

Member Governments

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

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

AGENDA

**April 25, 2007
9:00 a.m.**

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

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

ACTION ITEMS

**4. Approval of March 28, 2007 TCC Meeting Minutes
(Attachment 4)**

A copy of the March 28, 2007 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the March 28, 2007 TCC meeting.

**5. 2007-2013 Metropolitan Transportation Improvement Program
(Attachment 5, 5A, 5B, 5C, 5D)
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. 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.

LPA staff and the TCC TIP Subcommittee have compared the final STIP with the revised draft MTIP. On April 4, 2007, the TCC TIP Subcommittee met to develop a recommended final MTIP (Attachment 5A). Attachment 5 is a memo describing the changes between the final STIP

and the recommended final MTIP. The memo also includes the STIP amendments that have been requested by the transit operators. Attachment 5B is an updated STPDA spreadsheet that is consistent with the final MTIP. The red on the STPDA spreadsheet indicates the funding included in the 2007-2013 MTIP. Attachment 5C is the resolution adopting the 2007-2013 MTIP. Attachment 5D is the resolution finding the MTIP in conformance with the North Carolina State Implementation Plan (SIP).

TCC Action: Recommend that the TAC approve the resolution adopting the 2007-2013 MTIP (Attachment 5C) and the resolution finding the MTIP in conformance with the North Carolina State Implementation Plan (SIP) (Attachment 5D).

6. I-306C - I-85 Widening – Request for STPDA Funds
(Attachment 6)

Mark Ahrendsen, TCC Chair

The City of Durham requested that NCDOT construct stamped concrete islands at Hillandale and Guess Roads as part of the construction of I-306C (I-85 widening). NCDOT recently provided the City a supplemental municipal agreement (Attachment 6) that states that the estimated betterment cost for the islands is \$89,700. The City of Durham is requesting \$71,760 of STPDA funds to cover 80% of the costs. The City of Durham will provide the 20% match, \$17,940. The STPDA spreadsheet is included as Attachment 5B.

TCC Action: Make a recommendation to the TAC regarding the City of Durham's request for \$71,760 of additional STPDA funds for the stamped concrete islands at Hillandale and Guess Roads.

7. MPO Five Year Work Program
(Attachment 7)

Felix Nwoko, LPA Staff

As part of the development of the 2007-2008 Unified Planning Work Program, the MPO must develop a five year work program. A draft was presented at the March TCC meeting and the TCC referred it to the UPWP Subcommittee. The UPWP Subcommittee met on April 12, 2007 to develop a recommendation. The recommended MPO five year work program is provided as Attachment 7.

TCC Action: Recommend that the TAC adopt the MPO Five Year Work Program.

8. 2030 Long Range Transportation Plan Amendment #1 and Conformity Determination and Analysis Report
(Attachment 8)

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. In addition, the Amended 2030 LRTP must complete the Air Quality Conformity process.

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. 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 conducted a public hearing at their meeting on April 11, 2007 to receive comments on the documents. No public comments were received at the public hearing, and no comments have been received through other sources (e.g., e-mail or MPO's Web site).

Attachment 8 is a copy of the proposed Amended 2030 LRTP, including a list of proposed project changes, a draft Resolution for amending the LRTP, and a draft resolution for finding the LRTP in conformance with the SIP. The Conformity Analysis and Determination Report was distributed at the March TCC meeting and it is posted on the MPO website - www.dchcmo.org.

TCC Action: Recommend that the TAC adopt the Amended 2030 LRTP and the Air Quality Conformity Analysis and Determination Report.

9. Southwest Durham Southeast Chapel Hill Collector Street Plan **(Attachment 9)**

Andy Henry, LPA Staff

At their meeting on April 11, 2007, the TAC approved the Southwest Durham/Southeast Chapel Hill Collector Street Plan (CSP). The TAC approval included three directives to the TCC recommendation:

- 1) Include a roundabout at the intersection of George King Rd. and the Kilkenny Drive collector extension;
- 2) Include a four-leg roundabout at the George King Rd. and Lancaster Drive collector extension, whereby the direct connection from Lancaster Drive intersects Southwest Durham Drive south of the roundabout; and,
- 3) Staff review the collector street bridge and fixed-guideway bridge immediately south of the US 15-501 and I-40 intersection, and make a recommendation for the possible consolidation to a single bridge.

