the likelihood that George King Road improvements (e.g., paving) from Ephesus Church Road to NC 54 will occur before Southwest Durham Drive is connected to Meadowmont Lane.

In addition, the proposed Final Southwest Durham/Southeast Chapel Hill Collector Street Plan already addresses the following Town of Chapel Hill recommendations, which are highlighted in the brochure narrative of Attachment 7B:

- The Collector Street Plan recommends that traffic calming and the “complete street” design concepts (which balance the mobility needs of motorists, bicyclists and pedestrians) be considered in the development review process.
- The Collector Street Plan recommends that the road building sequencing be considered in the development review process to avoid attracting volumes of traffic onto existing or new streets that exceed the function and standards of that road.
- The Collector Street Plan recognizes that the collector roads will likely be built using private funds as development occurs in an area.
- The Collector Street Plan recognizes that changes to the arterial road network, such as Meadowmont Lane, are to occur through amendments and updates to the MPO’s Long Range Transportation Plan.

Full Report and Brochure

The full report for the Final Plan is not attached because it is very large and no extensive changes are proposed to the report narrative. It is available for review upon request to the LPA staff and at www.dchcmpo.org. The main points of the full report are highlighted in the Brochure, see Attachment 7B. This Brochure will be a two-page document in which the Final Collector Street Map will be on the reverse side, and will be widely distributed.



March 2007

Southwest Durham - Southeast Chapel Hill Collector Street Plan Final CSP Network

					Recommended Collector Street**

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

Southwest Durham - Southeast Chapel Hill

Collector Street Plan

What is the Purpose of the Plan?

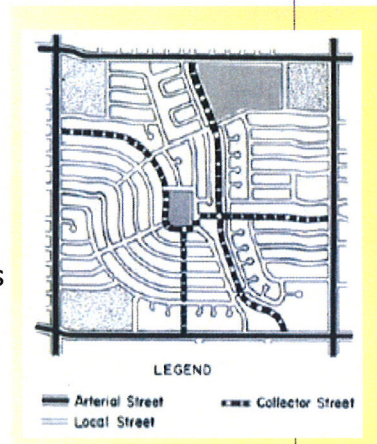
The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) adopted a collector street plan for the southwest area of Durham County and southeast area of Chapel Hill on [date]. Citizens, the development community, and government staff will use the plan to encourage the construction of a collector street network in a variety of land use types and densities.

What are Collector Streets?

They form the intermediate link between local streets and arterial streets in the roadway network.

How will the Plan be Used?

- * The plan will indicate when/where development professionals need to include collector streets in their plans for new developments in this area.
- * Staff from the City of Durham, Town of Chapel Hill, and North Carolina Department of Transportation, and elected officials and citizens will use the plan to evaluate submitted development plans.



What are the Benefits of a Planned Collector Street Network?

- Greater distribution of traffic, reducing overall traffic congestion and the concentration of traffic on major roads for short trips
- Reduced travel times without faster speeds
- Improved routes for pedestrians, cyclists, buses, cars, deliveries, and emergency response vehicles
- Delay or avoidance of widening major arterials beyond four lanes

Keys to Understanding the Plan

Street Location:

- * The maps do not reflect the precise location of the proposed collector street, only the approximate corridor.
- * The most important objective is that a connection is made, not that a specific alignment is followed. The proposed collector street network conveys a concept of a street system that works together to provide connectivity.
- * The precise locations will be designated through the development review process after careful evaluation of existing streets, environmental constraints, and the land use and design of proposed development plans.

Construction Schedule

- * Developers will have the responsibility to finance and construct the collector streets.
- * Thus, if no development occurs in an area, then no collector streets will be built, even if a collector street is proposed on the map.

Plan Designation:

- * The plan designates the approximate location of collector streets. It does not designate:
 - * the future alignment for arterial roads such as Southwest Durham Drive
 - * the design of intersections and interchanges on NC 54 and I-40,
 - * the alignment for the US 15-501 Transit Corridor.

Note These higher level transportation facilities are designated in the adopted 2030 Long Range Transportation Plan (LRTP) for the DCHC MPO, or through separately focused studies and cannot be addressed by this plan.

Plan Recommendations:

In addition to designating the future collector street network, the Plan makes several recommendations to be adopted in local ordinances and used in the development review process.

Traffic Calming — should be required on collector streets where basic street design might encourage unsafe travel speeds and/or street location might attract relatively high volumes of traffic. This requirement should include existing residential, commercial and collector streets that are to be connected to a new collector street.

Building Sequencing — should be considered in the development review process to avoid attracting volumes of traffic onto existing or new streets that exceed the standards and function of that road. If connecting a new collector street to an existing collector street would create a “de facto” arterial road, then the timing of this connection should be coordinated with the implementation of the needed arterial road.

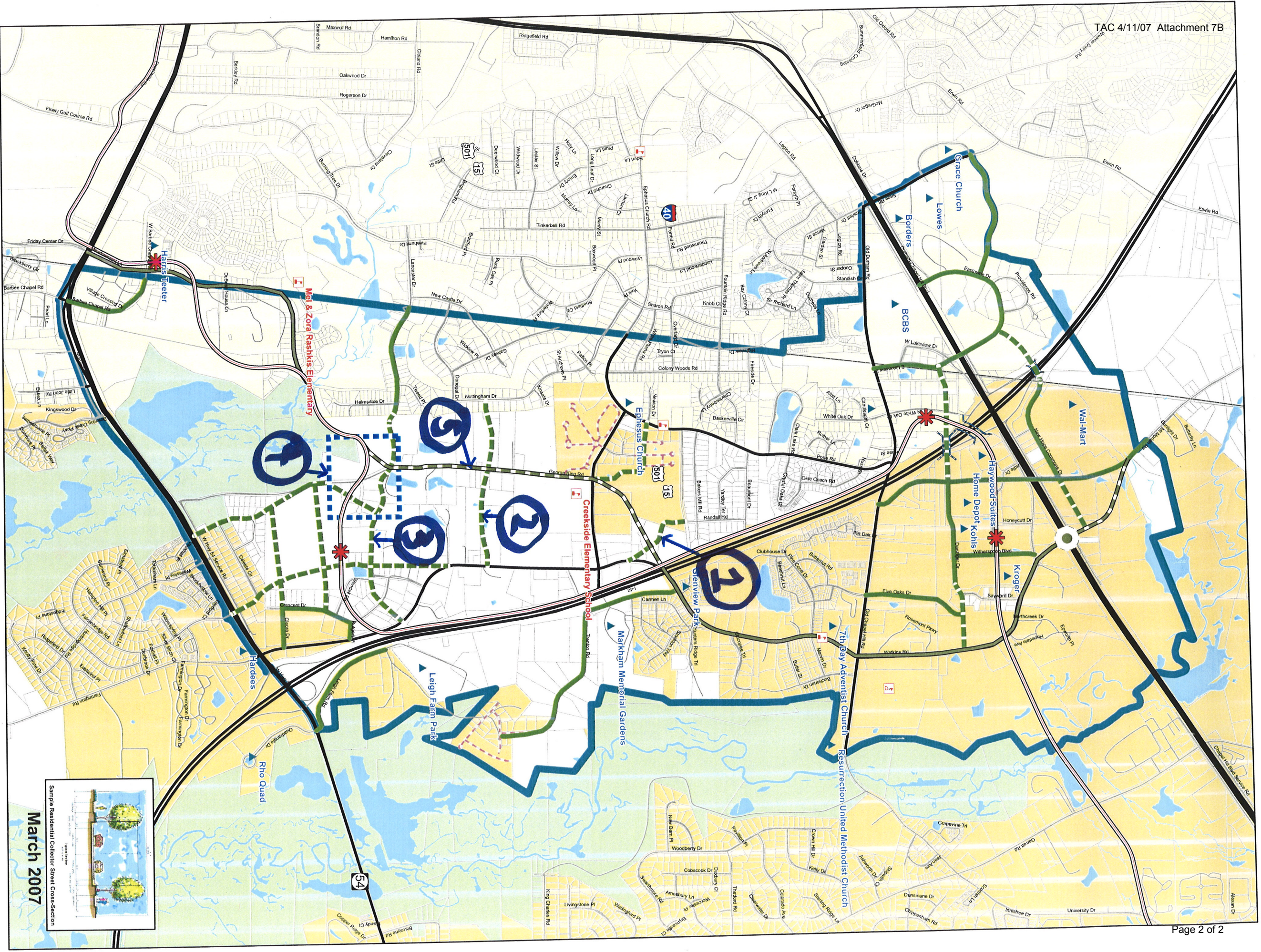
“Complete Streets” — design concepts should be implemented to balance mobility, safety and aesthetics for everyone in the corridor. “Complete streets” considerations include travel lane width, pedestrian and bicycle circulation, transit, on-street parking, lighting, trees, street crossings, and median treatments.



For More Information, Please Contact...

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 Fax: 919-560-4561
andrewhenry@durhamnc.gov

David Bonk
 Town of Chapel Hill
 405 Martin Luther King Jr. Blvd.
 Chapel Hill, NC 27514
 Phone: 919-968-2888, ext. 347
 Fax: 919-969-2014
dbonk@townofchapelhill.org



Southwest Durham - Southeast Chapel Hill Collector Street Plan

Final CSP Network

Legend

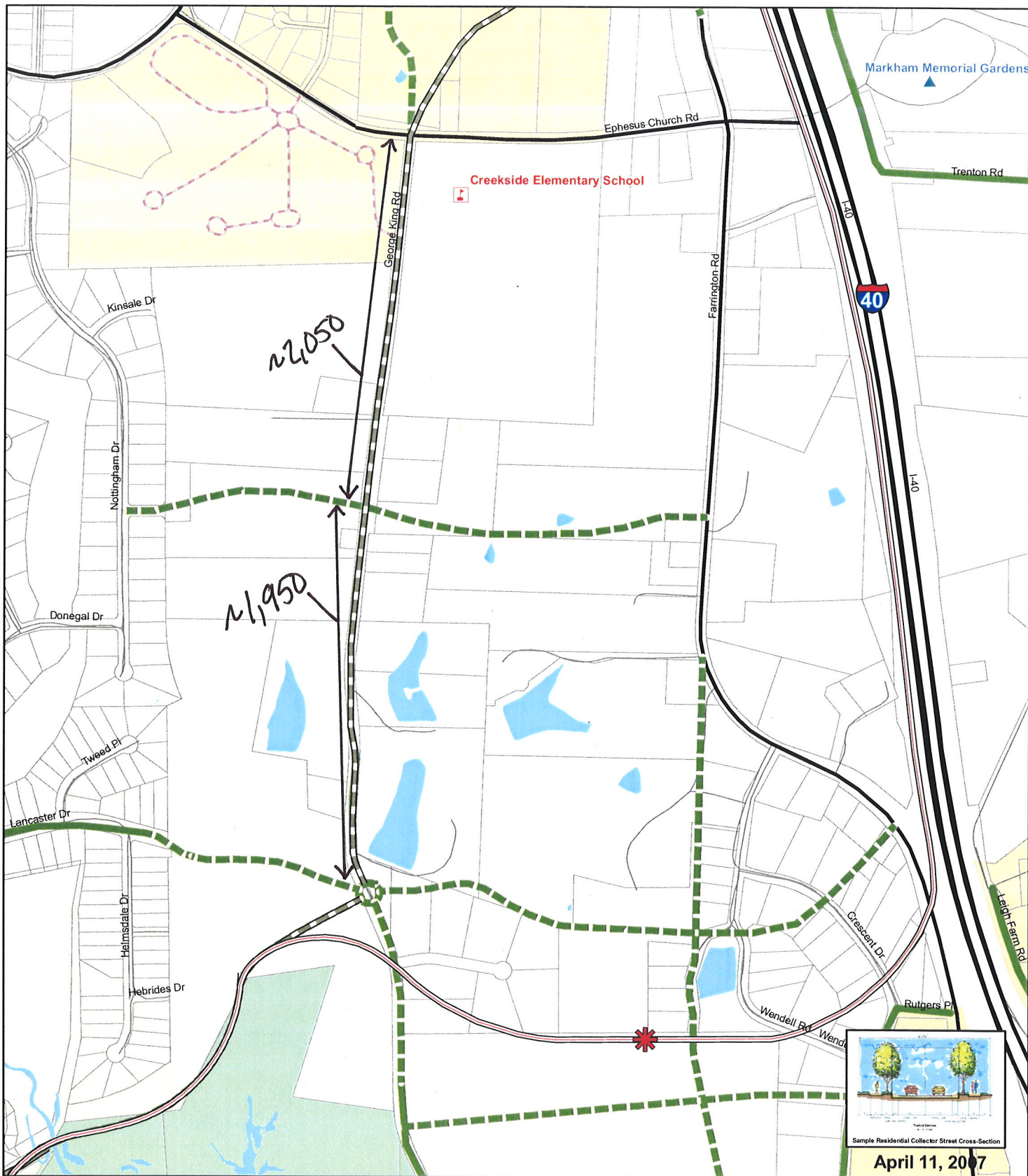
- Kimley-Horn and Associates, Inc.
- Study Area
- County Boundary
- Durham City Limits
- Chapel Hill Town Limits
- Corps of Engineers Land
- Destination Points
- Schools
- Overpass
- Phased Development
- Existing Higher-Classification Facilities
- Approved Internal Neighborhood Street
- Proposed Transit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

Scale: 0 0.125 0.25 0.5 Miles

North Arrow: N, S, E, W

Inset Map: Sample Residential Collector Street Cross-Section, March 2007

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



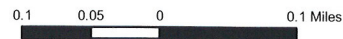
Southwest Durham - Southeast Chapel Hill Collector Street Plan

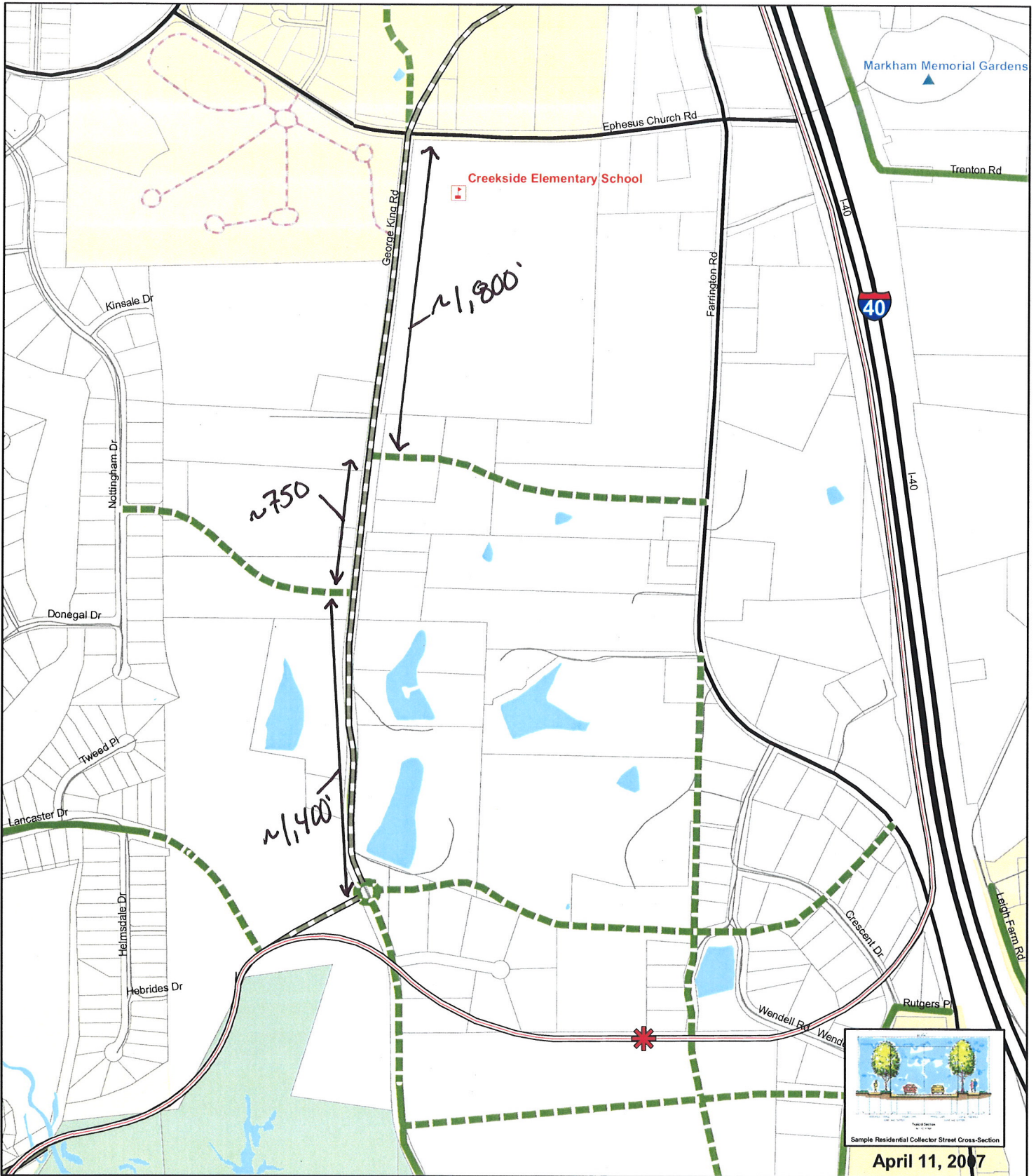
Final CSP Network - Close Up



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

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





Southwest Durham - Southeast Chapel Hill Collector Street Plan

Final CSP Network - Citizen Alternative Close Up









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

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









LEGEND

-  PROPOSED ROADWAY
-  PROPOSED STRUCTURES, ISLAND, SIDEWALK, CURB & GUTTER
-  EXISTING STRUCTURES, ISLAND, CURB & GUTTER TO BE RETAINED
-  LAKES, RIVER, STREAMS & PONDS
-  PROPERTY LINES
-  PROPOSED COLLECTOR STREETS



SOUTHWEST DURHAM DRIVE
 LONG RANGE TRANSPORTATION PLAN
 FUNCTIONAL DESIGN JAN. 22, 2007







LEGEND

-  PROPOSED ROADWAY
-  PROPOSED STRUCTURES, ISLAND, SIDEWALK, CURB & GUTTER
-  EXISTING STRUCTURES, ISLAND, CURB & GUTTER TO BE RETAINED
-  LAKES, RIVER, STREAMS & PONDS
-  PROPERTY LINES
-  PROPOSED COLLECTOR STREETS



SOUTHWEST DURHAM DRIVE
GEORGE KING ROAD ALIGNMENT-1
FUNCTIONAL DESIGN JAN. 22, 2007

LEGEND

-  PROPOSED ROADWAY
-  PROPOSED STRUCTURES, ISLAND, SIDEWALK, CURB & GUTTER
-  EXISTING STRUCTURES, ISLAND, CURB & GUTTER TO BE RETAINED
-  LAKES, RIVER, STREAMS & PONDS
-  PROPERTY LINES
-  PROPOSED COLLECTOR STREETS



SOUTHWEST DURHAM DRIVE
 GEORGE KING ROAD ALIGNMENT-2
 FUNCTIONAL DESIGN JAN. 22, 2007

A RESOLUTION PROVIDING THE DURHAM-CHAPEL HILL-CARRBORO TRANSPORTATION ADVISORY COMMITTEE WITH RECOMMENDATIONS ON THE DRAFT SOUTHWEST DURHAM-SOUTHEAST CHAPEL HILL COLLECTOR STREETS PLAN (2006-12-04/R-13)

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization has prepared a draft Southwest Durham-Southeast Chapel Hill Collector Streets Plan; and

WHEREAS, the Durham-Chapel Hill-Carrboro Transportation Advisory Committee has referred the draft Plan to Chapel Hill for comments; and

WHEREAS, the Council has received comments and recommendations from Town Advisory Boards and the public on the draft Southwest Durham-Southeast Chapel Hill Collector Streets Plan;

NOW, THEREFORE, BE IT RESOLVED by the Council of the Town of Chapel Hill that the Council refers the following recommendations to the Durham-Chapel Hill-Carrboro Transportation Advisory Committee.

- The Durham-Chapel Hill-Carrboro Transportation Advisory Committee should direct Metropolitan Planning Organization staff to initiate a process to secure a combination of public and private funds to upgrade George King Road as a collector road, which connects Ephesus Church Road to NC 54 east of the Chapel Hill limits.
- The draft Collector Streets Plan should be revised to show George King Road connecting Ephesus Church Road to NC 54 east of the Chapel Hill limits, and to extend Meadowmont Lane, Lancaster, and KilKenny in a circuitous fashion, similar to the attached sketch, so that the alignments do not encourage through traffic onto any existing Chapel Hill street (see attachment).
- Allocation of these funds should be initiated as soon as possible.
- Designate Meadowmont Lane as a collector road in the next update of the Regional Long Range Transportation Plan.
- Staff from Chapel Hill, the City of Durham and Durham County should coordinate the implementation of the collector streets network, through the existing courtesy review agreement, to ensure that the design of the network provides multiple connections, discourages through traffic and includes adequate traffic calming features.
- The Metropolitan Planning Organization should provide funding from the Surface Transportation Program Direct Allocation program to implement traffic calming, including bicycle and pedestrian improvements along existing streets that are part of the proposed collector street network.
- The Metropolitan Planning Organization should revise the Memorandum of Understanding to correct any inconsistencies between State statutes and the provisions of the Memorandum.
- The draft Collector Streets Plan should be revised to realign the proposed collector street crossing of I-40, south of US 15-501, to conform to the proposed fixed guideway crossing.

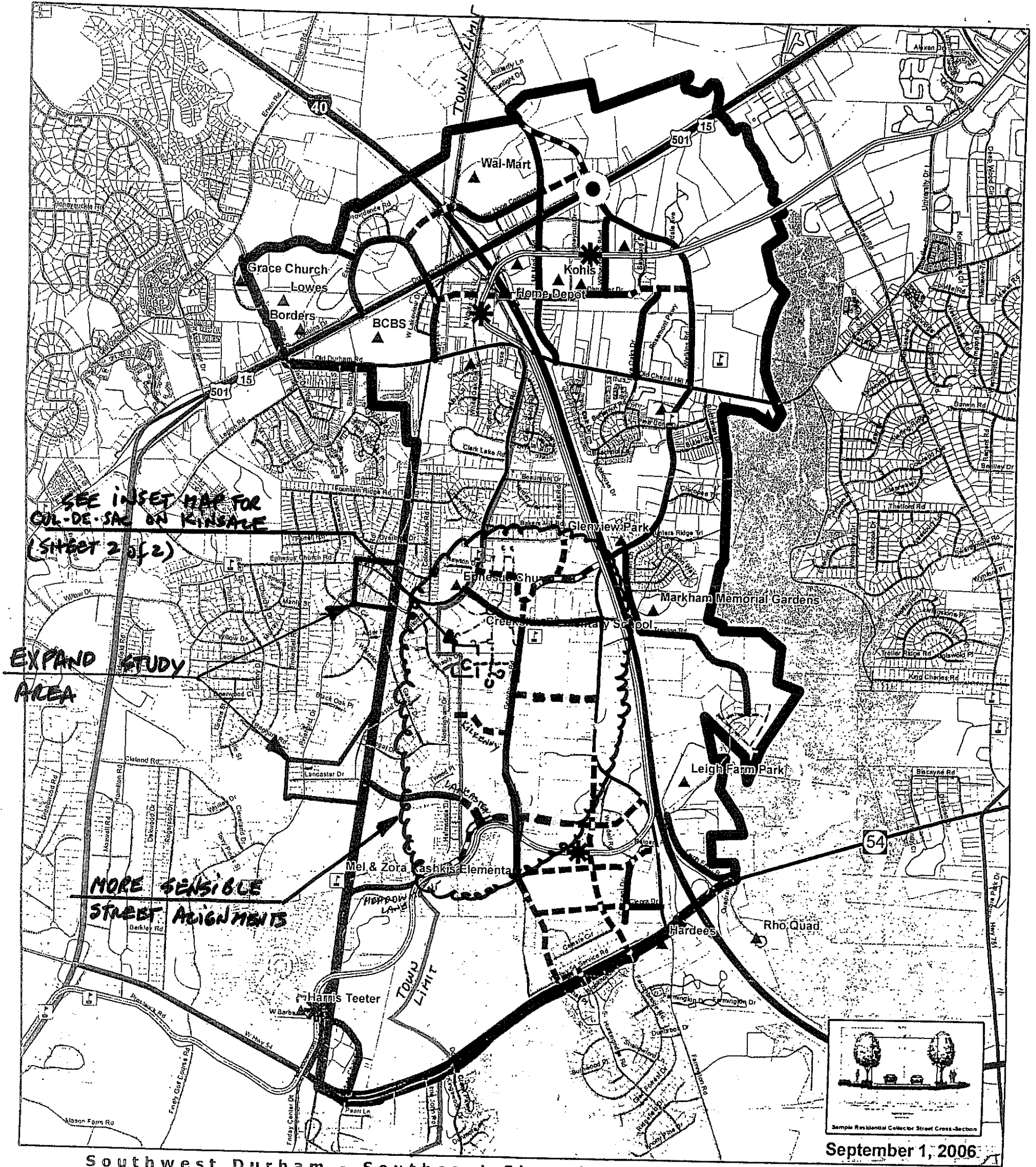
This the 4th day of December, 2006.

Addition to Council Resolution 2006-12-04/12-13

- The draft Collector Streets Plan should be revised to show George King Road connecting Ephesus Church Road to NC 54 east of the Chapel Hill limits, and to extend Meadowmont Lane, Lancaster, and Kilkenny in a circuitous fashion, similar to the attached sketch, so that the alignments do not encourage through traffic onto any existing Chapel Hill street.

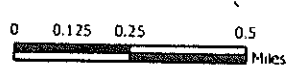
"CHAPEL HILL" PLAN

- QUANTIFY TRAFFIC IMPACTS
- EXPAND STUDY AREA TO KEY INTERSECTIONS
- SENSIBLE STREET ALIGNMENTS



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

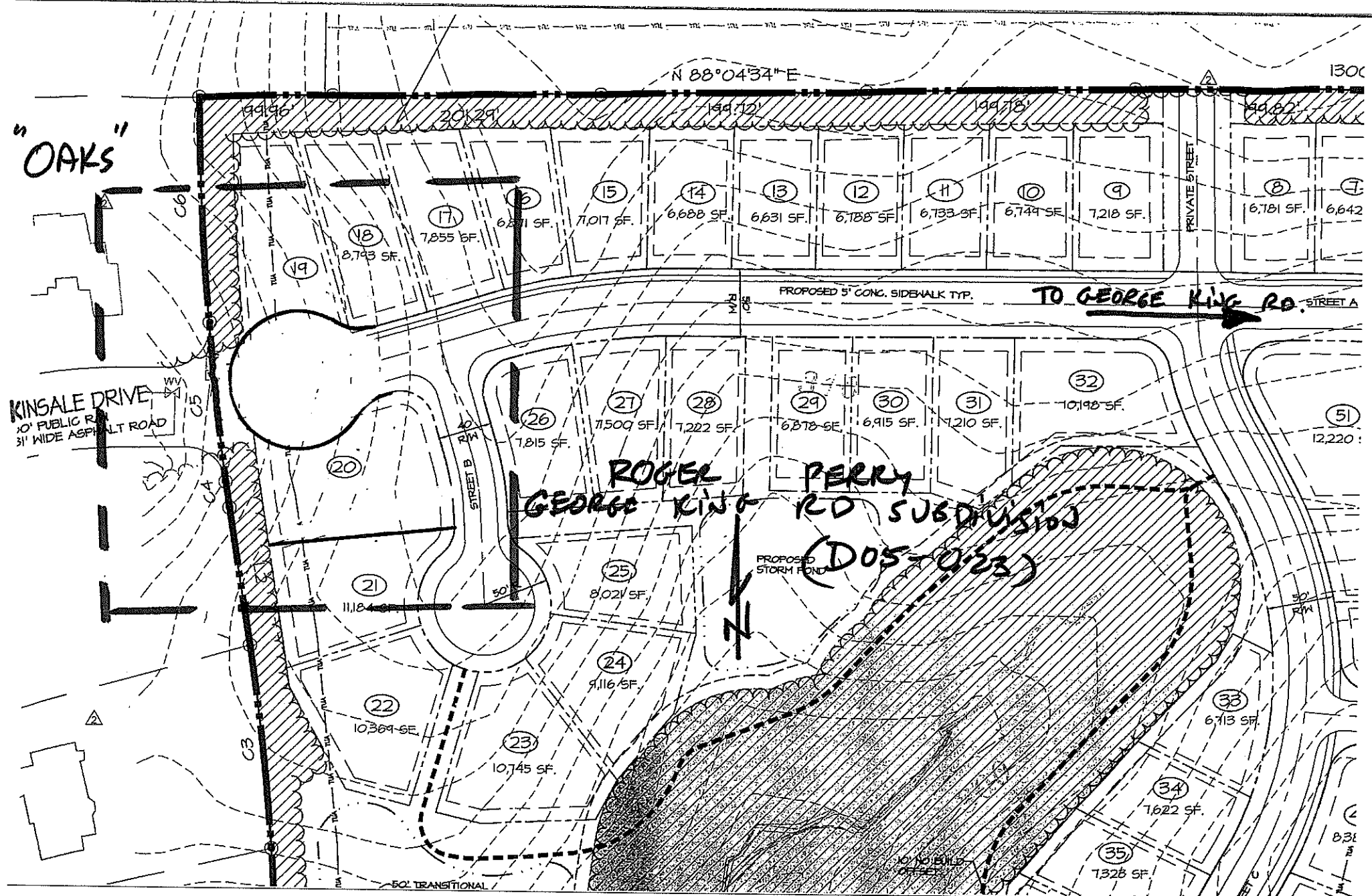
* Inclusion in the plan may refer to an upgrade or facility rehabilitation, whether addition of sidewalks, bicycle lanes, or landscaping (not necessarily widening).
 ** The maps are not precise and do not reflect the actual location or alignment of a proposed facility.



- ADD BIKE/PEDESTRIAN TRAVEL IN THE PLAN
- PROTECT "LOCAL" STREETS

OCTOBER 3, 2006
 REVISED NOV 24, 2006
 SHEET 1 of 2

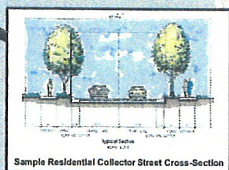
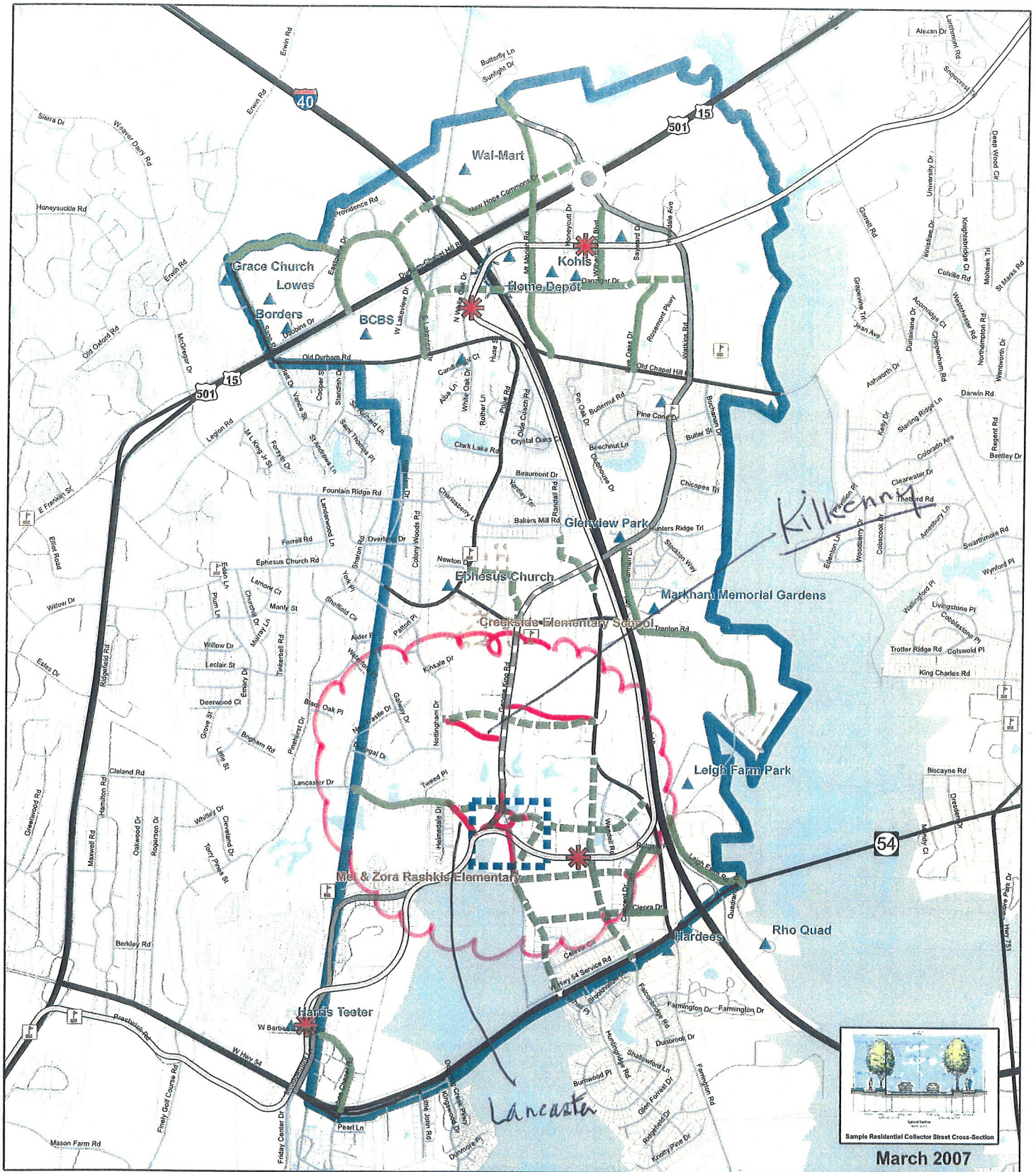
"CHAPEL HILL" PLAN



NOTE: THIS IS THE PLAN THAT
 ROGER PERRY PRESENTED TO THE
 CHAPEL HILL OAKS NEIGHBORHOOD
 SHOWING THAT KINSALE DRIVE
 WILL NOT BE CONNECTED BY
 ROADWAY TO GEORGE KING ROAD.

NOVEMBER 24, 2006

SHEET 2 of 2



March 2007

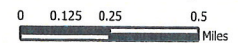
Southwest Durham - Southeast Chapel Hill Collector Street Plan

Final CSP Network

	Study Area County Boundary Durham City Limits Chapel Hill Town Limits	Corps of Engineers Land Destination Points Schools Overpass	Proposed Interchange Approved SW Durham Drive Alignment Southwest Durham Drive Phased Development	Existing Higher Classification Facilities Approved Internal Neighborhood Street Proposed Transit Alignment Proposed Transit Stations	Recommended Collector Street** Existing Road to be Classified as Collector* Proposed New Collector Streets
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 ** The maps are not precise and do not reflect the actual location or alignment of a proposed facility.



MEMORANDUM

TO: **Transportation Advisory Committee
DCHC MPO**

FROM: **DCHC MPO Lead Planning Agency**

DATE: **April 11, 2007**

SUBJECT: **2007-2008 Unified Planning Work Program (UPWP)**

The Unified Planning Work Program (UPWP) is prepared annually by each MPO under the Federal guidelines for the metropolitan transportation planning process. The UPWP outlines tasks to be undertaken to accomplish federal, state and local/regional transportation related initiatives. The 2007-2008 UPWP, enclosed as attachment 8A, specifies transportation planning activities to be undertaken within the DCHC MPO region in an effort to accomplish these priorities and initiatives.

Funding for the UPWP is provided by the U.S. Department of Transportation (80%); through Federal Highway Administration (FHWA) Metropolitan Planning (PL) Funds, and Federal Transit Administration (FTA). The remaining 20% is funded locally. A summary of the funding types and funding levels are described in the Introduction Section of the UPWP document (p. 15-20).

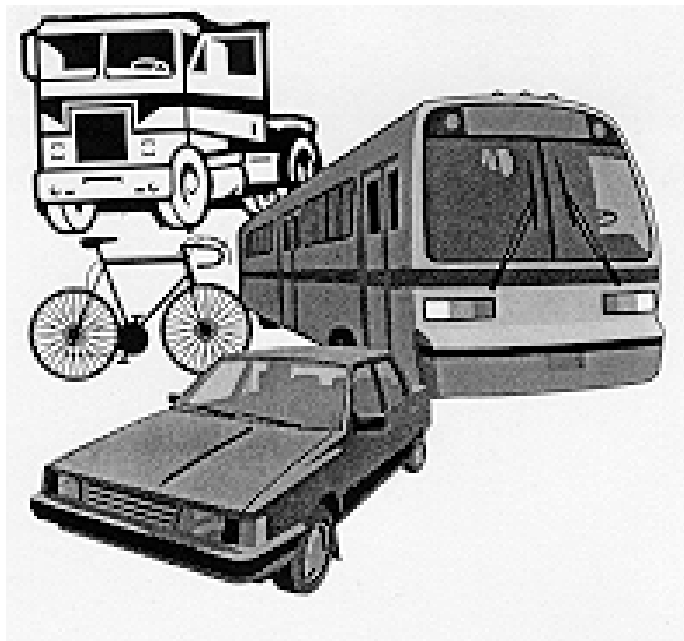
The TAC received the draft 2007-2008 UPWP at the March 14, 2007 meeting. The initial draft mainly contained work tasks that the local governments, including the Lead Planning Agency, Chapel Hill, Carrboro, and Orange County, funded with their annual planning allocation (Section 104F, PL) and with the STP-DA funding allocation “flexed” to on-going planning activities. Also at the March 14, 2007 meeting, the TAC approved an amendment of the current UPWP (FY 2006-07) which includes among other things, carryover funds for major projects. These include the land-use model, non-motorized trip model development, ITS, GIS data automation and integration, etc.

The attached 2007-2008 UPWP contains three principal items: 1) Work tasks that the local governments, including the Lead Planning Agency, Chapel Hill, Carrboro, and Orange County, funded with their annual planning allocation (Section 104F, PL) and with the STP-DA funding allocation (attachment 8B); 2) Carryover funds from the 2006-2007 UPWP; and 3) New requests by TJCOG, TTA and the Town of Chapel Hill.

TJCOG is requesting \$32,000 of federal funds for air quality coordination activities and Transit Blueprint activities. TTA is requesting \$105,000 for the TDM marketing activities. The Town of Chapel Hill is requesting \$40,000 for the Town’s TDM initiative.

TCC Recommendation: The TCC at the March 28, 2007 meeting recommended TAC’s approval of FHWA and FTA resolutions adopting the 2007-2008 UPWP (p. 1-3). TCC also recommended TAC approval of the MPO self-certification resolution (p. 5).

**Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization**



2007-2008
Unified Planning Work Program (UPWP)

April 11, 2007

**Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization**

FY 2007-2008 Unified Planning Work Program

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Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization

RESOLUTION

Approving the FY 2007-2008 Unified Planning Work Program

April 11, 2007

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

Whereas, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization;
and

Whereas, the City of Durham Department of Transportation has been designated as the recipient of Section 104(f) Planning and Technical Studies Planning grant funds; and

Whereas, members of the Transportation Advisory Committee agree that the Unified Planning Work Program will effectively advance transportation planning for FY 2007-2008.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses the *Durham-Chapel Hill-Carrboro Metropolitan Planning Organization FY 2007-2008 Unified Planning Work Program*.

I, Alice M. Gordon , TAC Chair do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, duly held on the 11th day of April, 2007.

TAC Chair

Subscribed and sworn to me this _____ day of _____, 2007.

Notary Public

(Notary seal)

101 City Hall Plaza
Durham, NC 27701

My commission expires _____

Durham-Chapel Hill-Carrboro (DCHC)
Metropolitan Planning Organization (MPO)

RESOLUTION (PTD-FTA)

Approving the FY 2007-2008 Unified Planning Work Program (UPWP) of the
DCHC Urban Area

April 11, 2007

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

Whereas, a comprehensive and continuing transportation planning program must be carried out
cooperatively in order to ensure that funds for transportation projects are effectively
allocated to the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization;
and

Whereas, the City of Durham Department of Transportation has been designated as the recipient
of Federal Transit Administration (FTA) Metropolitan Planning Program funds; and

Whereas, members of the Transportation Advisory Committee agree that the Unified Planning
Work Program will effectively advance transportation planning for FY 2007-2008.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses
the FY 2007-2008 Unified Planning Work Program for the Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization.

I, Alice M. Gordon, Chair of the DCHC MPO Transportation Advisory Committee (TAC) do
hereby certify that the above is a true and correct copy of an excerpt from the minutes of a
meeting of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, duly held on
the 11th day of April, 2007.

Alice M. Gordon, PhD
Chairman, Transportation Advisory Committee

Subscribed and sworn to me this _____ day of _____, 2007.

(Notary seal)

Notary Public
101 City Hall Plaza
Durham, NC 27701

My commission expires _____

RESOLUTION CONFIRMING TRANSPORTATION PLANNING PROCESS

RESOLUTION CERTIFYING THE DURHAM-CHAPEL HILL-CARRBORO (DCHC MPO) METROPOLITAN PLANNING ORGANIZATION'S TRANSPORTATION PLANNING PROCESS FOR FY 2007-08 (FY 2008)

WHEREAS, the Transportation Advisory Committee has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607;

WHEREAS, the Transportation Advisory Committee has found the transportation planning process to be in compliance with Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c));

WHEREAS, the Transportation Advisory Committee has found the Transportation Planning Process to be in full compliance with Title VI of the Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Section 1003(b) of ISTEA of 1991 (Pub. L. 102-240), Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR parts 27, 37, and 38);

WHEREAS, the DCHC MPO Metropolitan Transportation Improvement Program is a subset of the currently conforming 2030 Long Range Transportation Plan;

WHEREAS, the Transportation Plan has a planning horizon year of 2030, and meets all the requirements for an adequate Transportation Plan,

NOW THEREFORE, be it resolved that the DCHC Urban Area Transportation Advisory Committee certifies the transportation planning process for the DCHC Metropolitan Planning Organization on this the 11th day of April, 2007.

Chair, Transportation Advisory Committee

Clerk/Secretary/Planner

Metropolitan Planning Self-Certification Process

CFR 450.334

The State and the MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:

- Section 134 of title 23 U.S.C., section 8 of the Federal Transit Act (49 U.S.C. app. 1607) and;
- Section 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d));
- Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794;
- Section 103 (b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded planning projects...; and
- The provisions of the Americans with Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR parts 27, 37, and 38).

In addition, the following checklist should help guide the MPOs as they review their processes and programs for self-certification.

Self-Certification Checklist

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)]

2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CF R 450.306 (i)]

3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)]

4. Is there a currently adopted (Unified) Planning Work Program (U/PWP)? 23 CFR 450.314
 - a. Is there an adopted prospectus?
 - b. Are tasks and products clearly outlined?
 - c. Is the U/PWP consistent with the LRTP?
 - d. Is the work identified in the U/PWP completed in a timely fashion?

5. Does the area have a valid transportation planning process? 23 CFR 450.322
 - a. Is the transportation planning process continuous, cooperative and comprehensive?
 - b. Is there a valid LRTP?
 - c. Did the LRTP have at least a 20-year horizon at the time of adoption?
 - d. Does it address the 8-planning factors?
 - e. Does it cover all modes applicable to the area?
 - f. Is it financially constrained?
 - g. Does it include funding for the maintenance and operation of the system?
 - h. Does it conform to the State Implementation Plan (SIP) (if applicable)?
 - i. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)?

6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 332
 - a. Is it consistent with the LRTP?
 - b. Is it fiscally constrained?
 - c. Is it developed cooperatively with the state and local transit operators?
 - d. Is it updated at least every 4-yrs and adopted by the MPO and the Governor?

7. Does the area have a valid CMP? (TMA only) 23 CFR 450.320
 - a. Is it consistent with the LRTP?
 - b. Was it used for the development of the TIP?
 - c. Is it monitored and reevaluated to meet the needs of the area?

8. Does the area have a process for including environmental mitigation discussions in the planning process? (SAFETEA-LU)
 - a. How _____
 - b. Why not _____

9. Does the planning process meet the following requirements of 23 CFR 450.316 (2) (3), EO 12898?
 - a. Title VI
 - i. Are there procedures in place to address Title VI complaints and does it comply with federal regulation? [23 CFR 200.9 (b)(3)]
 - b. Environmental Justice (Executive Order 12898)
 - i. Has the MPO identified low-income and minority populations within the planning area and considered the effects in the planning process?
 - c. ADA
 - i. Are there procedures in place to address ADA complaints of non-compliance and does it comply with federal regulation? [49 CFR 27.13]
 - d. DBE
 - i. Does the MPO have a DBE policy statement that expresses commitment to the DBE program? [49 CFR 26.23]
10. Does the area have an adopted PIP/Public Participation Plan? 23 CRR 450.316 (b)(1)
 - a. Did the public participate in the development of the PIP?
 - b. Was the PIP made available for public review for at least 45-days prior to adoption?
 - c. Is adequate notice provided for public meetings?
 - d. Are meetings held at convenient times and at accessible locations?
 - e. Is the public given an opportunity to provide oral and/or written comments on the planning process?
 - f. Is the PIP periodically reviewed and updated to ensure its effectiveness?
 - g. Are plans/program documents available in an electronic accessible format, i.e. MPO website?
11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? (SAFETEA-LU)
 - a. How _____
 - b. Why not _____

Overview

Durham-Chapel Hill Carrboro
Metropolitan Planning Organization
FY 2007-2008 Unified Planning Work Program

Overview

Federal legislation (SAFETEA-LU) and implementing regulations mandate that each Metropolitan Planning Organization prepare an annual work program known as the Unified Planning Work Program (UPWP). The UPWP must identify the MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Tasks are identified by an alphanumeric task code and description. A complete narrative description for each task is more completely described in the *Prospectus for Continuing Transportation Planning for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization*, approved by the TAC on February 13, 2002. The *Prospectus* is hereby referenced as an element of the UPWP and is available upon request from any member agency of the DCHC MPO.

The UPWP also contains supplemental project descriptions for special projects and Federal Transit Administration (FTA) projects. Special project descriptions are provided by the responsible agency. FTA planning project task descriptions, FTA Disadvantaged Businesses Contracting Opportunities forms, and FTA funding source tables (a subset of the funding source table) are also included in this work program.

The funding source tables reflect available federal planning fund sources and the amounts of non-federal matching funds. The match is provided through either local or state funds or both. Statewide Planning and Research Funds (SPR) are designated for State use only and reflect the amount of those funds to be expended by the N. C. Department of Transportation Statewide Planning Division on DCHC MPO activities. Federal Highway Administration (FHWA) Section 104(f) funds, FHWA Section 133(b)(3)(7) funds, FTA Section 5303 (formerly Section 8) funds, FTA Section 5307 (formerly Section 9) funds, and Section 5309 (formerly Section 3) funds are designated for MPO use. The Section 5303 and Section 5307 funds have historically been used for transit planning tasks while other MPO transportation planning tasks have been funded with Section 104(f) and Section 133(b)(3)(7) funds. The Section 104(f) funds and the Section 133(b)(3)(7) funds, also known as Surface Transportation Program – Direct Attributable (STP-DA) funds are set by congressional authorization on an annual basis. With the exception of FTA Section 5307 and 5309 funds, these funds can only be used for MPO transportation planning purposes. FTA Section 5309 funds are used for transit capital expenses, and Section 5307 funds are used for transit capital and operating expenses as reflected in the Transportation Improvement Program.

As part of the annual UPWP adoption process, the MPO is required to certify that it adheres to a transportation planning process that is continuous, cooperative, and comprehensive. The certification resolution was included as part of the FY 2006-2007 UPWP and is also included in this work program.

Introduction

INTRODUCTION

Annually, the DCHC MPO is required by federal regulations to prepare a Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities. Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and includes a local matching share.

The Unified Planning Work Program (UPWP) is a narrative description of the annual technical work program for a continuing, cooperative and comprehensive (3C) transportation planning process in the DCHC metropolitan area. As the Lead Planning Agency (LPA) for the DCHC Metropolitan Planning Organization (MPO), the City of Durham, Transportation Division is responsible for developing the UPWP in cooperation with other members of the MPO including the Town of Chapel Hill, the Town of Carrboro, Orange County, Triangle Transit Authority (TTA), MPO local transit operators, and the North Carolina Department of Transportation (NCDOT).

The UPWP provides an indication of regional long and short-range transportation planning objectives, the manner in which these objectives will be achieved, the budget necessary to sustain the overall planning effort, and the sources of funding for each specific program element. All tasks will be performed by the MPO member agencies in cooperation with appropriate agencies, unless otherwise stated.

The work tasks within this UPWP are reflective of issues and concerns originating from transportation agencies at the federal, state and local levels. Several UPWP tasks are specifically targeted to implement provisions of several pieces of federal legislation, particularly the Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for User (SAFETEA-LU), the Clean Air Act Amendments of 1990 (CAAA), the Americans with Disabilities Act (ADA), and the North Carolina General Statute.

Federal regulations require Metropolitan Planning Organizations like the DCHC MPO develop an annual UPWP in cooperation with State and publicly-owned transit services. The annual work program is required to serve as a framework for collaborative planning among the Lead Planning Agency staff and staffs of the MPO member agencies. Also, the UPWP is intended to advance a strategic, integrated planning process within the metropolitan area.

The descriptions of the tasks to be accomplished and the budgets for these tasks are based on the best estimate of what can be accomplished within the confines of available resources. If, in the performance of this work program, it becomes apparent that certain tasks cannot be accomplished due to changing or unforeseen circumstances, redefining the scope of the tasks and/or reallocating funds among tasks will adjust the UPWP. Such adjustments are handled through UPWP amendments, and are developed in cooperation with NCDOT, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the transit agencies, and other concerned agencies as appropriate.

SOURCES OF FUNDS

There are three main sources of funds used for transportation Planning UPWP:

- 1 Federal funds - US Department of Transportation (FHWA & FTA)
- 2 State funds - North Carolina Department of Transportation - NCDOT
- 3 Local Match (Durham, Chapel Hill and Carrboro)

Federal Funds

FHWA Funds - Two principle FWHA funds used for UPWP funding are the Section 104(f) – PL funds and STP-DA.

Other Funding Sources - Other funding sources available are typically sought to conduct specific planning activities. These funds include highway funds such as Congestion Mitigation Air Quality (CMAQ) funds and HPR funds, grant from FHWA to NCDOT for highway planning and research.

State Funds (NCDOT)

NCDOT provides 10% match for FTA 5303 and 5307 planning funds received by the MPO transit operators – Chapel Hill Transit, DATA, and TTA.

Local Funds

Recipients of FHWA funds are required to provide 20% local match. The City of Durham, Town of Chapel Hill, Town of Carrboro, and Orange County provide 20% local match for Section 104(f) – PL and STP-DA funds. Also, the City of Durham and the Town of Chapel Hill provide 10% local match for FTA section 5303 and 5307 funds.

FY 2007-08 UPWP funding levels as well as the descriptions of funding sources are summarized below.

Section 104(f) also known as PL funds are FHWA funds for urbanized areas, administered by NCDOT. These funds require a 20% match. The PL funding apportionment to the state is distributed to the MPOs through a population-based formula. The proposed Section 104(f) funding level is based on the SAFETEA-LU Section 104(f) allocation as well as new PL distribution approved by NCDOT Board of Transportation in June 2005. The statewide section 104(f) funds are distributed among the 17 MPOs based on the following formula: All MPOs get an equal share of \$130,000 (hold harmless) and the rest of the funds are distributed based on the MPO urbanized area population. The DCHC MPO PL fund allocation for FY 2007-08 is \$374,273.

Federal (PL funds)	\$374,273
Local (20% match)	<u>\$ 93,568</u>
Total	\$467,841

STP-DA – These funds are the Direct Attributable Allocation portion of the federal Surface Transportation Program (STP) funds provided to Transportation Management Areas (TMAs are MPOs over 200,000 population). By agreement with the DCHC MPO and NCDOT, a portion of these funds are used for MPO transportation planning activities. STP-DA funds earmarked for programming in the FY 2007-2008 UPWP are shown below.

Federal (STP-DA)	\$273,000
Local (20% match)	<u>\$ 68,250</u>
Total	\$341,250

State Planning and Research Funds (SPR Funds) – These are FHWA funds allocated to the Transportation Planning Branch (TPB) of NCDOT. NCDOT determines the allocation of these funds among tasks in the UPWP and is responsible for contributing 20% of non federal matching funds. SPR funds programmed in the 2006-2007 UPWP are as follows:

Federal	\$49,200
NCDOT-TPB	\$12,300
Total SPR funds	\$61,500

FTA Funds -Two types of funds are used for transit planning purposes by the DCHC MPO; Section 5303 (formerly Section 8 Metropolitan Planning) and Section 5307 funds (formerly Section 9) of the Federal Transit Act Amendments of 1991.

Section 5303 funds are grant monies from FTA that provide assistance to urbanized areas for transit planning. Essentially, the funds are earmarked for use in planning and technical studies related to urban public transportation. They are provided from the Federal Transit Administration through the NCDOT-PTD to the MPO transit operators (80% from FTA, 10% from NCDOT-PTD, and 10% local match).

	CHT	DATA	TTA	MPO Total
Federal	\$ 90,799	\$ 94,505		\$185,304
State	\$ 11,350	\$ 11,813		\$ 23,163
<u>Local</u>	<u>\$ 11,350</u>	<u>\$ 11,813</u>		<u>\$ 23,163</u>
Total	\$113,499	\$118,131		\$231,630

Section 5307 funds can be used for planning as well as other purposes, and are distributed by the formula by FTA. The DATA, CHT, and TTA use Section 5307 funds from the FTA for assistance on a wide range of planning activities. These funds require a 10% local match, which is provided by the City of Durham, the Town of Chapel Hill, and TTA; and 10% State match provided the Public Transportation Division of NCDOT

	CHT	DATA	TTA	MPO Total
Federal	\$ 88,024	\$288,372	\$692,800	\$1,069,196
State	\$ 11,003	\$ 36,047	\$ 86,600	\$ 133,650
Local	\$ 11,003	\$ 36,047	\$ 86,600	\$ 133,650
Total	\$110,030	\$360,465	\$866,000	\$1,336,495

DCHC MPO – UPWP Funding Sources (FY 2007-08)

Funding Type	Federal	State	Local	Total
Section 104(f)	\$374,273	\$0	\$93,568	\$467,841
STP-DA	\$273,000	\$0	\$68,250	\$341,250
FTA 5303	\$185,304	\$23,163	\$23,163	\$231,630
FTA 5307	\$1,069,196	\$133,650	\$133,650	\$1,336,495

Funding Distribution & Agency Allocation Tables

MPO Funds Distribution by Agency		Durham-Chapel Hill-Carrboro Urban Area FY 2007-2008 Unified Planning Work Program Funding Distribution by Agency & Funding Sources															MPO Summary 4/5/2007 9:43			
		SPR Highway		STP-DA Sec. 133(b)(3)(7)		Section 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
Receiving Agency	NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total	
Durham/DATA			312,250	1,249,000	83,687	334,748	11,813	11,813	94,505	36,047	36,047	288,372	0	0	0	443,797	47,860	1,966,625	2,458,281	
Carrboro			0	0	6,351	25,405	0	0	0	0	0	0	0	0	0	6,351	-	25,405	31,756	
Chapel Hill/CHT			10,000	40,000	16,528	66,112	11,350	11,350	90,801	11,003	11,003	88,024	0	0	0	48,881	22,353	284,937	356,171	
Orange County			0	0	1,410	5,640	0	0	0	0	0	0	0	0	0	1,410	-	5,640	7,050	
TJCOG			6,250	25,000	1,750	7,000	0	0	0	0	0	0	0	0	0	-	6,250	32,000	40,000	
TTA			26,250	105,000	0	0	0	0	0	86,600	86,600	692,800	0	0	0	86,600	112,850	797,800	997,250	
NCDOT	12300	49200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12,300	49,200	61,500	
Totals	\$12,300	\$49,200	\$354,750	\$1,419,000	\$109,726	\$438,905	\$23,163	\$23,163	\$185,306	\$133,650	\$133,650	\$1,069,196	\$0	\$0	\$0	\$587,039	\$201,613	\$3,161,607	\$3,952,009	

Summary MPO Funding Source Tables

MPO Summary (FHWA/FTA Funds)		Durham-Chapel Hill-Carrboro Urban Area FY 2007-2008 Unified Planning Work Program Summary Funding Source Tables - FHWA/FTA Funds															MPO Summary 4/5/2007 9:43			
Task Description	SPR Highway		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary				
	NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total	
	II A	Surveillance of Change																		
1	0	0	0	0	2,500	10,000	0	0	0	0	0	0	0	0	0	2,500	-	10,000	12,500	
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
4	0	0	500	2,000	400	1,600	0	0	0	0	0	0	0	0	0	900	-	3,600	4,500	
5	0	0	1,250	5,000	50	200	6,813	6,813	54,505	11,984	11,984	95,869	0	0	0	20,097	18,797	155,574	194,468	
6	0	0	3,750	15,000	3,500	14,000	0	0	0	0	0	0	0	0	0	7,250	-	29,000	36,250	
7	0	0	0	0	500	2,000	0	0	0	0	0	0	0	0	0	500	-	2,000	2,500	
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
9	0	0	0	0	5,000	20,000	0	0	0	0	0	0	0	0	0	5,000	-	20,000	25,000	
10	0	0	2,500	10,000	2,645	10,580	1,875	1,875	15,000	0	0	0	0	0	0	7,020	1,875	35,580	44,475	
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
12	0	0	0	0	60	240	0	0	0	0	0	0	0	0	0	60	-	240	300	
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
II B	Long Range Transp. Plan																			
1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
3	2,100	8,400	157,500	630,000	0	0	0	0	0	12,500	12,500	100,000	0	0	0	170,000	14,600	738,400	923,000	
4	0	0	42,500	170,000	0	0	0	0	0	4,000	4,000	32,000	0	0	0	46,500	4,000	202,000	252,500	
5	0	0	2,500	10,000	0	0	0	0	0	0	0	0	0	0	0	2,500	-	10,000	12,500	
6	0	0	0	0	1,060	4,240	0	0	0	0	0	0	0	0	0	1,060	-	4,240	5,300	
7	0	0	1,250	5,000	2,500	10,000	0	0	0	0	0	0	0	0	0	3,750	-	15,000	18,750	
8	0	0	1,250	5,000	7,250	29,000	0	0	0	0	0	0	0	0	0	8,500	-	34,000	42,500	
9	0	0	875	3,500	5,000	20,000	475	475	3,801	0	0	0	0	0	0	6,350	475	27,301	34,126	
10	0	0	1,625	6,500	8,050	32,200	0	0	0	12,768	12,768	102,146	0	0	0	22,443	12,768	140,846	176,058	
11	0	0	9,500	38,000	4,063	16,250	2,500	2,500	20,000	0	0	0	0	0	0	16,063	2,500	74,250	92,813	
12	0	0	0	0	250	1,000	0	0	0	0	0	0	0	0	0	250	-	1,000	1,250	
13	200	800	17,000	68,000	75	300	0	0	0	0	0	0	0	0	0	17,075	200	69,100	86,375	
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
15	0	0	0	0	2,500	10,000	0	0	0	0	0	0	0	0	0	2,500	-	10,000	12,500	
16	0	0	0	0	3,250	13,000	625	625	5,000	0	0	0	0	0	0	3,875	625	18,000	22,500	
17	800	3,200	36,250	145,000	4,850	19,400	0	0	0	1,524	1,524	12,194	0	0	0	42,624	2,324	179,794	224,743	
18	200	800	1,250	5,000	2,098	8,390	0	0	0	625	625	5,000	0	0	0	3,973	825	19,190	23,988	
II C	Short Range Transit Planning																			
1	0	0	0	0	250	1,000	0	0	0	28,100	28,100	224,800	0	0	0	28,350	28,100	225,800	282,250	
III-A	Planning Work Program																			
	400	1,600	0	0	3,300	13,200	125	125	1,000	3,943	3,943	31,545	0	0	0	7,368	4,468	47,345	59,181	
III-B	Transp. Improvement Plan																			
	400	1,600	0	0	5,900	23,600	375	375	3,000	1,478	1,478	11,820	0	0	0	7,753	2,253	40,020	50,025	
III-C	Cvl Rgts. Cmp./Otr. Reg. Reqs.																			
1	0	0	0	0	0	0	0	0	0	375	375	3,000	0	0	0	375	375	3,000	3,750	
2	0	0	0	0	1,560	6,240	0	0	0	375	375	3,000	0	0	0	1,935	375	9,240	11,550	
3	0	0	0	0	40	160	0	0	0	625	625	5,000	0	0	0	665	625	5,160	6,450	
4	0	0	0	0	800	3,200	0	0	0	375	375	3,000	0	0	0	1,175	375	6,200	7,750	
5	0	0	0	0	0	0	5,000	5,000	40,000	625	625	5,000	0	0	0	5,625	5,625	45,000	56,250	
6	0	0	2,500	10,000	7,400	29,600	0	0	0	5,243	5,243	41,946	0	0	0	15,143	5,243	81,546	101,933	
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
III-D	Incidental Ping./Project Dev.																			
1	100	400	0	0	0	0	0	0	0	0	0	0	0	0	0	-	100	400	500	
2	1,000	4,000	750	3,000	1,861	7,445	0	0	0	0	0	0	0	0	0	2,611	1,000	14,445	18,056	
3	1,000	4,000	56,250	225,000	3,750	15,000	0	0	0	20,000	20,000	160,000	0	0	0	80,000	21,000	404,000	505,000	
4	2,100	8,400	3,250	13,000	2,500	10,000	625	625	5,000	625	625	5,000	0	0	0	7,000	3,350	41,400	51,750	
III-E	Management & Operations																			
1	4,000	16,000	12,500	50,000	26,765	107,060	4,750	4,750	38,000	28,485	28,485	227,876	0	0	0	72,500	37,235	438,936	548,670	
Totals	\$12,300	\$49,200	\$354,750	\$1,419,000	\$109,726	\$438,905	\$23,163	\$23,163	\$185,306	\$133,650	\$133,650	\$1,069,196	\$0	\$0	\$0	\$621,289	\$169,113	\$3,161,607	\$3,952,009	

MPO PL and STP-DA Tasks Funding Tables

FHWA Planning Funds MPO PL & STP-DA Total		Durham-Chapel Hill-Carrboro Urban Area FY 2007-2008 Unified Planning Work Program MPO PL & STP-DA Funding Tables								
	Task Description	STP-DA Section 133(b)(3)(7)			PL Section 104(f)			Total FHWA Planning Funds		
		Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total
		20%	80%	100%	20%	80%	100%	20%	80%	100%
II A	Surveillance of Change									
	1 Traffic Volume Counts	0	0	0	2,500	10,000	12,500	2,500	10,000	12,500
	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0
	3 Street System Changes	0	0	0	0	0	0	0	0	0
	4 Traffic Accidents	500	2,000	2,500	400	1,600	2,000	900	3,600	4,500
	5 Transit System Data	1,250	5,000	6,250	50	200	250	1,300	5,200	6,500
	6 Dwelling Unit, Pop. & Emp. Change	3,750	15,000	18,750	3,500	14,000	17,500	7,250	29,000	36,250
	7 Air Travel	0	0	0	500	2,000	2,500	500	2,000	2,500
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0
	9 Travel Time Studies	0	0	0	5,000	20,000	25,000	5,000	20,000	25,000
	10 Mapping	2,500	10,000	12,500	2,645	10,580	13,225	5,145	20,580	25,725
	11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0
	12 Bike & Ped. Facilities Inventory	0	0	0	60	240	300	60	240	300
	13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0
II B	Long Range Transp. Plan									
	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0
	2 Collection of Network Data	0	0	0	0	0	0	0	0	0
	3 Travel Model Updates	157,500	630,000	787,500	0	0	0	157,500	630,000	787,500
	4 Travel Surveys	42,500	170,000	212,500	0	0	0	42,500	170,000	212,500
	5 Forecast of Data to Horizon year	2,500	10,000	12,500	0	0	0	2,500	10,000	12,500
	6 Community Goals & Objectives	0	0	0	1,060	4,240	5,300	1,060	4,240	5,300
	7 Forecast of Future Travel Patterns	1,250	5,000	6,250	2,500	10,000	12,500	3,750	15,000	18,750
	8 Capacity Deficiency Analysis	1,250	5,000	6,250	7,250	29,000	36,250	8,500	34,000	42,500
	9 Highway Element of th LRTP	875	3,500	4,375	5,000	20,000	25,000	5,875	23,500	29,375
	10 Transit Element of the LRTP	1,625	6,500	8,125	8,050	32,200	40,250	9,675	38,700	48,375
	11 Bicycle & Ped. Element of the LRTP	9,500	38,000	47,500	4,063	16,250	20,313	13,563	54,250	67,813
	12 Airport/Air Travel Element of LRTP	0	0	0	250	1,000	1,250	250	1,000	1,250
	13 Collector Street Element of LRTP	17,000	68,000	85,000	75	300	375	17,075	68,300	85,375
	14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0
	15 Freight Movement/Mobility Planning	0	0	0	2,500	10,000	12,500	2,500	10,000	12,500
	16 Financial Planning	0	0	0	3,250	13,000	16,250	3,250	13,000	16,250
	17 Congestion Management Strategies	36,250	145,000	181,250	4,850	19,400	24,250	41,100	164,400	205,500
	18 Air Qual. Planning/Conformity Anal.	1,250	5,000	6,250	2,098	8,390	10,488	3,348	13,390	16,738
II C	Short Range Transit Planning									
	1 Short Range Transit Planning	0	0	0	250	1,000	1,250	250	1,000	1,250
III-A	Planning Work Program	0	0	0	3,300	13,200	16,500	3,300	13,200	16,500
III-B	Transp. Improvement Plan	0	0	0	5,900	23,600	29,500	5,900	23,600	29,500
III-C	Cvl Rgts. Cmp./Otr. Reg. Reqs.									
	1 Title VI	0	0	0	0	0	0	0	0	0
	2 Environmental Justice	0	0	0	1,560	6,240	7,800	1,560	6,240	7,800
	3 Minority Business Enterprise	0	0	0	40	160	200	40	160	200
	4 Planning for the Elderly & Disabled	0	0	0	800	3,200	4,000	800	3,200	4,000
	5 Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0
	6 Public Involvement	2,500	10,000	12,500	7,400	29,600	37,000	9,900	39,600	49,500
	7 Private Sector Participation	0	0	0	0	0	0	0	0	0
III-D	Incidental Plng./Project Dev.									
	1 Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0
	2 Enviro. Analysis & Pre-TIP Plng.	750	3,000	3,750	1,861	7,445	9,306	2,611	10,445	13,056
	3 Special Studies	56,250	225,000	281,250	3,750	15,000	18,750	60,000	240,000	300,000
	4 Regional or Statewide Planning	3,250	13,000	16,250	2,500	10,000	12,500	5,750	23,000	28,750
III-E	Management & Operations									
	1 Management & Operations	12,500	50,000	62,500	26,765	107,060	133,825	39,265	157,060	196,325
Totals		354,750	1,419,000	1,773,750	109,726	438,905	548,631	464,476	1,857,905	2,322,381

Composite Agency Tables - PL and STP-DA

Task Descriptions and Summary

Task Descriptions and Summary Narratives for FY 2007-08 UPWP

II-A: Surveillance of Change

The MPO is required by federal regulations and the 3C process to perform continuous data monitoring and maintenance. A number of transportation and socio-economic/demographic conditions will be continuously surveyed and compiled annually to determine whether previous projections are still valid or whether plan assumptions need to be changed. Surveillance of Change tasks are described in the following sections and agency responsibilities are summarized. Also, expected work products/deliverables and proposed schedule/accomplishment dates are provided as well.

Task II-A-1: Traffic Volume Counts

Automatic traffic counts and turning movement counts at specified locations. Maintain ADT counts and database for model calibration on arterial, minor arterial, and collector streets.

Task II-A-2: Vehicle Miles of Travel

The MPO will continue to tabulate VMT by functional classification and County. As specified by the Long Range Transportation Plan (LRTP) Goals and Objectives and, Targets, annual VMT growth will be monitored and compared the LRTP Targets. This information will help determine if the Plan targets are being met.

Task II-A-3: Street System Mileage Change

The MPO will update inventory of improvements to municipal street system. Update inventory of signalization on existing major streets to provide accurate inputs for the Triangle Regional Model (TRM). The MPO will monitor changes in street mileage systems from the previous year and summarize inventory by functional classification. The Town of Chapel Hill, the Town of Carrboro, and the City of Durham will obtain from the NCDOT Division 7 and 5 offices and compile in database, improvements to the state highway system, whether planned, underway, or completed. Each municipality will compile and maintain similar records for its municipal street system. The MPO municipalities participating in the Powell Bill Program will certify street mileage maintained during this fiscal year. The product of this task will feed into the proposed MPO Data Integration/Automation and Management Systems. The objective is that, periodically or as changes or additions to the major street system occur, street inventory will be updated and current through proposed data automation and management system.

Task II-A-4: Traffic Accidents

The DCHC MPO will collect traffic accident data and prepare summary and analysis of high accident locations. Compare data analysis to previous years' results. Build off of and support the safety work of the NCDOT and MPO municipal governments. The task will feed into the MPO Congestion Management Systems (CMS) and the Mobility Report Card.

Task II-A-5: Transit System Data

Short range transit planning efforts will be conducted by the MPO transit providers, the Durham Area Transit Authority (DATA), Chapel Hill Transit (CHT), and the Triangle Transit Authority (TTA). This will include a short range transit services plan to evaluate transit service performance, development of cross-town route(s), develop universities/college route(s) and consolidate and develop bus stop standards. Transit operators will identify strengths and weaknesses of service by route in order to assess service barriers and future options. Information will be used to monitor service and meet FTA reporting requirements

Task II-A-6: Dwelling Unit / Population and Employment Changes

Maintain inventory of dwelling units and population to determine needed changes in transportation services to meet current and projected demands. Review developments to assess impacts to the 2030 LRTP, the SE data for the 2035 LRTP update, the model update, and transportation project development. Changes in dwelling units and employment within the MPO will be identified and evaluated to determine accuracy and consistency with the socio-economic forecast. The MPO will review and tabulate Census data, local parcel, zoning, tax data records, InfoUSA and Employment Security Commission data as part of this monitoring tasks. The MPO will commence the first phase of Data Automation/Integration and Management System.

Task II-A-7: Air Travel

The MPO will collect travel and passenger data at the Raleigh-Durham International Airport (RDU): Data to be collected and analyzed include but not limited to number of daily flights, number of daily enplaned passengers, number of deplaned passengers, ground transportation, and tons of cargo activities. This purpose of the data collection and monitoring is to determine the influence of Raleigh-Durham International Airport (RDU), as a special generator, on the regional transportation system as well as to identify needs for additional services.

Task II-A-8: Vehicle Occupancy Rates

No activities proposed, therefore no funds programmed.

Task II-A-9: Travel Time Studies

The MPO will conduct travel-time runs on selected links during peak period to provide accurate inputs for applications such as the travel model update and the CMS.

Task II-A-10: Mapping

This task will include but not limited to mapping of and updates to UPWP transportation planning activities such as the CMS, traffic counts, bicycle and pedestrian counts and inventory, transit routes, land use, traffic analysis zones, socio-economic and demographic trends, and environmental factors. The proposed data and GIS automation/integration will serve as a platform for maintaining and updating of data in GIS format.

Task II-A-11: Central Area Parking Inventory

The MPO will collect, as part of CMS/Mobility Report Card, inventory of on- and off-street parking facilities in the Central Business Districts (CBD) and universities. Parking data to be collected include, number of spaces, parking fee rates (hourly daily, and monthly), average weekday costs and demand. Parking information collected will help in the calibration and maintenance of the travel model.

Task II-A-12: Bike & Pedestrian. Facilities Inventory

The MPO will conduct inventory of bicycle and pedestrian facilities as part of the CMS/Mobility Report Card. The proposed inventory will to provide accurate inputs for the travel model update as well as help identify future sidewalk project needs, guide pedestrian improvement planning, and to support specific projects, such as the Comprehensive Bicycle Plan and Comprehensive Pedestrian Plan.

Task II-A-13: Bicycle and Pedestrian Counts

An inventory of bicycle and pedestrian counts will be conducted as part of the CMS/Mobility Report Card. The proposed inventory will guide pedestrian improvement planning, and to support specific projects, such as the Comprehensive Bicycle Plan and Comprehensive Pedestrian Plan

II-A: Long Range Transportation Plan Activities

Federal Law (as updated by SAFETEA_LU) and USDOT's Metropolitan Planning Regulations, require the MPO to have a Long-Range Transportation Plan (LRTP) that is: multi-modal, financially constrained, has a minimum 20 year horizon, adhere to the

MPO's adopted Public Involvement Policy (PIP), have growth forecasts consistent with latest planning assumptions and local land use plan, meet air quality conformity and be approved by the Transportation Advisory Committee. The LRTP must be updated and reaffirmed every 4 years. The DCHC will continue tasks associated with the development of the 2035 LRTP update.

Task II-B-1: Collection of Base Year Data

No activities proposed, therefore no funds programmed.

Task II-B-2: Collection of Network Data

No activities proposed, therefore no funds programmed.

Task II-B-3: Travel Model Updates

Update of the Triangle Regional Model (TRM) including conversion and full implementation of model from Tranplan to TransCad. Proposed tasks include model improvements and enhancements, work associated with the calibration of the 2005 base model, commencement of the first phase of the MPO land use model and non-motorized trip sub model. The MPO will carry out other tasks needed to support the Triangle Regional Model update, including providing the MPO's share of the Service Bureau funding and 50% FTE.

Task II-B-4: Travel Surveys

The MPO will provide its share of funding for the collection travel surveys proposed for the Triangle region. The central purpose of the survey is to collect information on origins and destinations, traveler behavior, transit ridership, commercial vehicle usage, work place commuting, freight movement, etc. which would provide accurate inputs for the travel model update. The MPO will be conducting following travel surveys for the TRM update: (1) travel time/speed survey (continuation from current UPWP); (2) CBD parking survey; (3) travel time/speed survey; (4) special generators (including universities) survey.

Task II-B-5: Forecast of Data to Horizon Year

No activities proposed, therefore no funds programmed.

Task II-B-6: Community Goals and Objectives

The MPO will re-evaluate community goals and objectives for the 2035 Long range Transportation Plan (LRTP) and the Comprehensive Transportation Plan (CTP). The process of formulating and re-evaluating goals will begin with visioning exercise. The MPO will conduct public meetings to assess community vision in terms of transportation, land use, growth, quality of life, etc. The expected work products will be adopted goals and objectives, and targets and policy framework for achieving goals.

Task II-B-7: Forecast of Future Travel Patterns

MPO will generate travel demand forecasts for future years including the LRTP horizon and air quality intermediate years. The forecast of travel patterns will include a review of these factors and comparison to community goals and objectives to determine if changes in assumptions are warranted.

Task II-B-8: Capacity Deficiency Analysis

The MPO will conduct a capacity deficiency analysis as part of the 2035 LRTP, CTP and CMS. The analysis will be made to determine existing and existing-plus-committed deficiencies.

Task II-B-9: Highway Element of the LRTP

The MPO will continue with the evaluation of highway elements of the Comprehensive Transportation Plan and the 2035 LRTP. Performance measures will be established for evaluating highway alternatives.

Task II-B-10: Transit Element of the LRTP

The MPO will continue with the evaluation of transit elements of the Comprehensive Transportation Plan and the 2035 LRTP. Transit evaluate will include fixed-route bus service, fixed-guideway transit, highway capacity transit and demand responsive transit. Using travel behavior, ridership forecasts and other analysis, evaluation of transit element will look at unmet needs, new services areas and potential markets. Performance measures will be established for evaluating transit alternatives.

Task II-B-11: Bicycle & Pedestrian Element of the LRTP

The MPO will continue with the evaluation of bicycle and pedestrian elements of the Comprehensive Transportation Plan and the 2035 LRTP. The MPO will continue work on the Durham Comprehensive pedestrian Plan and the Old Durham-Chapel Hill Road bicycle and pedestrian feasibility study. Work will commence on the development of the Durham Comprehensive Bicycle Plan.

Task II-B-12: Airport/Air Travel Element of LRTP

The MPO will continue with the evaluation of Airport/air travel element of the 2035 LRTP, including inter-modal connection and access/ground transportation.

Task II-B-13: Collector Street Element of LRTP

The MPO will also undertake the development of an MPO wide Collector Street Plan and circulation study. This is envisioned to involve the identification of future collector street connectivity needs, provisions for local street connectivity, development ordinance implementation provisions, additional local government consultation, and public involvement.

Task II-B-14: Rail, Water, or other mode of LRTP

No activities proposed, therefore no funds programmed.

Task II-B-15: Freight Movement/Mobility Planning

MPO will undertake tasks associated with urban goods movement, specifically freight accessibility and mobility. Tasks to be undertaken include survey of freight carriers, recommendations for improving truck mobility or train/truck intermodal movements, and identifying acceptable truck routes.

Task II-B-16: Financial Planning

The MPO, on an as-needed basis, will examine financial options for funding proposed transportation projects and programs, including review the financial planning assumptions/ projections in the 2030 LRTP and refinement of cost estimates as necessary. The Lead Planning Agency (LPA) will participate in regional efforts geared toward identifying new and alternative funding sources, including new taxing strategies, impact fees, and public-private partnerships.

Task II-B-17: Congestion Management Systems Strategies

The MPO will work to implement and monitor the Congestion Management System (CMS) in accordance with the provisions of 23 U.S.C. and 23 CFR. Specifically, the MPO will continue on the update and monitoring of CMS strategies and State of the Systems Report.

Task II-B-18: Air Quality Planning/Conformity Analysis

The DCHC MPO (the Transportation Advisory Committee) is responsible in making a determination as to whether or not transportation plans, programs, and projects (LRTP and TIP) conform to air quality standards and the intent of the SIP. The LPA will continue to provide technical support to the TAC and TCC regarding air quality planning. In addition the LPA will continue participation in the development and application of State Implementation Plans for air quality, participation in the Statewide interagency consultation, and providing assistance to NCDENR in developing and maintaining mobile source emission inventories.

Task II-C: Short Range Transit Planning

The MPO transit operators will continue activities related to short range transit planning. This includes continuous evaluation of their respective transit development plans and service performance.

Task III-A: Planning Work Program

Administer the FY 2006-2007 UPWP and prepare and process amendments as needed. Evaluate transportation planning work needs and emphasis areas and prepare the FY 2007-2008 UPWP. To prepare and continually maintain a Unified Planning Work Program (UPWP) that describes all transportation and transportation-related planning activities anticipated within the DCHC MPO planning area for the FY 2007-2008. To develop, maintain, and complete the UPWP in conformance with applicable federal, state, and regional guidelines. To prepare UPWP amendments as necessary and requested by member agencies, to reflect any change in programming or focus for the current fiscal year.

Task III-B: Transportation Improvement Program (TIP)

Amend FY 2007-2013 MTIP as needed. Commence work on the development of the 2009 – 2015 TIP Regional Priority List. This includes the refinement of the MPO Priority Needs and the identification of the transportation projects, programs, and services towards which the MPO will direct STP DA funds. As the Lead Planning Agency (LPA) of the DCHC MPO, the City of Durham, Transportation Division is responsible for annually developing, amending, adjusting and maintaining the Transportation

Improvement Program (TIP) for the metropolitan area. Under this activity, the LPA will update and amend the current, seven-year program of transportation improvement projects (MTIP) that is consistent with the 2030 Long-Range Transportation Plan, STIP, the State Implementation Plan (SIP), EPA Air Quality Conformity Regulations and FHWA/FTA Planning Regulations.

Task III-C: Civil Rights Compliance/Other Regulations and Requirements

Task III-C-1: Title VI

The federal legislation and regulations requires that the MPO comply with all the requirements imposed by Title VI of the Civil Rights Act of 1964 (78 Stat. 252), 49 U.S.C. 2000D TO 2000-D-4; the Regulations of DOT issued thereafter in the Code of Federal Regulations (commonly and herein referred to as CFR) Title 49, Subtitle A, Part 21), and the assurance by the MPO pursuant thereto. Accordingly, the MPO will continue to provide an update of Civil Rights statistics report to determine MPO compliance to civil rights provisions.

Task III-C-2: Environmental Justice (EJ)

In accordance with Federal Action (Executive Order 12898), the will develop an Environmental Justice Plan which will focus on complying with the Executive Order and the three basic principles of Environmental Justice: 1) Ensure adequate public involvement of low-income and minority groups in decision-making; 2) Prevent disproportionately high and adverse impacts to low-income and minority groups resulting from transportation and environmental decisions made by the MPO; and 3) Assure that low-income and minority groups receive a proportionate share of benefits resulting from transportation decisions made by the MPO. Tasks include:

1. Develop MPO Environmental Justice Plan, including establishment of Environmental Justice Advisory Board
2. Update demographic profiles based on Census CTPP and PUMS as well as MPO SE data forecasts - maps to identify areas of low-income, minority and elderly populations, job accessibility, and overlay of major employers, fixed route transit systems, and major shopping areas.
3. Provide increased opportunities for under-served populations to be represented in the transportation planning process.
4. Define target areas through the use of Census Block Group data from the 2000 Census.
5. Analyze the mobility of target area populations to jobs, childcare, and transit routes.
6. Review existing public outreach and involvement plan.
7. Develop a protocol for responding to issues and concerns regarding Environmental Justices in general and Hispanic population in particular.

8. Conduct analysis as needed regarding equitable distribution of transportation system benefits and costs among all socio-economic groups throughout the MPO area

Task III-C-3: Minority Business Enterprise

The MPO will continue to address and monitor the Minority Business Enterprise (MBE) program as a part of the planning and programming phases of project development. The MPO will monitor transportation projects and programs to ensure that meaningful and full consideration are given to MBEs. The LPA will review and summarize transit operators MBE program and utilization.

Task III-C-4: Planning for the Elderly & Disabled

The MPO will continue to emphasize planning and provision of transportation facilities and services for the elderly and disabled. Specifically, the MPO will update inventory of locations and needs of elderly and disabled persons. The MPO will work with transit operators in the planning and evaluation of para-transit services.

Task III-C-5: Safety/Drug Control Planning

No funds programmed.

Task III-C-6: Public Involvement

The MPO will continue to provide an early, proactive and a meaningful public participation and input throughout the transportation planning process, including providing for open exchange of information and ideas between the public and transportation decision-makers. To provide the public with complete information, timely notice, full access to key decisions and opportunities for early and continuing involvement in the 3C process. To assess the effectiveness of the current Public Involvement Process as required by the federal Certification Team, and to develop and enhance the process of public dissemination of information.

Task III-C-7: Private Sector Participation

No funds programmed.

III-D Incidental Planning/Project Development

No funds programmed.

Task III-D-1: Transportation Enhancement Planning

No funds programmed

Task III-D-2: Environmental Analysis & Pre-TIP Planning

The LPA will continue to participate regularly and consistently in the TIP project planning & development process, including submission of comments, attending public meetings, attending scoping meetings, attending NEPA 404 merger meetings, and participating in field inspections. The LPA will be involved in the East End Connector NEPA process including taking the lead in the public involvement process. The MPO will continue to support and be involved in NCDOT efforts to link NEPA process in the MPO systems planning process.

Task III-D-3 Special Studies

The MPO will continue with wide range of studies which are being conducted to meet the transportation planning needs of the area. These studies include the Green House Gas Emissions Inventory/Action and MPO Air quality Initiatives, I-40 HOV/HOT Financial feasibility Study, Transit Infrastructure/Fresh Look at Transit in the Region, Triangle Parkway Toll Road feasibility study, the East End Connector environmental study, ITS Regional Architecture Deployment Plan, the US15501 Transit Corridor Alignment study, TTA Phase 1 Rail Study, Regional Financing study, etc.

Task III-D-4: Regional or Statewide Planning

The MPO will continue to coordinate with CAMPO, TTA, NCDOT, DENR, FHWA, FTA, EPA, and other State and regional agencies in regional transportation. This includes participation in the DCHC-CAMPO joint TAC meetings, TTA Board Meetings, Durham-Chapel Hill-Orange County Work Group, and a wide range of regional transportation planning working groups and committees. Examples include the Model Team, the Executive Committee, and the regional transit planning/operation coordination. Statewide planning includes participation in various statewide planning initiatives such as CMAQ Committee, Indirect and Cumulative Impacts of Transportation Projects in North Carolina, the State Transportation Plan process, and the Comprehensive Transportation Plan.

Task III-E: Management and Operations

This work element encompasses the administration and support of the 3-C transportation planning process as mandated and required by federal regulations. The continuing transportation planning process requires considerable administrative time for attending

monthly committee meetings, preparing agendas and minutes to these meetings, training, preparing quarterly progress reports, documenting expenditures for the various planning work items, and filing for reimbursement of expenditures from the PL and STP-DA funds account and other Federal Funds. To assist, support, and facilitate an open Comprehensive, Cooperative, and Continuing (3C) transportation planning and programming process at all levels of government in conformance with applicable federal and state requirements and guidelines as described in the 3C Memorandum of Understanding. Proposed tasks include but not limited to:

1. Provide liaisons between DCHC MPO member agencies, transit providers, CAMPO, NCDOT, DENR, TJCOG, and other organizations at the local, regional, state, and federal levels on transportation related matters, issues and actions.
2. Work with the Capital Area Metropolitan Planning Organization (CAMPO) on regional issues. Prepare Regional Priority lists and MTIP and amend as necessary, Update transportation plans, travel demand model, and monitor data changes. Evaluate transportation planning programs developed through the 3C public participation process for appropriate MPO action.
3. Provide technical assistance to the Transportation Advisory Committee (TAC) and other member jurisdictions policy bodies.
4. Participate in Joint CAMPO/DCHC TCC and TAC meetings as a means to continually improve the quality and operation of the transportation planning process and decision making in the Triangle Region.
5. Review and comment on federal and state transportation-related plans, programs, regulations and guidelines.
6. Prepare and distribute TAC and TCC meeting agendas Attend TAC, TCC and other meetings associated with MPO planning activities.