The LPA has already incorporated directives #1 and #2, relating to the roundabouts, into the Final Collector Street Plan. Staff will meet to develop a recommendation for directive #3, and provide that recommendation to TCC members by Monday, April 23, through e-mail. As background information, Attachment 9 provides a map of the US 15-501 and I-40 area, including the adopted collector streets and fixed-guideway corridors, and any dedicated right-of-way.

TCC Action: Review and discuss the staff recommendation for collector street and fixed-guideway bridge across I-40, and make a recommendation to the TAC.

10. 2035 Long Range Transportation Plan – Socio-economic Data **(Attachment 10)**

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 Lead Planning Agency provided a research grade SE Data set to the ITRE Service Bureau on April 10, 2007.
- The TAC reviewed summaries of the research grade SE Data set at their April 11, 2007 meeting.

It is likely that 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.

Attachment 10 is a summary by jurisdiction, including check totals, of the research grade SE Data that the LPA forwarded to the ITRE Service Bureau for use in the TRM. A set of maps and the complete data tables will be available on the DCHC MPO Web site.

TCC Action: Review the updated Socioeconomic Data for the 2035 LRTP and endorse use of the research grade SE Data.

11. Final Rule for Metropolitan and Statewide Planning (SAFETEA-LU)

(Attachment 11, 11A)

Felix Nwoko, LPA Staff

Jill Stark, FHWA

The Final Rule for Metropolitan and Statewide Planning (SAFETEA-LU) was published in the February 14, 2007 Federal Register, and took effect on March 16, 2007. The former rules on statewide and metropolitan transportation planning and programming (based on ISTEA) were more than 13 years old. Since ISTEA, Congress has added detailed requirements in areas such as public involvement/participation, interagency coordination, and environmental considerations in transportation planning.

Attachment 11 is an overview of the final rule from FHWA. Attachment 11A is an overview of the implications of the final rule on the TIP, LRTP, and air quality conformity. TIP and LRTP amendments must be approved before July 1, 2007 in order to be exempt from the new SAFETEA-LU requirements. FHWA will present this information at the April TCC meeting and answer any questions.

TCC Action: Receive information on the final rule for SAFETEA-LU.

REPORTS FROM STAFF:

12. Reports from Staff

(Attachment 12)

Felix Nwoko, LPA Staff

TCC Action: Receive Report from staff

13. Report from the Chair

Mark Ahrendsen, TCC Chair

TCC Action: Receive Report from TCC Chair

14. NCDOT Report

(Attachment 14)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

INFORMATIONAL ITEMS

15. Recent News Articles and Updates

(Attachment 15)

16. Letter from NCDOT re U-3308 Alston Avenue Widening

(Attachment 16)

PENDING ITEMS

Adjourn

Next meeting: May 23, 2007

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TECHNICAL COORDINATING COMMITTEE

March 28, 2007

MINUTES OF MEETING

- *Mark Ahrendsen City of Durham/Transportation (TCC Chair)
- *Anna Biton Town of Chapel Hill
- *David Bonk Town of Chapel Hill (TCC Vice-Chair)
- *Fleming El-Amin Triangle Transit Authority
- *Andy Henry City of Durham/Transportation
- *John Hodges Copple Triangle J COG
- *Denese Lavender NCDOT – PTD
- *Karen Lincoln Orange County Planning
- *Ray Magyar UNC/Transportation
- *Felix Nwoko City of Durham/Transportation
- Ellen Beckmann City of Durham/Transportation
- Jeff Dayton HNTB Corporation
- Reid Hartzoge N.C. Turnpike Authority
- John Hunsinger NCDOT – Division 7 Engineer
- Mike Kneis NCDOT – Division 5 Engineer
- Dale McKeel City of Durham/Transportation
- Scott Murray STM Land Planning
- Brian Rhodes City of Durham/Transportation
- John Tallmadge Triangle Transit Authority
- *Voting Member

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

PRELIMINARIES:

Adjustments to the Agenda

Felix Nwoko stated that he and Ellen Beckmann will be discussing the TIP, approving the 2007-2013 MTIP, and also starting the request for the 2009-2015 TIP local priorities under the Staff Report. Mark Ahrendsen received an email Trisha McGuire stating she will not be in attendance. However, she has questions and comments regarding U-2803, Smith Level Road in the TIP. David Bonk wants to know the status of a request made by the Town of Chapel Hill

34 some time ago for the development of a bike corridor to the RTP from Chapel Hill through
35 Durham. It was referred to the MPO.