Appendices

Agency Project Descriptions and Funding Source Tables

City of Durham
Durham/LPA Task Funding Table
DATA Transit (FTA) Table
DATA Transit (FTA) Narrative
DATA Task Description and Narrative
FTA Disadvantaged Business Contracting Opportunities Form

City of Durham/LPA

Durham-Chapel Hill-Carrboro Urban Area
 FY 2007-2008 Unified Planning Work Program
 Proposed Funding Source Tables

Durham
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II	A	Task Description	STP-DA		Sec. 104(f)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
			133(b)(3)(7)		PL		Highway/Transit			Transit			Transit			Local	NCDOT	Federal	Total
			Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%				
		Surveillance of Change																	
	1	Traffic Volume Counts	0	0	2,500	10,000	0	0	0	0	0	0	0	0	0	2,500	-	10,000	12,500
	2	Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	3	Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
	4	Traffic Accidents	500	2,000	400	1,600	0	0	0	0	0	0	0	0	900	-	3,600	4,500	
	5	Transit System Data	1,250	5,000	0	0	6,813	6,813	54,505	734	734	5,869			8,797	7,547	65,374	81,718	
	6	Dwelling Unit, Pop. & Emp. Change	3,750	15,000	3,500	14,000	0	0	0	0	0	0			7,250	-	29,000	36,250	
	7	Air Travel	0	0	0	2,000	0	0	0	0	0	0			-	-	-	-	
	8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0			-	-	-	-	
	9	Travel Time Studies	0	0	0	20,000	0	0	0	0	0	0			-	-	-	-	
	10	Mapping	2,500	10,000	2,500	10,000	0	0	0	0	0	0			5,000	-	20,000	25,000	
	11	Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0			-	-	-	-	
	12	Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0			-	-	-	-	
	13	Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0			-	-	-	-	
		Long Range Transp. Plan																	
	B	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0			-	-	-	-	
		2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0			-	-	-	-	
		3 Travel Model Updates	157,500	630,000	0	0	0	0	0	0	0	0			157,500	-	630,000	787,500	
		4 Travel Surveys	42,500	170,000	0	0	0	0	0	0	0	0			42,500	-	170,000	212,500	
		5 Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0			-	-	-	-	
		6 Community Goals & Objectives	0	0	1,000	4,000	0	0	0	0	0	0			1,000	-	4,000	5,000	
		7 Forecast of Future Travel Patterns	1,250	5,000	2,500	10,000	0	0	0	0	0	0			3,750	-	15,000	18,750	
		8 Capacity Deficiency Analysis	1,250	5,000	4,750	19,000	0	0	0	0	0	0			6,000	-	24,000	30,000	
		9 Highway Element of th LRTP	875	3,500	3,750	15,000	0	0	0	0	0	0			4,625	-	18,500	23,125	
		10 Transit Element of the LRTP	1,625	6,500	5,000	20,000	0	0	0	768	768	6,146			7,393	768	32,646	40,808	
		11 Bicycle & Ped. Element of the LRTP	9,500	38,000	2,500	10,000	0	0	0	0	0	0			12,000	-	48,000	60,000	
		12 Airport/Air Travel Element of LRTP	0	0	250	1,000	0	0	0	0	0	0			250	-	1,000	1,250	
		13 Collector Street Element of LRTP	17,000	68,000	0	0	0	0	0	0	0	0			17,000	-	68,000	85,000	
		14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0			-	-	-	-	
		15 Freight Movement/Mobility Planning	0	0	500	10,000	0	0	0	0	0	0			500	-	2,000	2,500	
		16 Financial Planning	0	0	2,000	8,000	0	0	0	0	0	0			2,000	-	8,000	10,000	
		17 Congestion Management Strategies	0	0	0	12,000	0	0	0	1,524	1,524	12,194			1,524	1,524	12,194	15,243	
		18 Air Qual. Planning/Conformity Anal.	0	0	500	2,000	0	0	0	0	0	0			500	-	2,000	2,500	
		Short Range Transit Planning																	
	1	Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0			-	-	-	-	
		Planning Work Program																	
	III-A	Planning Work Program	0	0	2,750	11,000	0	0	0	3,318	3,318	26,545			6,068	3,318	37,545	46,931	
		Transp. Improvement Plan																	
	III-B	Transp. Improvement Plan	0	0	5,000	20,000	0	0	0	228	228	1,820			5,228	228	21,820	27,275	
		Cvl Rgts. Cmp./Otr .Reg. Reqs.																	
	III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.																	
	1	Title VI	0	0	0	0	0	0	0	0	0	0			-	-	-	-	
	2	Environmental Justice	0	0	1,500	6,000	0	0	0	0	0	0			1,500	-	6,000	7,500	
	3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0			-	-	-	-	
	4	Planning for the Elderly & Disabled	0	0	750	3,000	0	0	0	0	0	0			750	-	3,000	3,750	
	5	Safety/Drug Control Planning	0	0	0	0	5,000	5,000	40,000	0	0	0			5,000	5,000	40,000	50,000	
	6	Public Involvement	2,500	10,000	4,750	29,000	0	0	0	4,993	4,993	39,946			12,243	4,993	68,946	86,183	
	7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0			-	-	-	-	
		Incidental Plng./Project Dev.																	
	III-D	Incidental Plng./Project Dev.																	
	1	Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0			-	-	-	-	
	2	Enviro. Analysis & Pre-TIP Plng.	750	3,000	1,811	7,245	0	0	0	0	0	0			2,561	-	10,245	12,806	
	3	Special Studies	56,250	225,000	3,750	15,000	0	0	0	0	0	0			60,000	-	240,000	300,000	
	4	Regional or Statewide Planning	750	3,000	1,250	5,000	0	0	0	0	0	0			2,000	-	8,000	10,000	
		Management & Operations																	
	III-E	Management & Operations																	
	1	Management & Operations	12,500	50,000	17,476	69,903	0	0	0	24,482	24,482	195,852			54,457	24,482	315,755	394,694	
	Totals		\$312,250	\$1,249,000	\$70,687	\$334,748	\$11,813	\$11,813	\$94,505	\$36,047	\$36,047	\$288,372	\$0	\$0	\$0	\$430,797	\$47,860	\$1,914,625	\$2,393,281

Durham Area Transit Authority DATA		Durham-Chapel Hill-Carrboro Urban Area FY 2007-2008 Unified Planning Work Program Proposed Funding Source Tables - FTA Transit Funds											Durham 4/5/2007 11:53					
		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
II A	Surveillance of Change																	
	1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0						
	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0						
	3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0						
	4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0						
	5 Transit System Data	0	0	0	0	6,813	6,813	54,505	734	734	5,869			7,547	7,547	60,374	75,468	
	6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0							
	7 Air Travel	0	0	0	0	0	0	0	0	0	0							
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0							
	9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0							
	10 Mapping	0	0	0	0	0	0	0	0	0	0							
	11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0							
	12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0							
	13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0							
II B	Long Range Transp. Plan																	
	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0							
	2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0							
	3 Travel Model Updates	0	0	0	0	0	0	0	0	0	0							
	4 Travel Surveys	0	0	0	0	0	0	0	0	0	0							
	5 Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0							
	6 Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0							
	7 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0							
	8 Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0							
	9 Highway Element of th LRTP	0	0	0	0	0	0	0	0	0	0							
	10 Transit Element of the LRTP	0	0	0	0	0	0	0	768	768	6,146			768	768	6,146	7,683	
	11 Bicycle & Ped. Element of the LRTP	0	0	0	0	0	0	0	0	0	0							
	12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0							
	13 Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0	0							
	14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0							
	15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0							
	16 Financial Planning	0	0	0	0	0	0	0	0	0	0							
	17 Congestion Management Strategies	0	0	0	0	0	0	0	1,524	1,524	12,194			1,524	1,524	12,194	15,243	
	18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0							
II C	Short Range Transit Planning																	
	1 Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0							
III-A	Planning Work Program	0	0	0	0	0	0	0	3,318	3,318	26,545			3,318	3,318	26,545	33,181	
III-B	Transp. Improvement Plan	0	0	0	0	0	0	0	228	228	1,820			228	228	1,820	2,275	
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.																	
	1 Title VI	0	0	0	0	0	0	0	0	0	0							
	2 Environmental Justice	0	0	0	0	0	0	0	0	0	0							
	3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0							
	4 Planning for the Elderly & Disabled	0	0	0	0	0	0	0	0	0	0							
	5 Safety/Drug Control Planning	0	0	0	0	5,000	5,000	40,000	0	0	0			5,000	5,000	40,000	50,000	
	6 Public Involvement	0	0	0	0	0	0	0	4,993	4,993	39,946			4,993	4,993	39,946	49,933	
	7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0							
III-D	Incidental Plng./Project Dev.																	
	1 Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0	0							
	2 Enviro. Analysis & Pre-TIP Plng.	0	0	0	0	0	0	0	0	0	0							
	3 Special Studies	0	0	0	0	0	0	0	0	0	0							
	4 Regional or Statewide Planning	0	0	0	0	0	0	0	0	0	0							
III-E	Management & Operations																	
	1 Management & Operations	0	0	0	0	0	0	0	24,482	24,482	195,852			0	0	0	24,482	244,815
Totals		\$0	\$0	\$0	\$0	\$11,813	\$11,813	\$94,505	\$36,047	\$36,047	\$288,372	\$0	\$0	\$0	\$47,860	\$47,860	\$382,877	\$478,596

	MPO	City of Durham	City of Durham	City of Durham	City of Durham	City of Durham	City of Durham	City of Durham	City of Durham	City of Durham	TOTAL
2-	FTA Code	442100	442500	442400	442100	442100	442400	442301	442301		
3-	Task Code	III-A	III-B	III-C-4	III-C-6	III-E	II-A-5	II-B-10	II-B-17		
4-	Title of Planning Task	Planning Work Program	Transportation Improvement Plan	Planning for the Ederly & Disabled	Public Involvement	Management & Operations	Transit System Data	Transit Element of the LRTP	Congestion Mgmt. Strategies		TOTALS
5-	Task Objective	To identify task areas and staff hours needed to complete each task.	To continue developing plans for improving transportation locally.	To conduct reviews to improve cancellations and no shows and revise policies in these areas to prevent frequent occurrences.	To prepare a marketing plan that will outline how we will promote the transit system to the public. To conduct marketing surveys and seek new advertising mediums.	To prepare all required reports, and attend technical meetings relating to transit.	To conduct FTA required passenger counts. Continue to conduct systemwide surveys and studies for the purpose of service improvement.	Transit survey (Boarding and Alightning, On-Board Surveys) Input at the TCC level on matters related to the transit element of the LRTP	Surveys conducted by the DATA TDM coordinator. Seminars provided by TDM Coordinator. Regional congestion managment team member		
6-	Tangible Product Expected	Annual Planning Work Program outline of tasks and costs associated with them.	Continue to seek ways to improve service for customers locally.	Continued certification and recertification of ACCESS clients and enhancement of service in the most cost efficient manner.	Positive customer view of the transit system and increased ridership from non traditional users.	The Transportation Division will compile all required federal reports; prepare technical reports for Board of Directors, Council and public. The division will attend Board, regional and national meetings.	Ridership and Route Recommendation Report.	Transit-on-board and transit boarding & alighting survey results. Current and future transit network.	TDM Survey Reports		
7-	Expected Completion Date of Product(s)	Jun-08	Jun-08	Jun-08	Jun-08	Jun-08	Jun-08	Jun-08	Jun-07		
8-	Previous Work			Earlier mapping of ACCESS user trips and certification of ACCESS clients.	Significant marketing efforts have been undertaken to improve service and the dissemination of information to the public.	Earlier efforts included creation of internal procedures to monitor and report grant data.	FTA passenger counts are required every 3 years. Last one was performed in the 2005.				
9-	Prior FTA Funds			0	0	0	0	0	0		
10-	Relationship To Other Activities		This work is identified in Task III-A			Data retrieved from Transit System Data task, II-A-5, relevant also to this task.	Data retrieved is used to disseminate performance information to the Board under task III-E.				
11-	Agency Responsible for Task Completion	City of Durham, Public Works Department (Transportation)	City of Durham, Public Works Department (Transportation)	City of Durham, Department of Public Works (Transportation).	City of Durham, Public Works Department (Transportation)	City of Durham, Department of Public Works (Transportation)	City of Durham, Public Works Department (Transportation)	City of Durham, Public Works Department (Transportation)	City of Durham, Public Works Department (Transportation)		
12-	HPR - Highway - NCDOT 20%										\$0.00
13-	HPR - Highway - FHWA 80%										\$0.00
14-	Section 104 (f) PL Local 20%										\$0.00
15-	Section 104 (f) PL FHWA 80%										\$0.00
16-	Section 5303 Local 10%				\$5,000.00			\$6,813			\$11,813.00
17-	Section 5303 NCDOT 10%				\$5,000.00			\$6,813			\$11,813.00
18-	Section 5303 FTA 80%				\$40,000.00			\$54,505			\$94,505.00
19-	Section 5307 Transit - Local 10%	\$3,318	\$228			\$4,993	\$24,482	\$734	\$768.00	\$1,524.00	\$36,047.00
20-	Section 5307 Transit - NCDOT 10%	\$3,318	\$228			\$4,993	\$24,482	\$733	\$768.00	\$1,524.00	\$36,046.00
21-	Section 5307 Transit - FTA 80%	\$26,545	\$1,820			\$39,946	\$195,852	\$5,869	\$6,146.00	\$12,194.00	\$288,372.00
22-	Additional Funds - Local 100%										\$0.00

DATA Task Descriptions and Summary Narratives for FY 2007-08 UPWP

II-A: Surveillance of Change

Task II-A-5: Transit System Data

The City of Durham is committed to providing its citizens with the best transit service possible in the most cost effective manner. Various aspects of the routes are continuously monitored to allow for review and possible improvement.

Objectives:

1. To conduct studies for service improvement.
2. To conduct passenger counts to meet NTD requirements

Previous Work:

1. Every 3 years transit systems are required to perform passenger counts as a federal requirement. The last time this count was performed was in FY 2005.

Proposed Activities:

1. Ridership count.
2. Review of revenue per passenger.
3. Review of fixed route and special revenue miles.
4. Review of all accidents, roadcalls and complaints.

Products:

1. Breakdown of all revenues for DATA Board review .
2. Report of passengers per operating day.
3. Report of passengers per revenue mile.

Completion Date:

All data collection is conducted on a daily and monthly basis and will be completed for the City's fiscal year by June 30, 2008.

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will largely be undertaken with the help of temporary workers with reports being compiled by City Staff.

FHWA Funds

	Federal	Local	Total
Durham	\$25,000	\$6,250	\$31,250
Chapel Hill	\$20,000	\$5,000	\$25,000
Carrboro	\$480	\$120	\$600
Orange	\$0	\$0	\$0
Total	\$45,480	\$11,370	\$56,850

FTA Transit Funds

	Federal	State	Local	Total
DATA	0	0	0	0
CHT	0	0	0	0
TTA	0	0	0	0
Total	0	0	0	0

Task Descriptions and Summary Narratives for FY 2007-08 UPWP

III-C: Civil Rights Compliance/Other Regulatory Requirements

Task III-C-4: Planning for the Elderly and Disabled

The city of Durham is required to comply with Federal ADA requirements. The paratransit service has begun to see a significant increase in No Shows and Cancellations. A review of these increases has become necessary.

Objectives:

1. To continually review certification procedures
2. To review routing network to maximize efficiency.
3. Review No Show and Cancellation policies for possible changes.

Previous Work:

1. New scheduling software
2. Review of certification procedures
3. Mapping of ACCESS user trips
4. Certification of ACCESS clients

Proposed Activities:

1. Continued certification and recertification of ACCESS clients.
2. Enhancement of service in the most cost efficient manner.

Products:

1. Established client base.
2. Improved service.

Completion Date:

All activities will be performed on an ongoing basis and will continue annually based on fiscal year which ends June 30, 2008 and June 30 of all subsequent years.

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will largely be undertaken by the Paratransit Contractor with oversight by City of Durham Staff.

FHWA Funds

	Federal	Local	Total
Durham	\$25,000	\$6,250	\$31,250
Chapel Hill	\$20,000	\$5,000	\$25,000
Carrboro	\$480	\$120	\$600
Orange	\$0	\$0	\$0
Total	\$45,480	\$11,370	\$56,850

FTA Transit Funds

	Federal	State	Local	Total
DATA	0	0	0	0
CHT	0	0	0	0
TTA	0	0	0	0
Total	0	0	0	0

Task Descriptions and Summary Narratives for FY 2007-08 UPWP

III-E: Management and Operations

Objectives:

1. Prepare required reports for DATA Board
2. Attend transit related meetings.
3. Ensure proper management of federal and state grants
4. Undertake new marketing initiatives

Previous Work:

1. Created internal procedures for grant management
2. Attended required meetings
3. Attended required trainings

Proposed Activities:

1. Continue to prepared reports as required for DATA Board.
2. Attend transit related training.
3. Develop marketing campaign

Products:

1. DATA Board Reports.
2. Marketing and Public Relations Plan.

Completion Date:

All activities will be performed on an ongoing basis and will continue annually based on fiscal year which ends June 30, 2008 and June 30 of all subsequent years.

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will largely be undertaken by City Staff

Attachment # 7 Anticipated DBE Contracting Opportunities for FY08

Name of MPO: _____

Person Completing Form: _____

Telephone Number: _____

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
			NO CONTRACTING OPPORTUNITIES		

Sample Entry:

II-C-11	Transit Plan Evaluation	Big City Planning Department	Consultant	\$48,000	\$60,000
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Note: This form must be submitted to NCDOT-PTD even if you anticipate no DBE Contracting Opportunities. Note “No contracting opportunities” on the table if you do not anticipate having any contracting opportunities.

Town of Carrboro
Task Funding Table

Town of Carrboro		Durham-Chapel Hill-Carrboro Urban Area FY 2007-2008 Unified Planning Work Program Proposed Funding Source Tables													Carrboro 4/5/2007 12:07				
	Task Description	STP-DA		Sec. 104(f)		Section 5303			Section 5307			Section 5309			Task Funding Summary				
		133(b)(3)(7)		PL		Highway/Transit			Transit			Transit			Local	NCDOT	Federal	Total	
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%					
II	A	Surveillance of Change																	
	1	0	0	0	0														
	2	0	0	0	0														
	3	0	0	0	0														
	4	0	0	0	0														
	5	0	0	50	200				0	0						50	-	200	250
	6	0	0	0	0														
	7	0	0	0	0														
	8	0	0	0	0														
	9	0	0	0	0														
	10	0	0	145	580											145	-	580	725
	11	0	0	0	0														
	12	0	0	60	240											60	-	240	300
	13	0	0	0	0														
II	B	Long Range Transp. Plan																	
	1	0	0	0	0														
	2	0	0	0	0														
	3	0	0	0	0														
	4	0	0	0	0														
	5	0	0	0	0														
	6	0	0	60	240				0	0	0					60	-	240	300
	7	0	0	0	0														
	8	0	0	0	0														
	9	0	0	0	0														
	10	0	0	50	200											50	-	200	250
	11	0	0	313	1,250											313	-	1,250	1,563
	12	0	0	0	0														
	13	0	0	75	300											75	-	300	375
	14	0	0	0	0														
	15	0	0	0	0														
	16	0	0	0	0														
	17	0	0	600	2,400											600	-	2,400	3,000
	18	0	0	188	750											188	-	750	938
II	C	Short Range Transit Planning																	
	1	0	0	250	1,000											250	-	1,000	1,250
III-A	Planning Work Program		0	0	300	1,200										300	-	1,200	1,500
III-B	Transp. Improvement Plan		0	0	400	1,600										400	-	1,600	2,000
III-C	Cvl Rgts. Cmp/Otr .Reg. Reqs.																		
	1	0	0	0	0														
	2	0	0	60	240											60	-	240	300
	3	0	0	40	160											40	-	160	200
	4	0	0	50	200				0	0	0					50	-	200	250
	5	0	0	0	0														
	6	0	0	150	600											150	-	600	750
	7	0	0	0	0														
III-D	Incidental Png./Project Dev.						0	0											
	1	0	0	0	0														
	2	0	0	50	200											50	-	200	250
	3	0	0	0	0														
	4	0	0	0	0														
III-E	Management & Operations																		
	1	0	0	3,511	14,045			0	0	0			0	0	0	3,511	-	14,045	17,556
Totals		\$0	\$0	\$6,351	\$25,405	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,351	\$0	\$25,405	\$31,756

Town of Chapel Hill
Task Funding Table
Chapel Hill Transit (FTA) Funding Table
CHT Transit (FTA) Narrative
Task Description and Narrative
FTA Disadvantaged Business Contracting Opportunities Form

Town of Chapel Hill		Durham-Chapel Hill-Carrboro Urban Area FY 2007-2008 Unified Planning Work Program Proposed Funding Source Tables													Town of Chapel Hill 4/5/2007 12:04			
	Task Description	STP-DA		Sec. 104(f)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
		133(b)(3)(7)		PL		Highway/Transit			Transit			Transit			Local	NCDOT	Federal	Total
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%				
II A	Surveillance of Change																	
II A	1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5 Transit System Data	0	0	0	0	0	0	0	0	1,250	1,250	10,000	0	0	0	1,250	1,250	10,000
	6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7 Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10 Mapping	0	0	0	0	1,875	1,875	15,000	0	0	0	0	0	0	1,875	1,875	15,000	18,750
	11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II B	Long Range Transp. Plan																	
II B	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3 Travel Model Updates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5 Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6 Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8 Capacity Deficiency Analysis	0	0	2,500	10,000	0	0	0	0	0	0	0	0	0	2,500	0	10,000	12,500
	9 Highway Element of th LRTP	0	0	1,250	5,000	475	475	3,801	0	0	0	0	0	0	1,725	475	8,801	11,001
	10 Transit Element of the LRTP	0	0	1,250	5,000	0	0	0	0	0	0	0	0	0	1,250	0	5,000	6,250
	11 Bicycle & Ped. Element of the LRTP	0	0	1,250	5,000	2,500	2,500	20,000	0	0	0	0	0	0	3,750	2,500	25,000	31,250
	12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	13 Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	16 Financial Planning	0	0	1,250	5,000	625	625	5,000	0	0	0	0	0	0	1,875	625	10,000	12,500
	17 Congestion Management Strategies	10,000	40,000	1,250	5,000	0	0	0	0	0	0	0	0	11,250	0	45,000	56,250	
	18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	625	625	5,000	0	0	625	625	5,000	6,250
II C	Short Range Transit Planning																	
II C	1 Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-A	Planning Work Program	0	0	250	1,000	125	125	1,000	625	625	5,000	0	0	0	1,000	750	7,000	8,750
III-B	Transp. Improvement Plan	0	0	500	2,000	375	375	3,000	1,250	1,250	10,000	0	0	0	2,125	1,625	15,000	18,750
III-C	Cvl Rgts. Cmp/Otr .Reg. Reqs.																	
III-C	1 Title VI	0	0	0	0	0	0	0	375	375	3,000	0	0	0	375	375	3,000	3,750
	2 Environmental Justice	0	0	0	0	0	0	0	375	375	3,000	0	0	0	375	375	3,000	3,750
	3 Minority Business Enterprise	0	0	0	0	0	0	0	625	625	5,000	0	0	0	625	625	5,000	6,250
	4 Planning for the Elderly & Disabled	0	0	0	0	0	0	0	375	375	3,000	0	0	0	375	375	3,000	3,750
	5 Safety/Drug Control Planning	0	0	0	0	0	0	0	625	625	5,000	0	0	0	625	625	5,000	6,250
	6 Public Involvement	0	0	0	0	0	0	0	250	250	2,000	0	0	0	250	250	2,000	2,500
	7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-D	Incidental Png./Project Dev.																	
III-D	1 Transportation Enhancement Png.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2 Enviro. Analysis & Pre-TIP Png.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3 Special Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4 Regional or Statewide Planning	0	0	1,250	5,000	625	625	5,000	625	625	5,000	0	0	0	2,500	1,250	15,000	18,750
III-E	Management & Operations																	
III-E	1 Management & Operations	0	0	5,778	23,112	4,750	4,750	38,000	4,003	4,003	32,024	0	0	0	14,531	8,753	93,136	116,420
Totals		\$10,000	\$40,000	\$16,528	\$66,112	\$11,350	\$11,350	\$90,801	\$11,003	\$11,003	\$88,024	\$0	\$0	\$0	\$48,881	\$22,353	\$284,937	\$356,171

Chapel Hill Transit (CHT)		Durham-Chapel Hill-Carrboro Urban Area FY 2007-2008 Unified Planning Work Program Proposed Funding Source Tables - FTA Transit Funds													Town of Chapel Hill 3/8/2007 14:28			
		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary			
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total
II A	Surveillance of Change																	
II A	1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5 Transit System Data	0	0	0	0	0	0	0	1,250	1,250	10,000	0	0	0	1,250	1,250	10,000	12,500
	6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7 Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9 Travel Time Studies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10 Mapping	0	0	0	0	1,875	1,875	15,000	0	0	0	0	0	1,875	1,875	15,000	18,750	18,750
	11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
II B	Long Range Transp. Plan																	
II B	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3 Travel Model Updates	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5 Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6 Community Goals & Objectives	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8 Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9 Highway Element of th LRTP	0	0	0	0	475	475	3,801	0	0	0	0	0	475	475	3,801	4,751	4,751
	10 Transit Element of the LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11 Bicycle & Ped. Element of the LRTP	0	0	0	0	2,500	2,500	20,000	0	0	0	0	0	2,500	2,500	20,000	25,000	25,000
	12 Airport/Air Travel Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	13 Collector Street Element of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	16 Financial Planning	0	0	0	0	625	625	5,000	0	0	0	0	0	625	625	5,000	6,250	6,250
	17 Congestion Management Strategies	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	625	625	5,000	0	0	625	625	5,000	6,250	6,250
II C	Short Range Transit Planning																	
II C	1 Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
III-A	Planning Work Program	0	0	0	0	10	78	78	625	625	5,000	0	0	635	703	5,078	6,416	6,416
III-B	Transp. Improvement Plan	0	0	0	0	20	156	156	1,250	1,250	10,000	0	0	1,270	1,406	10,156	12,832	12,832
III-C	Cvl Rgts. Cmp/Otr .Reg. Reqs.																	
III-C	1 Title VI	0	0	0	0	6	47	47	375	375	3,000	0	0	381	422	3,047	3,850	3,850
	2 Environmental Justice	0	0	0	0	6	47	47	375	375	3,000	0	0	381	422	3,047	3,850	3,850
	3 Minority Business Enterprise	0	0	0	0	10	78	78	625	625	5,000	0	0	635	703	5,078	6,416	6,416
	4 Planning for the Elderly & Disabled	0	0	0	0	6	47	47	375	375	3,000	0	0	381	422	3,047	3,850	3,850
	5 Safety/Drug Control Planning	0	0	0	0	10	78	78	625	625	5,000	0	0	635	703	5,078	6,416	6,416

Task Descriptions and Summary Narratives for Chapel Hill FY 2007-08 UPWP

Task II-A-5: Transit System Data

Collection and analysis of transit system ridership and operating information

Objectives:

1. To collect and analyze transit system data.

Previous Work:

1. Completion of systemwide boarding and alighting data October, 2006.

Proposed Activities:

1. Monitoring of information collected from transit system APC's.

Products:

1. Ridership data and route analysis

Completion Date:

Data collection and analysis will be ongoing throughout fiscal year.

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff.

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

FTA Transit Funds				
	Federal	State	Local	Total
CHT	\$10,000	\$1,250	\$1,250	\$12,5050
Total	\$10,000	\$1,250	\$1,250	\$12,5050

Task II-A-10: Mapping

Development and maintenance of maps for use in the development and implementation of various tasks.

Objectives:

2. To prepare maps to support new transportation planning initiatives.
3. To maintain and update existing maps.

Previous Work:

1. Preparation of mapping for transit route evaluation
2. Preparation of mapping for Chapel Hill Transit Guide

Proposed Activities:

1. Prepare mapping for 2035 Long Range Transportation Plan
2. Prepare various mapping for ongoing transit and transportation planning projects.

Products:

1. 2035 Plan maps
2. 2007-2008 Chapel Hill Transit maps

Completion Date:

Mapping for 2035 plan will be ongoing throughout year. Mapping for Chapel Hill Transit Guide will be completed in August, 2007. Route evaluation mapping will be completed in February, 2008.

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

FTA Transit Funds				
	Federal	State	Local	Total
CHT	\$15,000	\$1,875	\$1,875	\$18,750
Total	\$15,000	\$1,875	\$1,875	\$18,750

Task II-B-10: Transit Element of LRTP

Assessment of 2035 transit network.

Objectives:

1. To assess the adequacy of the adopted transit network and evaluate possible modifications for inclusion in the 2035 Regional Plan.

Previous Work:

1. Assessment of 2030 transit network network.

Proposed Activities:

1. Review capacity/deficiency data and evaluate transit network.

Products:

1. MPO 2035 Plan transit element.

Completion Date:

June 30, 2008

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds

	Federal	Local	Total
Chapel Hill	\$5,000	\$1,250	\$6,250
Total	\$5,000	\$1,250	\$6,250

FTA Transit Funds

	Federal	State	Local	Total
CHT	\$20,000	\$2,500	\$2,500	\$25,000
Total	\$20,000	\$2,500	\$2,500	\$25,000

Task II-B-11: Bicycle and Pedestrian Element of LRTP

Assessment of 2035 bicycle and pedestrian network.

Objectives:

1. To assess the adequacy of the adopted bicycle and pedestrian network and evaluate possible modifications for inclusion in the 2035 Regional Plan.

Previous Work:

1. Assessment of 2030 bicycle and pedestrian network.

Proposed Activities:

1. Review existing bicycle and pedestrian networks and prepare recommended modifications.

Products:

1. MPO 2035 Plan bicycle and pedestrian element.

Completion Date:

June 30, 2008

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

FTA Transit Funds				
	Federal	State	Local	Total
CHT	3,801	475	475	4,751
Total	3,801	475	475	4,751

Task II-B-16: Financial Planning

Development of financial plan for the 2035 Transportation Plan

Objectives:

1. To develop estimates of anticipated transportation revenue and project costs for development of a fiscally constrained 2035 Plan.

Previous Work:

1. 2030 Plan Financial Plan, TIP and management of the STP DA fund.

Proposed Activities:

1. Collect information on status of current transportation funding and prepare projections of anticipated funding.
2. Develop cost estimates for construction and operation of transportation facilities included in the 2035 Plan.
3. Prepare a fiscally constrained financial plan.

Products:

1. MPO 2035 Financial Plan

Completion Date:

Draft, June 30, 2008

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds

	Federal	Local	Total
Chapel Hill	\$5,000	\$1,250	\$6,250
Total	\$5,000	\$1,250	\$6,250

FTA Transit Funds

	Federal	State	Local	Total
CHT	\$5,000	\$625	\$625	\$6,250
Total	\$5,000	\$625	\$625	\$6,250

Task II-B-18: Air Quality Conformity

Assessment of options for transit system emissions reductions.

Objectives:

2. To evaluate additional opportunities to incorporate air quality emissions improvements to transit capital program.

Previous Work:

1. Evaluation of transit emissions from alternate bus capital purchase scenarios.

Proposed Activities:

4. Evaluation of air quality impacts of proposed transit bus purchase.

Products:

1. Assessment of air quality impacts

Completion Date:

Draft, June 30, 2008

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff

FHWA Funds

	Federal	Local	Total
Chapel Hill			
Total			

FTA Transit Funds

	Federal	State	Local	Total
CHT	\$5,000	\$625	\$625	\$6,250
Total	\$5,000	\$625	\$625	\$6,250

Task III-B-: TIP

Development of 2009-2015 TIP

Objectives:

1. To develop the 2009-2015 TIP

Previous Work:

2007-2013 TIP.

Proposed Activities:

1. Develop priority list
2. Prepare draft TIP
3. Negotiations with NCDOT
4. Development of final TIP.

Products:

1. 2009-2015 TIP

Completion Date:

Draft, June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds			
	Federal	Local	Total
Chapel Hill	\$2,000	\$500	\$2,500
Total	\$1,000	\$2,50	\$1,250

FTA Transit Funds				
	Federal	State	Local	Total
CHT	\$13,000	\$1,625	\$1,625	\$16,250
Total	\$13,000	\$1,625	\$1,625	\$16,250

Task III-A-: Planning Work Program

Development of 2008-2009 PWP.

Objectives:

2. To develop a 2008-2009 planning work program.

Previous Work:

2007-2008 planning work program.

Proposed Activities:

1. Identify anticipated work tasks for FY2008-2009.
3. Allocate anticipated resources to complete work tasks.

Products:

1. FY2008-2009 PWP.

Completion Date:

February, 2008

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds			
	Federal	Local	Total
Chapel Hill	\$125	\$125	\$1,000
Total	\$125	\$125	\$1,000

FTA Transit Funds				
	Federal	State	Local	Total
CHT	\$6,000	\$750	\$750	\$7,500
Total	\$6,000	\$750	\$750	\$7,500

Task III-C-1: Title VI

Complete an assessment of compliance with federal Title VI regulations.

Objectives:

1. To review compliance with Title VI regulations.

Previous Work:

Ongoing evaluation of Title VI compliance.

Proposed Activities:

1. Review status of Title VI activities
2. Identify changes to Title VI regulations
3. Certify compliance with Title VI.

Products:

1. Title VI compliance

Completion Date:

June 30, 2008

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff,

FHWA Funds

	Federal	Local	Total
Chapel Hill			
Total			

FTA Transit Funds

	Federal	State	Local	Total
CHT	\$3,000	\$375	\$375	\$3,750
Total	\$3,000	\$375	\$375	\$3,750

Task III-C-2: Environmental Justice

Prepare assessment of environmental justice in development of 2035 Long Range Transportation Plan and ongoing provision of transit service.

Objectives:

1. To evaluate environmental justice issues in 2035 Plan and ongoing transit planning.

Previous Work:

Title VI evaluation.

Proposed Activities:

1. Prepare environmental justice assessment of current Chapel Hill transit service.
2. Prepare environmental justice assessment of 2035 Long Range Transportation Plan.

Products:

1. 2035 Regional Plan Environmental Justice evaluation
2. Chapel Hill Title VI compliance

Completion Date:

June 30, 2008

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

FTA Transit Funds				
	Federal	State	Local	Total
CHT	\$3,000	\$375	\$375	\$3,750
Total	\$3,000	\$375	\$375	\$3,750

Task III-C-3: Minority Business Enterprise

Prepare assessment of compliance with minority business regulations and identify opportunities for expanded opportunities.

Objectives:

1. To evaluate compliance with minority business enterprise regulations.

Previous Work:

Minority business evaluation

Proposed Activities:

1. Identify opportunities for minority businesses.
2. Determine compliance with minority business enterprise regulations

Products:

1. Title VI certification

Completion Date:

June 30, 2008

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

FTA Transit Funds				
	Federal	State	Local	Total
CHT	\$5,000	\$625	\$625	\$6,250
Total	\$5,000	\$625	\$625	\$6,250

Task III-C-4: Planning for Elderly and Disabled

Evaluate existing transit service for elderly and disabled populations.

Objectives:

1. To evaluate transit services for elderly and disabled population. Assess opportunities for expanded service.

Previous Work:

Annual review of elderly and disabled transit services.

Proposed Activities:

1. Monitor elderly and disabled transit ridership
2. Review service levels and identify need for additional service.

Products:

1. Annual review of elderly and disabled transit services.

Completion Date:

June 30, 2008

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

FTA Transit Funds				
	Federal	State	Local	Total
CHT	\$3,000	\$375	\$375	\$3,750
Total	\$3,000	\$375	\$375	\$3,750

Task III-C-5: Safety/Drug Control Planning

Evaluate safety and drug control policies and programs.

Objectives:

1. To evaluate drug control programs and monitor transit safety efforts.

Previous Work:

Annual review of drug control and transit safety programs.

Proposed Activities:

1. Monitor drug control programs
2. Evaluate transit safety programs

Products:

3. Annual review of drug control and transit safety programs.

Completion Date:

June 30, 2008

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

FTA Transit Funds				
	Federal	State	Local	Total
CHT	\$5,000	\$625	\$625	\$6,250
Total	\$5,000	\$625	\$625	\$6,250

Task III-C-6: Public Involvement

Implement programs to increase public involvement.

Objectives:

1. To allow for public involvement in operation of transit system.

Previous Work:

Ongoing public involvement programs.

Proposed Activities:

1. Implement outreach programs to provide information to the public
2. Solicit public comments on public transit services.

Products:

1. Annual transit forum.

Completion Date:

June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds			
	Federal	Local	Total
Chapel Hill			
Total			

FTA Transit Funds				
	Federal	State	Local	Total
CHT	\$2,000	\$250	\$250	\$2,500
Total	\$2,000	\$250	\$250	\$2,500

Task III-D-4: Regional or Statewide Planning

Participate in various regional and statewide planning projects.

Objectives:

1. To provide guidance and support regional and Statewide planning projects.

Previous Work:

US 15-501 Fixed Guideway Corridor Realignment

Proposed Activities:

1. Provide support to Regional Transit Blueprint and related activities

Products:

1. Regional Transit Blueprint Plan.

Completion Date:

June 30, 2008

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds			
	Federal	Local	Total
Chapel Hill	\$5,000	\$1,250	\$6,250
Total	\$5,000	\$1,250	\$6,250

FTA Transit Funds				
	Federal	State	Local	Total
CHT	\$10,000	\$1,250	\$1,250	\$12,500
Total	\$10,000	\$1,250	\$1,250	\$12,500

Task III-E: Management and Operations

Provide support to MPO and manage Chapel Hill transportation planning tasks.

Objectives:

1. Support MPO activities, including monthly and subcommittee meetings. Provide input to regional planning projects.

Previous Work:

1. DCHC MPO meetings and subcommittee meetings.

Proposed Activities:

1. Attend MPO meetings, chair subcommittees and provide staff support to regional projects.

Products:

1. 2009-2015 TIP
2. 2035 Regional Transportation Plan
3. Chapel Hill Long Range Transit Plan

Completion Date:

June 30, 2008

Proposed Budget and Level of Effort (Staff or Consulting)

Tasks will completed by staff, in consultation with MPO staff.

FHWA Funds			
	Federal	Local	Total
Chapel Hill	\$23,112	\$5,778	\$28,890
Total	\$23,112	\$5,778	\$28,890

FTA Transit Funds				
	Federal	State	Local	Total
CHT	\$79,944	\$9,993	\$9,993	\$99,930
Total	\$70,024	\$8,753	\$8,753	\$87,530

Attachment # 7 Anticipated DBE Contracting Opportunities for FY08

Name of MPO: __Durham-Chapel Hill-Carrboro__ Town of Chapel Hill

Person Completing Form: __David Bonk

Telephone Number: ____919 969-5064

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
			NO CONTRACTING OPPORTUNITIES		

Sample Entry:

II-C-11	Transit Plan Evaluation	Big City Planning Department	Consultant	\$48,000	\$60,000
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Note: This form must be submitted to NCDOT-PTD even if you anticipate no DBE Contracting Opportunities. Note “No contracting opportunities” on the table if you do not anticipate having any contracting opportunities.

Orange County
Task Funding Table

Orange County		Durham-Chapel Hill-Carrboro Urban Area FY 2007-2008 Unified Planning Work Program Proposed Funding Source Tables													Orange County 4/5/2007 12:14			
	Task Description	SPR		Sec. 104(f) & 133(b)(3)(7)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
		Highway		Local 20%	FHWA 80%	Local 10%	Highway/Transit		Transit			Transit			Local	NCDOT	Federal	Total
		NCDOT 20%	FHWA 80%				NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%				
II A	Surveillance of Change																	
	1 Traffic Volume Counts			0	0													
	2 Vehicle Miles of Travel																	
	3 Street System Changes																	
	4 Traffic Accidents																	
	5 Transit System Data			0	0													
	6 Dwelling Unit, Pop. & Emp. Change																	
	7 Air Travel																	
	8 Vehicle Occupancy Rates																	
	9 Travel Time Studies			0	0													
	10 Mapping			0	0													
	11 Central Area Parking Inventory																	
	12 Bike & Ped. Facilities Inventory																	
	13 Bike & Ped. Counts			0	0													
II B	Long Range Transp. Plan																	
	1 Collection of Base Year Data			0	0													
	2 Collection of Network Data			0	0													
	3 Travel Model Updates																	
	4 Travel Surveys																	
	5 Forecast of Data to Horizon year			0	0													
	6 Community Goals & Objectives																	
	7 Forecast of Future Travel Patterns																	
	8 Capacity Deficiency Analysis																	
	9 Highway Element of th L RTP																	
	10 Transit Element of the L RTP																	
	11 Bicycle & Ped. Element of the L RTP																	
	12 Airport/Air Travel Element of L RTP																	
	13 Collector Street Element of L RTP																	
	14 Rail, Water or other mode of L RTP																	
	15 Freight Movement/Mobility Planning																	
	16 Financial Planning																	
	17 Congestion Management Strategies			0	0													
	18 Air Qual. Planning/Conformity Anal.			1,410	5,640										1,410		5,640	7,050
II C	Short Range Transit Planning																	
	1 Short Range Transit Planning																	
III-A	Planning Work Program			0	0													
III-B	Transp. Improvement Plan			0	0													
III-C	Cvi Rgts. Cmp/Otr .Reg. Reqs.																	
	1 Title VI																	
	2 Environmental Justice			0	0													
	3 Minority Business Enterprise																	
	4 Planning for the Elderly & Disabled																	
	5 Safety/Drug Control Planning																	
	6 Public Involvement			0	0													
	7 Private Sector Participation																	
III-D	Incidental Plng./Project Dev.																	
	1 Transportation Enhancement Plng.																	
	2 Enviro. Analysis & Pre-TIP Plng.																	
	3 Special Studies			0	0													
	4 Regional or Statewide Planning																	
III-E	Management & Operations																	
	1 Management & Operations	0	0	0	0	0	0	0	0	0	0	0	0	0				
Totals		\$0	\$0	\$1,410	\$5,640	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,410	\$0	\$5,640	\$7,050

N.C. Department of Transportation
Task Funding Table

NCDOT		Durham-Chapel Hill-Carrboro Urban Area FY 2007-2008 Unified Planning Work Program Proposed Funding Source Tables													NCDOT 4/5/2007 12:15			
	Task Description	SPR		Sec. 104(f) & 133(b)(3)(7)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
		Highway		Local 20%	FHWA 80%	Local 10%	Highway/Transit		Transit			Transit			Local	NCDOT	Federal	Total
		NCDOT 20%	FHWA 80%				NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%				
II A	Surveillance of Change																	
	1 Traffic Volume Counts	0	0															
	2 Vehicle Miles of Travel	0	0															
	3 Street System Changes	0	0															
	4 Traffic Accidents	0	0															
	5 Transit System Data	0	0						0	0								
	6 Dwelling Unit, Pop. & Emp. Change	0	0															
	7 Air Travel	0	0															
	8 Vehicle Occupancy Rates	0	0															
	9 Travel Time Studies	0	0															
	10 Mapping	0	0															
	11 Central Area Parking Inventory	0	0															
	12 Bike & Ped. Facilities Inventory	0	0															
	13 Bike & Ped. Counts	0	0															
II B	Long Range Transp. Plan																	
	1 Collection of Base Year Data	0	0															
	2 Collection of Network Data	0	0															
	3 Travel Model Updates	2,100	8,400													2,100	8,400	10,500
	4 Travel Surveys	0	0															
	5 Forecast of Data to Horizon year	0	0															
	6 Community Goals & Objectives	0	0															
	7 Forecast of Future Travel Patterns	0	0															
	8 Capacity Deficiency Analysis	0	0															
	9 Highway Element of th L RTP	0	0															
	10 Transit Element of the L RTP	0	0															
	11 Bicycle & Ped. Element of the L RTP	0	0															
	12 Airport/Air Travel Element of L RTP	0	0															
	13 Collector Street Element of L RTP	200	800													200	800	1,000
	14 Rail, Water or other mode of L RTP	0	0															
	15 Freight Movement/Mobility Planning	0	0															
	16 Financial Planning	0	0															
	17 Congestion Management Strategies	800	3,200													800	3,200	4,000
	18 Air Qual. Planning/Conformity Anal.	200	800													200	800	1,000
II C	Short Range Transit Planning																	
	1 Short Range Transit Planning	0	0															
III-A	Planning Work Program	400	1,600													400	1,600	2,000
III-B	Transp. Improvement Plan	400	1,600													400	1,600	2,000
III-C	Cvi Rgts. Cmp/Otr .Reg. Reqs.																	
	1 Title VI	0	0															
	2 Environmental Justice	0	0															
	3 Minority Business Enterprise	0	0															
	4 Planning for the Elderly & Disabled	0	0															
	5 Safety/Drug Control Planning	0	0															
	6 Public Involvement	0	0															
	7 Private Sector Participation	0	0															
III-D	Incidental Plng./Project Dev.																	
	1 Transportation Enhancement Plng.	100	400													100	400	500
	2 Enviro. Analysis & Pre-TIP Plng.	1,000	4,000													1,000	4,000	5,000
	3 Special Studies	1,000	4,000													1,000	4,000	5,000
	4 Regional or Statewide Planning	2,100	8,400													2,100	8,400	10,500
III-E	Management & Operations																	
	1 Management & Operations	4,000	16,000													4,000	16,000	20,000
Totals		\$12,300	\$49,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,300	\$49,200	\$61,500

Triangle Transit Authority (TTA)
Task Funding Table
TTA Transit (FTA) Narrative
Task Description and Narrative
FTA Disadvantaged Business Contracting Opportunities Form

Triangle Transit Authority (TTA)

Durham-Chapel Hill-Carrboro Urban Area
 FY 2007-2008 Unified Planning Work Program
 Proposed Funding Source Tables

TTA

4/5/2007 12:19

	Task Description	STP-DA		Sec. 104(f)		Section 5303			Section 5307			Section 5309			Task Funding Summary			
		133(b)(3)(7)		PL		Highway/Transit			Transit			Transit			Local	NCDOT	Federal	Total
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%				
II A	Surveillance of Change																	
	1 Traffic Volume Counts			0	0				0	0	0				-	-	-	-
	2 Vehicle Miles of Travel			0	0				0	0	0			-	-	-	-	
	3 Street System Changes			0	0				0	0	0			-	-	-	-	
	4 Traffic Accidents			0	0				0	0	0			-	-	-	-	
	5 Transit System Data			0	0				10,000	10,000	80,000			10,000	10,000	80,000	100,000	
	6 Dwelling Unit, Pop. & Emp. Change			0	0				0	0	0			-	-	-	-	
	7 Air Travel			0	0				0	0	0			-	-	-	-	
	8 Vehicle Occupancy Rates			0	0				0	0	0			-	-	-	-	
	9 Travel Time Studies			0	0				0	0	0			-	-	-	-	
	10 Mapping			0	0				0	0	0			-	-	-	-	
	11 Central Area Parking Inventory			0	0				0	0	0			-	-	-	-	
	12 Bike & Ped. Facilities Inventory			0	0				0	0	0			-	-	-	-	
	13 Bike & Ped. Counts			0	0				0	0	0			-	-	-	-	
II B	Long Range Transp. Plan																	
	1 Collection of Base Year Data			0	0				0	0	0			-	-	-	-	
	2 Collection of Network Data			0	0				0	0	0			-	-	-	-	
	3 Travel Model Updates			0	0				12,500	12,500	100,000			12,500	12,500	100,000	125,000	
	4 Travel Surveys			0	0				4,000	4,000	32,000			4,000	4,000	32,000	40,000	
	5 Forecast of Data to Horizon year			0	0				0	0	0			-	-	-	-	
	6 Community Goals & Objectives			0	0				0	0	0			-	-	-	-	
	7 Forecast of Future Travel Patterns			0	0				0	0	0			-	-	-	-	
	8 Capacity Deficiency Analysis			0	0				0	0	0			-	-	-	-	
	9 Highway Element of th LRTP	0	0	0	0				0	0	0			-	-	-	-	
	10 Transit Element of the LRTP	0	0	0	0				12,000	12,000	96,000			12,000	12,000	96,000	120,000	
	11 Bicycle & Ped. Element of the LRTP			0	0				0	0	0			-	-	-	-	
	12 Airport/Air Travel Element of LRTP			0	0				0	0	0			-	-	-	-	
	13 Collector Street Element of LRTP			0	0				0	0	0			-	-	-	-	
	14 Rail, Water or other mode of LRTP			0	0				0	0	0			-	-	-	-	
	15 Freight Movement/Mobility Planning			0	0				0	0	0			-	-	-	-	
	16 Financial Planning			0	0				0	0	0			-	-	-	-	
	17 Congestion Management Strategies	26,250	105,000	0	0				0	0	0			-	26,250	105,000	131,250	
	18 Air Qual. Planning/Conformity Anal.			0	0				0	0	0			-	-	-	-	
II C	Short Range Transit Planning																	
	1 Short Range Transit Planning			0	0				28,100	28,100	224,800			28,100	28,100	224,800	281,000	
III-A	Planning Work Program																	
	1 Planning Work Program			0	0				0	0	0			-	-	-	-	
III-B	Transp. Improvement Plan																	
	1 Transp. Improvement Plan			0	0				0	0	0			-	-	-	-	
III-C	Cvl Rgts. Cmp/Otr .Reg. Reqs.																	
	1 Title VI			0	0				0	0	0			-	-	-	-	
	2 Environmental Justice			0	0				0	0	0			-	-	-	-	
	3 Minority Business Enterprise			0	0				0	0	0			-	-	-	-	
	4 Planning for the Elderly & Disabled			0	0				0	0	0			-	-	-	-	
	5 Safety/Drug Control Planning			0	0				0	0	0			-	-	-	-	
	6 Public Involvement			0	0				0	0	0			-	-	-	-	
	7 Private Sector Participation			0	0				0	0	0			-	-	-	-	
III-D	Incidental Png./Project Dev.																	
	1 Transportation Enhancement Png.			0	0				0	0	0			-	-	-	-	
	2 Enviro. Analysis & Pre-TIP Png.			0	0				0	0	0			-	-	-	-	
	3 Special Studies			0	0				20,000	20,000	160,000			20,000	20,000	160,000	200,000	
	4 Regional or Statewide Planning			0	0				0	0	0			-	-	-	-	
III-E	Management & Operations																	
	1 Management & Operations	0	0	0	0				0	0	0			-	-	-	-	
Totals		\$26,250	\$105,000	\$0	\$0	\$0	\$0	\$0	\$86,600	\$86,600	\$692,800	\$0	\$0	\$0	\$86,600	\$112,850	\$797,800	\$997,250

MPO:DCHC -TTA		Triangle Transit Authority						
2- FTA Code								
3- Task Code	II-A-5	II-B-3	II-B-4	II-B-10	II-C-1	III-D-3		
4- Title of Planning Task	Transit System Data	Travel Model Updates	Travel Surveys	Transit Element of the LRTP	Short Range Transit Planning	Special Studies	TOTALS	
5- Task Objective	To collect highway and transit travel time data for use in calibration of regional model travel times for the TRM	Support for Triangle Regional Model Service Bureau	Customer Satisfaction Survey	To provide travel market analysis and cost information for development of transit investments for the LRTP; and to acquire GIS support services from TJCOG	This covers a portion of staff salaries in the Departments of Commuter Resources and Capital Development related to TTA's short-range transit service and facility planning	Studies may be conducted for corridors that show promise during the course of the development of the transit element of the LRTP		
6- Tangible Product Expected	Survey data to be utilized by TRM model team	Updated Triangle Regional Model	To conduct a full on-board customer satisfaction survey to evaluate TTA customers' level of satisfaction for a broad range of TTA characteristics	Technical planning report provided to regional leaders and the MPO; other GIS service needs as required.	On-going staff salaries	RFP and/or Technical Report		
7- Expected Completion Date of Product(s)	6/30/2008	6/30/2008	6/30/2008	6/30/2008	6/30/2008	6/30/2008		
8- Previous Work	Continued and ongoing TRM development of TransCad application	Ongoing support of TRM service bureau	The previous customer satisfaction survey for TTA customers was conducted in 2003.	Continued and ongoing regional corridor analysis for LRTP and other projects	Ongoing staff salaries			
9- Prior FTA Funds								
10- Relationship To Other Activities	Data is used to calibrate the travel times in the regional model							
11- Agency Responsible for Task Completion	TTA and ITRE	Service Bureau at ITRE responsible for task - TTA is a funding partner	TTA	TTA (with joint sponsorship by TJCOG and MPOs, NCDOT)	TTA	TTA		
12- HPR - Highway - NCDOT 20%								
13- HPR - Highway - FHWA 80%								
14- Section 104 (f) PL Local 20%								
15- Section 104 (f) PL FHWA 80%								
16- Section 5303 Local 10%								
17- Section 5303 NCDOT 10%								
18- Section 5303 FTA 80%								
19- Section 5307 Transit - Local 10%	\$10,000	\$12,500	\$4,000	\$12,000	\$28,100	\$20,000	\$86,600	
20- Section 5307 Transit - NCDOT 10%	\$10,000	\$12,500	\$4,000	\$12,000	\$28,100	\$20,000	\$86,600	
21- Section 5307 Transit - FTA 80%	\$80,000	\$100,000	\$32,000	\$96,000	\$224,800	\$160,000	\$692,800	
22- Additional Funds - Local 100%								

TTA Tasks Descriptions and Summary Narratives FY 2007-2008 UPWP

Task II A 5 Transit System Data

The Triangle Transit Authority contracts with the Institute for Transportation Research and Education (ITRE) for its contribution to the development and maintenance of the Triangle Regional Model Service Bureau. The Service Bureau is the entity that provides technical assistance to the development of the regional transportation model.

Objectives:

The primary objective of this task is to collect highway and transit travel time data for use in calibration of regional model travel times for the Triangle Regional Model, as part of the calibration effort for updating the model with the new platform (TransCad).

Previous Work:

TTA has contributed to supporting the Triangle Regional Model for several years.

Proposed Activities:

Proposed activities will be defined by the Triangle Regional Model Service Bureau.

Products:

Products will include data inputs for the regional model, as defined and required by the Service Bureau. The Service Bureau of funding partners oversees the studies and makes final approvals of deliverables.

Relationship to Other Plans and MPO Activities:

The Triangle Regional Model is the technical tool used in formulation of the Long Range Transportation Plan and the modeling requirements of the transit New Starts fixed guideway development.

Completion Date:

This activity is planned to be completed by June 30, 2008. .

Proposed Budget and Level of Effort (Staff or Consulting):

TTA’s contribution is \$100,000. TTA will work with the Transportation Service Bureau at ITRE in providing staff support to the service bureau.

Staff effort –

FHWA Funds				FTA Transit Funds (DCHC portion)				
	Federal	Local	Total		Federal	State	Local	Total
Durham	\$0	\$0	\$0	DATA	0	0	0	0
Chapel Hill	\$0	\$0	\$0	CHT	0	0	0	0
Carrboro	\$0	\$0	\$0	TTA				
Orange	\$0	\$0	\$0					
TTA								

Total					Total	0	0	0	0
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Funding Commitments from Other Entities:
DCHC, CAMPO and NCDOT are funding partners with TTA, and provide policy guidance to the technical staff, and oversee the work products of the Service Bureau.

Task II B 3 Travel Model Updates

The Triangle Transit Authority contracts with the Institute for Transportation Research and Education (ITRE) for its contribution to the development and maintenance of the Triangle Regional Model Service Bureau. The Service Bureau is the entity that provides technical assistance to the development of the regional transportation model.

Objectives:

The primary objective for FY 08 is to continue to update the Triangle Regional Model with the new platform (TransCad).

Previous Work:

TTA has contributed to supporting the Triangle Regional Model for several years.

Proposed Activities:

Proposed activities will be defined by the Triangle Regional Model Service Bureau.

Products:

Products will include data inputs for the regional model, as defined and required by the Service Bureau. The Service Bureau of funding partners oversees the studies and makes final approvals of deliverables.

Relationship to Other Plans and MPO Activities:

The Triangle Regional Model is the technical tool used in formulation of the Long Range Transportation Plan and the modeling requirements of the transit New Starts fixed guideway development.

Completion Date:

The model activities are ongoing and multi-year.

Proposed Budget and Level of Effort (Staff or Consulting):

TTA’s contribution is \$125,000 to provide staff support to the service bureau.

Staff effort –

FHWA Funds				FTA Transit Funds (DCHC portion)				
	Federal	Local	Total		Federal	State	Local	Total
Durham	\$0	\$0	\$0	DATA	0	0	0	0
Chapel Hill	\$0	\$0	\$0	CHT	0	0	0	0
Carrboro	\$0	\$0	\$0	TTA				
Orange	\$0	\$0	\$0					
TTA								
Total				Total	0	0	0	0

Funding Commitments from Other Entities:

DCHC, CAMPO and NCDOT are funding partners with TTA, and provide policy guidance to the technical staff, and oversee the work products of the Service Bureau.

Task II B 4 Travel Surveys

The Triangle Transit Authority plans to conduct a Customer Satisfaction Survey of its customers.

Objectives:

To conduct a full on-board customer satisfaction survey to evaluate TTA customers' level of satisfaction for a broad range of TTA characteristics.

Previous Work:

The previous customer satisfaction survey for TTA customers was conducted in 2003.

Proposed Activities:

TTA will conduct the following survey for the purposes of collecting data for short term transit service planning and marketing:

1. A customer satisfaction survey of TTA customers.

Products:

Products include survey instruments, and summary reports, data tables and analysis, as needed and according to the work scope for the survey.

Relationship to Other Plans and MPO Activities:

The survey information will be utilized by TTA to develop service plans and develop programs that respond to customer input.

Completion Date:

All surveys will be completed by June 30, 2008.

Proposed Budget and Level of Effort (Staff or Consulting):

Project management for the customer satisfaction survey will be conducted by the TTA transit service planner.

FHWA Funds			
	Federal	Local	Total
Durham	\$0	\$0	\$0
Chapel Hill	\$0	\$0	\$0
Carrboro	\$0	\$0	\$0
Orange	\$0	\$0	\$0
TTA			
Total			

FTA Transit Funds				
	Federal	State	Local	Total
DATA	0	0	0	0
CHT	0	0	0	0
TTA				
Total	0	0	0	0

Funding Commitments from Other Entities:

The total amount for this task is \$40,000, all of which will be funded by TTA.

Task II B 10 Transit Element of the LRTP

The Triangle Transit Authority will contribute \$45,000 to TJCOG for mapping and other GIS services, and contribute \$75,000 in staff time for development of transit investments for the LRTP.

Objectives:

TTA will provide travel market analysis and cost information for development of transit investments for the LRTP, as a component of the regional “Blueprint” project for transit.

Previous Work:

Continued and ongoing regional corridor analysis for LRTP and other projects.

Proposed Activities:

1. TJCOG will complete other GIS mapping and analysis tasks and services as requested by TTA
2. TJCOG will provide GIS based information to be used in formulation of the transit portion of the LRTP.
3. TTA will provide cost estimating services of alternative technologies for transit corridors as part of the transit portion of the LRTP.
4. TTA will work with the TRM service bureau to conduct a travel market analysis of the region in support of the transit portion of the LRTP.

Products:

GIS products are made on an as needed basis, but typically include color coded printouts of maps, of various sizes that depict defined geographic information for use in presentations, research, and documents. LRTP transit corridor analysis will be conducted as outlined in the scope and workplan of the regional “Blueprint”.

Relationship to Other Plans and MPO Activities:

The transit corridor analysis will be presented to a joint MPO regional commission for recommendations to be made to both MPO Technical Advisory Committees, which will then be utilized in the transit portion of the Long Range Transportation Plan.

Completion Date:

June 30, 2008

Proposed Budget and Level of Effort (Staff or Consulting):

TTA and TJCOG staff will conduct most of the scope outlined in the “Blueprint”. TTA will contract with a consultant to provide cost estimating services

Staff effort –

FHWA Funds				FTA Transit Funds (DCHC portion)				
	Federal	Local	Total		Federal	State	Local	Total
Durham	\$0	\$0	\$0	DATA	0	0	0	0
Chapel Hill	\$0	\$0	\$0	CHT	0	0	0	0
Carrboro	\$0	\$0	\$0	TTA				
Orange	\$0	\$0	\$0					
TTA								
Total				Total	0	0	0	0

Funding Commitments from Other Entities:

The total amount budgeted for this task by TTA is \$120,000. DCHC, CAMPO, and NCDOT are funding partners on the “Blueprint” project.

Task II C 1 Short Range Transit Planning

TTA provides short range transit planning activities for regional and sub-regional areas of the Triangle region.

Objectives:

To provide staff salaries for short range transit planning and capital planning activities for the region and for the Triangle Transit Authority.

Previous Work:

This is an on-going, multi-year task.

Proposed Activities:

1. Provide planning staff support for the implementation of transit capital projects.
2. Provide planning staff support for service planning, scheduling, and analysis of TTA programs provided through the Department of Commuter Resources and Department of Bus Operations.
3. Provide planning staff support for the preparation of the Regional Transit “Blueprint” Infrastructure Plan.

Products:

1. Service change recommendations to TTA Board.
2. Monthly ridership reports, monthly on-time performance reports, and the monthly fare media usage reports.
3. Progress on development of a regional transit “Blueprint” plan for the LRTP.

Relationship to Other Plans and MPO Activities:

The monthly reports are provided to the MPO for tracking purposes. The capital development planning program is in support of the regional LRTP, and the Regional Transit Infrastructure plan development is to be conducted at the request of the CAMPO and DCHC TACs.

Completion Date:

This is for ongoing support of staff salaries through the end of FY 2008, or June 30, 2008.

Proposed Budget and Level of Effort (Staff or Consulting):

The budget is for portions of the salaries of several positions in the Department of Commuter Resources the Department of Capital Development at the Triangle Transit Authority.

Staff effort –

FHWA Funds				FTA Transit Funds (DCHC portion)				
	Federal	Local	Total		Federal	State	Local	Total
Durham	\$0	\$0	\$0	DATA	0	0	0	0
Chapel Hill	\$0	\$0	\$0	CHT	0	0	0	0
Carrboro	\$0	\$0	\$0	TTA				
Orange	\$0	\$0	\$0					
TTA								
Total				Total	0	0	0	0

Funding Commitments from Other Entities:

The total amount of this portion of TTA staff support is \$281,000, all of which is funded by TTA.

Task III D 3 Special Studies

TTA provides planning activities for transit corridor studies for regional and sub-regional areas of the Triangle region.

Objectives:

Studies may be conducted for corridors that show promise during the course of the development of the transit element of the LRTP.

Previous Work:

TTA has previously conducted transit corridor studies within the region.

Proposed Activities:

1. Procurement of proposals for professional services to conduct transit corridor studies.
2. On-going project management and oversight of consultant work as defined in scope of services and contract for professional services.

Products:

1. Reports, maps, and other technical information as defined in the scope of services.

Relationship to Other Plans and MPO Activities:

Corridor analyses will be conducted as required or recommended by the regional planning efforts for the transit portion of the LRTP.

Completion Date:

For consultant work through June 30, 2007

Proposed Budget and Level of Effort (Staff or Consulting):

The budget is for procurement of professional services.

Staff effort –

FHWA Funds				FTA Transit Funds (DCHC portion)				
	Federal	Local	Total		Federal	State	Local	Total
Durham	\$0	\$0	\$0	DATA	0	0	0	0
Chapel Hill	\$0	\$0	\$0	CHT	0	0	0	0
Carrboro	\$0	\$0	\$0	TTA				
Orange	\$0	\$0	\$0					
TTA								
Total				Total	0	0	0	0

Funding Commitments from Other Entities:

The total amount of this task is \$200,000, the total amount to be funded by TTA.

Regional Travel Demand Management

Local share \$26,250 (20%), Federal share \$105,000 (80%)

1. **Regional Travel Demand Management Program.** The Durham-Chapel Hill-Carrboro MPO is contracting with the Triangle Transit Authority to support travel demand management activities with a benefit to our planning area. This year the activities in Durham and Orange counties will be continue to be conducted through a regional approach to travel demand management. Key activities will include the 2008 SmartCommute Challenge campaign; continuing the "Redefine the way you travel" campaign targeted at university students; continuing the regional Emergency Ride Home program; providing targeted information and incentives to newly hired employees; supporting employers in efforts to increase their percentage of employees biking, carpooling, vanpooling, telecommuting, or riding the bus to work, and; encouraging employers to achieve the Best Workplaces for Commuters recognition for their commuter benefits programs. For the upcoming year, we are also planning to contract for services to enhance the evaluation of regional TDM program activities.

During the first half of FY2007, the MPO's investment in the regional travel demand management program resulted in the following outcomes.

- SmartCommute Challenge, which ran from August 15th through September 30th. During the Challenge, 12,789 people pledged to try a commuting option, of which 51% reported that they had rarely or never used an mode other than driving themselves to work prior to the Challenge. In a follow-up survey, there were 4,528 respondents, or 35.4% of all individuals who pledged during the Challenge. This group had pledged to make 26,166 trips during the Challenge and reported making 43,941 trips. With an average commute trip length of 17 miles, there were nearly 1.5 million miles of auto travel avoided by these respondents during the Challenge.
- The "Redefine the Way You Travel" campaign aimed at increasing transit use, biking, and carpooling among university students at UNC, NCCU, NCSU, and Meredith continued with advertisements, PR, and on-site activities.. New, targeted materials were included in student orientations; updates were made to the student-focused website, www.redefinetravel.org. We also began a strategy aimed at informing students of apartment options that have excellent transit access to campus.
- Since July, 195 employees have registered for the regional Emergency Ride Home program. We have continued to promote the Emergency Ride Home program through the regional www.GoTriangle.org website, to State Government employees, and through employer outreach.
- During the period, there were 1,038 new registrants to the regional ridematching database. Of the 5,713 ridematches attempted, 3,202 successful matches were made (56% success rate).
- More than 90% of large- and medium-sized employers in Durham County have surveyed their employees in compliance with the Durham CTR ordinance. They will be submitting their annual reports following the receipt of survey results.

Table 5. ANTICIPATED DBE CONTRACTING OPPORTUNITIES FOR FY06-07

Section 5307

Name of MPO: Durham Chapel Hill Carborro

Person Completing Form: Barbara Weigel

Telephone No: 919-485-7509

Prospectus Task Code	Prospectus Description	Name of Agency Contracting Out	Type of Contracting Opportunity (Consultant, Printing, etc.)	Federal Funds to be Contracted Out	Total Funds to be Contracted Out
Task II B 4	Travel Surveys	TTA	Consultant	\$ 32,000	\$ 40,000
Task II-B-10	Transit Element of the LRTP	TTA	Consultant	\$ 96,000	\$ 120,000
Task III-D-3	Special Studies	TTA	Consultant	\$ 160,000	\$ 200,000

Triangle J Council of Governments (TJCOG)
Task Funding Table
Task Description and Narrative

Triangle J COG		Durham-Chapel Hill-Carrboro Urban Area FY 2007-2008 Unified Planning Work Program Proposed Funding Source Tables														TJCOG 4/5/2007 12:37					
	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Section 5309 Transit			Task Funding Summary						
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 25%	NCDOT 25%	FTA 50%	Local	NCDOT	Federal	Total			
		II	A	Surveillance of Change																	
II	A	1	Traffic Volume Counts															-	-	-	-
		2	Vehicle Miles of Travel															-	-	-	-
		3	Street System Changes															-	-	-	-
		4	Traffic Accidents															-	-	-	-
		5	Transit System Data															-	-	-	-
		6	Dwelling Unit, Pop. & Emp. Change															0	0	-	-
		7	Air Travel															-	-	-	-
		8	Vehicle Occupancy Rates															-	-	-	-
		9	Travel Time Studies															-	-	-	-
		10	Mapping															-	-	-	-
		11	Central Area Parking Inventory															-	-	-	-
		12	Bike & Ped. Facilities Inventory															-	-	-	-
		13	Bike & Ped. Counts															-	-	-	-
II	B	Long Range Transp. Plan																			
II	B	1	Collection of Base Year Data															-	-	-	-
		2	Collection of Network Data															-	-	-	-
		3	Travel Model Updates															-	-	-	-
		4	Travel Surveys															0	0	-	-
		5	Forecast of Data to Horizon year															2,500	10,000	0	0
		6	Community Goals & Objectives															-	-	-	-
		7	Forecast of Future Travel Patterns															-	-	-	-
		8	Capacity Deficiency Analysis															-	-	-	-
		9	Highway Element of th LRTP															-	-	-	-
		10	Transit Element of the LRTP															0	0	1,750	7,000
		11	Bicycle & Ped. Element of the LRTP															0	0	-	-
		12	Airport/Air Travel Element of LRTP															-	-	-	-
		13	Collector Street Element of LRTP															-	-	-	-
		14	Rail, Water or other mode of LRTP															-	-	-	-
		15	Freight Movement/Mobility Planning															-	-	-	-
		16	Financial Planning															-	-	-	-
		17	Congestion Management Strategies															-	-	-	-
		18	Air Qual. Planning/Conformity Anal.															1,250	5,000	0	0
II	C	Short Range Transit Planning																			
II	C	1	Short Range Transit Planning															-	-	-	-
III-A	Planning Work Program																				
III-B	Transp. Improvement Plan																				
III-C	Cvli Rgts. Cmp/Otr .Reg. Reqs.																				
		1	Title VI															-	-	-	-
		2	Environmental Justice															-	-	-	-
		3	Minority Business Enterprise															-	-	-	-
		4	Planning for the Elderly & Disabled															-	-	-	-
		5	Safety/Drug Control Planning															-	-	-	-
		6	Public Involvement															-	-	-	-
		7	Private Sector Participation															-	-	-	-
III-D	Incidental PIng/Project Dev.																				
		1	Transportation Enhancement PIng.															-	-	-	-
		2	Enviro. Analysis & Pre-TIP PIng.															-	-	-	-
		3	Special Studies															0	0	0	0
		4	Regional or Statewide Planning															2,500	10,000	0	0
III-E	Management & Operations																				
		1	Management & Operations															0	0	-	-
Totals			\$6,250	\$25,000	\$1,750	\$7,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000	\$0	\$32,000	\$40,000			

Task Descriptions and Summary Narratives for Triangle J Council of Governments FY 2007-08 UPWP

Task III-D-4: Regional and Statewide Planning

TJCOG will continue to work with DCHC MPO, CAMPO, NCDOT, ITRE, TTA and RPOs in the region on critical coordination issues related to the intersection of land use, transportation and air quality related to development of the 2035 LRTPs, the 2009-15 TIP, SIP motor vehicle emission budgets, and the use and improvement of the Triangle Regional Model.

Objectives:

1. To ensure consistency and coordination in planning for land use, transportation and air quality across topic areas, across geographic boundaries and across institutional boundaries.
2. To provide information and support on land use, transportation and air quality issues.

Previous Work:

1. Unified conformity reports for the entire Non-attainment area covering all or portions of 3 MPOs and 3 RPOs were prepared for the 2030 LRTPs, 2004-10 TIP, 2006-12 TIP, amended 2030 LRTPs, and 2007-13 TIP.
2. Information was provided to all partners on the framework for development of SIP motor vehicle emission budgets.
3. Planners from local governments, TTA, ITRE, and MPOs worked together to develop SE data estimates and projections for the 2035 LRTPs.
4. Provided coordination support for ITRE Model Service Bureau during search for new director.
5. The triangleair.org website was created as a vehicle to share information.

Proposed Activities:

1. Work with partners on using land use data to consider land use scenarios in the development of 2035 LRTPs.
2. Collect and disseminate information on land use, transportation and air quality issues and ensure that conformity concerns are represented in transportation planning and modeling efforts.
3. Work with MPOs on responding to proposals for development of the Ozone SIP for the Triangle non-attainment area.
4. Continue facilitation of ITRE Model Service Bureau Executive Committee and support coordination between the service bureau and users of the TRM.
5. Assist MPOs in consistent, transparent, documented development of fiscal constraint mechanisms for the 2035 LRTPs.
6. Continue to participate in regional and statewide transportation planning efforts such as TriMAP, the Special Transit Advisory Commission, Joint MPO TAC, TTA projects and the Chapel Hill Transit Master Plan.
7. Prepare memos and reports documenting activities.
8. Work with individual MPO members as needed on regional-scale land use, transportation and air quality issues.

Products:

1. Memos and reports related to land use and land use scenarios, project-level consistency across boundaries, conformity and motor vehicle emission budget issues, and ITRE TRM service bureau executive committee concerns.
2. Clear documentation of all methods, assumptions and data.

Relationship to Other Plans and MPO Activities:

Land use projections and air quality conformity are requirements for TIPs and LRTPs; consistency on land use, fiscal constraint and transportation projects that cross boundaries are important considerations in developing high-quality plans and programs.

Completion Date:

This phase of work will be completed during the FY07-08 fiscal year.

Proposed Budget and Level of Effort (Staff or Consulting):

Tasks will be undertaken by existing TJCOG staff.

Funding Commitments from Other Entities:

This is a cooperative project with CAMPO and TTA, which are also providing funding. TARPO funding for TJCOG staff time is also allocated to this task.

Task II-B-10: Transit Element of the LRTP

TJCOG is working with DCHC MPO, CAMPO, TTA, NCDOT and other partners to develop a Regional Transit Blueprint technical analysis for the Triangle that describes future transit corridors and any major planned or potential transit infrastructure investments in the corridors.

Objectives:

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

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

Previous Work:

1. This project was started during FY06-07 and will conclude during FY07-08.

Proposed Activities:

1. Complete project tasks and documentation
2. Work with the Special Transit Advisory Commission; MPO TACs, TCCs and staff; local community boards and staffs; TTA Board and staff; and NCDOT staff on communication of results, incorporation into other transit planning efforts, and any needed follow-up work.

Products:

1. Reports and maps related to each of the major work tasks.
2. A transit infrastructure investment cost estimation tool.
3. GIS layers and related attributes associated with the project.
4. A project web page.
5. Clear documentation of all methods, assumptions and data.

Relationship to Other Plans and MPO Activities:

This project is designed to provide valuable information for development of the 2035 Long Range Transportation Plan (LRTPs), lowering the eventual cost and/or improving the quality of the work undertaken in preparing the list of projects in the LRTPs:

- the corridor and infrastructure descriptions will provide a set of potential transit projects for consideration in the LRTPs
- the corridor land use descriptions will provide valuable information on land use and socioeconomic conditions and trends in the transit corridors
- the travel analysis will provide an early overview of travel patterns for consideration in developing LRTP alternatives
- the cost analysis (level of detail still to be scoped) will provide consistent and transparent information for LRTP fiscal constraint considerations

Completion Date:

The project will be completed during the FY07-08 fiscal year.

Proposed Budget and Level of Effort (Staff or Consulting):

Tasks will be undertaken by existing TJCOG; limited intern or contract support within the existing budget may be engaged for specialized expertise.

Funding Commitments from Other Entities:

This is a cooperative project with CAMPO, NCDOT and TTA, all of which are also providing funding and staff support.

DCHC MPO -- STP-DA Allocation Table (FY 2007-2013) for April 11 2007 TAC

TIP #	Location	Description	Total Cost	Prior Years	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	Non-Fed Match	Agency		
DURHAM COUNTY																			
1	I-306 C	I-85 C (15-501 to Broad)	Median Planters	\$1,403,204	\$0	\$1,122,563										\$280,641	Durham		
2	I-306 C	I-85 C (15-501 to Broad)	Brick Betterment Noise Wall	\$559,654	\$0	\$447,723										\$111,931	Durham		
3	I-306 C	I-85 C (15-501 to Broad)	Interchange Sidewalks	\$93,842	\$0	\$75,074										\$18,768	Durham		
4	I-306 DB	I-85 DB (Broad to Camden)	Brick Betterment -- Club Blvd. E. S. Noise Wall	\$133,300	\$0		\$106,640									\$26,660	Durham		
5	I-306 C	I-85 (Hillandale Commons)	Landscaping - Bern Hillandale Commons area	\$25,000	\$0		\$20,000									\$20,000	Private		
6	I-85		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.)	\$2,270,000	\$0							\$1,816,000				\$454,000	Durham		
9	U-4009	US 15-501	Add left turn lane at Garrett Road intersection	\$285,000	\$0	\$228,000										\$57,000	Durham		
10	U-3804	Hillandale Rd	I-85 to Carver Street	\$3,000,000	\$0				\$2,400,000							\$600,000	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																			
14																			
ORANGE COUNTY																			
32	U-3306	Weaver Dairy Rd.	Bike & Pedestrian Features	\$707,500	\$0							\$566,000				\$141,500	State		
33	E-4994	Carrboro	Bolin Creek Greenway (CA)	\$807,500	\$0		\$56,000			\$590,000						\$161,500	Carrboro		
34	E-4828	Carrboro	Morgan Creek Greenway West (CA)	\$650,000	\$0		\$40,000		\$480,000							\$130,000	Carrboro		
35	E-4008	Carrboro	Roberson Place Greenway (CA)	\$168,695	\$0		\$45,600	\$89,356								\$33,739	Carrboro		
36	TD-4711C	Chapel Hill	Transit Maintenance Facility	\$4,788,330	\$0		\$560,000	\$1,600,000	\$1,670,664							\$957,666	Chapel Hill		
37		Chapel Hill	Bus Replacement	\$1,000,000	\$0		\$500,000									\$200,000	Chapel Hill		
38	E-4601	Chapel Hill/Carrboro	Morgan Creek Greenway (East)	\$900,000	\$0		\$80,000		\$640,000							\$180,000	CH/Carrboro		
39	E-4995	Chapel Hill	Dry Creek Greenway	\$780,000	\$0			\$64,000		\$560,000						\$156,000	Chapel Hill		
40		Chapel Hill	Upper Booker Creek Greenway	\$800,000	\$0						\$64,000		\$576,000			\$160,000	Chapel Hill		
41	U-4704	Chapel Hill-Carrboro	Signal System Improvements	\$450,000	\$0								\$380,000			\$90,000	CH/Carrboro		
42																			
MPO-WIDE																			
43	E-4707	Old Durham-CH Rd	Bike Lanes	\$3,428,000	\$0							\$1,371,000	\$1,371,000			\$685,600	Multiple		
44	U-4727	MPO -UPWP	MPO Planning	\$5,506,250	\$1,510,000	\$165,000	\$273,000	\$228,657	\$224,380	\$265,963	\$373,000	\$273,000	\$273,000	\$273,000	\$273,000	\$1,101,250	Multiple		
45			UPWP Planning \$165,000																
46			MPO Bike Ped Planner Position \$28,000																
47			TRM Service Bureau \$80,000 (FY 04 - FY 08)																
51	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	\$794,979	Multiple		
52	U-4726B		CAR - Bolin Forest Drive Sidewalk	\$19,950	\$0			\$15,960								\$3,990	Carrboro		
53	U-4726A		CAR - Hanna Street Sidewalk	\$69,455	\$0			\$55,564								\$55,564	Carrboro		
54	U-4726F	03-04 bike allocation	CH - Chapel Hill Sidewalks	\$250,000	\$0				\$200,000							\$50,000	Chapel Hill		
55	U-4726D	04 bike/ped allocation	DUR - Bicycle Pedestrian Plan	\$93,750	\$0			\$60,000	\$15,000							\$18,750	Durham		
56	U-4726E	05 bike/ped allocation	CH - Airport Road	\$50,000	\$0			\$40,000								\$10,000	Chapel Hill		
57	U-4726C	05 bike/ped allocation	CH - Culbreth Rd.	\$45,000	\$0			\$36,000								\$9,000	Chapel Hill		
58	U-4726G	05 bike/ped allocation	DUR - Holloway St sidewalks	\$67,000	\$0			\$53,600								\$13,400	Durham		
59	U-4726H	05 bike/ped allocation	DUR - Bike Education	\$60,000	\$0			\$8,000	\$40,000							\$12,000	Durham		
60	U-4726I	05 bike/ped allocation	CAR - Bel Albor Path	\$65,695	\$0							\$52,556				\$13,139	Carrboro		
61	U-4726J	06 bike/ped allocation	CAR - South Greensboro St./Smith Level Sidewalk	\$46,000	\$0							\$36,800				\$9,200	Carrboro		
62	U-4726K	06 bike/ped allocation	DUR - Hillandale/Club to I-85 sidewalk on both sides	\$165,484	\$0					\$132,387						\$33,097	Durham		
63	U-4726L	06 bike/ped allocation	CH - Fordham Blvd sidewalk NE Fordham/Estes Dr.	\$15,000	\$0			\$12,000								\$3,000	Chapel Hill		
64	U-4726M	06 bike/ped allocation	CH - Drainage gate replacement (NC 86)	\$10,000	\$0			\$8,000								\$2,000	Chapel Hill		
65	U-4726N	06 bike/ped allocation	Walkable Communities Workshop (MPO)	\$17,000	\$0				\$13,600							\$3,400	MPO		
66	U-4726O	07 bike/ped allocation	DUR - Capenter Fletcher RD./Woodcroft- Alston bike impr.	\$142,740	\$0				\$114,192							\$28,548	Durham		
67	U-4726P	07 bike/ped allocation	CH - Culbreth Rd./15501-Culbreth Park Dr sidewalk	\$135,000	\$0			\$108,000								\$27,000	Chapel Hill		
68	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	Various Planning Activities	\$3,872,168	\$0	\$0	\$58,000	\$50,000	\$617,483	\$544,251	\$1,148,000	\$380,000	\$0	\$300,000	\$0	\$0	\$774,434	MPO	
69			MPO TDM	\$343,750	\$0			\$85,000	\$85,000	\$105,000							\$68,750	NCDOT	
70			ITS Deployment Plan Update	\$70,000	\$0				\$56,000								\$14,000	MPO	
71			Bike/Ped (non-motorized trip) Model Development	\$250,000	\$0					\$200,000							\$50,000	MPO	
72			Data automation/management/GIS (\$200,000)	\$250,000	\$0			\$40,000		\$160,000							\$50,000	Multiple	
73			I-40/NC 54 Transit Corridor -- Phase II	\$0	\$0												\$0	Multiple	
74			Land Use/Transportation Model (Placeholder)	\$250,000	\$0					\$200,000							\$50,000	Multiple	
75			Congestion Management System	\$750,000	\$0			\$100,000		\$100,000	\$200,000		\$200,000				\$150,000	Multiple	
76		breaks needed ?	CH - Chapel Hill Mobility Report Card	\$475,000	\$0		\$58,000		\$122,000		\$100,000		\$100,000				\$95,000	Chapel Hill	
77			CAR - Carrboro Downtown Study	\$50,000	\$0				\$40,000								\$10,000	Carrboro	
78			Old Durham-CH Rd. bike/ped feasibility study	\$62,500	\$0			\$50,000									\$12,500	Multiple	
79			MPO Collector Street Plan	\$100,000	\$0				\$40,000		\$40,000						\$20,000	Multiple	
80			Model travel behavior surveys (HH, B&A counts)	\$300,000	\$0			\$160,483	\$79,517								\$60,000	Multiple	
81			Model Enhancements and major update	\$325,000	\$0			\$30,000		\$150,000		\$80,000					\$65,000	Multiple	
82			Model surveys ph-2 (onboard, travel time, external)	\$243,750	\$0				\$67,000	\$128,000							\$48,750	Multiple	
83			TDM additional request (TTA)	\$50,000	\$0				\$40,000								\$10,000	Multiple	
84			MPO CMS	\$60,000	\$0				\$48,000								\$12,000	Multiple	
85			CH/CAR - Chapel Hill/Carrboro Transit Master plan	\$200,000	\$0				\$160,000								\$40,000	Multiple	
86			AQ Planning/Conformity (TJCOG)	\$42,168	\$0				\$8,734	\$25,000							\$40,000	Multiple	
			Chapel Hill TDM	\$50,000	\$0														
			Durham Total	\$22,410,059	\$7,103,867	\$4,377,360	\$186,640	\$0	\$1,302,600	\$2,569,192	\$132,387	\$0	\$1,816,000	\$0	\$0	\$0	\$4,937,012	Durham	
			Orange Total	\$19,753,323	\$5,618,160	\$0	\$1,418,000	\$197,124	\$2,215,356	\$3,150,664	\$1,190,000	\$730,000	\$89,356	\$1,036,000	\$0	\$0	\$0	\$3,982,338	Orange
			MPO-Wide Total	\$12,048,418	\$1,510,000	\$165,000	\$273,000	\$228,657	\$679,883	\$663,814	\$1,481,000	\$1,924,000	\$1,644,000	\$473,000	\$273,000	\$273,000	\$2,401,250	Other	
			Yearly Total		\$14,232,027	\$4,542,360	\$1,877,640	\$475,781	\$4,197,819	\$6,383,670	\$2,803,387	\$2,654,000	\$3,549,356	\$1,509,000	\$273,000	\$273,000	\$42,771,040	Total Yearly	
			STP DIRECT ATTRIBUTABLE		\$18,059,826	\$2,732,775	\$3,211,059	\$3,632,240	\$3,552,867	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$56,388,767	Total STPDA	
			MPO Reserve		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000			
			FY BALANCE			(\$1,809,585)	\$1,333,419	\$3,156,459	(\$644,952)	(\$2,783,670)	\$796,613	\$646,000	(\$249,356)	\$1,791,000	\$3,027,000	\$3,027,000			
		N/A = not available	Uncommitted Balance		\$3,363,353	\$1,553,768	\$2,887,187	\$6,043,646	\$5,398,694	\$2,615,024	\$3,411,637	\$4,057,637	\$3,808,281	\$5,599,281	\$8,626,281	\$11,653,281			

Changes recommended by TCC Subcommittee for bike/ped allocation.
 These funding amounts may change based on the final 2007-2013 MTIP
 New requests included in the 2007-2008 UPWP



 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

April 11, 2007

Ms. Yvette G. Taylor, Regional Administrator
 Federal Transit Administration
 Atlanta Federal Center
 61 Forsyth Street, S.W., Suite 17T50
 Atlanta, GA 30303-8917

Attention: Marie Lopez, Transportation Program Specialist

Subject: FY 2007 Section 5307 Apportionment for Durham NC UZA

Dear Ms. Taylor:

We have been advised that the FY2007 apportionment for the Durham-Chapel Hill-Carrboro Urbanized Area includes both 5307 and 5340 funds and is \$5,433,693. Distribution of the FY2007 5307/5340 apportionment in the Durham UZA includes apportionment to three transit operators and is shown in the table below. Although Transit Enhancement apportionments and Safety and Security apportionments are shown, the Federal Transit Administration no longer requires the 1% expenditure. If an agency certifies that 1% of its annual apportionment will be utilized for either transit enhancements or safety and security, the certifying agency will be required to report these expenditures. This table reflects the total 5307 and 5340 apportionment but only calculates the 1% allocations for enhancement and safety and security using the 5307 base amount.

<u>Transit System</u>	<u>Total FY 2007 Apportionment</u>	<u>Transit Enhancement (1%)</u>	<u>Safety and Security (1%)</u>
Chapel Hill	\$1,790,620	\$16,991	\$16,991
Durham	2,769,193	26,375	26,375
TTA	<u>873,880</u>	<u>8,738</u>	<u>8,738</u>
	\$5,433,693	\$52,104	\$52,104

The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO), as planning authority for the Durham UZA, request that the Federal Transit Administration approve each operator's FY2007 FTA Section 5307 grant application in accordance with the amounts apportioned.

Please copy the North Carolina Department of Transportation, Public Transportation Division with your confirmation letter stating that the approved distribution has been completed. Should you have any questions regarding this request, please contact me at 919/560-4366.

Sincerely,

Alice M. Gordon, Chair
Transportation Advisory Committee

cc: Marie Lopez, Transportation Program Specialist - FTA
Patrick Baker, Durham City Manager
Roger Stancil, Chapel Hill Town Manager
David D. King, TTA General Manager
Felix Nwoko, MPO Lead Planning Agency
Steve Mancuso, DATA
Stephen Spade, CHT
Mike Kozak, NCDOT PTD
Denese Lavender, NCDOT PTD

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency (LPA)

DATE: April 11, 2007

RE: 2007-2013 Metropolitan Transportation Improvement Program

The State Board of Transportation released a draft 2007-2013 State Transportation Improvement Program (STIP) in September 2006. The DCHC MPO released for public comment the DCHC supplement to the STIP as the draft 2007-2013 Metropolitan Transportation Improvement Program (MTIP) in October 2006. Public comments were received and revisions to the draft MTIP were made. The DCHC MPO produced a revised draft 2007-2013 MTIP that included the MPO's requests for changes to the draft STIP in December 2006. This revised draft MTIP was used to communicate the MPO's requests at one-on-one meetings held with NCDOT in December 2006 for Division 5 and January 2007 for Division 7.

The State Board of Transportation approved the 2007-2013 State Transportation Improvement Program (STIP) in March 2007. Some of the DCHC MPO's requests were incorporated in the final STIP, but many were not. Attachment 10A displays the differences between the revised draft MTIP and the final STIP. The original document is the revised draft MTIP. The changes that would need to be made to this document to incorporate the final STIP are indicated in blue.

Federal transportation regulations require that the MTIP and STIP match in the first three fiscal years (2007, 2008, and 2009). The two documents do not need to match in the final four fiscal years (2010, 2011, 2012, and 2013). The TCC is revising the revised draft MTIP to incorporate the necessary changes. A recommended final 2007-2013 MTIP will be presented at the May TAC meeting.

An overview of the DCHC MPO's requests made at the one-on-one meetings and NCDOT's response to these requests as included in the final STIP is indicated in *italics* on the attached pages. Differences in the first three years (2007, 2008, and 2009) are indicated in **bold**. There were many cost increases for other projects not on this list. In addition, on some projects the final STIP includes language to indicate that planning, design, and construction is to be done by others.

Division 5 One-on-One Meeting 2007-2013 TIP Requests

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.

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

p. 6: U-3309 was not delayed. Cost increase.

Final STIP

ROW STP	500	2008	
Const. STP	8500	2009	

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	

p. 10: U-4724 was not accelerated.

Final STIP

Const. STPDA	1816	2010	
Const. O	454	2010	

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	

p. 7: The final STIP moved all ROW to 2008 and delayed construction to 2010. Used STP funds for ROW instead of STPDA.

Final STIP

ROW STP	3000	2008	
Const. STP	4500	2010	

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	

p. 7: U-4011 was not accelerated. Changed to STPDA funds with the State providing the match.

Final STIP

ROW S(M)	458	2008	
ROW STPDA	1832	2008	
Mitig. S(M)	10	2008	
Mitig. STPDA	42	2008	
Const. STP	2900	2009	

- 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	

p. 7: The final STIP included STPDA funding with the State providing the match and a small amount of STP funding.

Final STIP

Const. S(M)	559	2007	
Const. STP	405	2007	
Const. STPDA	2236	2007	

b. Planning Study Requests

- 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.
p. 9: The final STIP indicates that planning will be coordinated for both of these projects. A planning study is not scheduled.
- 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.

p. 5: The final STIP indicates that a feasibility study re-evaluation is in progress. The \$25.8 million cost is included in the final STIP as unfunded.

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.
p. 2: Project management responsibility not indicated in the final STIP.
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.
p. 3: Project management responsibility not indicated in the final STIP. Division 5 has verbally agreed to manage this project.

d. Other Funding Changes

10. **E-2921E (American Tobacco Trail)** adjusted funding slightly to accurately reflect the earmarks.
p. 3: Funding adjusted slightly.
11. **E-4707 (Old Durham-Chapel Hill Rd. Bicycle Improvements)** added STPDA funding in 2009 and 2010 to fully fund the estimated project cost.
p. 3: STPDA funding added.
12. **U-2708 (Hillandale Rd., I-85 to Club Blvd.)** added the STPDA funding allocated to this project (project U-4726K).
p. 6: STPDA funding added.
13. **U-3475 (DCHC UPWP)** changed funding to reflect STPDA spreadsheet.
p. 6: STPDA funding added.
14. **U-4726 (DCHC Bicycle/Pedestrian Allocation)** changed funding to reflect STPDA spreadsheet.
p. 10: STPDA funding added.
15. **U-4727 (DCHC Planning and UPWP)** changed funding to reflect STPDA spreadsheet.
p. 10: STPDA funding added.