36 **Public Comments**

37 There were no public comments.

38 **ACTION ITEMS:**

39 **Approval of February 28, 2007 TCC Meeting Minutes (Attachment 4)**

40 A motion was made by Felix Nwoko and seconded by David Bonk to approve the
41 February 28, 2007 TCC Meeting Minutes. The motion carried unanimously.

42 **2007-2008 Unified Planning Work Program (Attachments 5, 5A, 5B, 5C, and 5D)**

43 Mark Ahrendsen provided an introduction for the 2007-2008 Unified Planning Work
44 Program, along with the attachments.

45 Felix Nwoko distributed a handout prior to the meeting for the DCHC MPO 5-Year
46 Unified Planning Work Program: July 1, 2008 to June 30, 2013. Felix reviewed the handout
47 with staff. He stated that the 5-Year UPWP is a new requirement and it will essentially
48 highlight major work program activities. There was considerable discussion on the CMS element
49 of the 5-year work program and data associated with the task.

50 David Bonk expressed concern about the overlap of traffic count data collected by
51 NCDOT and the MPOs for CMS. He stated that NCDOT's traffic count is done every two years.
52 Felix stated that we want to collect it every year. David asked if we want to supplement
53 NCDOT's traffic count and Felix stated yes. David stated that we are going to be at the mercy of
54 NCDOT to complete their traffic count process.

55 Andy Henry stated that the NCDOT does daily counts; they do not provide us data for the
56 peak hours. The reason it takes NCDOT so long to provide the data is that they make
57 adjustments to the data.

58 David Bonk stated that as we begin to use the model we will be using for this plan, we
59 are going to find things that need to be enhanced and upgraded.

60 Felix Nwoko stated that the concern is that we won't have a MPO CMS until 2010. Felix
61 stated that the subcommittee could decide whether we do the CMS in 2008 or 2009, repeated
62 every two years. Mark Ahrendsen suggested delaying approval of the 5 year UPWP to the next
63 TCC. Felix needs information from TTA and Chapel Hill Transit for the UPWP.

64 John Hodges made a motion and Andy Henry seconded to recommend TAC approval of
65 the 2007-08 UPWP with new requests from TJCOG and TTA and refer the 5-Year UPWP to the
66 TCC Subcommittee. Felix suggested that the TJCOG UPWP be broken into the appropriate line
67 items (AQ Planning, SE data, etc) rather than lumping together in State and Regional Planning.
68 Felix sought further clarification of the TTA TDM funding split. He wanted to know if the
69 DCHC portion was based on a 70-30 split as directed by the TAC. John Tallmadge responded
70 that funding split was based on 50-50. David Bonk expressed concern that the TTA TDM
71 program did not include the Town's TDM. Therefore he would request \$40,000 for the Town's
72 TDM program. David Bonk subsequently made a substitute motion which was seconded by
73 Felix Nwoko to approve the 2007-08 UPWP splitting TJCOG's request into categories and
74 including a \$40,000 STP-DA set-aside for Chapel Hill TDM (if state funds aren't received).
75 Mark Ahrendsen, Andy Henry and John Hodges-Copple voted against the motion. The motion
76 carried with a 7-3 vote.

77 **2007-2013 Metropolitan Transportation Improvement Program (Attachment 6)**

78 Mark Ahrendsen provided an introduction for the 2007-2013 Metropolitan Transportation
79 Improvement Program, along with the attachment.

80 Ellen Beckmann stated this is based on the revised MTIP that we took to the one-on-one
81 meetings. The blue underlined and crossed-out text is how it differs from what was adopted by
82 the State.

83 Mark Ahrendsen stated the State released a draft in September and we released a draft
84 MTIP for public comment purposes. We subsequently made some modifications which are
85 reflected in the attached document prior to the changes. What is indicated in blue or crossed-out
86 reflects the changes as included in the adopted 2007-2013 STIP. The requirement is that the first
87 three years have to be consistent to be approved. Years 2010, 2011, 2012, and 2013 do not have
88 to match.