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.
p. 6: Description changed. Added project management by others.
17. **U-2807 (US 15-501, Franklin St. to US 15-501 Bypass)** added A and B phases for Durham and Chapel Hill.
p. 21: The final STIP does not include two phases for this project.

f. Minor Revisions

18. **E-4707 (Old Durham-Chapel Hill Rd. Bicycle Improvements)** added Chapel Hill to the location description.
p. 3: Chapel Hill added.
19. **U-4716 (Hopson Rd.)** changed spelling to correct an error.
p. 22: Spelling corrected.
20. **U-4725 and U-4725A (eighteen expansion buses)** deleted projects to eliminate redundancy. Same as projects TA-4755 and TD-4711D.
Projects were deleted.
21. **Transit Projects** deleted the number of vehicles to reflect a request from NCDOT-PTD.
Final STIP includes number of vehicles.

Division 7 One-on-One Meeting 2007-2013 TIP Requests

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.

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

p. 35: Project was delayed to 2010. Cost increased. Funding changed from STPDA to STP.

Final STIP

ROW	STP	4200	In Progress
Mitig.	STP	241	2009
Const.	STP	10800	2010

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

p. 35: Project was not accelerated. Cost increased.

Final STIP

Const.	C	450	2011
Const.	STP	4550	2011

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

p. 34: Project was not accelerated.

Final STIP

ROW	S	600	2010
Const.	S	4300	2012

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

p. 35: Project was not accelerated.

Final STIP			
ROW	STP	1400	2010
Mitig.	STP	598	2011
Const.	STP	20800	2012

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

p. 28: Project was not fully funded. ROW scheduled in 2013.

Final STIP			
ROW	FA	300	2013
Const.	FA	3000	Unfunded

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				

p. 33: Phase descriptions were not changed. Funding was not changed. Cost increased.

Final STIP			
<i>A: SR 1006 near Hillsborough to east of SR 1709</i>			
<i>B: East of SR 1709 to Durham County Line</i>			
A: ROW	NHS	960	2012
B: ROW	NHS	250	2010

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. STIP	650	2007	Const. STIP	2000	Unf.
<i>p. 43: Project changed to unfunded. Cost increased.</i>					
<i>Final STIP</i>					
Const. STIP	2000	Unf.			

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. STIP	650	2007
<i>p. 30: Project added as EB-5021.</i>					
<i>Final STIP</i>					
Const. STIP	650	2007			

- 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
<i>p. 34: Project was not accelerated.</i>					
<i>Final STIP</i>					
ROW STP	2555	2007			
Const. STP	2400	2010			

b. Planning Study Requests

9. **E-4980 (Pedestrian Bridge over I-40)** added request to initiate feasibility study.
p. 31: Project scheduled for feasibility study.

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.

p. 31: Project management responsibility not indicated in the final STIP. Division 5 has verbally agreed to manage this project.

d. Other Funding Changes

11. **C-4932A (Park and Ride Lot)** changed funding to correct an error. The MTIP reflects Orange County's original request for funding for this project.
p. 29: Funding error corrected.
12. **E-4707 (Old Durham-Chapel Hill Rd. Bicycle Improvements)** added STPDA funding in 2009 and 2010 to fully fund the estimated project cost.
p. 31: STPDA funding added.
13. **U-3475 (DCHC UPWP)** changed funding to reflect STPDA spreadsheet.
p. 35: STPDA funding added.
14. **U-4726 (DCHC Bicycle/Pedestrian Allocation)** changed funding to reflect STPDA spreadsheet.
p. 36: STPDA funding added.
15. **U-4727 (DCHC Planning and UPWP)** changed funding to reflect STPDA spreadsheet.
p. 36: STPDA funding added.

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.
p. 32: Funding source, costs, schedule not indicated.
17. **U-2803 (Smith Level Rd., Rock Haven Rd. to Bridge)** changed description to include bicycle lanes and sidewalks.
p. 34: Description was not changed.
18. **U-3100B (Old Fayetteville Rd., Hillsborough Rd. to NC 54)** changed description to include bicycle lanes, transit facilities, and sidewalks, changed project limits.
p. 34: Project description changed.
19. **U-2805 (Homestead Rd., High School Rd. to NC 86)** added Carrboro to the location description, changed description to include bicycle lanes and sidewalks.
p. 45: Added Carrboro to the location description. Did not change project description.
20. **U-2909 (Estes Dr., Greensboro St. to NC 86)** changed description to include bicycle lanes and sidewalks. Split project into two phases.
p. 45: Did not change project description. Did not 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.
p. 45: The final STIP does not include two phases for this project.
22. **E-4994 (Bolin Creek Greenway)** added planning/design in progress.
p. 32: Planning/design in progress added.
23. **E-4995 (Dry Creek Greenway)** added planning/design in progress.
p. 32: Planning/design in progress added.

f. Minor Revisions

24. **E-4707 (Old Durham-Chapel Hill Rd. Bicycle Improvements)** added Chapel Hill to the location description.
p. 31: Chapel Hill added.
25. **Transit Projects** deleted the number of vehicles to reflect a request from NCDOT-PTD.
Final STIP includes number of vehicles.



**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

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[BLUE indicates changes in the adopted 2007-2013 STIP.](#)

TRANSPORTATION PROGRAM

ROUTE/CITY	ID NO./ BREAK	LOCATION-DESCRIPTION-MILEAGE-BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU.)	SCHEDULE (FISCAL YEARS)
NC 00 ROUTE NUMBER Listed in order of I, US, NC, SR, CITY or NEW ROUTE	R-0000 * A B PB	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. BREAK NC 3 TO HOMETOWN. TERMINI INDICATES PROJECT BREAKS Repayment of Garvee Bond Amount LOCATION-DESCRIPTION-MILEAGE Project termini, general description of work and length in miles.	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 4,550 19,350	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)

KEY TO HIGHWAY FUNDING SOURCES

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

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 Assistance - 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	174 375 550 549724	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 3800 35684068	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 4450 1300 16871837	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	MORREENE 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)
EL-2921E	DURHAM	AMERICAN TOBACCO RAIL TRAIL. NC 54 TO SOUTH OF I- 40. CONSTRUCT A MULTI- PURPOSE TRAIL. <u>PLANNING, DESIGN, RIGHT OF WAY, AND CONSTRUCTION BY CITY.</u>	CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION TOTAL	DP HP O STPDA	447442 2013 2012 768 1062 42904284	2007, 2008 2007, 2008 2007, 2008 2007, 2008
EB-4707	DURHAM CHAPEL HILL	<u>OLD DURHAM/CHAPEL HILL ROAD BICYCLE IMPROVEMENTS-SR 2220 (OLD CHAPEL HILL ROAD)-SR 1838 (OLD DURHAM ROAD), SR 1116 (GARRETT ROAD) IN DURHAM COUNTY TO US 15-501 IN ORANGE COUNTY. BICYCLE IMPROVEMENTS. 2.5 MILE(S)</u>	CONSTRUCTION CONSTRUCTION CONSTRUCTION TOTAL	STP O STPDA	400 686 2742 3828	2009 2009, 2010 2009, 2010
PASSENGER RAIL PROJECTS						
P-2908	AMTRAK DURHAM	CAPITAL AND OPERATIONS COST OF TRAIN 79/80 BETWEEN CHARLOTTE AND ROCKY MOUNT.	OPERATIONS OPERATIONS TOTAL	S(5)	26195 16800 42995	PRIOR YEARS IN PROGRESS 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)
P-2918	AMTRAK DURHAM	TRAIN 73/74 OPERATIONS BETWEEN CHARLOTTE AND RALEIGH AND CAPITAL YARD MAINTENANCE FACILITY.	OPERATIONS OPERATIONS OPERATIONS TOTAL	S(5) T2001	3115226352 18200 28000 7735272552	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013 2007, 2008, 2009, 2010, 2011, 2012, 2013
RURAL PROJECTS						
R-2904	NC 54 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. PROJECT LET WITH U-4026. COST ESTIMATE REFLECTS PAYBACK IN FFY 2008	CONSTRUCTION TOTAL	S	925 53003358 62254283	PRIOR YEARS 2008 IN PROGRESS
R-4752A	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. DIVISION PROJECT	CONSTRUCTION TOTAL	S	2075 550900 2625900	PRIOR YEARS 2007
HAZARD ELIMINATION PROJECTS						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
SF-4905A	US 501 DURHAM	SR 1601 (MOORES MILL ROAD)-SR 1468 (QUAIL ROOST FARM ROAD). INSTALL TRAFFIC SIGNAL.	CONSTRUCTION TOTAL	HES	8 90 9998	PRIOR YEARS 2007
URBAN PROJECTS						
U-0071 A B C	DURHAM	EAST END CONNECTOR, NC 147 (BUCK DEAN FREEWAY) TO NORTH OF NC 98. MULTI-LANE DIVIDED, PART ON NEW LOCATION. A: SOUTHERN RAILWAY TO NORTH OF NC 98. B: US 70 BUSINESS TO SOUTHERN RAILWAY. C: NC 147 (DURHAM FREEWAY) TO US 70 BUSINESS. STRATEGIC HIGHWAY CORRIDOR	PLANNING/DESIGN A: RIGHT-OF-WAY A: CONSTRUCTION B: RIGHT-OF-WAY B: CONSTRUCTION C: RIGHT-OF-WAY C:CONSTRUCTION TOTAL	T T T T T T	58496367 12500 22700 3825 18400 3003000 32500 9877499292	PRIOR YEARS IN PROGRESS 2010 2012 2010 2012 2010 2012
U-2405	DURHAM	M.L. KING, JR. PARKWAY AND NC 55. CONSTRUCT INTERCHANGE FEASIBILITY STUDY RE-EVALUATION IN PROGRESS	INITIATE FEASIBILITY STUDY TO LOOK AT LOWER COST ALTERNATIVES RIGHT-OF-WAY CONSTRUCTION TOTAL	STP STP	12000 13800 25800	UNFUNDED UNFUNDED

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-2708	DURHAM	SR 1321 (HILLANDALE ROAD), I-85 TO CLUB BOULEVARD. WIDEN FOR PROVIDE BICYCLE AND PEDESTRIAN FACILITIES. STPDA FUNDING FROM U-4726 <u>PLANNING, DESIGN, RIGHT OF WAY, AND CONSTRUCTION BY OTHERS</u>	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION TOTAL	STPDA O	132 33 165	2008 2008
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	300325 800 1810923300 1920024425	PRIOR YEARS IN PROGRESS 2007 <u>20092010</u>
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 56308500 2270 1308413684	PRIOR YEARS IN PROGRESS 2008 2009 <u>2010</u>
U-3475	DURHAM CHAPEL HILL CHATHAM DURHAM ORANGE	DCHC UNIFIED PLANNING WORK PROGRAM - SPECIAL PROJECTS SUPPLEMENT.	PLANNING/DESIGN E NGINEERING PLANNING/DESIGN E NGINEERING TOTAL	O STPDA	27751032 549548 2194 55183774	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-3804	DURHAM	SR 1321 (HILLANDALE ROAD), I-85 TO CARVER STREET. WIDEN TO MULTI-LANES.	PLANNING/DESIGN <u>RIGHT-OF-WAY</u> RIGHT-OF-WAY CONSTRUCTION TOTAL	STPDA STP STP	248 658 23423000 4500 7748	PRIOR YEARS IN PROGRESS 2007 2008, 2009 2009 2010
U-4009	DURHAM	SR 1126 (SERVICE ROAD) PARALLEL TO US 15-501. RELOCATE EXISTING SERVICE ROAD.	<u>PLANNING/DESIGN</u> <u>RIGHT-OF-WAY</u> CONSTRUCTION CONSTRUCTION TOTAL	O S	14263633 200 15001800 31265633	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.	<u>PLANNING/DESIGN</u> <u>RIGHT-OF-WAY</u> CONSTRUCTION <u>CONSTRUCTION</u> CONSTRUCTION TOTAL	<u>SS(M)</u> <u>STP</u> <u>STPSTPD</u> <u>A</u>	1510 540559 405 21602236 42104710	PRIOR YEARS IN PROGRESS 2007 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 <u>RIGHT-OF-WAY</u> MITIGATION <u>MITIGATION</u> CONSTRUCTION TOTAL	<u>S(M)</u> STPDA <u>S(M)</u> STPDA STP	150 458 22901832 10 5242 15502900 40425392	PRIOR YEARS IN PROGRESS 2008 2007 2008 2008 2007 2008 2008 2009

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
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 RIGHT-OF-WAY CONSTRUCTION TOTAL	NHS	1309 12300 <u>12900</u> 13609 <u>14209</u>	PRIOR YEARS IN PROGRESS 2007
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 <u>4035</u> 5300 4000 23500 <u>28000</u> 41318 <u>41335</u>	PRIOR YEARS IN PROGRESS IN PROGRESS 2007 <u>IN</u> <u>PROGRESS</u> 2007 <u>IN</u> <u>PROGRESS</u> 2007 <u>IN</u> <u>PROGRESS</u>

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-4720	DURHAM	US 70, LYNN ROAD TO THE PROPOSED NORTHERN DURHAM PARKWAY. <u>(COORDINATE WITH U-4721)</u> STRATEGIC HIGHWAY CORRIDOR <u>THE CROSS SECTION FOR THIS PROJECT WIL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS.</u>	INITIATE PLANNING/DESIGN			
U-4721	DURHAM	NORTHERN DURHAM PARKWAY, I-540 TO ROXBORO ROAD. <u>(COORDINATE WITH U-4720)</u> STRATEGIC HIGHWAY CORRIDOR <u>THE CROSS SECTION FOR THIS PROJECT WIL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS.</u>	INITIATE PLANNING/DESIGN			

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-4724	DURHAM	CORNWALLIS ROAD, SOUTH ROXBORO ROAD TO UNIVERSITY DRIVE. BIKE AND PEDESTRIAN FEATURES. <u>PLANNING, DESIGN, RIGHT- OF-WAY, AND CONSTRUCTION BY OTHERS</u>	CONSTRUCTION CONSTRUCTION TOTAL	<u>STPSTPD</u> A O	1816 454 2270	2009 2009
U-4726	DURHAM ORANGE CHATHAM	DCHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION. <u>PLANNING, DESIGN, RIGHT- OF-WAY, AND CONSTRUCTION BY OTHERS</u>	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	631 504 500 2004 3136 135	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)
U-4763B	RESEARCH TRIANGLE PARK WAKE DURHAM	NEW ROUTE – TRIANGLE PARKWAY, I-540 TO I-40. MULTI-LANE FACILITY ON NEW LOCATION. <i>NORTH CAROLINA TURNPIKE AUTHORITY PROJECT</i>	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION <i>TOTAL</i>	O O	6703 20900 147100 <i>174703</i>	PRIOR YEARS IN PROGRESS 2007 2007

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. UNFUNDED PROJECT	CAPITAL CAPITAL CAPITAL TOTAL	FNS FED L STAT	416000 138000 138000 692000	2007 2010 2007 2010 2007 2010
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	-	2094 2094	IN PROGRESS
B-4110	SR 1616 DURHAM	MOUNTAIN CREEK. REPLACE BRIDGE NO. 5	CONSTRUCTION TOTAL		13251594 13251594	PRIOR YEARS 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						
EB-2913B	TRIANGLE REGION WAKE DURHAM	INCLUDES RESEARCH TRIANGLE PARK, DURHAM AND WAKE COUNTIES. ON-ROAD IMPROVEMENTS AND SIGNING.	CONSTRUCTION TOTAL		900 900	PRIOR YEARS IN PROGRESS
E-4529	DURHAM	WEST POINT ON THE ENO PARK TO PENNY'S BEND NATURE RESERVE. CONSTRUCT OFF-ROAD MULTI-USE TRAIL.	CONSTRUCTION TOTAL		749569 749569	PRIOR YEARS 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

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
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		40595 40595	PRIOR YEARS IN PROGRESS
E-4999	DURHAM	BICYCLE AND PEDESTRIAN TRAILS IN DURHAM AND DURHAM COUNTY. ACQUISITION OF RAIL CORRIDORS AND CONSTRUCTION. PLANNING, DESIGN, RIGHT- OF-WAY, AND CONSTRUCTION BY OTHERS	PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY			
EE-4905	VARIOUS DURHAM	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 5 PROJECT MITIGATION.	MITIGATION TOTAL		5167 5167	PRIOR YEARS IN PROGRESS
INTERSTATE PROJECTS						
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. STRATEGIC HIGHWAY CORRIDOR	CONSTRUCTION TOTAL		270352 270352	PRIOR YEARS IN PROGRESS

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	 <u>6145281452</u> 18800 28200 <u>108452128452</u>	PRIOR YEARS UNFUNDED UNFUNDED IN PROGRESS IN PROGRESS
I-4743	DURHAM	I-85, US 70 TO RED MILL ROAD, <u>EXIT 182-</u> <u>STRATEGIC HIGHWAY</u> <u>CORRIDOR</u> 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.				
PASSENGER RAIL PROJECTS						
P-3802	DURHAM	STATION CONSTRUCTION.	CONSTRUCTION TOTAL	CMAQ	3000 3000	UNFUNDED
RURAL PROJECTS						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
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. <u>COST ESTIMATE REFLECTS \$17.567 MILLION PAYBACK IN FFY 2008</u>	CONSTRUCTION TOTAL		63399	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 A B	DURHAM CHAPEL HILL DURHAM ORANGE	US 15-501, SR 1010 (FRANKLIN STREET) IN CHAPEL HILL TO US 15-501 BYPASS IN DURHAM. <u>STRATEGIC HIGHWAY CORRIDOR</u> A: DURHAM (FREEWAY UPGRADE) B: CHAPEL HILL	RIGHT-OF-WAY CONSTRUCTION TOTAL	STP STP	1653 25000 98000 124653	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-2831B	DURHAM	BRIGGS AVENUE EXTENSION, RIDDLE ROAD TO SR 1951 (SO-HI DRIVE). TWO LANES ON MULTI-LANE RIGHT OF WAY.	RIGHT-OF-WAY CONSTRUCTION TOTAL	S S	58336185 1200 3300 4033310685	PRIOR YEARS 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		21882000 21882000	PRIOR YEARS IN PROGRESS
U-4446	DURHAM	NC 147 (DURHAM FREEWAY), I-40 TO I-85. INSTALL ITS INFRASTRUCTURE IMPROVEMENTS.	CONSTRUCTION TOTAL		1502 1502	PRIOR YEARS 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. <u>STRATEGIC HIGHWAY CORRIDOR</u> 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.				
U-4729	DURHAM	CONGESTION MANAGEMENT STUDY FOR DURHAM COUNTY.	PLANNING/DESIGN TOTAL		100 100	PRIOR YEARS IN PROGRESS
<u>U-4763</u>	<u>TRIANGLE PARKWAY WAKE DURHAM</u>	<u>I-40 TO MCCRIMMON PARKWAY. MULTI-LANE FACILITY ON NEW LOCATION.</u>	<u>PLANNING/DESIGN</u>	-	-	<u>IN PROGRESS</u>
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		<u>200285</u> 200285	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		450195 150195	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	18 - REPLACEMENT VANS	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	504 63 63 630	2007 2007 2007
TA-4754	DURHAM	6 - EXPANSION VANS	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	168 21 21 210	2007 2007 2007
TA-4755	DURHAM	13 - EXPANSION BUSES	CAPITAL CAPITAL CAPITA TOTAL	FED L STAT	3120 390 390 3900	2007 2007 2007
TA-4757	DURHAM	6 - EXPANSION VANS	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	180 23 23 226	2008 2008 2008
TA-4797	TRIANGLE TRANSIT AUTHORITY	15 - REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	20463840 252480 252480 25204800	2009 2009 2009
TA-4818	TRIANGLE TRANSIT AUTHORITY	37 - REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	55449680 6931210 6931210 693012100	2008 2008 2008

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TA-4819	TRIANGLE TRANSIT AUTHORITY	6 - REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	37801536 473192 473192 47261920	2011 2011 2011
TA-4923	DURHAM	11 - REPLACEMENT BUSES	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	3080 385 385 3850	2011 2011 2011
TA-4945	TRIANGLE TRANSIT AUTHORITY	5 - REPLACEMENT BUSES TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	37801280 473160 473160 4726	20122010 20122010 20122010
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

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
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	80112 4014 4014 100140	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 4475 <u>1525</u> 4455 <u>1805</u>	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 <u>2013</u> 2011 <u>UNFUNDE</u> <u>D</u>
CONGESTION MITIGATION PROJECTS						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
C-4924		TRIANGLE J COUNCIL OF GOVERNMENTS (COG). DEVELOP A FLEXIBLE WORK SCHEDULE FOR EMPLOYEES AND ORGANIZATIONS IN TRIANGLE OZONE NON-ATTAINMENT AREA FOR THREE YEARS.				
A		A: DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN CAPITAL AREA MPO (CAMPO).	IMPLEMENTATION	CMAQ	100	PRIOR YEARS IN PROGRESS
			A: IMPLEMENTATION		80	2007, 2008
			A: IMPLEMENTATION	L	20	2007, 2008
B	TRIANGLE J COUNCIL OF GOVERNMENTS WAKE DURHAM ORANGE	B: DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN DURHAM-CHAPEL HILL-CARRBORO (DCHC).	IMPLEMENTATION	CMAQ	80	2007, 2008
			B: IMPLEMENTATION		20	2007, 2008
			B: IMPLEMENTATION	L	20	2007, 2008
			TOTAL		300	
C-4932A		CONSTRUCT A 125 SPACE PARK AND RIDE LOT. SECTION A: DURHAM-CHAPEL HILL-CARRBORO (DCHC) MPO TO PARTICIPATE IN CONSTRUCTION AND OPERATING ASSISTANCE FOR THREE YEARS FOR A NEW TRANSIT SERVICE.				
			CONSTRUCTION	CMAQ	22	2008
			CONSTRUCTION	L	6	2008
			OPERATIONS	CMAQ	123	2009, 2010, 2011
	HILLSBOROUGH ORANGE COUNTY		OPERATIONS	L	123	2009, 2010, 2011
			TOTAL		274	
BICYCLE AND PEDESTRIAN PROJECTS						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
X- XXXXEB- 5021	CARRBORO CHAPEL HILL	SR1780 (ESTES DRIVE), SR 1772 -(NORTH GREENSBORO STREET) TO SR 1843 (SEAWALL SCHOOL ROAD), BICYCLE IMPROVEMENTS ADD PAVED SHOULDERS TO ACCOMMODATE BICYCLES.	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
EL-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, RIGHT- OF-WAY, AND CONSTRUCTION BY OTHERS	PLANNING DESIGN CONSTRUCTION CONSTRUCTION TOTAL	STPDA O	89 640 160 889	PRIOR YEARS IN PROGRESS 2007 2007

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
EB-4707	DURHAM CHAPEL HILL	SR 2220 (OLD CHAPEL HILL ROAD)-SR 1838 (OLD DURHAM ROAD), SR 1116 (GARRETT ROAD) IN DURHAM COUNTY TO US 15-501 IN ORANGE COUNTY. BICYCLE IMPROVEMENTS. 2.5 MILE(S) 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 45 18 2425	PRIOR YEARS 2007 2007
E-4781	CARRBORO ORANGE	CONSTRUCT A FIVE-FOOT SIDEWALK ALONG PORTIONS OF WESLEY STREET, HARGRAVES STREET, BREWER LANE AND LANDSCAPE.	CONSTRUCTION CONSTRUCTION TOTAL	O STP	9 4519 74 98102	PRIOR YEARS 2007 2007
EL-4828	CARRBORO ORANGE	MORGAN CREEK GREENWAY (WEST). SMITH LEVEL ROAD TO UNIVERSITY LAKE. CONSTRUCT GREENWAY. PLANNING, DESIGN, RIGHT-OF-WAY, AND CONSTRUCTION BY OTHERS	CONSTRUCTION CONSTRUCTION TOTAL	STPDA O	480 120 600	2007 2007
EB-4980	SR 1006 (ORANGE GROVE RD.) ORANGE	CONSTRUCT PEDESTRIAN BRIDGE OVER I-40. SCHEDULED FOR FEASIBILITY STUDY	INITIATE FEASIBILITY STUDY			

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
EL-4994	CARRBORO ORANGE	BOLIN CREEK GREENWAY. <u>PLANNING, DESIGN, AND CONSTRUCTION BY TOWN</u>	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION TOTAL	STPDA O	70 590 148 808738	<u>PRIOR YEARS</u> IN PROGRESS 2008 2008
EL-4995	CHAPEL HILL ORANGE	DRY CREEK GREENWAY. <u>PLANNING, DESIGN, AND CONSTRUCTION BY OTHERS</u>	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION TOTAL	STPDA O	80 560 140 780700	<u>PRIOR YEARS</u> 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	<u>IDENTIFY WORK, FUNDING, COST ESTIMATES, AND SCHEDULE</u>			
INTERSTATE PROJECTS						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
I-0305 A B	I-85 ORANGE	I-40 AT HILLSBOROUGH TO DURHAM COUNTY LINE. WIDEN TO SIX LANES AND RECONSTRUCT INTERCHANGES AND STRUCTURES. <u>STRATEGIC HIGHWAY CORRIDOR</u> A: <u>INTERCHANGE IMPROVEMENTS AT NC 86, SR 1009 (OLD NC 86), US 70SR 1006 NEAR HILLSBOROUGH TO EAST OF SR 1709</u> B: <u>WIDENING EAST OF SR 1709 TO DURHAM COUNTY LINE</u>	PLANNING/DESIGN MITIGATION MITIGATION A: RIGHT-OF-WAY A: CONSTRUCTION A: CONSTRUCTION B: RIGHT-OF-WAY B: CONSTRUCTION B: CONSTRUCTION TOTAL	IM NHS NHS IM NHS IM NHS	1800 359 538 <u>4240960</u> <u>10800</u> <u>16200</u> <u>250</u> <u>16000</u> <u>24000</u> <u>390770907</u>	PRIOR YEARS IN PROGRESS UNFUNDED UNFUNDED <u>2010</u> , 2012 UNFUNDED UNFUNDED <u>UNFUNDED 201</u> <u>0</u> UNFUNDED UNFUNDED
I-4716	I-40 ORANGE	I-85 TO DURHAM COUNTY LINE. GRIND AND RESEAL JOINTS. <u>DIVISION PROJECT</u>	CONSTRUCTION TOTAL	IM	<u>225</u> 1500 <u>45001725</u>	<u>PRIOR YEARS</u> 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. <u>DIVISION PROJECT</u>	CONSTRUCTION TOTAL	NHS	<u>962</u> <u>40001400</u> <u>40002362</u>	<u>PRIOR YEARS</u> <u>2007</u> IN <u>PROGRESS</u>
HAZARD ELIMINATION PROJECTS						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
SF-4907A	SR 1567 (PLEASANT GREEN ROAD) ORANGE	SR 1569 (COLE MILL ROAD). IMPROVE SIGHT DISTANCE. <u>DIVISION PROJECT</u>	CONSTRUCTION TOTAL	HES	3 25 2528	<u>PRIOR YEARS</u> 2007
SI-4807	SR 1548 (SCHLEY ROAD) ORANGE	SR 1538 (NEW SHARON CHURCH ROAD). INSTALL CENTER ISLAND WITH STOP SIGN. <u>DIVISION PROJECT</u>	RIGHT-OF-WAY CONSTRUCTION TOTAL	SG SG	56 5 5560 60121	<u>PRIOR YEARS</u> 2007 2007
URBAN PROJECTS						
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 <u>20092010</u>
U-2803	CARRBORO	SR 1919 (SMITH LEVEL ROAD), ROCK HAVEN ROAD TO BRIDGE NO. 88. <u>WIDEN TO MULTI-LANES. CORRIDOR UPGRADE TO INCLUDE BICYCLE LANES AND SIDEWALKS.</u>	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION TOTAL	S S	1825 471 600 4300 67255371	PRIOR YEARS IN PROGRESS <u>20092010</u> <u>20102012</u>
U-3100B	CARRBORO	SR 1107 (OLD FAYETTEVILLE ROAD), <u>MCDOUGLE SCHOOL TO NC 54 TO SR 1106 (STROUD LANE). ADD BICYCLE LANES, TRANSIT FACILITIES, AND SIDEWALKS. PROVIDE BICYCLE AND PEDESTRIAN FACILITIES AND TRANSIT ACCOMMODATIONS.</u>	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION TOTAL	S S	4633 300 1500 64331800	<u>PRIOR YEARS</u> IN PROGRESS 2012 UNFUNDED

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-3306	CHAPEL HILL	SR 1733 (WEAVER DAIRY ROAD), NC 86 TO SR 1734 (ERWIN ROAD). CORRIDOR UPGRADE, PART ON NEW LOCATION.	<u>PLANNING/DESIGN</u> RIGHT-OF-WAY MITIGATION CONSTRUCTION <u>CONSTRUCTION</u> TOTAL	STP STP STP STPDA	350 4243 4200 244241 874610800 708 13941 15591	<u>PRIOR YEARS</u> IN PROGRESS 2007 2008 <u>2011</u> 2009 <u>2011</u> 2010
U-3475	DURHAM CHAPEL HILL CHATHAM DURHAM ORANGE	DCHC UNIFIED PLANNING WORK PROGRAM - SPECIAL PROJECTS SUPPLEMENT.	<u>PLANNING/DESIGN</u> <u>ENGINEERING</u> <u>PLANNING/DESIGN</u> <u>ENGINEERING</u> TOTAL	O STPDA	27751032 549548 2194 55183774	PRIOR YEARS 2007, 2008, 2009, 2010 2007, 2008, 2009, 2010
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 <u>2009</u> 2010 <u>2009</u> 2011 <u>2011</u> 2012
U-4704	CHAPEL HILL	CHAPEL HILL-CARRBORO COMPUTERIZED TRAFFIC SIGNAL SYSTEM.	<u>CONSTRUCTION</u> CONSTRUCTION CONSTRUCTION TOTAL	STPDA OC STP	360 90450 4200 4550 4650	2009 <u>2009</u> 2011 <u>2009</u> 2011

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. <u>PLANNING, DESIGN, RIGHT- OF-WAY, AND CONSTRUCTION BY OTHERS</u>	PLANNING/DESIGN CONSTRUCTION	O	750 696	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013
			CONSTRUCTION	STPDA	2783	2007, 2008, 2009, 2010, 2011, 2012, 2013
			TOTAL		4229	
U-4727	DURHAM ORANGE CHATHAM	DCHC URBAN AREA PLANNING ALLOCATION AND UNIFIED WORK PROGRAM - ONGOING ACTIVITIES.	PLANNING/DESIGN CONSTRUCTION	O	631 504 500	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013
			CONSTRUCTION	STPDA	2004	2007, 2008, 2009, 2010, 2011, 2012, 2013
			TOTAL		3136 3135	

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 <u>2</u> HYBRID ELECTRIC BUSES. CMAQ FUNDS TO BE TRANSFERRED TO FTA.	CAPITAL CAPITAL TOTAL	CMAQ L	940 664 <u>192</u> 1604 <u>1132</u>	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 <u>CONSTRUCTION</u>	CAPITAL CAPITAL CAPITAL TOTAL	FBUS L STAT	966 424 <u>122</u> 424 <u>122</u> 4208 <u>1210</u>	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 CAPITAL TOTAL	STAT L <u>STPD</u> <u>AFUZ</u>	209 418 <u>209</u> 1670 2088	2007 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	CMAQFUZ L	4174118 32630 1500148	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	2944 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 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

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						
EB-3606	ORANGE	BICYCLE ROUTE MAPPING AND SIGNING.	CONSTRUCTION TOTAL		50 50	PRIOR YEARS IN PROGRESS
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		484 350 484 350	PRIOR YEARS IN PROGRESS
EB-4008	CARRBORO	ROBESON PLACE BIKE PATH: RAND ROAD TO WESLEY STREET. CONSTRUCT BICYCLE PATH.	CONSTRUCTION TOTAL		268 268	PRIOR YEARS IN PROGRESS COMPLETE
EB-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 ACQUISITION TOTAL	<u>0</u> STP	18 35 169 141 169 194	PRIOR YEARS 2007 2007 IN PROGRESS
E-4942	CARRBORO	MAIN STREET, CARRBORO POST OFFICE TO NC 54. CONSTRUCT SIDEWALKS.	CONSTRUCTION TOTAL		78 78	PRIOR YEARS IN PROGRESS

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
EE-4907	VARIOUS ORANGE	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 7 PROJECT MITIGATION.	MITIGATION TOTAL		7221 7221	PRIOR YEARS IN PROGRESS
INTERSTATE PROJECTS						
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	 18800 28200 108452128452	 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						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-2805	CARRBORO CHAPEL HILL	SR 1777 (HOMESTEAD ROAD), SR 1834 (HIGH SCHOOL ROAD) TO NC 86. WIDEN TO <u>INCLUDE SIDEWALKS AND BICYCLE LANES-MULTI-LANES</u>	RIGHT-OF-WAY CONSTRUCTION TOTAL	STP STP	300 4000 6300 10600	PRIOR YEARS UNFUNDED UNFUNDED
U-2807	DURHAM CHAPEL HILL DURHAM ORANGE	US 15-501, SR 1010 (FRANKLIN STREET) IN CHAPEL HILL TO US 15-501 BYPASS IN DURHAM. <u>STRATEGIC HIGHWAY CORRIDOR</u> <u>A: CHAPEL HILL</u> <u>B: DURHAM (FREEWAY UPGRADE)</u>	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. <u>UPGRADE WITH BICYCLE LANES AND SIDEWALKS</u> <u>A: SR 1772 (GREENSBORO ST.) TO SEAWELL SCHOOL RD.</u> <u>B: SEAWALL SCHOOL RD. TO NC 86 WIDEN TO MULTI- LANES</u>	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION TOTAL	STP STP	1000 1600 5000 7600	<u>PRIOR YEARS IN PROGRESS</u> <u>UNFUNDED</u> 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

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-4008	CHAPEL HILL	US 15-501/ERWIN ROAD. INTERSECTION IMPROVEMENT.	CONSTRUCTION TOTAL		53556220 53556220	<u>PRIOR YEARS</u> IN PROGRESS
U-4449	CHAPEL HILL	REAL-TIME TRANSPORTATION INFORMATION SYSTEM.	IMPLEMENTATION TOTAL		1248 1248	<u>PRIOR YEARS</u> IN PROGRESS
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. FUNDED – CONSTRUCTION NOT AUTHORIZED	IMPLEMENTATION TOTAL		95 95	<u>PRIOR YEARS</u> 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-4726A	CHAPEL HILL	3 - EXPANSION BUSES	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	2490822 27089 24079 3000990	2009 2009 2009
TA-4745B	CHAPEL HILL	3 - REPLACEMENT VANS	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	96 12 12 120	2007 2007 2007
TA-4746A	CHAPEL HILL	1 - EXPANSION VAN	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	37 5 5 47	2007 2007 2007
TA-4746C	CHAPEL HILL	1 - EXPANSION VAN	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	37 5 5 47	2008 2008 2008
TA-4748A	CHAPEL HILL	1 - REPLACEMENT VAN	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	36 5 5 46	2010 2010 2010
TA-4748C	CHAPEL HILL	8 - REPLACEMENT VANS	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	288 36 36 360	2009 2009 2009
TA-4797	TRIANGLE TRANSIT AUTHORITY	15 - REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	20463840 252480 252480 25204800	2009 2009 2009

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TA-4818	TRIANGLE TRANSIT AUTHORITY	37 - REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	55449680 6931210 6931210 693012100	2008 2008 2008
TA-4819	TRIANGLE TRANSIT AUTHORITY	6 - REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	27801536 473192 473192 47261920	2011 2011 2011
TA-4940	CHAPEL HILL	4 - REPLACEMENT VAN	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	144 18 18 180	2011 2011 2011
TA-4941	CHAPEL HILL	1 - REPLACEMENT VAN	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	37 5 5 47	2012 2012 2012
TA-4945	TRIANGLE TRANSIT AUTHORITY	5 - REPLACEMENT BUSES TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	30241280 378160 378160 37801600	20122010 20122010 20122010
TA-4976B	CHAPEL HILL	6 - REPLACEMENT BUSES	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	3741650 44171 36159 4511980	20072010 20072010 20072010
TA-4977A	CHAPEL HILL	8 - REPLACEMENT BUSES	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	32872258 356245 347217 39602720	2011 2011 2011

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TA-4977B	CHAPEL HILL	6 - REPLACEMENT BUSES	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	2258 245 217 2720	2012 2012 2012
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 - <u>7</u>	CAPITAL CAPITAL TOTAL	FED L	168 34 202	2010 2010
TA-4981	CHAPEL HILL	SEDANS/WAGONS/4X4 - <u>2</u>	CAPITAL CAPITAL TOTAL	FED L	48 12 60	2010 2010
TA-4982	CHAPEL HILL	REPLACEMENT VANS - <u>4</u>	CAPITAL CAPITAL TOTAL	FED <u>L</u> STAT	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
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	20082009 20082009 20082009

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
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	<u>2</u> - REPLACEMENT SUPPORT VEHICLES	CAPITAL CAPITAL TOTAL	FED L	34 8 42	2007 2007
TG-4731B	CHAPEL HILL	<u>2</u> - REPLACEMENT SUPPORT VEHICLES	CAPITAL CAPITAL TOTAL	FED L	34 8 42	2008 2008
TG-4925B	CHAPEL HILL	<u>2</u> - REPLACEMENT SUPPORT VEHICLES	CAPITAL CAPITAL TOTAL	FED L	38 9 47	2011 2011
TG-4926B	CHAPEL HILL	<u>3</u> - REPLACEMENT SUPPORT VEHICLES	CAPITAL CAPITAL TOTAL	FED L	70 17 87	2012 2012
TG-4945	CHAPEL HILL	PREVENTIVE MAINTENANCE, ASSOC CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES	CAPITAL CAPITAL TOTAL	FED L	2944 735 3676	2013 2012

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
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	80112 4014 4014 1000140	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						
EB- 2921F	CHATHAM	AMERICAN TOBACCO RAIL TRAIL. DURHAM COUNTY LINE TO WAKE COUNTY LINE. CONSTRUCT A MULTI- PURPOSE TRAIL.	CONSTRUCTION CONSTRUCTION TOTAL	STP DP	47001900 496 21962392	2007 2007
URBAN PROJECTS						
U-3475	DURHAM CHAPEL HILL CHATHAM DURHAM ORANGE	DCHC UNIFIED PLANNING WORK PROGRAM - SPECIAL PROJECTS SUPPLEMENT.	<u>PLANNING/DESIGNENGINEERING</u> <u>ENGINEERING</u> <u>PLANNING/DESIGN</u> TOTAL	O STPDA	27751032 549548 2194 55183774	PRIOR YEARS 2007, 2008, 2009, 2010 2007, 2008, 2009, 2010
U-4726	DURHAM ORANGE CHATHAM	DCHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION. <u>PLANNING, DESIGN, RIGHT- OF-WAY, AND</u> <u>CONSTRUCTION BY OTHERS</u>	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
					2004	2007, 2008, 2009, 2010, 2011, 2012, 2013
U-4727	DURHAM ORANGE CHATHAM	DCHC URBAN AREA PLANNING ALLOCATION AND UNIFIED WORK PROGRAM - ONGOING ACTIVITIES.	TOTAL		3136	

3b. 8: Funded (transit)

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

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

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

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

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

**RESOLUTION BY THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION (DCHC MPO) IN SUPPORT
OF A RECURRING STATE GAP FUNDING COMMITMENT FOR TURNPIKES
TO ACCELERATE FREEWAY CONSTRUCTION IN THE TRIANGLE**

April 11, 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, Tolls do not pay for the entire cost of a new turnpike freeway, although they will pay upwards of 70% of the cost of I-540 / Western Wake and Triangle Parkway proposed freeways in the Triangle; and

WHEREAS, the completion of our freeway system is essential for ensuring the long-term viability of the economic and jobs engine that is Research Triangle Park and the Triangle region; and

WHEREAS, the Triangle Parkway is included in the DCHC MPO's 2030 Long Range Transportation Plan; and

WHEREAS, tollroads offer a less congested alternative for carpools, vanpools, and transit vehicles, and, by charging a user fee, tollroads inherently encourage travel by modes other than single-occupancy vehicles; and

WHEREAS, the incentive to travel by alternative modes can be increased by offering free or reduced tolls for 3+ carpools, vanpools, and transit vehicles; and

WHEREAS, the expansion of our public transportation infrastructure can be accelerated by including reserved right-of-way in the design of the tollroad for future transit projects; and

WHEREAS, the DCHC MPO has demonstrated its commitment to gap funding in 2006 by supporting Senate Bill 1381 which will provide more than \$100 million in gap funding for I-540 / Western Wake and Triangle Parkway; and

WHEREAS, in 2006 the DCHC MPO requested that the North Carolina Turnpike Authority (NCTA) proceed with an investment-grade financial feasibility study for the Triangle and Western Wake Parkways with the qualification that the NCTA should consider free use of the tollroad by 3+ carpools, vanpools, and transit vehicles in future financial, environmental, and design studies and that the NCTA should consider reserving right-of-way in the median for future transit projects; and

WHEREAS, 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; and

WHEREAS, the State would receive a new \$800 million freeway network in the heart of the Triangle for a much smaller recurring state gap funding commitment; and

WHEREAS, in its determination of the needed state gap funding, the NCTA should consider the inclusion of free use of the tollroads by 3+ carpools, vanpools, and transit vehicles and the reservation of the median for future transit projects.

Now, therefore, be it resolved that:

The Durham-Chapel Hill-Carrboro Transportation Advisory Committee hereby urges the State of North Carolina to provide the necessary recurring state gap funding commitment, exempt from the state allocation formula, in order to support the construction of both I-540/Western Wake and Triangle Parkway as proposed turnpikes and hereby requests that the determination of needed state gap funding consider the inclusion of free use of the turnpikes by 3+ carpools, vanpools, and transit vehicles and the reservation of the median for future transit projects. The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization urges the State to expedite that commitment to the Turnpike Authority in order to minimize inflation-related costs and uncertainty.

I, Alice M. Gordon, 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 March 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 _____ 2007 to affix her signature to the foregoing document.

Notary Public
My Commission expires:



 DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

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

July 18, 2006

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

RE: Triangle Parkway (TIP U-4763)

Dear Mr. Bissett:

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

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

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

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

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

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

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

Sincerely,



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

CC: DCHC MPO TAC members



 DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

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

October 11, 2006

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

RE: Triangle Parkway (TIP U-4763)

Dear Mr. Joyner:

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

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

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

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

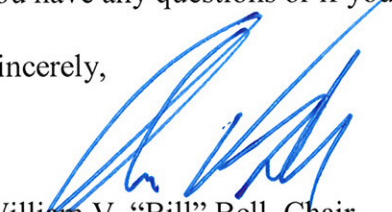
a roadway corridor through the Research Triangle Park. Use of this corridor would minimize the impact on the businesses, facilities, and infrastructure. Accordingly, the DCHC MPO requests that, to the extent feasible, the toll road utilize the right of way that has been reserved for this project, considering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

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

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

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

Sincerely,



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

CC: DCHC MPO TAC members
DCHC MPO TCC members

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency (LPA)

DATE: April 11, 2007

RE: Transportation Bills Introduced in the NC General Assembly

Several transportation-related bills have been introduced in the NC General Assembly recently. Each of these bills is summarized below. The LPA's position on these bills is also described.

S794/H622 – Eliminate Transfer of Funds for Driver Education

DCHC sponsor: Wilkins

S794/H622 would eliminate the transfer of funds from the Highway Fund to the Department of Public Instruction for driver education programs. Driver education programs would be funded by the General Fund instead.

H623 – Funding of Highway Patrol by the General Fund

DCHC sponsor: Wilkins

H623 would make the General Fund responsible for the State Highway Patrol instead of the Highway Fund.

LPA position: S794/H622 and H623 would reassign approximately \$200 million per year in expenses from the Highway Fund to the General Fund. As a result, the Highway Fund would have more funding available for transportation construction and maintenance. This is consistent with the DCHC MPO's position to increase transportation funding.

H1004 – Highway Trust Fund Transfers to the General Fund Eliminated

DCHC sponsor: Faison

H1004 would eliminate the transfer of funds from the Highway Trust Fund to the General Fund and would repay the Highway Trust Fund for transfers in excess of the amount authorized by statute since FY 2002 over a five year period of time.

S1320/H215 – Highway Trust Fund Security Act of 2007

DCHC sponsor: none

S1320/H215 would eliminate the transfer of funds from the Highway Trust Fund to the General Fund.

LPA position: S1320/H215 and H1004 are both consistent with the CAMPO/DCHC MPO Joint Legislative Agenda's position to end the transfer of funds to the General Fund. Both would result in an estimated \$170 million more in the Highway Trust Fund each year. H1004 would also repay the Highway Trust Fund for transfers that have occurred since FY 2002 over the next five years. A minimum of 20% of the total transfers that have occurred since FY 2002 would be paid back each year. This would result in the addition of approximately \$170 million in the Highway Trust Fund each year above what S1320/H215 would achieve.