89 Ellen Beckmann stated there are a lot of cost changes. NCDOT added language on a lot
90 of projects that the planning, design, and construction are not their responsibility. They created
91 some new enhancement categories.

92 David Bonk asked if the intent is to have this go to the TIP subcommittee for final
93 review.

94 Mark Ahrendsen stated that we have to accept the changes in years one through three but
95 we do not have to change years four through seven for the purposes of maintaining our position
96 on these projects for future updates.

97 David Bonk stated as this goes to the TAC next month, we need to prepare a summary
98 that lists the discrepancies between the first three years; and the discrepancies for the other years
99 that we will continue to maintain our position.

100 Ellen Beckman stated the STP-DA spreadsheet in the packet reflects our requests on the
101 one-on-one meetings. It will need to be modified to be consistent with the first three years.

102 On the Holloway Street project, it was funded by STP funds; NCDOT changed it to STP-
103 DA to make-up for the earmark for the American Tobacco Trail.

104 David Bonk stated that since we have a month before it needs to go to the TAC for
105 approval, he would like the TIP subcommittee look at it. His concern is on page 25, transit
106 capital. What is the potential indication of this now that there are quantities?

107 A motion was made by David Bonk and seconded by Felix Nwoko to refer this item to
108 the TIP subcommittee for review and bring back a recommendation at the April TCC meeting to
109 be considered for approval by the TAC at their May meeting. The motion carried unanimously.

110 Andy Henry recommended updating the TAC at their April meeting of the status of this
111 item.

112 A TIP subcommittee meeting was set for April 4, 2007 at 3:00 p.m.

113 **Southwest Durham Drive/Southwest Durham Southeast Chapel Hill Collector Street Plan**
114 **(Attachments 7, 7A, 7B, and 7C)**

115
116 Andy Henry provided an update on the Southwest Durham Drive/Southwest Durham
117 Southeast Chapel Hill Collector Street Plan, along with the attachments.

118 The issue on Kilkenny and Lancaster is the spacing between the collectors.

119 David Bonk asked to confirm that Durham is undertaking a program to realign
120 intersections that were originally created in the offset design. Andy Henry stated yes that is
121 accurate.

122 David Bonk asked if we could elaborate on the traffic calming features in the
123 recommendation. Mark Ahrendsen stated we could make reference to upgrading other features
124 from the plan.

125 David stated that one of the requests from the public was a specific request that the TAC
126 identify the possibility of funding to retrofit some existing streets for traffic calming as part of
127 this collector network.

128 Mark Ahrendsen stated it was in the list of things to consider. Andy Henry stated it was
129 in the Chapel Hill resolution and Mark stated there was a request. But, there was an earlier
130 response and the recommendation was that the Town would need to initiate the local traffic
131 calming initiatives.

132 David asked if Durham would require a developer to build SWDD to the property line;
133 and Mark Ahrendsen stated “no,” just the reservation of right-of-way.

134 John Hodges-Copple stated that the map needs to illustrate that the transit corridor and
135 SWDD are in separate right-of-ways.

136 Scott Murray, STM Land Planning, is representing land owners in the DuBois parcel.
137 They support the concept of the traffic circle. They are registering a concern regarding the
138 impact it has on the property. It essentially makes another ten acres of the property unusable.
139 The construction of what amounts to 1,800 linear feet of limited access road, or essentially no
140 access as it relates to this parcel is an unfair burden on a parcel this size that will now support
141 twenty or thirty lots. We are going to seek higher density, but we are going to get a lot of
142 pressure on the amount of density we will be able to achieve. I doubt it will be what has been
143 achieved to the north on the developed parcels. The orange on the map is the land that is
144 rendered unusable and there is not a lot we can do about that because of the land configuration
145 there are not a lot of options. The roundabout really helps our situation because it pushes the
146 intersection a little further east and enables some access to Lancaster which again is across a

147 stream buffer. But, perhaps there is consideration that we could get some access to that 500 feet
148 west of the roundabout.

149 David Bonk asked if the dashed circle is the approximate location of the roundabout and
150 Scott Murray stated that it is what has been shown on the map. It seems to lay just south of the
151 pond and it is predominately located in the buffer and flood area. It in itself doesn't really take
152 any more land; it is probably the logical way to address it. David stated that the dashed line
153 Scott shows cutting through the orange parcel on the north would not in fact do that under the
154 scenario with the traffic circle because the road would just come down into the circle. Scott
155 stated that is correct. It may render some of the land more usable. David stated the dashed line
156 going through the southern orange parcel would remain approximately in that location. Scott
157 stated yes, but if you look the alignment all the way to the west the southwest you can see
158 Meadowmont Lane as it is coming out of Meadowmont. David stated you can't do much with
159 the southern orange parcel, just transfer the density to the north.

160 John Hodges-Copple stated that the transit line is designed to curve around the Corps
161 land and the map shows it going through the Corps land. Based on Scott's map they will
162 actually lose a little more land. Scott stated that the Southwest Durham Drive clips the corner
163 and the transit corridor is south and east of that.

164 Mark Ahrendsen stated he is not sure you can line up Meadowmont Lane without going
165 through the Corps property.

166 Andy Henry stated that on the map Scott provided that the land in the red area is not
167 buildable because of the road requirements and the green is not buildable because of stream
168 buffers.

169 Dale McKeel asked if this tract has been combined with any other tracts in some
170 development. Scott stated that he is actually representing the land to the north. Everything they
171 are looking at is west of George King Road.

172 Mark Ahrendsen asked if the affected property is affected by Kilkenny and Scott stated
173 yes it is. The curvilinear approach is good if they can be given some latitude on design speed to
174 make it a better road. It is a nice collector street.

175 A motion was made by Felix Nwoko and seconded by David Bonk to move the TCC
176 suggestions. One suggestion is that we add pros and cons of the suggested changes to Kilkenny
177 and Lancaster. Mark Ahrendsen stated that it would be good to also include a very good map
178 that clearly illustrates the staff recommendation that would include at least the right-of-way
179 associated with Southwest Durham Drive and show the transit corridor as well. The motion
180 carried unanimously.

181 **2030 Long Range Transportation Plan Amendment #1 and Conformity Determination and**
182 **Analysis Report (Attachment 8 and 8A)**

183
184 John Hodges-Copple provided an update on the 2030 Long Range Transportation Plan
185 Amendment #1 and Conformity Determination and Analysis Report, along with the attachments.

186 John stated that the bottom line is that the amendment and the conformity report are out
187 for public comment. They will come back in April with the idea that in May the TAC will adopt
188 the amendment and the MTIP and we will make the conformity finding. The report
189 demonstrates that all areas of the non-attainment area will be in conformity so there aren't any
190 budget test issues. The only wrinkle from what we reported on before is for Dutchfield
191 Township in Granville County which has its own ozone budget, there will not be a conformity
192 finding made on that piece of the Triangle. The previous one from 2005 will stay in place

193 because there are no transportation projects in Dutchfield Township. This will have to be redone
194 after the LRTPs are done and make a new finding by June 2009 for all areas.

195 The public comment period started Monday, March 26, 2007 and the TAC will hold their
196 hearing on April 11, 2007 for public comment. It will go to the TAC for approval in May 2007.

197 **2035 Long Range Transportation Plan – Socio-economic Data**

198 Andy Henry provided an update on the 2035 Long Range Transportation Plan – Socio-
199 economic Data, along with attachments. At the beginning of the meeting, Andy distributed
200 handouts, one with population and one with employment data. The subcommittee met with the
201 chair of the LRTP subcommittee and decided to have another public workshop in Chatham
202 County. That public workshop will be held on April 5, 2007 in Pittsboro from 4 to 7 p.m. at the
203 N.C. Agriculture Co-Op Center.

204 David Bonk stated he hopes that John Hodges-Copple or Paul Black will be there to
205 explain in detail the process used to develop the data and John stated that he will be there.

206 Anna Biton stated that it would be useful to have a one page handout and really scale
207 the technical talk about how the projections were created for Chatham County since it is different
208 from the way Durham, Orange County, or Chapel Hill were done. Andy Henry stated that he
209 will do that on the comment sheet. Andy stated that he tried to emphasize in the notice that went
210 out is that this is for long range transportation planning.

211 David Bonk stated that the numbers need to be realistic and if they think there is going to
212 be more development, then we need to know that. John Hodges-Copple stated that a key point is
213 that it is not only Chatham County, but also Pittsboro.