H1118 – Authorization to Transfer Funds for Congestion Mitigation and to Modify the Highway Trust Fund Allocation Formula

DCHC sponsor: Luebke

H1118 authorizes the Secretary of Transportation to transfer funds from the Highway Trust Fund to congestion mitigation projects. H1118 also modifies the Highway Trust Fund Allocation Formula ("the equity formula"). Until 90% of the mileage of the Intrastate System is completed, a region's share will be based 50% on vehicle miles traveled, 25% on population, and 25% on need for congestion relief. After 90% of the mileage of the Intrastate System is completed, a region's share will be based 50% on population and 50% on vehicle miles traveled.

LPA position: H1118 is consistent with the CAMPO/DCHC MPO Joint Legislative Agenda's position to modernize the equity formula to address congestion related needs. More research needs to be done to determine the financial impact of the proposed formula on the DCHC MPO.

S783/H1219 – Reconstruction Funds I-40/No Equity Fund

DCHC sponsor: Atwater, Wilkins, Luebke, Michaux, Hall, Insko

SB 783/HB 1219 would allocate up to \$18.6 million to reconstruct I-40 between NC 147 and US 15-501 in Durham County. This allocation would be exempt from the equity formula.

LPA position: S783/H1219 is consistent with the DCHC MPO's request to exempt the reconstruction of I-40 from the equity formula.

S563 – One-Cent Local Option Sales Tax

DCHC sponsor: none

S563 would allow counties to levy a one-cent local sales and use tax for public schools, infrastructure, road construction, or mental health programs if approved in a special election.

H153 – Local Revenue Options

DCHC sponsor: Michaux

H153 would allow counties and cities to levy a menu of local option taxes if approved by the voters including a one-cent local sales and use tax, an impact tax, a meals tax, an occupancy tax, an income tax, and a land transfer tax.

S610 – Wake County Revenue Options

DCHC sponsor: none

S610 would allow Wake County to levy a one-cent local sales and use tax for public schools and transportation, a one-percent county land transfer tax, and county impact fees for new community service facilities.

LPA position: S563, H153, and S610 are consistent with the CAMPO/DCHC MPO Joint Legislative Agenda’s position to create transportation and infrastructure local revenue option authority. S610 only applies to Wake County. H153 is the most comprehensive bill allowing a “menu” of local revenue options.

S1054 – Gap Funding for Toll Road Construction

DCHC sponsor: Atwater

S1054 would provide the NC Turnpike Authority with \$18 million in recurring annual funding to help complete the southern portion of I-540.

LPA position: S1054 is consistent with the proposed resolution to request gap funding for toll road construction. The DCHC MPO’s position on S1054 should be consistent with its position on this resolution.

S962 – Transportation Corridor Study Funds

DCHC sponsor: Atwater

S962 would provide \$50,000 to the DCHC MPO to study a transportation corridor in northeast Chatham and southwest Durham Counties in the Farrington Road, Farrington Mill Road, and Stagecoach Road areas.

LPA position: The DCHC MPO programmed funding for this study in the 2006-2007 UPWP. In March 2006, the DCHC MPO requested funding for this study from Senator Atwater. Senator Atwater submitted an identical bill in 2006 that failed.

S297 – Report Bicycle Accidents to Law Enforcement

DCHC sponsor: Kinnaird, Atwater

S297 would require the reporting of an accident involving a motor vehicle and a bicycle where the total property damage exceeds \$500. The current statute only requires the reporting of accidents when the total property damage exceeds \$1,000.

LPA position: By decreasing the monetary limit, more bicycle accidents will be reported. The DCHC MPO has not taken a position on this issue. However, S297 is consistent

with the DCHC MPO's 2030 LRTP objective to improve safety for bicyclists and pedestrians.

S150/H49 – Outdoor Advertising Vegetation Removal Changes

DCHC sponsor: Faison

S150/H49 would increase the vegetation removal zone in front of billboards from 250 feet to 500 feet.

LPA position: The DCHC MPO has not taken a position on this issue. However, increasing the vegetation removal zone would be inconsistent with the DCHC MPO's 2030 LRTP objective to enhance the attractiveness and appeal of the street and highway system.

S1307/H1179 – Low Emission Vehicles Program

DCHC sponsor: Faison, Leubke

S1307/H1179 would adopt a low emission vehicle program for North Carolina that is equivalent to the California low emission vehicle program. The California low emission vehicle program requires higher fuel efficiency than the national standards.

LPA position: The DCHC MPO has not taken a position on this issue. However, this bill would help the DCHC MPO achieve air quality conformity. In addition, this bill would help lower greenhouse gas emissions which would support the pending Durham and Orange County Greenhouse Gas Plans.

**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2007**

S

1

SENATE BILL 794*

Short Title: Eliminate Transfer of Funds for Driver Ed. (Public)

Sponsors: Senator Jenkins.

Referred to: Appropriations/Base Budget.

March 15, 2007

A BILL TO BE ENTITLED

**AN ACT TO ELIMINATE THE TRANSFER OF FUNDS FROM THE HIGHWAY
FUND TO THE DEPARTMENT OF PUBLIC INSTRUCTION FOR DRIVER
EDUCATION PROGRAMS.**

The General Assembly of North Carolina enacts:

SECTION 1. G.S. 20-88.1(c) reads as rewritten:

"§ 20-88.1. Driver education.

...

(c) All expenses incurred by the State in carrying out the provisions of this section shall be paid out of the ~~Highway~~ General Fund.

..."

SECTION 2. This act becomes effective July 1, 2007.

**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2007**

H

1

HOUSE BILL 622

Short Title: Eliminate Transfer of Funds for Driver Ed. (Public)

Sponsors: Representatives Coates, Cole, Sutton (Primary Sponsors); Allen, Almond, Blackwood, Boylan, Braxton, Brown, Carney, Cleveland, Crawford, Current, Daughtridge, Daughtry, Dickson, Dockham, Dollar, J. Harrell, Hill, Holmes, Killian, Stiller, Tarleton, Underhill, E. Warren, Wilkins, and Wray.

Referred to: Transportation, if favorable, Appropriations.

March 14, 2007

A BILL TO BE ENTITLED

AN ACT TO ELIMINATE THE TRANSFER OF FUNDS FROM THE HIGHWAY FUND TO THE DEPARTMENT OF PUBLIC INSTRUCTION FOR DRIVER EDUCATION PROGRAMS.

The General Assembly of North Carolina enacts:

SECTION 1. G.S. 20-88.1(c) reads as rewritten:

"§ 20-88.1. **Driver education.**

...

(c) All expenses incurred by the State in carrying out the provisions of this section shall be paid out of the ~~Highway~~ General Fund.

..."

SECTION 2. This act becomes effective July 1, 2007.

**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2007**

H

1

HOUSE BILL 623

Short Title: Funding of Highway Patrol to General Fund. (Public)

Sponsors: Representatives Coates, Cole, Sutton (Primary Sponsors); Allen, Almond, Blackwood, Boylan, Braxton, Brown, Carney, Cleveland, Crawford, Daughtridge, Daughtry, Dickson, Dockham, Dollar, Gulley, J. Harrell, Hill, Holmes, Killian, Ray, Spear, Stiller, Tarleton, Underhill, Walker, E. Warren, Wilkins, and Wray.

Referred to: Transportation, if favorable, Appropriations.

March 14, 2007

A BILL TO BE ENTITLED

AN ACT TO TRANSFER FUNDING OF THE STATE HIGHWAY PATROL FROM THE HIGHWAY FUND TO THE GENERAL FUND WITH OVERSIGHT FOR THE AGENCY BUDGET ESTABLISHED WITH THE APPROPRIATIONS SUBCOMMITTEE FOR JUSTICE AND PUBLIC SAFETY.

The General Assembly of North Carolina enacts:

SECTION 1. G.S. 20-194 reads as rewritten:

"§ 20-194. Expense of administration; defense of members and other State law-enforcement officers in civil actions; payment of judgments.

(a) All expenses incurred in carrying out the provisions of this Article shall be paid out of the ~~highway fund.~~General Fund.

...."

SECTION 2. This act becomes effective July 1, 2007.

**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2007**

H

1

HOUSE BILL 1004

Short Title: Highway Trust Fund Transfers Eliminated. (Public)

Sponsors: Representatives Cole, Clary (Primary Sponsors); Allen, Avila, Blackwood, Blust, Boylan, Brown, Brubaker, Church, Cleveland, Coates, Crawford, Current, Dockham, Dollar, Faison, Folwell, Frye, Gibson, Gillespie, Goodwin, Grady, Gulley, T. Harrell, J. Harrell, Hilton, Holloway, Howard, Hurley, Justice, Justus, Killian, McComas, McElraft, Moore, Neumann, Pate, Samuelson, Saunders, Spear, Tarleton, Tillis, E. Warren, R. Warren, Wiley, Wray, and Yongue.

Referred to: Transportation, if favorable, Appropriations.

March 26, 2007

A BILL TO BE ENTITLED

AN ACT TO REPEAL THE TRANSFER OF FUNDS FROM THE HIGHWAY TRUST FUND TO THE GENERAL FUND AND TO REQUIRE THE GENERAL FUND TO REPAY THE HIGHWAY TRUST FUND FOR ANY MONIES TRANSFERRED IN EXCESS OF THE AMOUNT AUTHORIZED BY STATUTE SINCE FISCAL YEAR 2001-2002 OVER A FIVE-YEAR PERIOD OF TIME.

The General Assembly of North Carolina enacts:

SECTION 1. G.S. 105-187.9(b) is repealed.

SECTION 2. There shall be a minimum amount equal to twenty percent (20%) of the total amount of monies transferred in excess of the amount authorized by G.S. 105-187.9(b), minus any funds already repaid from the General Fund, from the Highway Trust Fund to the General Fund from fiscal year 2001-2002 forward, paid from the General Fund to the Highway Trust Fund on July 1 of each year, for five consecutive years after the passage of this act to make the Highway Trust Fund whole. The amount designated to be repaid annually in this section is a minimum and shall not be construed to mean that the entire amount cannot be paid back at an accelerated rate.

SECTION 3. This act is effective when it becomes law.

GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2007

H**1****HOUSE BILL 1118**

Short Title: North Carolina Highway Trust Fund Changes. (Public)

Sponsors: Representatives Blust; Barnhart, Blackwood, Cleveland, Current, Dockham, Folwell, Gulley, Hilton, Hurley, Langdon, Luebke, McGee, Samuelson, and Stam.

Referred to: Transportation, if favorable, Appropriations.

March 28, 2007

A BILL TO BE ENTITLED

AN ACT TO MODIFY THE AUTHORIZATION FOR THE SECRETARY OF TRANSPORTATION TO TRANSFER FUNDS FROM THE HIGHWAY TRUST FUND AND TO PROVIDE A FORMULA FOR TRANSFER OF FUNDS TO MEET NEEDS BASED ON POPULATION OR CONGESTION AND TO REVISE THE HIGHWAY TRUST FUND ALLOCATION FORMULA.

The General Assembly of North Carolina enacts:

SECTION 1. G.S. 136-176(b1) reads as rewritten:

"(b1) The Secretary may authorize the transfer of funds allocated under subdivisions (1) through (4) of subsection (b) of this section to other projects that are ready to be let and were to be funded from allocations to those ~~subdivisions~~ subdivisions and to projects for congestion mitigation. ~~The Secretary shall ensure that any funds transferred pursuant to this subsection are repaid promptly and in any event in no more than four years. The Secretary shall certify, prior to making any transfer pursuant to this subsection, that the transfer will not affect the delivery schedule of Highway Trust Fund projects in the current Transportation Improvement Program. No transfers shall be allowed that do not conform to the applicable provisions of the equity formula for distribution of funds, G.S. 136-17.2A.~~

Transfers made for the purpose of mitigating or reducing congestion shall be made on the basis of either:

- (1) The ratio that the population the county or counties in which the project is located bears to the total State population.
- (2) The need for reducing congestion on a roadway based on statewide ranking of projects determined by taking the average daily volume of vehicles divided by the design capacity and then multiplied by the accident rate of the facility divided by the statewide average accident

1 rate for facilities of this type [(Volume/Capacity) x (Accident rate of
2 facility/statewide average accident rates for facilities of this type)].

3 The Secretary shall adjust the transfer of funds to make up for excess transfers that
4 were previously done to attempt to promptly repay transfers made for purposes other
5 than congestion mitigation.

6 If the Secretary authorizes a transfer pursuant to this subsection, the Secretary shall
7 report that decision to the next regularly scheduled meetings of the Joint Legislative
8 Commission on Governmental Operations, the Joint Legislative Transportation
9 Oversight Committee, and to the Fiscal Research Division."

10 **SECTION 2.** G.S. 136-17.2A(b) reads as rewritten:

11 "(b) Until ninety percent (90%) of the mileage of the Intrastate System projects
12 listed in G.S. 136-179 is completed, the Secretary of Transportation shall, on or before
13 October 1 of each year, calculate the estimated amount of funds subject to this section
14 that will be available for the next seven program years beginning that October 1. The
15 Secretary shall then calculate a tentative percentage share for each distribution region by
16 multiplying the total estimated amount by a factor that is based:

- 17 (1) ~~Twenty five percent (25%)~~ Fifty percent (50%) on the estimated
18 ~~number of miles to complete the Intrastate System projects in that~~
19 ~~distribution region compared to the estimated number of miles to~~
20 ~~complete the total Intrastate System;~~ vehicle miles driven in that
21 distribution region compared to the total vehicle miles driven in the
22 State.
- 23 (2) ~~Fifty percent (50%)~~ Twenty-five percent (25%) on the estimated
24 population of the distribution region compared to the total estimated
25 population of the State; and
- 26 (3) Twenty-five percent (25%) on the ~~fraction one seventh, which~~
27 ~~provides an equal share based on the number of distribution regions.~~
28 need for reducing congestion on a roadway based on statewide ranking
29 of projects determined by taking the average daily volume of vehicles
30 divided by the design capacity and then multiplied by the accident rate
31 of the facility divided by the statewide average accident rate for
32 facilities of this type [(Volume/Capacity) x (Accident rate of
33 facility/statewide average accident rates for facilities of this type)]."

34 **SECTION 3.** G.S. 136-17.2A(c) reads as rewritten:

35 "(c) When ninety percent (90%) of the mileage of the Intrastate System projects
36 listed in G.S. 136-179 is completed, the Secretary of Transportation shall, on or before
37 October 1 of each year, calculate the estimated amount of funds subject to this section
38 that will be available for the next seven program years beginning that October 1. The
39 Secretary shall then calculate a tentative percentage share for each distribution region by
40 multiplying the total estimated amount by a factor that is based:

- 41 (1) ~~Sixty six percent (66%)~~ Fifty percent (50%) on the estimated
42 population of the distribution region compared to the total estimated
43 population of the State; and

1 (2) ~~Thirty four percent (34%)~~ Fifty percent (50%) on the fraction
2 ~~one seventh, which provides an equal share based on the number of~~
3 ~~distribution regions of the miles driven in the distribution region~~
4 compared to the total vehicle miles driven in the State."

5 **SECTION 4.** G.S. 136-17.2A(d) is repealed.

6 **SECTION 5.** G.S. 136-17.2A(f) is repealed.

7 **SECTION 6.** G.S. 136-17.2A(h) is repealed.

8 **SECTION 7.** This act is effective when it becomes law.

**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2007**

S

1

SENATE BILL 783

Short Title: Reconstruction Funds I-40/No Equity Fund. (Public)

Sponsors: Senator Atwater.

Referred to: Appropriations/Base Budget.

March 15, 2007

A BILL TO BE ENTITLED

AN ACT TO EXEMPT FUNDS EXPENDED TO RECONSTRUCT THAT PORTION OF INTERSTATE 40 FROM N.C. HIGHWAY 147 TO U.S. 15-501 IN DURHAM COUNTY FROM THE EQUITY FORMULA FOR THE HIGHWAY TRUST FUND.

The General Assembly of North Carolina enacts:

SECTION 1. Of the funds for general maintenance appropriated to the Department of Transportation, up to eighteen million six hundred thousand dollars (\$18,600,000) shall be used to reconstruct and repair, due to design flaws, that portion of Interstate 40 from N.C. Highway 147 to U.S. 15-501 located in Durham County. The reconstruction of this portion of Interstate 40 shall have no bearing on the allocation of funding for any Division based on the equity formula for the Highway Trust Fund.

SECTION 2. This act is effective when it becomes law.

**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2007**

H

1

HOUSE BILL 1219

Short Title: Reconstruction Funds I-40/No Equity Fund. (Public)

Sponsors: Representatives Wilkins, Luebke, Michaux, Hall (Primary Sponsors); and Insko.

Referred to: Appropriations.

March 29, 2007

A BILL TO BE ENTITLED

AN ACT TO EXEMPT FUNDS EXPENDED TO RECONSTRUCT THAT PORTION OF INTERSTATE 40 FROM NC HIGHWAY 147 TO U.S. 15-501 IN DURHAM COUNTY FROM THE EQUITY FORMULA FOR THE HIGHWAY TRUST FUND.

The General Assembly of North Carolina enacts:

SECTION 1. Of the funds for general maintenance appropriated to the Department of Transportation, up to eighteen million six hundred thousand dollars (\$18,600,000) shall be used to reconstruct and repair, due to design flaws, that portion of Interstate 40 from NC Highway 147 to U.S. 15-501 located in Durham County. The reconstruction of this portion of Interstate 40 shall have no bearing on the allocation of funding for any Division based on the equity formula for the Highway Trust Fund.

SECTION 2. This act is effective when it becomes law.

GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2007

S

1

SENATE BILL 563

Short Title: One-Cent Local Option Sales Tax. (Public)

Sponsors: Senator Jenkins.

Referred to: Finance.

March 7, 2007

A BILL TO BE ENTITLED

AN ACT TO AUTHORIZE COUNTIES TO LEVY A ONE-CENT LOCAL SALES AND USE TAX FOR PUBLIC SCHOOL CAPITAL OUTLAY PURPOSES, OTHER CAPITAL INFRASTRUCTURE NEEDS, ROAD CONSTRUCTION, OR MENTAL HEALTH PROGRAMS.

The General Assembly of North Carolina enacts:

SECTION 1. Subchapter VIII of Chapter 105 of the General Statutes is amended by adding a new Article to read:

"Article 46.

"Second One-Cent (1¢) Local Government Sales and Use Tax.

"§ 105-535. Short title.

This Article is the Second One-Cent (1¢) Local Government Sales and Use Tax Act.

"§ 105-536. Limitations.

This Article applies only to counties that levy the first one-cent (1¢) local sales and use tax under Article 39 of this Chapter or under Chapter 1096 of the 1967 Session Laws, the first one-half cent (1/2¢) local sales and use tax under Article 40 of this Chapter, the second one-half cent (1/2¢) local sales and use tax under Article 42 of this Chapter, and the third one-half cent (1/2¢) local sales and use tax under Article 44 of this Chapter.

"§ 105-537. Levy.

If a majority of those voting in a special election held pursuant to this Article vote for the levy of the taxes in a county, the board of commissioners of a county may, by resolution, levy one percent (1%) local sales and use taxes in addition to any other State and local sales and use taxes levied pursuant to law.

"§ 105-538. County election on adoption of tax.

(a) Resolution. – The board of commissioners of a county may direct the county board of elections to conduct a special election on the question of whether to levy local one percent (1%) sales and use taxes in the county as provided in this Article. The

1 election shall be held on a date jointly agreed upon by the two boards and shall be held
2 in accordance with the procedures of G.S. 163-287.

3 (b) Ballot Question. – The question to be presented on a ballot for a special
4 election concerning the levy of the taxes authorized by this Article shall be in the
5 following form:

6 FOR AGAINST

7 One percent (1%) local sales and use taxes, in addition to all current State and
8 local sales and use taxes.'

9 **"§ 105-539. Administration.**

10 Except as provided in this Article, the adoption, levy, collection, administration, and
11 repeal of the additional taxes authorized by this Article shall be in accordance with
12 Article 39 of this Chapter. A tax levied under this Article does not apply to the sales
13 price of food that is exempt from tax pursuant to G.S. 105-164.13B.

14 **"§ 105-540. Distribution of taxes.**

15 (a) Allocation. – The Secretary shall, on a monthly basis, allocate to each taxing
16 county the net proceeds of the tax collected in that county under this Article. If the
17 Secretary collects taxes under this Article in a month and the taxes cannot be identified
18 as being attributable to a particular taxing county, the Secretary shall allocate the net
19 proceeds of these taxes among the taxing counties in proportion to the amount of taxes
20 collected in each county under this Article in that month.

21 (b) Distribution. – On a monthly basis, the Secretary shall distribute to each
22 taxing county the amounts allocated under this section. A county is not required to share
23 proceeds collected under this Article with municipalities.

24 **"§ 105-541. Use.**

25 (a) Use. – Counties may use the proceeds of a tax levied under this Article only
26 for public school capital outlay purposes as defined in G.S. 115C-426(f), other capital
27 infrastructure needs, road construction, mental health programs, or to retire
28 indebtedness incurred by the county for these purposes on or after the date of the
29 resolution levying the tax.

30 (b) Nonsupplant Restriction. – It is the purpose of this Article for counties to
31 appropriate funds generated under this Article to increase the level of county spending
32 for the purposes listed in subsection (a) of this section above the level of spending
33 before the levy of the tax authorized in this Article. A county that levies a tax under this
34 Article shall continue to spend for the purposes listed in subsection (a) of this section
35 the same amount of money it would have spent for those purposes if it had not levied
36 the tax."

37 **SECTION 2.** A tax levied under Article 46 of Chapter 105 of the General
38 Statutes, as enacted by this act, does not apply to construction materials purchased to
39 fulfill a lump-sum or unit-price contract entered into or awarded before the effective
40 date of the levy or entered into or awarded pursuant to a bid made before the effective
41 date of the levy when the construction materials would otherwise be subject to the tax
42 levied under Article 46 of Chapter 105 of the General Statutes.

43 **SECTION 3.** G.S. 105-269.14(b) reads as rewritten:

1 "(b) Distribution. – The Secretary must distribute a portion of the net use tax
2 proceeds collected under this section to counties and cities. The portion to be distributed
3 to all counties and cities is the total net use tax proceeds collected under this section
4 multiplied by a fraction. The numerator of the fraction is the local use tax proceeds
5 collected under this section. The denominator of the fraction is the total use tax
6 proceeds collected under this section. The Secretary must distribute this portion to the
7 counties and cities in proportion to their total distributions under Articles 39, 40, 42, 43,
8 ~~and 44~~, 45, and 46 of this Chapter and Chapter 1096 of the 1967 Session Laws for the
9 most recent period for which data are available. The provisions of G.S. 105-472,
10 105-486, ~~and 105-501~~105-501, 105-510, 105-520, 105-531, and 105-539 do not apply
11 to tax proceeds distributed under this section."

12 **SECTION 4.** G.S. 136.98 is repealed.

13 **SECTION 5.** Section 3 of this act is effective for taxable years beginning on
14 or after January 1, 2008. The remainder of this act is effective when it becomes law.

**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2007**

H

1

HOUSE BILL 153

Short Title: Local Option Tax Menu. (Public)

Sponsors: Representative Michaux.

Referred to: Finance.

February 13, 2007

1 A BILL TO BE ENTITLED
2 AN ACT TO AUTHORIZE COUNTIES AND CITIES TO LEVY A MENU OF
3 LOCAL OPTION TAXES IF APPROVED BY THE VOTERS.

4 The General Assembly of North Carolina enacts:

5 **SECTION 1.(a)** Subchapter VIII of Chapter 105 of the General Statutes is
6 amended by adding a new Article to read:

"Article 46.

"Second One-Cent (1¢) Local Government Sales and Use Tax.

9 **"§ 105-532. Short title.**

10 This Article is the Second One-Cent (1¢) Local Government Sales and Use Tax Act.

11 **"§ 105-532.1. Definitions.**

12 The following definitions apply in this Article:

13 (1) City. – Defined in G.S. 153A-1.

14 (2) Taxing unit. – A city or a county.

15 **"§ 105-532.2. Levy.**

16 (a) Authority. – If the majority of those voting in a referendum held pursuant to
17 this Article vote for the levy of the taxes, the governing body of a taxing unit may, by
18 resolution, levy local sales and use taxes up to the rate approved in the referendum, in
19 addition to any other State and local sales and use taxes levied pursuant to law.

20 (b) Vote. – The governing body of a taxing unit may direct the county board of
21 elections to conduct an advisory referendum on the question of whether to levy local
22 sales and use taxes in the taxing unit as provided in this Article. The election shall be
23 held on a date jointly agreed upon by the governing body and the board of elections and
24 shall be held in accordance with the procedures of G.S. 163-287.

25 (c) Ballot Question. – The form of the question to be presented on a ballot for a
26 special election concerning the levy of the taxes authorized by this Article shall be:

' [] FOR [] AGAINST

27 [X] percent (X%) local sales and use taxes, in addition to the current local
28 sales and use taxes.'
29

1 (d) Effect on Local Act. – If a taxing unit levies sales and use taxes under this
2 Article, that taxing unit may not also levy sales and use taxes under a local act. This
3 section does not repeal any local act authorizing a taxing unit to levy local sales and use
4 taxes. However, a taxing unit's levy of sales and use taxes under this Article
5 automatically removes the taxing unit's authority to levy sales and use taxes under a
6 local act. Repeal of a taxing unit's sales and use taxes levied under this Article does not
7 revive the taxing unit's authority to levy sales and use taxes under a local act.

8 **"§ 105-532.3. Administration.**

9 Except as provided in this Article, the adoption, levy, collection, administration, and
10 repeal of the additional taxes authorized by this Article shall be in accordance with
11 Article 39 of this Chapter.

12 A tax levied under this Article does not apply to the sales price of food that is
13 exempt from tax pursuant to G.S. 105-164.13B.

14 **"§ 105-532.4. Distribution.**

15 The Secretary shall, on a monthly basis, allocate to each taxing unit the net proceeds
16 of the tax collected in that unit under this Article. If the Secretary collects taxes under
17 this Article in a month and the taxes cannot be identified as being attributable to a
18 particular taxing unit, the Secretary shall allocate these taxes among the taxing units in
19 proportion to the amount of taxes collected in each unit under this Article in that month
20 and shall include them in the monthly distribution.

21 If the taxing unit is a county, the Secretary shall divide the tax proceeds between the
22 county and its municipalities in the same manner as the tax proceeds distributed under
23 G.S. 105-472."

24 **SECTION 1.(b)** A tax levied under Article 46 of Chapter 105 of the General
25 Statutes, as enacted by this act, does not apply to construction materials purchased to
26 fulfill a lump-sum or unit-price contract entered into or awarded before the effective
27 date of the levy or entered into or awarded pursuant to a bid made before the effective
28 date of the levy when the construction materials would otherwise be subject to the tax
29 levied under Article 46 of Chapter 105 of the General Statutes.

30 **SECTION 2.** Subchapter VIII of Chapter 105 of the General Statutes is
31 amended by adding a new Article to read:

32 "Article 47.

33 "Local Government Impact Tax.

34 **"§ 105-533. Short title.**

35 This Article is the Local Government Impact Tax Act.

36 **"§ 105-533.1. Definitions.**

37 The following definitions apply in this Article:

38 (1) City. – Defined in G.S. 153A-1.

39 (2) Commercial building enclosed floor space. – All enclosed floor space
40 used for any purpose except:

41 a. Dwelling units and accessory structures to dwelling units.

42 b. Recreational facilities constructed as part of a residential
43 development and used primarily by residents of the
44 development.

- 1 c. Buildings owned by the United States, the State of North
2 Carolina, any county, or any municipal corporation.
- 3 d. Buildings owned and operated by nonprofit entities for
4 noncommercial and nonresidential purposes.
- 5 e. Schools or day care centers.
- 6 (3) Dwelling unit. – An enclosure containing sleeping, kitchen, and
7 bathroom facilities designed for and used or held ready for use as a
8 permanent residence by one family.
- 9 (4) Land development. –
- 10 a. Land development includes any of the following:
- 11 1. Construction of any dwelling unit, other than one
12 excluded under sub-subdivision b. of this subdivision,
13 for which a building permit was issued or should have
14 been issued after the effective date of a tax adopted
15 under this Article.
- 16 2. Construction of any commercial building enclosed floor
17 space for which a building permit was issued or should
18 have been issued after the effective date of a tax adopted
19 under this Article.
- 20 3. Conversion of a building that adds one or more new
21 dwelling units or that creates new commercial building
22 enclosed floor space.
- 23 4. The initial location of a manufactured home or other
24 dwelling or commercial structure within the taxing unit.
- 25 b. For purposes of determining the impact of land development for
26 this Article, land development does not include:
- 27 1. Construction of an addition to a dwelling unit.
- 28 2. The relocation within a taxing unit of any structure
29 located within the taxing unit on the effective date of a
30 tax adopted pursuant to this Article or of any structure
31 with respect to which an impact tax pursuant to this
32 Article has been paid.
- 33 3. Within the taxing unit, the reconstruction or replacement
34 of one dwelling unit by another or the replacement or
35 reconstruction of commercial building enclosed floor
36 space that was in existence on the effective date of a tax
37 adopted pursuant to this Article or of any such floor
38 space with respect to which an impact tax adopted
39 pursuant to this Article has been paid.
- 40 (5) Net proceeds. – The gross proceeds of the tax less the cost to the
41 taxing unit of collecting and administering the tax.
- 42 (6) Person. – Defined in G.S. 105-228.90.
- 43 (7) Person responsible for the impact of land development. – The owner of
44 any dwelling unit or commercial building enclosed floor space on the

1 date an occupancy permit is issued for the dwelling unit or commercial
2 floor space or, if no occupancy permit is issued, the date the dwelling
3 unit or commercial floor space is occupied.

4 (8) Taxing unit. – A city or a county.

5 **"§ 105-533.2. Levy.**

6 (a) Authority. – If the majority of those voting in a referendum held pursuant to
7 this Article vote for the levy of the tax, the governing body of a taxing unit may, by
8 resolution, levy a local tax on the impact of land development, up to the rates approved
9 in the referendum.

10 (b) Vote. – The governing body of a taxing unit may direct the county board of
11 elections to conduct an advisory referendum on the question of whether to levy a local
12 impact tax in the taxing unit as provided in this Article. The election shall be held on a
13 date jointly agreed upon by the governing body and the board of elections and shall be
14 held in accordance with the procedures of G.S. 163-287.

15 (c) Ballot Question. – The form of the question to be presented on a ballot for a
16 special election concerning the levy of the tax authorized by this Article shall be:

17 [] FOR [] AGAINST

18 A local tax on the impact of land development, at rates not to exceed [X] per
19 square foot of dwelling space and [X] per square foot of commercial building enclosed
20 floor space.'

21 (d) Effect on Local Act. – If a taxing unit levies an impact tax under this Article,
22 that taxing unit may not also levy an impact tax under a local act. This section does not
23 repeal any local act authorizing a taxing unit to levy an impact tax. However, a taxing
24 unit's levy of an impact tax under this Article automatically removes the taxing unit's
25 authority to levy an impact tax under a local act. Repeal of a taxing unit's impact tax
26 levied under this Article does not revive the taxing unit's authority to levy an impact tax
27 under a local act.

28 **"§ 105-533.3. Rates.**

29 The taxing unit shall establish annually at the time of the adoption of its annual
30 budget the tax rate to be levied per square foot of dwelling space and per square foot of
31 commercial building enclosed floor space for the ensuing fiscal year. Different tax rates
32 may be established for different types of dwelling units and different types of
33 commercial building enclosed floor space.

34 **"§ 105-533.4. Liability and administration.**

35 A resolution levying a tax pursuant to this Article must provide that:

36 (1) The person responsible for the impact of land development shall pay
37 an impact tax for each square foot of dwelling space and commercial
38 building enclosed floor space for which an occupancy permit is issued
39 or, if no occupancy permit is issued, for each square foot of dwelling
40 space in an occupied dwelling and for each square foot of occupied
41 enclosed floor space in a commercial building.

42 (2) The tax is due on or before the date an occupancy permit is initially
43 issued for the dwelling unit or commercial building enclosed floor
44 space in question or, if no occupancy permit is issued, the date the

1 dwelling unit or commercial floor space is initially occupied.
2 However, no tax due is considered delinquent until 60 days after it
3 becomes due. Interest is due on delinquent taxes at the legal rate.

- 4 (3) Taxes authorized by this Article may be collected pursuant to
5 G.S. 153A-147 or G.S. 160A-207. In addition, taxes authorized by this
6 Article may be recovered in a civil action in the nature of debt
7 including an award of reasonable attorneys' fees as part of costs.

8 **"§ 105-533.5. Disclosure requirements.**

9 Whenever the sale of real property located in a taxing unit involves new
10 construction, the seller must prepare and sign, and the buyer must receive and sign, a
11 disclosure statement. The disclosure statement must either be included in a contract or
12 sale or contained in a separate document executed before the execution of a sales
13 contract. This disclosure statement must completely disclose that the owner of the
14 property at the time an occupancy permit issued for the new construction or, if no
15 occupancy permit is issued, the date the new construction is occupied, may be subject to
16 a tax levied by the taxing unit on the impact of land development. If a seller fails to
17 make this disclosure and the buyer suffers injury as a result of the seller's failure to
18 disclose, the seller is liable to the buyer to the extent of the buyer's injury."

19 SECTION 3. Subchapter VIII of Chapter 105 of the General Statutes is
20 amended by adding a new Article to read:

21 "Article 48.

22 "Local Government Meals Tax.

23 **"§ 105-534. Short title.**

24 This Article is the Local Government Meals Tax Act.

25 **"§ 105-534.1. Definitions.**

26 The definitions in G.S. 105-164.3 apply to this Article. In addition, the following
27 definitions apply in this Article:

28 (1) City. – Defined in G.S. 153A-1.

29 (2) Person. – Defined in G.S. 105-228.90.

30 (3) Prepared food and drink. – The same meaning as "prepared food"
31 under G.S. 105-164.3.

32 (4) Taxing unit. – A city or a county.

33 **"§ 105-534.2. Levy.**

34 (a) Authority. – If the majority of those voting in a referendum held pursuant to
35 this Article vote for the levy of the tax, the governing body of a taxing unit may, by
36 resolution, levy a local meals tax up to the rate approved in the referendum, in addition
37 to any other State and local sales and use taxes levied pursuant to law. The tax applies to
38 the sales price of prepared food and drink sold within the taxing unit at retail, for
39 consumption on or off the premises, by a retailer within the county that is subject to
40 sales tax under G.S. 105-164.4(a)(1). A meals tax must become effective on the date
41 specified in the resolution levying the tax. That date must be the first day of a calendar
42 month, however, and may not be earlier than the first day of the second month after the
43 date the resolution is adopted.

1 unit the necessary forms for filing returns and instructions to ensure the full collection
2 of the tax.

3 **"§ 105-534.5. Administration.**

4 The taxing unit must administer a tax levied under this Article. A tax levied under
5 this Article is due and payable to the local finance officer in monthly installments on or
6 before the 15th day of the month following the month in which the tax accrues. Every
7 retailer liable for the tax must, on or before the 15th day of each month, prepare and file
8 a return on a form prescribed by the taxing unit. The return must show the total gross
9 receipts derived in the preceding month from sales to which the tax applies.

10 A return filed with the local finance officer under this Article is not a public record
11 and may not be disclosed except as provided in G.S. 153A-148.1 or G.S. 160A-208.1.

12 **"§ 105-534.6. Refunds.**

13 The taxing unit must refund to a nonprofit or governmental entity the meals tax paid
14 by the entity on eligible purchases of prepared food and drink. A nonprofit or
15 governmental entity's purchase of prepared food and drink is eligible for a refund under
16 this section if the entity is entitled to a refund under G.S. 105-164.14(b) or (c) of local
17 sales and use tax paid on the purchase or if the sale is exempt under G.S. 105-164.13.
18 The time limitations, application requirements, penalties, and restrictions provided in
19 G.S. 105-164.14(b) and (d) apply to refunds to nonprofit entities; the time, limitations,
20 application requirements, penalties, and restrictions provided in G.S. 105-164.14(c) and
21 (d) apply to refunds to governmental entities. When an entity applies for a refund of the
22 meals tax paid by it on purchases, it must attach to its application a copy of the
23 application submitted to the Department of Revenue under G.S. 105-164.14 for a refund
24 of the sales and use tax on the same purchases or a written statement that the purchases
25 were exempt from the tax. An applicant for a refund under this section must provide any
26 information required by the taxing unit to substantiate the claim.

27 **"§ 105-534.7. Penalties.**

28 A person that fails or refuses to file the return or pay a tax levied under this Article is
29 subject to the civil and criminal penalties set by G.S. 105-236 for failure to pay or file a
30 return for State sales and use taxes. The governing body of the taxing unit has the same
31 authority to waive the penalties for a tax levied under this Article that the Secretary of
32 Revenue has to waive the penalties for State sales and use taxes.

33 **"§ 105-534.8. Repeal or reduction.**

34 A meals tax levied under this Article may be repealed or reduced by a resolution
35 adopted by the governing body of the taxing unit. Repeal or reduction of a meals tax
36 must become effective on the first day of a month and may not become effective until
37 the end of the fiscal year in which the resolution was adopted. Repeal or reduction of a
38 meals tax does not affect a liability for a tax that was attached before the effective date
39 of the repeal or reduction, nor does it affect a right to a refund of a tax that accrued
40 before the effective date of the repeal or reduction."

41 **SECTION 4.** Subchapter VIII of Chapter 105 of the General Statutes is
42 amended by adding a new Article to read:

43 "Article 49.

44 "Local Government Occupancy Tax.

1 **"§ 105-535. Short title.**

2 This Article is the Local Government Occupancy Tax Act.

3 **"§ 105-535.1. Definitions.**

4 The following definitions apply in this Article:

5 (1) City. – Defined in G.S. 153A-1.

6 (2) Taxing unit. – A city or a county.

7 **"§ 105-535.2. Levy.**

8 (a) Authority. – If the majority of those voting in a referendum held pursuant to
9 this Article vote for the levy of the tax, the governing body of a taxing unit may, by
10 resolution, levy a local occupancy tax up to the rate approved in the referendum. The
11 tax applies to the gross receipts derived from the rental of any room, lodging, or
12 accommodation furnished by a hotel, motel, inn, tourist camp, or similar place within
13 the taxing unit that is subject to sales tax imposed by the State under
14 G.S. 105-164.4(a)(3). The tax is in addition to any State or local sales tax.

15 (b) Vote. – The governing body of a taxing unit may direct the county board of
16 elections to conduct an advisory referendum on the question of whether to levy a local
17 occupancy tax in the taxing unit as provided in this Article. The election shall be held
18 on a date jointly agreed upon by the governing body and the board of elections and shall
19 be held in accordance with the procedures of G.S. 163-287.

20 (c) Ballot Question. – The form of the question to be presented on a ballot for a
21 special election concerning the levy of the tax authorized by this Article shall be:

22 [] FOR [] AGAINST

23 [X] percent (X%) local occupancy tax, in addition to the current local sales
24 and use taxes.'

25 (d) Effect on Local Act. – If a taxing unit levies an occupancy tax under this
26 Article, that taxing unit may not also levy an occupancy tax under a local act. This
27 section does not repeal any local act authorizing a taxing unit to levy an occupancy tax.
28 However, a taxing unit's levy of an occupancy tax under this Article automatically
29 removes the taxing unit's authority to levy an occupancy tax under a local act. Repeal of
30 a taxing unit's occupancy tax levied under this Article does not revive the taxing unit's
31 authority to levy an occupancy tax under a local act.

32 **"§ 105-535.3. Administration.**

33 A tax levied under this Article shall be levied, administered, collected, and repealed
34 as provided in G.S. 160A-215 in the case of a city and as provided in G.S. 153A-155 in
35 the case of a county. The penalties provided in G.S. 160A-215 and G.S. 153A-155
36 apply to a tax levied under this Article."

37 **SECTION 5.** Subchapter VIII of Chapter 105 of the General Statutes is
38 amended by adding a new Article to read:

39 "Article 49A.

40 "Local Government Income Tax.

41 **"§ 105-536. Short title.**

42 This Article is the Local Government Income Tax Act.

43 **"§ 105-536.1. Definitions.**

1 The definitions provided in G.S. 105-134.1 and the following definitions apply in
2 this Article:

- 3 (1) City. – Defined in G.S. 153A-1.
4 (2) North Carolina income tax. – The amount of tax imposed on the
5 taxpayer under Part 2 of Article 4 of this Chapter for the taxable year
6 before the subtraction of any credits allowed by this Chapter.
7 (3) Taxing unit. – A city or a county.

8 **"§ 105-536.2. Levy.**

9 (a) Authority. – If the majority of those voting in a referendum held pursuant to
10 this Article vote for the levy of the tax, the governing body of a taxing unit may, by
11 resolution, levy a local income tax on residents of the taxing unit up to the rate approved
12 in the referendum. The tax is calculated as a percentage of the North Carolina income
13 tax of every individual who is a resident of the taxing unit as of the end of the taxable
14 year. If the resolution is adopted before September 1, the tax becomes effective for
15 taxable years beginning on or after the following January 1. If the resolution is adopted
16 on or after September 1, the tax becomes effective for taxable years beginning on or
17 after January 1 of the second calendar year following adoption of the resolution.

18 (b) Vote. – The governing body of a taxing unit may direct the county board of
19 elections to conduct an advisory referendum on the question of whether to levy a local
20 income tax on residents of the taxing unit as provided in this Article. The election shall
21 be held on a date jointly agreed upon by the governing body and the board of elections
22 and shall be held in accordance with the procedures of G.S. 163-287.

23 (c) Ballot Question. – The form of the question to be presented on a ballot for a
24 special election concerning the levy of the tax authorized by this Article shall be:

25 [] FOR [] AGAINST

26 Local income tax on residents of [the taxing unit], up to [X] percent (X%) of
27 each resident's North Carolina income tax.'

28 **"§ 105-536.3. Administration.**

29 (a) Resolution. – The governing body of the taxing unit must, upon adoption of a
30 resolution levying a tax under this Article, immediately deliver a certified copy of the
31 resolution to the Secretary of Revenue, accompanied by a certified statement from the
32 county board of elections setting forth the results of the special election approving the
33 tax in the taxing unit. Upon receipt of these documents, the Secretary of Revenue shall
34 administer the tax in the taxing unit as provided in this Article.

35 (b) Credits. – No credits are allowed against a tax imposed by this Article.

36 (c) Distribution. – The Secretary of Revenue shall quarterly allocate to each
37 taxing unit the net proceeds of the tax it levies under this Article. As used in this
38 section, net proceeds means gross proceeds less refunds, less the cost to the State of
39 collecting and administering the tax, and less any other deductions that may be properly
40 charged to the taxing unit.

41 If the taxing unit is a county, the Secretary shall divide the net proceeds between the
42 county and its municipalities in the same manner as the tax proceeds distributed under
43 G.S. 105-472.

1 (d) Administration and Penalties. – The provisions of Article 9 of this Chapter
2 apply to a tax levied under this Article.

3 (e) Repeal or Reduction. – A tax levied under this Article may be repealed or
4 reduced by a resolution adopted by the governing body of the taxing unit. If the
5 resolution is adopted before September 1, the repeal becomes effective for taxable years
6 beginning on or after the following January 1. If the resolution is adopted on or after
7 September 1, the repeal becomes effective for taxable years beginning on or after
8 January 1 of the second calendar year following adoption of the resolution. Repeal or
9 reduction of a local income tax does not affect a liability for a tax that was attached
10 before the effective date of the repeal or reduction, nor does it affect a right to a refund
11 of a tax that accrued before the effective date of the repeal or reduction."

12 **SECTION 6.** Subchapter VIII of Chapter 105 of the General Statutes is
13 amended by adding a new Article to read:

14 "Article 49B.

15 "Local Government Land Transfer Tax.

16 **"§ 105-537. Short title.**

17 This Article is the Local Government Land Transfer Tax Act.

18 **"§ 105-537.1. Definitions.**

19 The following definitions apply in this Article:

20 (1) City. – Defined in G.S. 153A-1.

21 (2) Taxing unit. – A city or a county.

22 **"§ 105-537.2. Levy.**

23 (a) Authority. – If the majority of those voting in a referendum held pursuant to
24 this Article vote for the levy of the tax, the governing body of a taxing unit may, by
25 resolution, levy a local land transfer tax on instruments conveying interests in real
26 property located in the taxing unit, up to the rate approved in the referendum. The tax
27 applies to the consideration or value, whichever is greater, of the interest conveyed,
28 including the value of any lien or encumbrance remaining on the property at the time of
29 sale. The levy of the tax may become effective only on the first day of a calendar month
30 set in the resolution levying the tax, which may not be earlier than the first day of the
31 second succeeding calendar month after the date the resolution is adopted.