214 David asked if there is any realistic expectation that these numbers will change
215 significantly and John stated not significantly; less than ten percent.

216 Andy Henry stated the population for Chatham County is from the peer review and when
217 you go to the employment for Chatham County, he didn't have anything from the peer review.
218 He is still using the numbers from the build-out scenario. David Bonk asked how those numbers
219 will change and Andy stated he doesn't know. John stated that the employment numbers will not
220 go up as significantly as the population numbers because the employment is really based on
221 build-out of their projects and some reasonable factor.

222 David Bonk stated that the employment numbers for Chapel Hill will probably decrease.
223 Anna Biton added vacancy rate and changed some of the assumptions about floor-area ratios
224 because that is what was driving the number. It brought it down to somewhere in the high
225 70,000s. David Bonk stated that the southwest corner of I-40/15-501 should be the highest
226 growth. Andy needs to reconcile Chapel Hill and Durham border TAZs.

227 Mark Ahrendsen stated that we should go with one target. It is confusing to illustrate to
228 someone that we have two different targets. We need to determine which one we feel more
229 comfortable with and describe the methodology associated with the target. Mark asked if there
230 will be maps for Chatham and Andy stated yes.

231 David Bonk stated that we are going to make the corrections and by the beginning of next
232 week we will have a set of numbers that we can use for the purposes of the blueprint and the
233 Chapel Hill long range transit plan.

234 Mark Ahrendsen asked what the timeframe and methodology for unofficially sanctioning
235 those numbers. Mark asked when do we sanction the 2035 data and when do we get to the
236 categories. John Hodges-Copple stated that the income is derived by the model team based on
237 the information they have.

238 Andy Henry stated that the LRTP subcommittee needs to meet to review the information
239 before it is provided. David Bonk asked which numbers, the gross numbers or the breakout
240 numbers and Andy stated all of it. John Hodges-Copple suggested that the technical people pass
241 the research grade SE data onto the model executive team at the April 12, 2007 meeting. David
242 stated that we need to send Chatham County the revised table and say we are proceeding using
243 the numbers in an unofficial manner to do the analysis for the blueprint and anything else.

244 A LRTP subcommittee meeting was set for April 5, 2007 at 8:30 a.m. Felix Nwoko
245 stated because we are going to use the numbers for the blueprint and the model and we don't
246 have all the variables that the TAC approved, Felix suggested we round and include a range.
247 John Hodges-Copple stated that there is no confidence interval, the only validity is based on the
248 assumptions. There will be documentation at the staff level backing up the numbers.

249 **MPO Federal Certification Review**

250 Mark Ahrendsen provided an overview on the MPO Federal Certification Review. The
251 NCDOT should have a representative from the Transportation Planning Branch at TCC and TAC
252 meetings; we should look at extending the TCC membership to include resource agencies, there
253 should be earlier coordination between the MPO and NCDOT on project design, closer
254 coordination with NCDOT on using STP funds for non-highway, similar recommendations
255 having to do with financing, and revenue forecasting. There is a focus on safety and system
256 preservation, they want to see updates. They suggested we incorporate the statewide part of the
257 STIP into our TIP, because there may be some things in the statewide that we would want to do
258 here and if it is not in our MTIP we would have to go through an amendment. Freight will be a
259 focus. There was reference to NCDOT giving greater consideration to bicycle/pedestrian modes
260 in project designs, revisions to the public involvement program, visualization as part of the

261 public outreach. NCDOT needs to hire a Safe Rides to School coordinator and get the program
262 going. Include earlier in the process in the systems planning process, the purpose and need
263 statements of project development. They are going to follow up on some CMAQ questions that
264 we had. Security, particularly as it relates to transit is a new emphasis. If there is an operations
265 component in the CMS, they want to see it at least mentioned in the LRTP. They had several
266 comments related to environmental justice.

267 Ellen Beckmann stated that Jill Stark will try to get us a report as soon as possible.

268 **2009-2015 TIP**

269 Mark Ahrendsen doesn't want to rush developing our priority list for the 2009-2015 TIP
270 just to meet the deadline. Andy Henry stated that if we have a methodology for prioritization
271 identified at the time that the local agencies put their project priority lists together it can inform
272 them of the points received using the methodology.

273 **Final Rule for Metropolitan and Statewide Planning (SAFETEA-LU) (Attachment 11 and** 274 **11A)**

275
276 The final rule for metropolitan and statewide planning (SAFETEA-LU) is attached.

277 **REPORTS FROM STAFF:**

278 **Reports from Staff (Attachment 12)**

279 The Report from Staff is attached.

280 **Report from the Chair**

281 Mark Ahrendsen stated they are still working with NCDOT on the Alston Avenue
282 Widening. The East End Connector project is moving through the environmental process, we
283 hope to have a preferred alternative by June.

284 Mark Ahrendsen stated that the subcommittee needs to meet to make a recommendation
285 to develop some short and long range strategies to deal with the current funding situation.

286 Mark Ahrendsen stated that there is new legislation that has been introduced that has
287 implications for transportation. One eliminates the transfer from the Highway Trust Fund to the
288 General Fund and actually repays the highway trust fund for five years of transfers. Another one
289 takes the drivers education program out of the Highway Trust Fund and goes into the General
290 Fund. Another one takes the highway patrol out of the Highway Trust Fund and goes into the
291 General Fund. Another that exempts the \$18.6 million for the I-40 repairs from the equity
292 formula. Another one creates local option sales tax for infrastructure in schools.

293 **NCDOT Report (Attachment 14)**

294 Mike Kneis, NCDOT Division 5 Engineer, provided an update on projects. Dale
295 McKeel asked when the primary and secondary resurfacing projects listed will begin. Mike
296 stated they can't resurface before March 15, 2007 but it should begin soon. Phil Loziuk needs to
297 contact Mike Kneis and he will arrange a meeting with the resident engineer.

298 John Hunsinger, NCDOT Division 7 Engineer, provided an update on projects. The
299 Homestead project will be awarded. We are waiting on the bond to come back from the
300 contractor.

301 **INFORMATIONAL ITEMS**

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

303 The recent news articles and updates are attached.

304 **Letter to NCDOT re-U-3308 Alston Avenue Widening (Attachment 16)**

305 The letter to the NCDOT re-U-3308 Alston Avenue Widening is attached.

306 **NCDOT Response to Letter on Federal Rescissions (Attachment 17)**

307 The NCDOT response to letter on Federal Rescissions is attached.

308 **Adjournment**

309 There being no further business before the Technical Coordinating Committee, the
310 meeting adjourned at 11:58 a.m.

MEMORANDUM

TO: Technical Coordinating Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: April 25, 2007

SUBJECT: 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.

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 TIP Subcommittee met on April 4, 2007 to revise the revised draft MTIP to incorporate the necessary changes. A recommended final 2007-2013 MTIP is presented as Attachment 5A. A STPDA spreadsheet that corresponds to the recommended final 2007-2013 MTIP is presented as Attachment 5B.

Differences between the Final MTIP and Final STIP

The highlighted sections of Attachment 5A indicate where the recommended final MTIP differs from the final adopted STIP.

Page	Project	Description	In 2007-2009?
p. 3 p. 27	EB-4707	Added "PLANNING, DESIGN, RIGHT OF WAY, AND CONSTRUCTION BY NCDOT."	Yes, funded Construction in 2009 and 2010 (<i>STIP: 2009, 2010</i>)