32 (b) Vote. – The governing body of a taxing unit may direct the county board of
33 elections to conduct an advisory referendum on the question of whether to levy a local
34 land transfer tax in the taxing unit as provided in this Article. The election shall be held
35 on a date jointly agreed upon by the governing body and the board of elections and shall
36 be held in accordance with the procedures of G.S. 163-287.

37 (c) Ballot Question. – The form of the question to be presented on a ballot for a
38 special election concerning the levy of the tax authorized by this Article shall be:

39 [] FOR [] AGAINST

40 Real property transfer tax at the rate of [X] on each one hundred dollars
41 (\$100.00) of value or consideration.'

42 (d) Effect on Local Act. – If a taxing unit levies a land transfer tax under this
43 Article, that taxing unit may not also levy a land transfer tax under a local act. This
44 section does not repeal any local act authorizing a taxing unit to levy a land transfer tax.

1 However, a taxing unit's levy of a land transfer tax under this Article automatically
2 removes the taxing unit's authority to levy a land transfer tax under a local act. Repeal
3 of a taxing unit's land transfer tax levied under this Article does not revive the taxing
4 unit's authority to levy a land transfer tax under a local act.

5 **"§ 105-537.3. Administration.**

6 (a) Resolution. – The governing body of the taxing unit must, upon adoption of a
7 resolution levying a tax under this Article, immediately deliver a certified copy of the
8 resolution to the register of deeds of the county, accompanied by a certified statement
9 from the county board of elections setting forth the results of the special election
10 approving the tax in the taxing unit. Upon receipt of these documents, the register of
11 deeds shall administer the tax in the taxing unit as provided in this Article.

12 (b) Scope. – A tax levied under this Article does not apply to transfers exempt
13 pursuant to G.S. 105-228.28 or G.S. 105-228.29 from the tax levied by Article 8E of
14 this Chapter.

15 The tax is in addition to the tax levied by Article 8E of this Chapter. A tax levied
16 under this Article applies to transfers of interests in real property located within the
17 taxing unit. If the property is located in two or more taxing units, a transfer of an
18 interest in the property is taxable only by the taxing unit in which the greater part of the
19 property, with respect to value, lies.

20 (c) Administration. – A tax levied under this Article is payable by the transferor
21 of the interest. Except as otherwise provided in this Article, the provisions of
22 G.S. 105-228.31 through G.S. 105-228.36 apply to a tax levied under this Article. The
23 taxing unit must provide metering or similar equipment for the collection of the tax in
24 lieu of the use of tax stamps.

25 (d) Repeal or Reduction. – A taxing unit may, by resolution, repeal or reduce the
26 rate of a tax levied under this Article. Repeal or reduction of the tax must become
27 effective on the first day of a month and may not become effective until the end of the
28 fiscal year in which the repeal or reduction resolution was adopted. Repeal of a land
29 transfer tax, or reduction of its rate, under this Article does not affect a liability for a tax
30 that attached before the effective date of the repeal or reduction, nor does it affect a
31 right to a refund of a tax that accrued before the effective date of the repeal or
32 reduction."

33 **SECTION 7.** This act is effective when it becomes law.

**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2007**

S

1

SENATE BILL 610

Short Title: Wake County Revenue Options. (Local)

Sponsors: Senators Cowell; and Malone.

Referred to: Finance.

March 12, 2007

1 A BILL TO BE ENTITLED
2 AN ACT TO PROVIDE WAKE COUNTY WITH ADDITIONAL REVENUE
3 OPTIONS.

4 The General Assembly of North Carolina enacts:

5 **SECTION 1.** This act applies to Wake County only.

6 **SECTION 2.** Subchapter VIII of Chapter 105 of the General Statutes is
7 amended by adding a new Article to read:

8 "Article 46.

9 "Second One-Cent (1¢) Local Government Sales and Use Tax.

10 **§ 105-535. Short title.**

11 This Article is the Second One-Cent (1¢) Local Government Sales and Use Tax Act.

12 **§ 105-536. Limitations.**

13 This Article applies only to counties that levy the first one-cent (1¢) local sales and
14 use tax under Article 39 of this Chapter or under Chapter 1096 of the 1967 Session
15 Laws, the first one-half cent (1/2¢) local sales and use tax under Article 40 of this
16 Chapter, the second one-half cent (1/2¢) local sales and use tax under Article 42 of this
17 Chapter, and the third one-half cent (1/2¢) local sales and use tax under Article 44 of
18 this Chapter.

19 **§ 105-537. Levy.**

20 (a) Authority. – If the majority of those voting in a referendum held pursuant to
21 this Article vote for the levy of the taxes, the board of commissioners of the county
22 may, by resolution, levy one percent (1%) local sales and use taxes in addition to any
23 other State and local sales and use taxes levied pursuant to law.

24 (b) Vote. – The board of commissioners of a county may, by resolution, direct
25 the county board of elections to conduct an advisory referendum on the question of
26 whether to levy local one percent (1%) sales and use taxes in the county as provided in
27 this Article. The election shall be held on a date jointly agreed upon by the two boards
28 and shall be held in accordance with the procedures of G.S. 163-287.

1 (c) Ballot Question. – The form of the question to be presented on a ballot for a
2 special election concerning the levy of the taxes authorized by this Article shall be:

3 [] FOR [] AGAINST

4 One percent (1%) local sales and use taxes, in addition to the current local
5 sales and use taxes, to be used only for public school capital outlay purposes and
6 transportation purposes.'

7 **"§ 105-538. Administration.**

8 Except as provided in this Article, the adoption, levy, collection, administration, and
9 repeal of the additional taxes authorized by this Article shall be in accordance with
10 Article 39 of this Chapter. A tax levied under this Article does not apply to the sales
11 price of food that is exempt from tax pursuant to G.S. 105-164.13B.

12 **"§ 105-539. Distribution and use.**

13 (a) Distribution. – The Secretary shall, on a monthly basis, distribute to each
14 taxing county the net proceeds of the tax collected in that county under this Article. If
15 the Secretary collects taxes under this Article in a month and the taxes cannot be
16 identified as being attributable to a particular taxing county, the Secretary shall allocate
17 these taxes among the taxing counties in proportion to the amount of taxes collected in
18 each county under this Article in that month and shall include them in the monthly
19 distribution. The counties are not required to share taxes distributed under this Article
20 with municipalities.

21 (b) Use. – Counties may use one-half of the proceeds of a tax levied under this
22 Article only for public school capital outlay purposes as defined in G.S. 115C-426(f)
23 and to retire indebtedness incurred by the counties for these purposes on or after January
24 1, 2003, and may use one-half of the proceeds of a tax levied under this Article for
25 transportation purposes only."

26 **SECTION 3.** Chapter 105 of the General Statutes is amended by adding a
27 new Subchapter to read:

28 **"SUBCHAPTER X. LOCAL OPTION COUNTY TAXES.**

29 "Article 60.

30 "Land Transfer Tax.

31 **"§ 105-600. Short title.**

32 This Article is the County Land Transfer Tax Act.

33 **"§ 105-601. Levy.**

34 (a) Authority. – If the majority of those voting in a referendum held pursuant to
35 this Article vote for the levy of the tax, the board of county commissioners may, by
36 resolution and after 10 days' public notice, levy a local land transfer tax on instruments
37 conveying interests in real property located in the county, up to a rate of one percent
38 (1%).

39 (b) Vote. – The board of county commissioners may direct the county board of
40 elections to conduct an advisory referendum on the question of whether to levy a local
41 land transfer tax in the county as provided in this Article. The election shall be held on a
42 date jointly agreed upon by the board of county commissioners and the board of
43 elections and shall be held in accordance with the procedures of G.S. 163-287.

1 (c) Ballot Question. – The form of the question to be presented on a ballot for a
2 special election concerning the levy of the tax authorized by this Article shall be:

3 [] FOR [] AGAINST

4 Real property transfer tax at the rate of up to one percent (1%) of value or
5 consideration.'

6 (d) Resolution. – The board of county commissioners must, upon adoption of a
7 resolution levying a tax under this Article, immediately deliver a certified copy of the
8 resolution to the register of deeds of the county, accompanied by a certified statement
9 from the county board of elections setting forth the results of the special election
10 approving the tax in the county. Upon receipt of these documents, the register of deeds
11 shall administer the tax in the county as provided in this Article.

12 **"§ 105-602. Scope of tax.**

13 (a) Scope. – A tax levied under this Article does not apply to transfers exempt
14 pursuant to G.S. 105-228.28 or G.S. 105-228.29 from the tax levied by Article 8E of
15 this Chapter. The tax is in addition to the tax levied by Article 8E of this Chapter. A tax
16 levied under this Article applies to transfers of interests in real property located within
17 the county. If the property is located in two or more counties, a transfer of an interest in
18 the property is taxable only by the county in which the greater part of the property, with
19 respect to value, lies.

20 (b) Basis and Effective Date. – A tax levied under this Article applies to the
21 consideration or value, whichever is greater, of the interest conveyed, including the
22 value of any lien or encumbrance remaining on the property at the time of conveyance.
23 The levy of the tax may become effective only on the first day of a calendar month set
24 in the resolution levying the tax, which may not be earlier than the first day of the
25 second succeeding calendar month after the date the resolution is adopted.

26 **"§ 105-603. Administration.**

27 A tax levied under this Article is payable by the transferor of the interest. Except as
28 otherwise provided in this Article, the provisions of G.S. 105-228.32 through
29 G.S. 105-228.37 apply to a tax levied under this Article. The county must provide
30 metering or similar equipment for the collection of the tax in lieu of the use of tax
31 stamps.

32 **"§ 105-604. Repeal or reduction.**

33 A county may, by resolution, repeal or reduce the rate of a tax levied under this
34 Article. Repeal or reduction of the tax must become effective on the first day of a
35 calendar month and may not become effective until the end of the fiscal year in which
36 the repeal or reduction resolution was adopted. Repeal of a land transfer tax, or
37 reduction of its rate, under this Article does not affect a liability for a tax that attached
38 before the effective date of the repeal or reduction, nor does it affect a right to a refund
39 of a tax that accrued before the effective date of the repeal or reduction.

40 **"§ 105-605. Effect on local acts.**

41 If a county levies a land transfer tax under this Article, that county may not also levy
42 a land transfer tax under a local act. This section does not repeal any local act
43 authorizing a county to levy a land transfer tax. However, a county's levy of a land
44 transfer tax under this Article automatically removes the county's authority to levy a

1 land transfer tax under a local act. Repeal of a county's land transfer tax levied under
2 this Article does not revive the county's authority to levy a land transfer tax under a
3 local act."

4 **SECTION 4.** The General Statutes are amended by adding a new Chapter to
5 read:

6 **"Chapter 159J.**
7 **"County Impact Fees.**

8 **"§ 159J-1. Purpose.**

9 It is the purpose of this Chapter to place an equitable share of the cost of providing
10 new community service facilities upon all new inhabitants and upon those associated
11 with the development process.

12 **"§ 159J-2. Definitions.**

13 The following definitions apply in this Chapter:

- 14 (1) Capital costs. – Costs spent for developing community service
15 facilities. Capital costs are limited to capital outlay items listed in the
16 'Uniform Local Government Accounting Systems' procedural manual
17 prepared by the North Carolina Local Government Commission.
- 18 (2) Community services facilities. – The following public facilities or
19 improvements provided or established by the county or in conjunction
20 with other units of government:
- 21 a. Water, sewer, and drainage projects.
22 b. Parks, open spaces, and recreational facilities.
23 c. Streets, sidewalks, thoroughfare rights-of-way, and public
24 transit stations and capital equipment.
25 d. Emergency medical services facilities.
26 e. Fire stations.
27 f. Schools.
28 g. Cultural facilities, including libraries.
29 h. Solid waste collection, handling, disposal, and recycling.
- 30 (3) Developer. – An individual, corporation, partnership, organization,
31 association, firm, political subdivision, or other legal entity
32 constructing or creating new construction.
- 33 (4) Impact fee. – The charge imposed upon new construction under this
34 Chapter.
- 35 (5) New construction. – Any new development, construction, or
36 installation for which a building or zoning permit, a certification, or
37 any other type of governmental approval is required. New construction
38 includes the installation of a mobile home, factory-built housing, or
39 modular housing. New construction does not include: (i) renovation
40 and repair of existing structures, structures incidental to accessory
41 uses, or additions, unless the renovation, repairs, or additions will
42 cause an increase in off-street parking requirements or a change in
43 occupancy as occupancy is defined by the North Carolina State
44 Building Code; (ii) fences, billboards, poles, pipelines, transmission

1 lines, advertising signs, or similar structures that do not generate a
2 need for community service facilities.

3 **"§ 159J-3. Imposition of impact fee.**

4 (a) Vote. – The board of county commissioners may direct the county board of
5 elections to conduct a special election on the question of whether to impose an impact
6 fee in the county as provided in this Article. The election shall be held on a date jointly
7 agreed upon by the board of county commissioners and the board of elections and shall
8 be held in accordance with the procedures of G.S. 163-287.

9 (b) Ballot Question. – The question to be presented on a ballot for a special
10 election in a county concerning the imposition of an impact fee authorized by this
11 Article must be in the following form:

12 [] FOR [] AGAINST

13 County impact fees to be used only for the provision of new community
14 service facilities.'

15 (c) Imposition. – If a majority of those voting in an election held pursuant to this
16 Article vote for the imposition of an impact fee, a county may, for the purpose of
17 placing an equitable share of the cost of providing new community service facilities
18 upon developers and inhabitants of newly developed areas, impose an impact fee upon
19 all new construction within the county for the purpose of placing an equitable share of
20 the cost of providing community service facilities upon developers and inhabitants of
21 newly developed areas.

22 **"§ 159J-4. Amount of fee.**

23 (a) The amount of each impact fee imposed shall be uniform and based upon the
24 capital costs to be incurred by the county as a result of the new construction. In
25 establishing the impact fee, the county may establish zones within which the costs of
26 providing community service facilities are estimated. Zones may have different impact
27 fees, depending upon the community service facilities available and the extent to which
28 capital costs have been paid in each zone. Facilities upon which fees are based must
29 directly result in additional capital costs, and fees must be expended within the same
30 zone as, or otherwise benefit, the new construction upon which the fee is imposed. The
31 board of county commissioners must hold a public hearing before it may establish the
32 zones authorized in this section.

33 (b) The amount of each impact fee shall be based upon documented needs and
34 upon specific classifications and rates that shall be uniformly applied. Classifications
35 upon which fees are based must account for the costs and extent of the additional
36 burden placed upon community service facilities by different types and sizes of new
37 construction.

38 (c) Before imposing an impact fee, the county shall prepare, or have prepared, a
39 report containing each of the following:

40 (1) A description of the anticipated capital cost to the county of each
41 additional or expanded community service facility necessitated by the
42 new construction.

43 (2) A description of the characteristics of the new construction that
44 necessitate the additional or expanded community service facility, such

1 as population, trip generation, stormwater runoff, and flow
2 characteristics.

3 (3) A plan for providing the community service facilities necessitated by
4 the new construction.

5 **"§ 159J-5. Enactment of ordinances.**

6 A county may enact ordinances to exercise the authority granted by this Chapter.
7 Before enacting any ordinance to exercise the authority granted by this Chapter, a
8 county must hold a public hearing on the ordinance. Notice of the public hearing shall
9 be given in accordance with G.S. 153A-323.

10 **"§ 159J-6. Funds.**

11 Funds for each community service facility for which an impact fee is collected shall
12 be placed in a separate capital reserve fund under Part 2 of Article 3 of Chapter 159 of
13 the General Statutes. Separate capital reserve funds shall be established for separate
14 zones. All funds shall be expended for the facility for which they were collected.
15 Payment of impact fees does not entitle the payer to any greater right to use or
16 ownership in the facility for which the fee is collected than is shared by the general
17 public.

18 **"§ 159J-7. Credits for improvements.**

19 An ordinance adopted under this Chapter shall provide for credits against required
20 impact fees when a developer installs improvements of a type that generally would be
21 paid for by the county out of a capital reserve account funded by impact fees. The
22 ordinance may specify the circumstances under which a developer will be allowed to
23 install improvements and receive credits.

24 **"§ 159J-8. Effect on local acts.**

25 If a county levies an impact fee under this Article, that county may not also levy an
26 impact fee under a local act. This section does not repeal any local act authorizing a
27 county to levy an impact fee. However, a county's levy of an impact fee under this
28 Article automatically removes the county's authority to levy an impact fee under a local
29 act. Repeal of a county's impact fee levied under this Article does not revive the
30 county's authority to levy an impact fee under a local act.

31 **"§ 159J-9. Challenge to impact fee.**

32 To challenge an impact fee, a developer shall pay the amount charged by the county,
33 clearly identify that payment is made under protest, and give notice of appeal within 30
34 days after the date that payment under protest is made. The notice required by this
35 section shall be delivered by personal service or by registered or certified mail, return
36 receipt requested, to the county manager or the chair of the county board of
37 commissioners if the county does not have a county manager.

38 The board of county commissioners shall hold a public hearing to review the appeal
39 within 30 days after receiving the notice of appeal. The decision of the board of county
40 commissioners on the appeal is subject to review by the superior court of the county
41 where the new construction is to occur, in the nature of certiorari. A petition for review
42 by the superior court shall be filed with the Clerk of Superior Court within 30 days after
43 the date that the board of county commissioners delivers its decision in writing, either

1 by personal service, or by registered or certified mail, return receipt requested, to the
2 appealing party."

3 **SECTION 5.** Notwithstanding any other provision of law, if Wake County
4 holds an advisory referendum on any of the ballot questions authorized by this act, the
5 County shall hold, at the same time, advisory referenda on all of the ballot questions
6 authorized by this act.

7 **SECTION 6.** This act is effective when it becomes law.

**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2007**

S

1

SENATE BILL 1054

Short Title: GAP Funding for Toll Road Construction. (Public)

Sponsors: Senators Stevens; Atwater, Cowell, Hunt, and Malone.

Referred to: Appropriations/Base Budget.

March 21, 2007

A BILL TO BE ENTITLED

AN ACT TO PROVIDE GAP FUNDING OF EIGHTEEN MILLION DOLLARS A
YEAR FOR THIRTY-NINE YEARS TO AID IN THE CONSTRUCTION OF
I-540.

The General Assembly of North Carolina enacts:

SECTION 1. There is appropriated, from the funds in the maintenance fund of the Highway Fund, the sum of eighteen million dollars (\$18,000,000) to the North Carolina Turnpike Authority, for use by the Authority, to manage debt service on any bonds issued to secure funds for the completion of the southern portion of the Interstate 540 loop. These funds shall be a recurring appropriation until such bond or bonds are paid in full by the Authority.

SECTION 2. This act becomes effective July 1, 2007.

**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2007**

S

1

SENATE BILL 962

Short Title: Transportation Corridor Study Funds. (Public)

Sponsors: Senators Atwater; and Rand.

Referred to: Appropriations/Base Budget.

March 20, 2007

A BILL TO BE ENTITLED

**AN ACT TO ALLOCATE FUNDS FOR THE STUDY OF A TRANSPORTATION
CORRIDOR IN NORTHEAST CHATHAM AND SOUTHWEST DURHAM
COUNTIES IN THE FARRINGTON ROAD, FARRINGTON MILL ROAD, AND
STAGECOACH ROAD AREAS.**

The General Assembly of North Carolina enacts:

SECTION 1. There is appropriated from the General Fund to the Department of Transportation the sum of fifty thousand dollars (\$50,000) to study the feasibility of a transportation corridor in northeast Chatham and southwest Durham Counties in the Farrington Road, Farrington Mill Road, and Stagecoach Road areas to determine issues related to congestion, traffic flow, and safety. The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization shall be responsible for contracting the study, and the study shall be paid for out of the funds appropriated to the Department of Transportation for this purpose.

SECTION 2. This act becomes effective July 1, 2007.

GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2007

S

1

SENATE BILL 297

Short Title: Report Bicycle Accidents to Law Enforcement. (Public)

Sponsors: Senators Kinnaird; Atwater, Cowell, and Queen.

Referred to: Judiciary 1 (Civil).

February 22, 2007

1 A BILL TO BE ENTITLED
2 AN ACT TO REQUIRE THE REPORT OF AN ACCIDENT INVOLVING A MOTOR
3 VEHICLE AND A BICYCLE WHERE THE TOTAL PROPERTY DAMAGE
4 EXCEEDS FIVE HUNDRED DOLLARS.

5 The General Assembly of North Carolina enacts:

6 **SECTION 1.** G.S. 20-4.01(33b) reads as rewritten:

7 "(33b) Reportable Crash. – A crash involving a motor vehicle that results in
8 one or more of the following:

- 9 a. Death or injury of a human being.
- 10 b. Total property damage of one thousand dollars (\$1,000) or
11 more, or property damage of any amount to a vehicle seized
12 pursuant to G. S. 20-28.3.
- 13 c. Total property damage of five hundred dollars (\$500.00) or
14 more and involves a bicycle as defined in G.S. 20-171.8(1)."

15 **SECTION 2.** This act is effective when it becomes law.

**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2007**

S

1

SENATE BILL 150*

Short Title: Outdoor Adv. Vegetation Removal Changes.

(Public)

Sponsors: Senators Jenkins; and Jones.

Referred to: Commerce, Small Business and Entrepreneurship.

February 14, 2007

A BILL TO BE ENTITLED

AN ACT TO CHANGE THE DEPARTMENT OF TRANSPORTATION OUTDOOR
ADVERTISING SELECTIVE VEGETATION REMOVAL POLICY TO
AUTHORIZE A FIVE HUNDRED FOOT REMOVAL ZONE, AS
RECOMMENDED BY THE JOINT LEGISLATIVE TRANSPORTATION
OVERSIGHT COMMITTEE.

The General Assembly of North Carolina enacts:

SECTION 1. Chapter 136 of the General Statutes is amended by adding a new section to read:

"§ 136-133.1. Outdoor advertising selective vegetation removal zone.

The maximum removal area for vegetation for each sign face shall be determined as follows:

- (1) The point located on the edge of the right-of-way that is the closest point to the centerline of the sign face shall be point A.
- (2) The point located 200 feet down the right-of-way line in the direction of the sign viewing zone shall be point B.
- (3) The point on the edge of the pavement of the travel way that is the closest to the centerline of the sign shall be point C.
- (4) The point 50 feet down the edge of the pavement in the direction of the sign viewing zone from point C shall be point D.
- (5) The point 500 feet down the edge of pavement in the direction of the sign viewing zone from point C shall be point E.
- (6) Lines drawn from point A to point D and from point B to point E shall define the limits of the vegetation removal area."

SECTION 2. This act is effective when it becomes law.

**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2007**

H

1

HOUSE BILL 49*

Short Title: Outdoor Adv. Vegetation Removal Changes. (Public)

Sponsors: Representatives Cole; Barnhart, Bell, Coates, Crawford, Daughtridge, Faison, Folwell, Frye, Gillespie, Jeffus, Jones, Lewis, Moore, Saunders, Starnes, E. Warren, and Wright.

Referred to: Rules, Calendar, and Operations of the House.

January 31, 2007

A BILL TO BE ENTITLED

AN ACT TO CHANGE THE DEPARTMENT OF TRANSPORTATION OUTDOOR ADVERTISING SELECTIVE VEGETATION REMOVAL POLICY TO AUTHORIZE A FIVE HUNDRED FOOT REMOVAL ZONE, AS RECOMMENDED BY THE JOINT LEGISLATIVE TRANSPORTATION OVERSIGHT COMMITTEE.

The General Assembly of North Carolina enacts:

SECTION 1. Chapter 136 of the General Statutes is amended by adding a new section to read:

"§ 136-133.1. Outdoor advertising selective vegetation removal zone.

The maximum removal area for vegetation for each sign face shall be determined as follows:

- (1) The point located on the edge of the right-of-way that is the closest point to the centerline of the sign face shall be point A.
- (2) The point located 200 feet down the right-of-way line in the direction of the sign viewing zone shall be point B.
- (3) The point on the edge of the pavement of the travel way that is the closest to the centerline of the sign shall be point C.
- (4) The point 50 feet down the edge of the pavement in the direction of the sign viewing zone from point C shall be point D.
- (5) The point 500 feet down the edge of pavement in the direction of the sign viewing zone from point C shall be point E.
- (6) Lines drawn from point A to point D and from point B to point E shall define the limits of the vegetation removal area."

SECTION 2. This act is effective when it becomes law.

**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2007**

S

1

SENATE BILL 1307

Short Title: Low-Emission Vehicles Program/Funds. (Public)

Sponsors: Senator Clodfelter.

Referred to: Commerce, Small Business and Entrepreneurship.

March 26, 2007

1 A BILL TO BE ENTITLED
2 AN ACT TO ESTABLISH THE NORTH CAROLINA LOW-EMISSION VEHICLES
3 PROGRAM.

4 The General Assembly of North Carolina enacts:

5 SECTION 1. G.S. 143-215.111 is amended by adding a new subdivision to
6 read:

7 "(6) To adopt rules to implement a low-emission vehicle program that is
8 the functional equivalent of the low-emission vehicle program
9 established under the laws of the State of California as set forth in final
10 regulations issued by the California Air Resources Board pursuant to
11 Title 13 of the California Code of Regulations and promulgated under
12 the authority of Division 26 of the California Health and Safety Code,
13 as amended from time to time."

14 SECTION 2. The Environmental Management Commission shall adopt
15 rules to establish motor vehicle emissions standards and compliance requirements that
16 are functionally equivalent to those applicable under laws of the State of California
17 pursuant to G.S. 143-215.111(6), as enacted by Section 1 of this act. The rules shall
18 include motor vehicle emissions inspection, recall, and warranty requirements that are
19 functionally equivalent to those applicable under laws of the State of California. These
20 rules shall apply to motor vehicles of the 2010 model year and each model year
21 thereafter, except these rules shall apply to new light-duty cars and light-duty trucks, as
22 defined in G.S. 143-215.107C, as amended by Section 6 of this act, of the 2009 model
23 year and each model year thereafter for light-duty cars and trucks that are subject to
24 Section 3 through Section 6 of this act. To minimize the administrative impact of the
25 low-emission vehicle program and to minimize the impact of motor vehicle emissions
26 generated out of this State on the air quality of this State, the Commission:

27 (1) May adopt rules to incorporate regulations issued by the California Air
28 Resources Board, and other applicable rules, procedures, and
29 certification data by reference.

- 1 (2) May work in cooperation and enter into contracts or agreements with
2 the State of California, other states that have implemented a
3 low-emission vehicle program that is functionally equivalent to the
4 low-emission vehicle program established by this act, and the District
5 of Columbia to administer certification, in-use compliance, inspection,
6 recall, and warranty requirements for the low-emission vehicle
7 program under this act.
- 8 (3) Shall work in conjunction with other states and the District of
9 Columbia to promote and facilitate the regional adoption of
10 low-emission vehicle programs that are functionally equivalent to the
11 low-emission vehicle program established by this act.

12 **SECTION 3.** Article 3 of Chapter 143 of the General Statutes is amended by
13 adding a new section to read:

14 "**§ 143-58.6. Purchase of low-emission vehicles.**

15 (a) When any State department, institution, or agency purchases a new light-duty
16 car or a new light-duty truck, defined in G.S. 143-215-107C, of model year 2009 or any
17 model year thereafter, the car or truck shall comply with rules adopted pursuant to
18 G.S. 143-215.111(6). The Secretary of Administration and each State department,
19 institution, and agency shall review and revise its bid procedures and specifications to
20 make them consistent with the requirements of this section.

21 (b) When any community college, local school administrative unit, or political
22 subdivision of the State purchases a new light-duty car or a new light-duty truck,
23 defined in G.S. 143-215-107C, of model year 2009 or any model year thereafter, using
24 any State funds, the vehicle shall comply with rules adopted pursuant to
25 G.S. 143-215.111(6)."

26 **SECTION 4.** Article 2 of Chapter 136 of the General Statutes is amended by
27 adding a new section to read:

28 "**§ 136-28.15. Purchase of low-emission vehicles.**

29 When the Department of Transportation purchases a new light-duty car or a new
30 light-duty truck, defined in G.S. 143-215-107C, of model year 2009 or any model year
31 thereafter, the car or truck shall comply with rules adopted pursuant to
32 G.S. 143-215.111(6). The Secretary of Transportation shall review and revise its bid
33 procedures and specifications to make them consistent with the requirements of this
34 section."

35 **SECTION 5.** G.S. 143-341(8)i. reads as rewritten:

36 "i. To establish and operate a central motor pool and such
37 subsidiary related facilities as the Secretary may deem
38 necessary, and to that end:

39 ...

40 2. To acquire passenger motor vehicles by transfer from
41 other State agencies and by purchase. All motor vehicles
42 transferred to or purchased by the Department shall
43 become part of a central motor pool. All new light-duty
44 cars and new light-duty trucks, defined in

1 G.S. 143-215-107C, of model year 2009 or any model
2 year thereafter, that are transferred to or purchased by
3 the Department shall comply with rules adopted pursuant
4 to G.S. 143-215.111(6).

5"

6 **SECTION 6.** G.S. 143-215.107C reads as rewritten:

7 **"§ 143-215.107C. State agency goals, plans, duties, and reports.**

8 (a) ~~As used in this section, alternative-fueled vehicle~~The following definitions
9 apply to this section:

10 (1) 'Alternative-fueled vehicle' means a motor vehicle capable of operating
11 on electricity; natural gas; propane; hydrogen; reformulated gasoline;
12 ethanol; other alcohol fuels, separately or in mixtures of eighty-five
13 percent (85%) or more of alcohol by volume; or fuels, other than
14 alcohol, derived from biological materials. For purposes of this
15 section, a vehicle that has been converted to operate on a fuel other
16 than the fuel for which it was originally designed is not a new or
17 replacement vehicle.

18 (2) 'Light-duty car' means a passenger vehicle, as defined in G.S. 20-4.01,
19 that is rated at 8,500 pounds or less Gross Vehicle Weight Rating
20 (GVWR).

21 (3) 'Light-duty truck' means a truck that is rated at 8,500 pounds or less
22 Gross Vehicle Weight Rating (GVWR).

23 (4) 'New vehicle' means a new motor vehicle as defined in
24 G.S. 20-286(10). New vehicle does not include a vehicle that has
25 converted to operate on a fuel other than the fuel for which it was
26 originally designed.

27 (5) 'Replacement vehicle' does not include a vehicle that has converted to
28 operate on a fuel other than the fuel for which it was originally
29 designed.

30 (b) ~~It-Subject to subsection (b1) of this section, it shall be the goal of the State~~
31 ~~that on and after 1 January 2004~~ at least seventy-five percent (75%) of the new or
32 replacement light-duty cars and trucks purchased by the State will be alternative-fueled
33 vehicles or low-emission vehicles. The Department of Administration, the Department
34 of Transportation, and the Department of Environment and Natural Resources shall
35 jointly develop a plan to achieve this goal and to fuel and maintain these vehicles. For
36 purposes of this section, a light-duty car or truck is one that is rated at 8,500 pounds or
37 less Gross Vehicle Weight Rating (GVWR).

38 (b1) All new light-duty cars and new light-duty trucks of model year 2009 and
39 each model year thereafter that are purchased wholly or in part with State funds shall be
40 low-emission cars or trucks and shall comply with rules adopted pursuant to
41 G.S. 143-215.111(6).

42 (c) Repealed by Session Laws 2006-79, s. 13, effective July 10, 2006.

43 (d) The Department of Administration, the Office of State Personnel, the
44 Department of Transportation, and the Department of Environment and Natural

1 Resources shall jointly develop and periodically update a plan to reduce vehicle miles
2 traveled by State employees and vehicle emissions resulting from job-related travel,
3 including commuting to and from work. The plan shall consider the use of carpooling,
4 vanpooling, public transportation, incentives, and other appropriate strategies. The
5 Department of Transportation shall report on the development and implementation of
6 the plan to the Joint Legislative Transportation Oversight Committee and the
7 Environmental Review Commission on or before 1 October of each year beginning 1
8 October 2000.

9 (e) The Department of Transportation, the Department of Commerce, and the
10 Department of Environment and Natural Resources shall jointly develop and
11 periodically update a plan to reduce vehicle miles traveled by private sector employees
12 and vehicle emissions resulting from job-related travel, including commuting to and
13 from work. The plan shall consider the use of incentives for both private sector
14 employees and employers to promote carpooling, vanpooling, use of public
15 transportation, and other appropriate strategies. The Department of Transportation shall
16 report on the development and implementation of the plan to the Joint Legislative
17 Transportation Oversight Committee and the Environmental Review Commission on or
18 before 1 October of each year beginning 1 October 2000.

19 (f) The Office of State Personnel shall implement a policy that promotes
20 telework/telecommuting for State employees as recommended by the report of the State
21 Auditor entitled "Establishing a Formal Telework/Telecommuting Program for State
22 Employees" and dated October 1997. It shall be the goal of the State to reduce State
23 employee vehicle miles traveled in commuting by twenty percent (20%) without
24 reducing total work hours or productivity."

25 **SECTION 7.** G.S. 20-183.2(a) is amended by adding two new subdivisions
26 to read:

27 "(4) It is not a new light-duty car, defined in G.S. 143-215.107C, that
28 complies with rules adopted pursuant to G.S. 143-215.111(6), and that
29 is registered in North Carolina for three or fewer years.

30 (5) It is not a new light-duty truck, defined in G.S. 143-215.107C, that
31 complies with rules adopted pursuant to G.S. 143-215.111(6), and that
32 is registered in North Carolina for three or fewer years."

33 **SECTION 8.** Part 3 of Article 3 of Chapter 20 of the General Statutes is
34 amended by adding a new section to read:

35 "**§ 20-54.2. Title and registration of low-emission vehicles; exemptions; penalties.**

36 (a) The Division shall refuse issuance of a certificate of title or registration or
37 any transfer of registration of a motor vehicle that is subject to but does not comply with
38 rules adopted pursuant to G.S. 143-215.111(6).

39 (b) The Governor may, in consultation with the Secretary of Transportation and
40 the Secretary of Environment and Natural Resources, exempt certain motor vehicles
41 from rules adopted pursuant to G.S. 143-215.111(6).

42 (1) Exemptions established under this subsection shall be limited to motor
43 vehicles that would be exempted from the low-emission vehicle
44 program established under the laws of the State of California.

1 (2) Any motor vehicle exempted under this subsection shall be
2 permanently exempt from rules adopted pursuant to
3 G.S. 143-215.111(6). The Division shall note the exemption on the
4 title of the motor vehicle.

5 (c) The Department, in consultation with the Department of Environment and
6 Natural Resources, shall adopt rules to prohibit the transfer of motor vehicles or motor
7 vehicle engines that are not in compliance with rules adopted pursuant to
8 G.S. 143-215.111(6) if the rules are necessary to achieve equivalence with the
9 low-emission vehicle program established under the laws of the State of California.

10 (d) A person shall not transfer or attempt to transfer a motor vehicle or motor
11 vehicle engine that is subject to but does not comply with rules adopted pursuant to
12 G.S. 143-215.111(6).

13 (e) A person may not procure or attempt to procure through fraud or
14 misrepresentation the title or registration of a motor vehicle that is subject to but does
15 not comply with rules adopted pursuant to G.S. 143-215.111(6).

16 (f) The enforcement and penalty provisions of this Article shall apply to a
17 violation of this section and the rules adopted pursuant to this section.

18 (g) Each transfer and each attempted transfer of a motor vehicle or motor vehicle
19 engine that does not comply with rules adopted pursuant to G.S. 143-215.111(6) shall
20 constitute a separate violation.

21 (h) As used in this section, 'transfer' means to acquire, purchase, sell, or lease."

22 **SECTION 9.** There is appropriated from the General Fund to the
23 Department of Environment and Natural Resources the sum of ten thousand dollars
24 (\$10,000) for the 2007-2008 fiscal year to implement the provisions of Section 2 of this
25 act.

26 **SECTION 10.** There is appropriated from the General Fund to the
27 Department of Transportation the sum of ten thousand dollars (\$10,000) for the
28 2007-2008 fiscal year to implement the provisions of Section 3 of this act.

29 **SECTION 11.** Section 7 and Section 8 of this act become effective January
30 1, 2009, and Section 8 of this act applies to offenses committed on or after that date.
31 The remaining sections of this act become effective July 1, 2007.

GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2007

H**1****HOUSE BILL 1179**

Short Title: Clean Cars Program/Funds. (Public)

Sponsors: Representatives Harrison, Alexander, Martin, Carney (Primary Sponsors); Allen, Cotham, Faison, Farmer-Butterfield, Fisher, Goodwin, Hall, T. Harrell, Holliman, Jones, Luebke, Parmon, Rapp, Tarleton, Weiss, and Womble.

Referred to: Environment and Natural Resources, if favorable, Appropriations.

March 29, 2007

A BILL TO BE ENTITLED

1 AN ACT TO ESTABLISH THE NORTH CAROLINA LOW-EMISSION VEHICLES
2 PROGRAM.

3
4 The General Assembly of North Carolina enacts:

5 **SECTION 1.** G.S. 143-215.111 is amended by adding a new subdivision to
6 read:

7 "(6) To adopt rules to implement a low-emission vehicle program that is
8 the functional equivalent of the low-emission vehicle program
9 established under the laws of the State of California as set forth in final
10 regulations issued by the California Air Resources Board pursuant to
11 Title 13 of the California Code of Regulations and promulgated under
12 the authority of Division 26 of the California Health and Safety Code,
13 as amended from time to time."

14 **SECTION 2.** The Environmental Management Commission shall adopt
15 rules to establish motor vehicle emissions standards and compliance requirements that
16 are functionally equivalent to those applicable under laws of the State of California
17 pursuant to G.S. 143-215.111(6), as enacted by Section 1 of this act. The rules shall
18 include motor vehicle emissions inspection, recall, and warranty requirements that are
19 functionally equivalent to those applicable under laws of the State of California. These
20 rules shall apply to motor vehicles of the 2010 model year and each model year
21 thereafter, except these rules shall apply to new light-duty cars and light-duty trucks, as
22 defined in G.S. 143-215.107C, as amended by Section 6 of this act, of the 2009 model
23 year and each model year thereafter for light-duty cars and trucks that are subject to
24 Section 3 through Section 6 of this act. To minimize the administrative impact of the
25 low-emission vehicle program and to minimize the impact of motor vehicle emissions
26 generated out of this State on the air quality of this State, the Commission:

- 1 (1) May adopt rules to incorporate regulations issued by the California Air
2 Resources Board, and other applicable rules, procedures, and
3 certification data by reference.
- 4 (2) May work in cooperation and enter into contracts or agreements with
5 the State of California, other states that have implemented a
6 low-emission vehicle program that is functionally equivalent to the
7 low-emission vehicle program established by this act, and the District
8 of Columbia to administer certification, in-use compliance, inspection,
9 recall, and warranty requirements for the low-emission vehicle
10 program under this act.
- 11 (3) Shall work in conjunction with other states and the District of
12 Columbia to promote and facilitate the regional adoption of
13 low-emission vehicle programs that are functionally equivalent to the
14 low-emission vehicle program established by this act.

15 **SECTION 3.** Article 3 of Chapter 143 of the General Statutes is amended by
16 adding a new section to read:

17 **"§ 143-58.6. Purchase of low-emission vehicles.**

18 (a) When any State department, institution, or agency purchases a new light-duty
19 car or a new light-duty truck, defined in G.S. 143-215-107C, of model year 2009 or any
20 model year thereafter, the car or truck shall comply with rules adopted pursuant to
21 G.S. 143-215.111(6). The Secretary of Administration and each State department,
22 institution, and agency shall review and revise its bid procedures and specifications to
23 make them consistent with the requirements of this section.

24 (b) When any community college, local school administrative unit, or political
25 subdivision of the State purchases a new light-duty car or a new light-duty truck,
26 defined in G.S. 143-215-107C, of model year 2009 or any model year thereafter, using
27 any State funds, the vehicle shall comply with rules adopted pursuant to
28 G.S. 143-215.111(6)."

29 **SECTION 4.** Article 2 of Chapter 136 of the General Statutes is amended by
30 adding a new section to read:

31 **"§ 136-28.15. Purchase of low-emission vehicles.**

32 When the Department of Transportation purchases a new light-duty car or a new
33 light-duty truck, defined in G.S. 143-215-107C, of model year 2009 or any model year
34 thereafter, the car or truck shall comply with rules adopted pursuant to
35 G.S. 143-215.111(6). The Secretary of Transportation shall review and revise its bid
36 procedures and specifications to make them consistent with the requirements of this
37 section."

38 **SECTION 5.** G.S. 143-341(8)i. reads as rewritten:

39 "i. To establish and operate a central motor pool and such
40 subsidiary related facilities as the Secretary may deem
41 necessary, and to that end:

42 ...

43 2. To acquire passenger motor vehicles by transfer from
44 other State agencies and by purchase. All motor vehicles

transferred to or purchased by the Department shall become part of a central motor pool. All new light-duty cars and new light-duty trucks, defined in G.S. 143-215-107C, of model year 2009 or any model year thereafter, that are transferred to or purchased by the Department shall comply with rules adopted pursuant to G.S. 143-215.111(6).

...."

SECTION 6. G.S. 143-215.107C reads as rewritten:

"§ 143-215.107C. State agency goals, plans, duties, and reports.

(a) ~~As used in this section, alternative-fueled vehicle~~The following definitions apply to this section:

- (1) 'Alternative-fueled vehicle' means a motor vehicle capable of operating on electricity; natural gas; propane; hydrogen; reformulated gasoline; ethanol; other alcohol fuels, separately or in mixtures of eighty-five percent (85%) or more of alcohol by volume; or fuels, other than alcohol, derived from biological materials. ~~For purposes of this section, a vehicle that has been converted to operate on a fuel other than the fuel for which it was originally designed is not a new or replacement vehicle.~~
- (2) 'Light-duty car' means a passenger vehicle, as defined in G.S. 20-4.01, that is rated at 8,500 pounds or less Gross Vehicle Weight Rating (GVWR).
- (3) 'Light-duty truck' means a truck that is rated at 8,500 pounds or less Gross Vehicle Weight Rating (GVWR).
- (4) 'New vehicle' means a new motor vehicle as defined in G.S. 20-286(10). New vehicle does not include a vehicle that has converted to operate on a fuel other than the fuel for which it was originally designed.
- (5) 'Replacement vehicle' does not include a vehicle that has converted to operate on a fuel other than the fuel for which it was originally designed.

(b) ~~It Subject to subsection (b1) of this section, it shall be the goal of the State that on and after 1 January 2004 at least seventy-five percent (75%) of the new or replacement light-duty cars and trucks purchased by the State will be alternative-fueled vehicles or low-emission vehicles. The Department of Administration, the Department of Transportation, and the Department of Environment and Natural Resources shall jointly develop a plan to achieve this goal and to fuel and maintain these vehicles. For purposes of this section, a light-duty car or truck is one that is rated at 8,500 pounds or less Gross Vehicle Weight Rating (GVWR).~~

(b1) All new light-duty cars and new light-duty trucks of model year 2009 and each model year thereafter that are purchased wholly or in part with State funds shall be low-emission cars or trucks and shall comply with rules adopted pursuant to G.S. 143-215.111(6).

1 (c) Repealed by Session Laws 2006-79, s. 13, effective July 10, 2006.

2 (d) The Department of Administration, the Office of State Personnel, the
3 Department of Transportation, and the Department of Environment and Natural
4 Resources shall jointly develop and periodically update a plan to reduce vehicle miles
5 traveled by State employees and vehicle emissions resulting from job-related travel,
6 including commuting to and from work. The plan shall consider the use of carpooling,
7 vanpooling, public transportation, incentives, and other appropriate strategies. The
8 Department of Transportation shall report on the development and implementation of
9 the plan to the Joint Legislative Transportation Oversight Committee and the
10 Environmental Review Commission on or before 1 October of each year beginning 1
11 October 2000.

12 (e) The Department of Transportation, the Department of Commerce, and the
13 Department of Environment and Natural Resources shall jointly develop and
14 periodically update a plan to reduce vehicle miles traveled by private sector employees
15 and vehicle emissions resulting from job-related travel, including commuting to and
16 from work. The plan shall consider the use of incentives for both private sector
17 employees and employers to promote carpooling, vanpooling, use of public
18 transportation, and other appropriate strategies. The Department of Transportation shall
19 report on the development and implementation of the plan to the Joint Legislative
20 Transportation Oversight Committee and the Environmental Review Commission on or
21 before 1 October of each year beginning 1 October 2000.

22 (f) The Office of State Personnel shall implement a policy that promotes
23 telework/telecommuting for State employees as recommended by the report of the State
24 Auditor entitled "Establishing a Formal Telework/Telecommuting Program for State
25 Employees" and dated October 1997. It shall be the goal of the State to reduce State
26 employee vehicle miles traveled in commuting by twenty percent (20%) without
27 reducing total work hours or productivity."

28 **SECTION 7.** G.S. 20-183.2(a) is amended by adding two new subdivisions
29 to read:

30 "(4) It is not a new light-duty car, defined in G.S. 143-215.107C, that
31 complies with rules adopted pursuant to G.S. 143-215.111(6), and that
32 is registered in North Carolina for three or fewer years.

33 (5) It is not a new light-duty truck, defined in G.S. 143-215.107C, that
34 complies with rules adopted pursuant to G.S. 143-215.111(6), and that
35 is registered in North Carolina for three or fewer years."

36 **SECTION 8.** Part 3 of Article 3 of Chapter 20 of the General Statutes is
37 amended by adding a new section to read:

38 **"§ 20-54.2. Title and registration of low-emission vehicles; exemptions; penalties.**

39 (a) The Division shall refuse issuance of a certificate of title or registration or
40 any transfer of registration of a motor vehicle that is subject to but does not comply with
41 rules adopted pursuant to G.S. 143-215.111(6).

42 (b) The Governor may, in consultation with the Secretary of Transportation and
43 the Secretary of Environment and Natural Resources, exempt certain motor vehicles
44 from rules adopted pursuant to G.S. 143-215.111(6).

1 (1) Exemptions established under this subsection shall be limited to motor
2 vehicles that would be exempted from the low-emission vehicle
3 program established under the laws of the State of California.

4 (2) Any motor vehicle exempted under this subsection shall be
5 permanently exempt from rules adopted pursuant to
6 G.S. 143-215.111(6). The Division shall note the exemption on the
7 title of the motor vehicle.

8 (c) The Department, in consultation with the Department of Environment and
9 Natural Resources, shall adopt rules to prohibit the transfer of motor vehicles or motor
10 vehicle engines that are not in compliance with rules adopted pursuant to
11 G.S. 143-215.111(6) if the rules are necessary to achieve equivalence with the
12 low-emission vehicle program established under the laws of the State of California.

13 (d) A person shall not transfer or attempt to transfer a motor vehicle or motor
14 vehicle engine that is subject to but does not comply with rules adopted pursuant to
15 G.S. 143-215.111(6).

16 (e) A person may not procure or attempt to procure through fraud or
17 misrepresentation the title or registration of a motor vehicle that is subject to but does
18 not comply with rules adopted pursuant to G.S. 143-215.111(6).

19 (f) The enforcement and penalty provisions of this Article shall apply to a
20 violation of this section and the rules adopted pursuant to this section.

21 (g) Each transfer and each attempted transfer of a motor vehicle or motor vehicle
22 engine that does not comply with rules adopted pursuant to G.S. 143-215.111(6) shall
23 constitute a separate violation.

24 (h) As used in this section, 'transfer' means to acquire, purchase, sell, or lease."

25 **SECTION 9.** There is appropriated from the General Fund to the
26 Department of Environment and Natural Resources the sum of ten thousand dollars
27 (\$10,000) for the 2007-2008 fiscal year to implement the provisions of Section 2 of this
28 act.

29 **SECTION 10.** There is appropriated from the General Fund to the
30 Department of Transportation the sum of ten thousand dollars (\$10,000) for the
31 2007-2008 fiscal year to implement the provisions of Section 3 of this act.

32 **SECTION 11.** Section 7 and Section 8 of this act become effective January
33 1, 2009, and Section 8 of this act applies to offenses committed on or after that date.
34 The remaining sections of this act become effective July 1, 2007.



JOINT MPO TRANSPORTATION FUNDING INITIATIVES TASK FORCE

LEGISLATIVE AGENDA

The Joint Transportation Funding Initiatives Task Force met on Friday, March 31, 2006 to discuss the region's transportation needs and formulate a unified legislative agenda.

The Capital Area Metropolitan Planning Organization Transportation Advisory Committee adopted the legislative agenda on April 19, 2006.

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee adopted the legislative agenda on April 12, 2006.

Unified Position on Transportation

The Joint Transportation Funding Initiatives Task Force, representing the Greater Triangle Region, has identified a unified legislative agenda that is consistent with the State of North Carolina's Blue Ribbon Commission on Transportation Needs.

Based on the funding needs in the Triangle and other funding initiatives in North Carolina, the emphasis items in order of priority are:

- (1) Permanently end the transfer of Highway Trust Fund Revenue (over \$250 million/year) to the North Carolina General Fund.
- (2) Modernize the equity formula to address congestion related needs.
- (3) Create transportation and infrastructure local revenue option authority.
- (4) Ensure that any toll revenue generated in a region stays in that region

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: April 11, 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 received the draft SE Data at their January 10, 2007 meeting and released that information for a 42-day public comment period. A public hearing was held at the March 14, 2007 TAC meeting.

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 – completed

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 and scoping in progress
- Council approves contract – April 23, 2007
- City issues contract – May 4, 2007
- Notice to proceed – May 9, 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 and scoping completed
- Council approves contract March 5, 2007
- City issues contract – March 25, 2007
- Notice to proceed – March 25, 2007
- Study underway –completion December 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 and scoping completed

- Council approves contract – March 5, 2007
- City issues contract – March 25, 2007
- Notice to proceed – March 25, 2007
- Study underway –completion December 2008

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
- Update of the deployment plan including development of measures of effectiveness, IDAS, Turbo Architecture.

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 approved - 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 June 2007.
- Plan Adoption (Durham City, Durham County, and TAC) anticipated occurring during the months of June 2006 and July 2007.
- The Orange County plan has been delayed several months beyond the Durham County plan.

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 1 (TTA new start model revision) completed in October 2005.
- ✓ Phase II TTA New Start model conversion to TransCad to be completed in August 2006.
- Calibration of 2002 model in TransCad anticipated to be completed in 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 - 4/2/2007

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%	93.0%	7/1/2007
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%	4/15/2007
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%	92.8%	4/30/2007
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	98.0%	97.0%	4/30/2007
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	100%	99.8%	4/30/2007
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	94.0%	93.5%	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		5.0%	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	5%	5.6%	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				
DURHAM	RESURFACING	PRIMARY	NC-54 FROM FALCONBRIDGE ROAD TO DRESDEN DRIVE	\$ 318,281.20	1.45 miles	Barnhill Contracting	Aaron V. Earwood, PE	(919) 560-6857				
DURHAM	I-3306BB	I-40	I-40 FROM ORANGE COUNTY LINE TO NC-147, MILL AND FILL DESIGN BUILD	\$ 21,749,430.00	10.401 miles	The Lane Construction Corp.	Phillip R. Johnson, PE, PLS	(919) 733-9499	5/10/2008			5/10/2008
DURHAM	RESURFACING	PRIMARY	5 SECTIONS OF US-15/501, 1 SECTION OF US-15/501 BYPASS, AND 1 SECTION OF NC-55 SB	\$ 920,361.66	5.16 miles	REA CONTRACTING LLC	Bob Shultes	(919) 840-0914				

NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 4/2/2007

County	TIP #	Route	Location Description	Contract Estimate	Length	Contact Engineer	Phone #	Contract Let Date
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 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 letting 4/30/07
Orange	US-3925 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. 7/31/07
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	FA Construction by 7/31/07
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	Barrett, Irvin & Jordan to begin 4/9/07 for completion by 8/17/07
Orange	SS-4907A 40715.3	NC 86 @ Cameron St.	Install pedestrian signal heads across the east side of Cameron St.; upgrade vehicular signal heads to 12"	24,000.00	UNC-CH has upgraded vehicular signal heads; 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	Completed 3/7/07
Orange	41026.3	NC 54 @ SR 1952 (White Cross Road)	Construct a left turn lane	173,000.00	FA construction by 10/5/07
Orange	41059	SR 1727 (Eubanks Rd.) @ SR 1725 (Millhouse Rd.)	Install a traffic signal	30,000.00	MA w/ Town of Chapel Hill; Signal operating and railroad crossing gates installed
Orange	SS-4907E 41096	NC 54 @ SR 2016 (Southern Drive)	Construct a left turn lane on NC 54 westbound	140,000.00	FA construction by 4/5/08
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 5/31/07
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. to begin 4/16/07 for Compl. by 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 4/4/07 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	Signal installation @ Dogwood Acres Dr. by Riverside Electric by 6/30/07
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. by 6/29/07

Legislators told of local needs

By Carolyn Norton, The Herald-Sun
March 12, 2007 9:15 pm

DURHAM -- Business leaders and local elected officials urged legislators Monday to seek more money to improve staffing in the overburdened Durham County court system, and to make sure \$21.7 million to repair shoddy Interstate 40 paving work doesn't come from the Durham region's share of state highway money.

"Our Durham County court system is constantly behind in case load because of personnel shortage," Patrick Hannah, vice president of governmental affairs for the Greater Durham Chamber of Commerce, said during the organization's annual legislative breakfast. "Our county has struggled to keep pace with other counties our size."

Hannah spoke to a crowd of business people, along with state Reps. Winkie Wilkins, Paul Luebke, Mickey Michaux Jr. and Larry Hall. State Sen. Bob Atwater was said to be attending a similar meeting in Chatham County.

The delegation's other member, Sen. Jeanne Lucas, died Friday. Chamber officials and her legislative colleagues paid tribute to Sen. Lucas on Monday.

Hannah said adding more court personnel is at the top of the chamber's legislative agenda this year -- a sentiment County Commission Chairwoman Ellen Reckhow shared.

Reckhow said the county needs six new magistrates, three assistant district attorneys, five clerks and one district court judge.

"We want to put special emphasis on magistrates," she said. "We haven't had any new ones since 1994."

Hannah said the chamber also supports a study for a regional mass transit system, and favors transportation projects that affect Durham, such as the East End Connector. The highway will connect the Durham Freeway near Research Triangle Park and U.S. 70.

"Durham and Orange and Wake counties are expected to grow by 700,000 by the year 2030," Hannah said. "It's imperative to identify transit needs."

Meanwhile, Hannah, Reckhow and other speakers contended that taking the \$21.7 million for I-40 from the \$50 million budgeted for other Durham-region road projects would be unfair.

The road paving became necessary after concrete poured in 2003 and 2004 during a road-widening project between U.S. 15-501 and the Durham Freeway began to buckle.

The concrete was supposed to last 30 years, but construction flaws already are causing problems.

Michaux said that issue is one legislators have been working on. He also said many of the other items on local agendas will be considered.

"We are familiar with everybody's wants and needs," he said. "You're not going to get them all, but you might get some."

Michaux said legislators also are looking at allowing county officials something called "a menu of taxes," a notion that garnered applause from many in the room.

Under the plan, counties would have tax options to generate more revenue -- such as land-transfer, hotel-occupancy or sales taxes -- if local voters approve.

"I'm tired of having citizens in counties coming to us for ways to raise money," Michaux said. "I say the heck with that. I'm willing to give you the authority."

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Professor says roads are key in Triangle

BY RAY GRONBERG, The Herald-Sun
March 21, 2007 12:30 am

DURHAM -- The western Triangle has a plan in place that would allow it to counteract a likely rise in traffic congestion, but to make it work, officials have to speed road construction by diverting funds from public transit, a Charlotte professor says.

In that sense, the region lucked out when federal regulators made it clear they wouldn't finance the Triangle Transit Authority's planned \$810 million rail link between the downtowns of Durham and Raleigh, said David Hartgen, who works at UNC Charlotte.

"I know there's been a lot of gnashing of teeth about the demise of the TTA proposal," said Hartgen, who authored a traffic-congestion study for the John Locke Foundation, a Raleigh think tank tied to state Republicans. "To me, that's an opportunity. It wouldn't have helped congestion, and would have gone on a track that goes nowhere to nowhere."

Hartgen's study, released this week, urged officials from Durham and Orange counties to revamp long-range plans for spending \$6.1 billion on roads, transit, bikeways and sidewalks by 2030, to boost spending on road construction by about a third.

As it stands, the 2030 plan calls for spending about \$2 billion to build roads and \$2 billion to maintain and expand bus service in the area. It earmarks another \$1.1 billion for TTA's project and two potential "high capacity" transit routes in Chapel Hill.

Much of the rest is supposed to underwrite highway maintenance, with some left over for bikeways and sidewalks.

Hartgen criticized the transit allotments because he thinks operators like TTA, the Durham Area Transit Authority and Chapel Hill Transit have little chance of attracting what he terms "choice riders" -- people who have the option of driving their own cars and trucks to work.

Even in the western Triangle, where officials have actually been able to increase transit's popularity among commuters, average travel times by bus are still significantly longer than they are by car, he said.

Hartgen also believes the area's transit plans are flawed because they ignore how places like Raleigh and Durham interact with surrounding rural counties, economically.

"The core counties depend on the surrounding counties for workers, and the surrounding counties depend on the core for higher 'take home' pay," Hartgen said in his report. "The whole structure is made possible by the

accessibility of the highway system, without which the time and hassle of longer-distance commuting would not be worth the higher wage."

Census figures gathered in the Triangle's 11 counties do show that the rural counties are to varying degrees reliant on the region's cities, economically. Chatham County, for instance, sends about 43 percent of its work force to Durham, Orange or Wake counties each day. The equivalent percentages for Granville and Person counties are 39 and 33, respectively.

But the census numbers also contradict part of Hartgen's argument. Few workers from Durham, Orange or Wake counties have to look outside that area for work, and most of the jobs available in the three counties go to people living in the three counties.

Thanks to RTP, Durham is a major job center for the area. People from Durham, Orange or Wake fill about 89 percent of the jobs here. Orange and Wake respectively draw about 84 percent and 85 percent of their workers from the Triangle's three-county core.

Local officials have planned accordingly, in some cases calling for new roads and in others figuring to add bus routes and build park-and-ride lots, said Mark Ahrendsen, the city of Durham's transportation manager.

"Most of the focus was on moving the larger volumes in the three-county area," Ahrendsen said. "No question we're importing jobs, but the numbers at this point aren't as great as the commuting patterns within the three counties."

Hartgen disagrees. "Their own modeling says most of the growth will be on the edges of the region that wouldn't have been served by [transit]," he said. "This thing is just naïve, frankly, about what's going on in the region. They're out of touch with mobility in the state."

The professor does agree with local officials that the General Assembly needs to rework the state's road-funding formula in a way that would be likely to direct more construction money to urban areas like the Triangle. He believes communities experiencing greater degrees of traffic congestion should get more funding than they now receive.

Ahrendsen said local officials would put a slightly different twist on it, by having the state's funding formula reward areas that are creating jobs and experiencing high rates of population growth. The formula now assumes communities should get an equal share of highway money, subject only to adjustments for population and miles of uncompleted road work.

The professor and local officials are also on the same page, at least in theory, in saying that land-use and transportation planners have to work together to avoid situations where traffic from development unexpectedly eats up new road capacity.

Locally, that's been a concern ever since developers laid plans for a Wal-Mart on the Orange/Chatham County line on a newly widened stretch of U.S. 15-501 South. The project drew opposition from officials who thought the store's traffic would offset the congestion benefits of the widening.

"One Wal-Mart will easily fill up a third of a lane. It can have a significant effect, no question," Hartgen said. "That's a good example of the kind of problem that could be avoided with good cooperation. The state has some responsibility here."

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DOT refuses to move Amtrak to West Village

BY RAY GRONBERG, The Herald-Sun
March 22, 2007 10:44 pm

DURHAM -- The N.C. Department of Transportation's boss is supporting the agency's refusal to move Durham's Amtrak station into the West Village complex, a stance that has Durham's mayor looking for countering help from the county's legislative delegation.

State Transportation Secretary Lyndo Tippet appraised Mayor Bill Bell, Gov. Mike Easley and other officials of his stance in a letter he signed on March 13. Bell received the letter Thursday.

In it, Tippet said the suspension of the Triangle Transit Authority's plans for a commuter rail link between the downtowns of Durham and Raleigh has given his agency a chance to save money and rethink its siting options.

TTA's plan supplied the impetus for moving the Amtrak station, as engineers once thought that Amtrak passengers and local commuters couldn't board trains in the same place. TTA had planned a station of its own next door to Amtrak's present quarters on West Chapel Hill Street.

Now, DOT officials are waiting to see if TTA can come up with a new transit plan. If whatever the authority proposes still requires a station in the area, DOT wants to take a fresh look at whether Amtrak passengers and local commuters can use the same facility.

Tippet's letter hinted that DOT engineers are skeptical that Amtrak and TTA will attract enough riders combined to justify separate stations. That and the department's "financial constraints make the shared-use option the most economically feasible," the secretary said.

He also noted that the city is poised to build a bus station on the south side of West Chapel Hill Street, across the street from the present Amtrak station and catty-cornered from where TTA owns a prospective station site.

Building a joint passenger/regional rail station on the same side of the tracks as the planned bus station "would be more efficient, safer and more cost-effective," Tippet said. "Having all the modes together will help create a more seamless transportation system that will be more attractive to the public and a more prudent use of taxpayer monies."

Durham officials knew DOT had cooled on the plan to move Amtrak's platform north of the tracks into the West Village complex's Walker building. But they say the agency is missing what's likely a one-time chance to lease space in the complex, and ignoring previous assumptions that Amtrak's trains and TTA's shouldn't try to board passengers from the same side of tracks.

They also aren't happy that Durham's Amtrak passengers might be stuck with a building officials nickname the "Amshack." It's basically a double-wide mobile home.

Unless DOT acts, Durham is likely to end up being the only North Carolina city with Amtrak service "that has a dumpy railroad station," Bell complained Thursday.

Bell added that TTA's reconsideration of its transit planning is likely to take a while.

A move into West Village "needs to be done pretty quick," the mayor said. "If he's waiting for TTA to get their act together, we might not get anything done."

With the City Council's concurrence, Bell asked City Manager Patrick Baker to have Durham's transportation planners meet with TTA officials to find out what, if anything, the authority and DOT have agreed to about a station site.

Once that's done, Bell wants them to set up a high-level meeting with Tippet that would include members of Durham County's legislative delegation.

County legislators have already signaled their willingness to help. In fact, state Rep. Paul Luebke, D-Durham, voiced the same desire for a visit with Tippet almost a month ago.

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Carolina North plans unveiled

BY JAMIE SCHUMAN, The Herald-Sun
March 27, 2007 10:42 pm

CHAPEL HILL -- UNC unveiled three possible site plans for Carolina North on Tuesday, and each proposal keeps almost all development out of the Carrboro side of the 1,000-acre tract.

Under all of the plans, the bulk of construction would be at the Horace Williams Airport site on the southeastern side of the plot, although one proposal extends development north toward Homestead Road.

More than 150 people came to information sessions to learn about the proposals, which Jack Evans, UNC's executive director of Carolina North, said are "works in progress."

Still, their debut marks a milestone in the university's planning for Carolina North, the satellite research, residential and academic campus that UNC officials have had serious talks about constructing since the 1990s. Talk has turned to action of late, and university leaders intend to submit a development proposal for the project to the UNC trustees in September.

Though the plans depict what parts of the tract would be developed in the next 50 years, they don't describe how each building would be used. They also don't show how much parking or housing would be at the campus, two topics that have generated concern from community members.

All of the plans limit build-out to 250 acres of the site, which is bordered by Martin Luther King Jr. Boulevard and Estes Drive.

The proposals place a premium on compact, mixed-use development, instead of sprawl. They also recommend using a variety of public transportation options, which could include light rail at some point, as well as on-site parking.

Key features of the plans, which officials have nicknamed "centers," "grid," and "interwoven," follow.

-- The centers plan emphasizes compact development where the airport runway is, and pushes parking lots to the edge of the area recommended for build-out. The campus would be pedestrian-friendly and have a loose, spider web-like layout with large open areas, said Luanne Greene of Ayers/Saint/Gross, the firm that wrote each plan.

The centers plan also calls for a transit line that would run from Seawell School Road to Martin Luther King Jr. Boulevard but would not be for cars.

-- The grid proposal also puts most buildings at the airport runway. Development would be on a rectangular, grid-like pattern, so the campus would look like a traditional city, Greene said.

A road for both cars and public transit would run through the center of campus, and parking would be interspersed throughout side streets.

-- With the interwoven plan, development would extend north toward Homestead Road. There would be large "fingers" of green space seeping into the part of campus near the runway, Greene said.

The northern development would be along the Crow Branch watershed, an area that is somewhat unhealthy, Greene said. As part of the construction, officials would try to clean up that watershed, she said.

Each proposal recommends that the Bolin Creek watershed, which is mostly on the Carrboro side of the tract, be conserved, though the interwoven plan moves development further from that area than the other plans do.

The proposals are "deliberately diverse" so the university can get a range of feedback, Greene said. People at the information sessions filled out comment cards, and a summary of the responses as well as details of each site plan will be on the Carolina North Web site, at <http://cn.unc.edu>.

People at the meetings seemed to have strong opinions on everything from the aesthetics of each design to their effects on traffic in the surrounding area.

Chapel Hill resident Greg Cordell wants UNC to preserve as much green space as possible and said the interwoven plan could destroy popular hiking trails.

"I run on it three days a week," Cordell said of the tract. "I'd like to see it left the way it is."

Diana Steele, of Neighborhoods for Responsible Growth, said she favors the centers plan. The interwoven plan could interrupt wildlife habitats and the grid plan is "atrocious," she said.

"It could be anywhere," Steele said of the grid layout. "It ignores the fact that this is a gorgeous piece of property."

Chapel Hill Mayor Kevin Foy, one of many public officials at the presentation, also called the centers plan the most intriguing.

"That, to me, looks like a campus," he said, as the built-out part would have open quads and could be traversed easily by bike or foot.

Foy said he is concerned that all options place a new street from Homestead Road to the current runway site.

"The town has been quite clear that we don't want to see that," said Foy, adding that a road could increase traffic in surrounding areas,

The university intends to hold monthly public meetings through the summer as it fine-tunes its development plan.

Carolina North Timeline

December 1998: UNC Chancellor Michael Hooker asks university task force for ideas about creating a "biosciences research park" on the Horace Williams tract.

July 2002: UNC trustees vote to close Horace Williams Airport -- where Carolina North is supposed to be built -- after Chancellor James Moeser expresses concerns about the safety and cost of keeping it open.

December 2003: UNC officials draft plan for Carolina North and say they hope to start construction in 2005. That plan called for more than 19,000 parking spaces on the campus and is later scrapped.

May 2005: UNC trustees approve "vision" for Carolina North.

June 2005: The Village Project, a local nonprofit devoted to sustainability, unveils its own Carolina North plan. It calls for more housing and fewer parking spots.

September 2005: UNC trustees approve sites for two Carolina North projects: a business incubator and the First School.

March 2006: The Carolina North Leadership Advisory Committee, a group of town and university leaders charged with writing principles to guide UNC as it develops the campus, meets for first time.

May 2006: After some UNC trustees criticize the committee's pace, the board requires the university to submit a development plan for the project by October 2007.

January 2007: Leadership Advisory Committee gives its final report to Moeser. Delegates call for continued town-gown dialogue.

March 2007: UNC trustees approve plan to lease land at Raleigh-Durham International Airport for Medical Air Operations, which now flies out of Horace Williams.

March 2007: UNC officials unveil three new draft plans on how the Carolina North property may be used.

Spring 2007: Transit/transportation and fiscal equity studies for property under way. Environmental assessment nears completion.

July 2007: UNC officials hope to bring draft master plan for Carolina North to the university's trustees.

September 2007: UNC officials hope to bring final master plan for trustees to vote on.

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Durham bike co-op gears up for first year

As it rides initial wave of support among cyclers, group hopes biking's popularity will grow in city

ELIZABETH SHESTAK, Correspondent

In a freshly paved cul-de-sac in a rundown Central Durham neighborhood, a new sport was played last weekend for possibly the first time in that area's history: bike polo.

Six young men battled out one heck of a game as two teams played the first to five points. Like its equestrian cousin, bike polo is like hockey in terms of scoring. But this version replaces the horse with a bike.

There were many casualties that added cuts to already scarred legs, and a few onlookers had to leap to safety from their front-row seats along the curb.

This event was a part of Sunday afternoon's opening of the Durham Bike Co-op at 723 N. Mangum St., in the historic Little Five Points intersection. The group is renting space from the newly established Bull City Headquarters and is sponsored by SURGE, or Students United for a Responsible Global Environment.

The DBC is a collective bicycle workspace where those already into cycling can meet other cyclists and talk shop, and those interested in becoming more involved can learn about the bike scene in Durham. It is open on Sundays from 1 to 6 p.m., and membership dues are based on a sliding scale.

No bike? No worries -- the co-op has made available dozens of bicycles it received from the Carrboro ReCYCLery. If you are willing to work with one of the volunteers on repairs, you can keep it.

"We'll help people put in time to fix them up," said Alison Carpenter, who worked for the city as the bicycle and pedestrian coordinator, but who now works for SURGE. She co-founded the DBC. "It's theirs if they're interested."

Carpenter said they chose to open the co-op in Little Five Points because of its affordability, and also because the neighborhood provides a good place to breathe more life into the city.

Supporters were excited that Durham now has a group that will bring more attention to the benefits of biking for individuals and the community.

"Often times it makes more sense to bike," said Colin Booy, a graduate student at Duke University and co-founder of the DBC. He sees things he wouldn't have explored if he drove, saves money, and is able to socialize through his passion. "It's mentally pleasurable, it's very fun."

David Zielinski, who doesn't even own a car, said, "Bikes are a little bit tricky but are a thousand times simpler than a car" in terms of maintenance.

Adrian Hands, who is coping with diabetes, biked to Durham from Raleigh Sunday morning -- all 27 miles. "It keeps my blood sugar and blood pressure under control," he said.

The group hopes to promote biking as a way of life in the Bull City, an area that is bike friendly in many ways, such as the relatively even grade of the land and a growing downtown area. However, there is much to be done to convince residents that cycling through town is worth it.

Phillip Barron, another co-founder who rides 10 miles to work each day, said of Durham: "We need more bike lanes on the road. We need better roads."

The Durham County Commissioners adopted the Durham Comprehensive Bicycle Transportation Plan in November 2006 as a means of improving the city's biking accommodations.

At the time the plan was adopted, less than one percent of the county's roadways were considered part of the bicycle network. The plan calls for an increase of that to 34 percent, or 852 miles of bike-friendly roadway.

That means widening roads, paving shoulders and updating signage.

Dale McKeel, the city's bicycle and pedestrian planner, was both an attendant and beneficiary of the Sunday opening. He blew the front tire and tube of his bike, and had ridden all the way to Little Five Points from Hope Valley. They were able to patch up his tire, and he rode home safely that afternoon.

Correspondent Elizabeth Shestak can be reached at elizabeth.shestak@hotmail.com.

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Chatham ponders slowdown for homes

BY CARA MCDONOUGH, The Herald-Sun
April 2, 2007 8:06 pm

PITTSBORO -- The Chatham County Commissioners may consider a residential development moratorium sometime in the near future as they try to respond to expected rapid growth in the eastern part of the county.

The commissioners discussed the possibility at their meeting Monday morning after a presentation by Paul Black, principal planner with the Triangle J Council of Governments, a consortium of municipal and county governments in the seven counties surrounding the Triangle.

According to a recent Triangle J study that looked at growth trends, census data, approved subdivisions as well as undeveloped land in eastern Chatham, 117,131 people could be living in the area by 2035. Currently, about 34,000 people live in the eastern part of the county.

Black said that projecting future growth is based on changing factors, and therefore numbers aren't hard and fast. But looking at growth booms in nearby counties, he said, indicates Chatham, too, may grow faster than once expected.

"The growth curve is very quick to move up," Black said.

The projection came up again Monday afternoon when the commissioners discussed developing a moratorium ordinance. A moratorium would mean the county would stop accepting development applications for a set period of time.

Commissioner Patrick Barnes called the numbers from Black's presentation "staggering." He said he believed the county was past due for a development moratorium that would allow the board to plan for the county's future growth.

And the western half of Chatham County is bound to start growing too, Barnes said.

Although a development moratorium isn't on the immediate horizon, commissioners agreed that such a step could be a useful planning tool.

Adopting a moratorium would be a multistep process that would begin with commissioners and staff developing an ordinance, followed by a public hearing.

Commissioner George Lucier said the board would have to make specific decisions about what kind of development would be included in the moratorium and how long the ordinance would be in effect.

"I don't think we can afford to put a moratorium on any type of commercial or business [development]," said Commissioner Mike Cross.

Lucier said he agreed that residential -- not commercial -- development was the problem. Stopping commercial development, he said, could hurt the county.

"The reason to have a moratorium is not to slow down our economic development," said Lucier. "The reason for a moratorium is the residential development. Our infrastructure just can't keep up with it."

Lucier said that while he was not always in favor of such actions, with Chatham County's current growth rate he did feel the measure would allow commissioners a chance to "take a step back" and plan for the future.

The commissioners requested that staff put together a draft ordinance for a residential development moratorium to be presented at their next regular meeting on April 16. The board will review the ordinance and set a public hearing date at that meeting.

URL for this article: <http://www.heraldsun.com/chatham/13-835458.cfm>

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High Court Rebukes Bush on Car Pollution

By MARK SHERMAN, Associated Press Writer
April 3, 2007 2:09 am

WASHINGTON -- The Supreme Court rebuked the Bush administration Monday for its inaction on global warming in a decision that could lead to more fuel-efficient cars as early as next year. The court, in a 5-4 ruling in its first case on climate change, declared that carbon dioxide and other greenhouse gases are air pollutants under the Clean Air Act.

The Environmental Protection Agency has the authority to regulate those emissions from new cars and trucks under the landmark environment law, and the "laundry list" of reasons it has given for declining to do so are insufficient, the court said.

"A reduction in domestic emissions would slow the pace of global emissions increases, no matter what happens elsewhere," Justice John Paul Stevens said in the majority opinion. "EPA has offered no reasoned explanation for its refusal to decide whether greenhouse gases cause or contribute to climate change."

The politics of global warming have changed dramatically since the court agreed last year to hear its first case on the subject, with many Republicans as well as Democrats now pressing for action. However, the administration has argued for a voluntary approach rather than new regulation.

The reasoning in the court's ruling also appears to apply to EPA's decision not to impose controls on global warming pollution from power plants, a decision that has been challenged separately in court, several environmental lawyers said.

In the short term, the decision boosts California's and 11 other states' prospects for gaining EPA approval of their own program to limit tailpipe emissions, beginning with the 2009 model year. Those cars begin appearing in showrooms next year. Emission limits would become stricter each year until 2016.

Automobile makers have said stricter emission limits would be accomplished by increasing fuel-economy standards.

Reacting to the court ruling, the automakers called for an economy-wide approach to global warming, cautioning that no single industry could bear the burden alone.

Monday's ruling also improved the odds that Congress would take action on comprehensive legislation to reduce global warming, said business groups, environmental advocates and lawmakers. Several measures already have been introduced.

Sen. Jeff Bingaman, D-N.M., chairman of the Senate Energy and Natural Resources Committee urged President Bush "to work with Congress to enact a mandatory cap-and-trade proposal and other programs to reduce our nation's greenhouse gas emissions."

EPA spokeswoman Jennifer Wood said the agency is studying the court's ruling.

In the meantime, she defended EPA's voluntary partnerships to reduce emissions. "These national and international voluntary programs are helping achieve reductions now while saving millions of dollars, as well as providing clean, affordable energy," Wood said.

Ann R. Klee, who was general counsel at the EPA from 2004 through mid-2006, said the Bush administration's "options are now considerably more limited." She said EPA could still decide not to regulate carbon dioxide, but only if it also concluded that such emissions do not contribute to climate change or endanger public health and welfare.

That's an argument that could be difficult to make given the widespread view among climate scientists that carbon dioxide from burning fossil fuels is the principal heat-trapping "greenhouse" gas that, if not contained, will lead to significant warming of the Earth, rising sea levels and other marked ecological changes.

Carbon dioxide is produced when fossil fuels such as oil and natural gas are burned. One way to reduce those emissions is to have more fuel-efficient cars.

In handing an almost-total victory to Massachusetts, 11 other states, three cities and 13 environmental groups that sued the EPA, the court adopted many of their concerns and their belief that taking even limited action concerning new American cars and trucks is better than doing nothing.

The court's four conservative justices -- Chief Justice John Roberts and Justices Samuel Alito, Antonin Scalia and Clarence Thomas -- dissented.

"In many ways, the debate has moved beyond this," said Chris Miller, director of the global warming campaign for Greenpeace, one of the environmental groups that sued the EPA. "All the front-runners in the 2008 presidential campaign, both Democrats and Republicans, even the business community, are much further along on this than the Bush administration is."

Democrats took control of Congress last November. The world's leading climate scientists reported in February that global warming is "very likely" to be caused by man and is so severe that it will continue for centuries. Former Vice President Al Gore's movie, "An Inconvenient Truth" -- making the case for quick action on climate change -- won an Oscar. Business leaders are saying they are increasingly open to congressional action to reduce emissions of greenhouse gases, of which carbon dioxide is the largest.

The court had three questions before it.

--Do states have the right to sue the EPA to challenge its decision?

--Does the Clean Air Act give EPA the authority to regulate tailpipe emissions of greenhouse gases?

--Does EPA have the discretion not to regulate those emissions?

The court said yes to the first two questions. On the third, it ordered EPA to re-evaluate its contention it has the discretion not to regulate tailpipe emissions. The court said the agency has so far provided a "laundry list" of reasons that include foreign policy considerations.

The majority said the agency must tie its rationale more closely to the Clean Air Act.

In his dissent, Roberts focused on the issue of standing, whether a party has the right to file a lawsuit.

The court should simply recognize that dealing with the complaints spelled out by the state of Massachusetts is the function of Congress and the chief executive, not the federal courts, Roberts said.

He said his position "involves no judgment on whether global warming exists, what causes it, or the extent of the problem."

Justice Antonin Scalia, in a separate dissent, said the court should not substitute its judgment in place of the EPA's, "no matter how important the underlying policy issues at stake."

Whatever else comes of the decision, "this administration's legal strategy for doing nothing has been repudiated," said David Doniger, counsel for the Natural Resources Defense Council, an environmental group involved in the case.

Other states that have adopted California's standards on emissions of greenhouse gases are: Connecticut, Maine, Massachusetts, New Jersey, New York, Oregon, Pennsylvania, Rhode Island, Vermont and Washington.

The case is Massachusetts v. EPA, 05-1120.

Links related to this article:

Supreme Court: www.supremecourtus.gov

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 County of Durham
 Town of Hillsborough
 NC Department of
 Transportation
 County of Orange

March 13, 2007

Mr. Lyndo Tippett
 Secretary of Transportation
 N.C. Department of Transportation
 1501 Mail Service Center
 Raleigh, NC 27699-1501

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

Dear Secretary Tippett:

Staff from the City of Durham and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) have been working closely with NCDOT staff on the environmental study and design of the Alston Avenue widening project in Durham. While we are generally supportive of the widening project, we are concerned that certain aspects of NCDOT's preliminary design will have a significant adverse impact on the community served by this project.

The sensitive nature of the community through which this project passes and the need to maintain the interconnectedness of the community have been repeatedly emphasized. The high level of pedestrian activity in this corridor and the need to incorporate pedestrian friendly features into the design of the project to accommodate pedestrians traveling along both sides of Alston Avenue and crossing Alston Avenue have also been stressed. We remain concerned that the preliminary design does not safely accommodate pedestrians and is not sensitive to the context in which the project is located.

Various initiatives underway to enhance economic development in East Durham have been noted and it has been requested that the roadway project support these economic development initiatives and enhance economic development in the corridor as well. We are concerned that the project may actually have an adverse impact on economic development in the corridor, particularly between NC 147 and Morning Glory Avenue.

In particular, the provision of exclusive right turn lanes at several intersections along the project is dangerous for pedestrians and will impede safe pedestrian movement at these intersections. These right turn lanes also create conflicts for bicyclists on Alston Avenue. Provision of a right turn lane on Alston at Angier also results in the roadway shifting farther west than would otherwise be required. We request that the exclusive right turn lanes be eliminated from this project except at Holloway Street and NC 147.

The current plans call for an 11' inside lane and 14' outside lane (to be shared by bicyclists) plus a 2' gutter. We request that the 14' outside lane be striped for an 11'

travel lane and a 3' bike lane (plus the 2' gutter) to provide a more comfortable environment for bicyclists and a traffic calming effect by narrowing the travel lane.

The current plans for the project include relatively short landscaped medians with exclusive left turn lanes and associated tapers at intersections. To provide more median space for landscaping we request that the length of the exclusive left turn lanes and associated tapers be reduced.

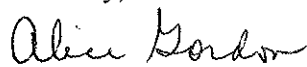
The grade of Alston Avenue is to be lowered 6.5' at the railroad bridge to maintain a minimum 15.5' vertical clearance. We are concerned with the "tunnel effect" this grade change will create and request consideration of alternate designs to limit this grade change to no more than three feet.

The current design of the project will take the neighborhood grocery store at the intersection of Alston Avenue and Main Street. We are concerned about the adverse effect the loss of this grocery store will have on the surrounding neighborhood and request that provisions be made to relocate a grocery store to another site in the immediate vicinity of the existing store. This should include the necessary land acquisition for the grocery store and/or a new building and associated relocation/start up costs. We believe this is an environmental justice issue.

The current design of the Alston Avenue widening project is unacceptable to the City of Durham and the DCHC MPO. Accordingly, we request a meeting with you and other NCDOT staff deemed appropriate to discuss design changes that will ensure that this project is sensitive to and has a positive impact on the community in which it is located.

Please contact Mark Ahrendsen, City of Durham Transportation Manager and DCHC MPO Technical Coordinating Committee Chair, at 560-4366 or by email at mark.ahrendsen@durhamnc.gov to arrange such a meeting.

Sincerely,



Alice Gordon
Chair, DCHC MPO TAC

Cc: DCHC MPO TAC Members
Ken Spaulding, Board of Transportation
Patrick Baker, Durham City Manager
Theodore L. Voorhees, Deputy City Manager
Kathryn R. Kalb, Public Works Director
Mark Ahrendsen, Durham Transportation Manager



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

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

LYNDO TIPPETT
SECRETARY

March 14, 2007

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

Dear Mr. Ahrendsen:

Thank you for your letter regarding the recent Congressional continuing appropriations resolution and the pending rescission order. The Department is awaiting guidance from the Federal Highway Administration as to how the rescission is to be applied and whether it will impact obligation authority. We will be in a better position to evaluate distribution of funding reductions at that time.

Thank you for taking the time to share your concerns.

Sincerely,

Lyndo Tippett

LT/ms

- cc: Doug Galyon, Member, Board of Transportation
- Ken Spaulding, Member, Board of Transportation
- G. R. Kindley, Member, Board of Transportation
- Wally Bowman, Division 5 Engineer
- Mike Mills, Division 7 Engineer
- Tim Johnson, Division 8 Engineer
- Mark Foster, Chief Financial Officer
- Calvin Leggett, Program Development Branch



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NC Department of
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County of Orange

April 5, 2007

Secretary Lyndo Tippett
North Carolina Department of Transportation
1501 Mail Service Center
Raleigh, North Carolina 27699-1501

Dear Secretary Tippett:

Thank you for your reply to our letter concerning the estimated \$100 million rescission of Fiscal Year 2007 federal highway funding in North Carolina. As stated, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is concerned about this significant cut in federal funding and requests that NCDOT distribute the funding cuts proportionately across all federal funding sources. The DCHC MPO respectfully requests that programs like the Transportation Enhancements program or the Congestion Mitigation Air Quality program not be unfairly targeted.

Your letter stated that NCDOT is awaiting guidance from the Federal Highway Administration on how the rescission is to be applied and whether it will impact obligation authority. We respectfully request that you share this information with the DCHC MPO once it is available and that you indicate how NCDOT intends to apply the estimated \$100 million rescission among the various funding categories. Please contact me at 919-560-4366 if you have any questions about the DCHC MPO's request.

Sincerely,

Mark Ahrendsen
TCC Chair

Cc: Ken Spaulding, NCDOT, Division 5
Doug Galyon, NCDOT, Division 7
G.R. Kindley, NCDOT, Division 8
Calvin Leggett, NCDOT, TIP Unit
Jill Stark, FHWA
Keith Melton, FTA
Eddie Dancausse, FHWA
TAC Members
TCC Members

North Carolina Department of Environment and Natural Resources

Division of Air Quality

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Planning >> Triangle Redesignation Demonstration and Maintenance Plan

The "[Redesignation Demonstration and Maintenance Plan for the Raleigh - Durham - Chapel Hill, North Carolina 8-hour Ozone Nonattainment Area](#)" narrative is posted. The Appendices are too large to post to a website. For a copy of the Appendices please send an e-mail request to Laura Boothe at Laura.Boothe@ncmail.net and put "Triangle Redesignation" in the subject line.

The Public Hearing will be held at 3:00 PM on April 18, 2007 at the North Carolina Division of Air Quality's Central Office, 2728 Capital Blvd, Raleigh, NC (Room 1H120).

The comment period will be open until April 20, 2007.

Comments may be submitted by the following methods:

E-mail: daq.publiccomments@ncmail.net, put "Triangle Redesignation" in the subject line.

FAX: (919) 715-7476 to the attention of Laura Boothe

Mail to:

Ms. Laura Boothe
Division of Air Quality
1641 Mail Service Center
Raleigh NC 27699-1641

Last Modified: Mon March 12 10:28:34 2007

[Email us](#)



North Carolina Department of Environment and Natural Resources (NCDENR)

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North Carolina Division of Air Quality - 1641 Mail Service Center - Raleigh, NC 27699-1641 - (919) 733-3340



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 NC Department of
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 County of Orange

March 13, 2007

Mr. Lyndo Tippet
 Secretary of Transportation
 N.C. Department of Transportation
 1501 Mail Service Center
 Raleigh, NC 27699-1501

RE: Relocation of Durham Passenger Train Station

Dear Secretary Tippet:

It has recently been brought to our attention that NCDOT has decided not to relocate the passenger train station in Durham from its interim site to the Walker Warehouse which is located directly across the railroad tracks from the current station. We are concerned that failure to relocate the Durham passenger train station as previously agreed to by all stakeholders will adversely affect years of planning for the Durham multi-modal transportation center and result in a missed opportunity that we will all regret.

Plans for a multi-modal transportation center in Downtown Durham developed by the City, TTA, and NCDOT included, (1) construction of a new facility for the Durham Area Transit Authority (DATA), the Triangle Transit Authority (TTA) and Greyhound/Trailways bus operations on a site on the south side of Chapel Hill Street directly across from the interim passenger rail station, (2) construction of the Downtown Station for the Regional Rail project on the site currently occupied by the interim passenger rail station, and (3) construction of a new platform across the tracks from the interim passenger rail station and relocation of this interim station into the renovated Walker Warehouse.

The City of Durham will begin construction of the Durham Station for DATA, TTA, and Greyhound/Trailways bus operations this summer. TTA has purchased property for the Downtown Durham Station (on which the interim passenger rail station is located). While the implementation schedule for this project has been delayed, it remains a vital element of the adopted long range transportation plans of both the Durham-Chapel Hill-Carrboro and Capital Area Metropolitan Planning Organizations (MPOs). Redevelopment of the Liggett Meyers site by Blue Devil Ventures (BDV) including the Walker Warehouse, is currently underway. Our understanding is that plans to construct a new platform were virtually completed and that a draft lease agreement between NCDOT and BDV for use of a portion of the Walker Warehouse for a permanent

passenger train station had been developed before being suspended by NCDOT last year.

The interim passenger rail station frequently experiences capacity problems (both parking and passenger waiting area). A larger, permanent station is needed to accommodate growing passenger demand.

Our understanding is that Durham ranks as the sixth busiest rail station among the sixteen active stations in the State and this with only four daily trains (four of the five higher ranking stations have six or eight trains daily). We also understand that an additional Raleigh-Charlotte roundtrip is scheduled to begin within a year further increasing passenger activity and capacity problems and the existing interim station.

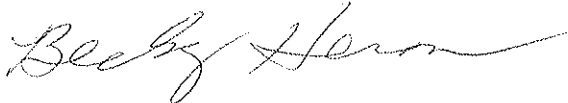
NCDOT has invested millions of dollars in passenger rail stations throughout the State. It is appropriate for NCDOT to make a similar investment in a permanent passenger rail station in Durham consistent with previously agreed to plans. Our understanding is that the window of opportunity to locate a permanent passenger rail station in the Walker Warehouse is rapidly closing. Therefore, we respectfully request that NCDOT recommit to the relocation of the Durham passenger rail station to the Walker Warehouse.

Your consideration of this request is appreciated.

Sincerely,



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



Becky Heron
Vice Chair, Transportation Advisory Committee
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Cc: TAC Members
DCHC MPO Legislative Delegation
Dan Smith