Page	Project	Description	In 2007-2009?
p. 10	TA-4757	Changed “Expansion” to “Replacement” and changed to a funded project to incorporate DATA’s STIP Amendment	Yes, funded in 2008 (<i>STIP: unfunded</i>)
p. 10 p. 33	TA-4818A	Added project to incorporate TTA’s STIP Amendment	Yes, funded in 2008 (<i>STIP: n/a</i>)
p. 19 p. 41	U-2807	Added A and B phases.	No, unfunded project
p. 22	TA-4753	Scheduled the project in 2009 to incorporate DATA’s STIP Amendment	No, unfunded project
p. 22	TA-4754	Scheduled the project in 2009 to incorporate DATA’s STIP Amendment	No, unfunded project
p. 22	TA-4755	Scheduled the project in 2008 to incorporate DATA’s STIP Amendment	No, unfunded project
p. 22 p. 44	TA-4818B	Added project to incorporate TTA’s STIP Amendment	No, unfunded project
p. 24	X-XXXX	Added project to incorporate DATA’s STIP Amendment	No, unfunded project
p. 25	B-4962	Scheduled the project in 2010 and 2011 as it was listed in the 2006-2012 TIP	No, funded ROW in 2010 (<i>STIP: 2013</i>) and construction in 2011 (<i>STIP: unfunded</i>)
p. 27	EB-5021	Changed project description to “ADD BIKE LANES.” instead of “ADD PAVED SHOULDERS TO ACCOMMODATE BICYCLES” for consistency with the local jurisdictions’ request.	Yes, funded construction in 2007 (<i>STIP: 2007</i>)
p. 29	I-0305	Changed phase descriptions to A: Interchange Improvements, B: Widening. Allocated all ROW funding for phase A.	No, ROW funded in 2010 and 2012 (<i>STIP: 2010 and 2012</i>)
p. 30	U-0624	Chapel Hill to report on any changes at the TCC meeting.	Yes, ROW funded in 2007 and construction in 2010.
p. 30	U-2803	Changed project description to “CORRIDOR UPGRADE TO INCLUDE BICYCLE LANES AND SIDEWALKS” instead of “WIDEN TO MULTI-LANES” for consistency with the local jurisdictions’ request. Scheduled construction in 2011 instead of 2012. Carrboro requested construction in 2010.	No, ROW funded in 2010 and construction in 2011 (<i>STIP: 2012</i>).
p. 31	U-3306	Chapel Hill to report on any changes at the TCC meeting.	Yes, mitigation in 2009 and construction in 2010.

Page	Project	Description	In 2007-2009?
p. 31	U-3808	Scheduled mitigation in 2010 and construction in 2011. Hillsborough requested mitigation in 2009 and construction in 2011.	No, mitigation funded in 2010 (<i>STIP: 2011</i>) and construction in 2011 (<i>STIP: 2012</i>)
p. 31	U-4704	Chapel Hill to report on any changes at the TCC meeting.	No, construction in 2011.
p. 33	TD-4710A	Scheduled funding in 2007 and 2008 instead of 2008 and 2009 and changed the funding amounts to incorporate CHT's STIP Amendment.	Yes, funding in 2007 and 2008 (<i>STIP: 2008 and 2009</i>)
p. 41	U-2805	Changed project description to "WIDEN TO INCLUDE SIDEWALKS AND BICYCLE LANES." Instead of "WIDEN TO MULTI-LANES" to incorporate local jurisdictions' request.	No, unfunded project
p. 41	U-2909	Changed project description to "UPGRADE WITH BICYCLE LANES AND SIDEWALKS" instead of "WIDEN TO MULTI-LANES". Added phases A and B.	No, unfunded project
p. 43	TA-4726A	Changed project description to "6 – REPLACEMENT BUSES" instead of "3 - EXPANSION BUSES" and changed funding to incorporate CHT's STIP Amendment.	No, unfunded project
p. 44	TA-4976B	Changed project description to "8" instead of "6" and changed funding to incorporate CHT's STIP Amendment.	No, unfunded project
p. 44	TA-4977A	Changed project description to "6" instead of "8" and changed funding to incorporate CHT's STIP Amendment	No, unfunded project
p. 47	X-XXXX	Added project to incorporate CHT's STIP Amendment	No, unfunded project
p. 47	X-XXXX	Added project to incorporate CHT's STIP Amendment	No, unfunded project

2007-2013 State Transportation Improvement Program (STIP) Amendment #1

The TTA, CHT, and DATA have requested an amendment to the 2007-2013 STIP. NCDOT must adopt this amendment before June 30, 2007 because of SAFETEA-LU requirements. These requests are described in the tables on the following pages. This amendment has been sent to NCDOT-PTD for consideration.

Triangle Transit Authority

Divisions 5 and 7 - Existing (UNFUNDED)

STIP Page 5-58 and 7-34

I. D. No.	System	Description	Funding		FFY
TA-4818	Triangle Transit Authority	Replacement buses (Unfunded Project)	FED	9,680	2008
			STAT	1,210	
			L	1,210	
			Total	12,100	

Divisions 5 and 7 - Modified (FUNDED)

STIP Page 5-58 and 7-34

I. D. No.	System	Description	Funding		FFY
TA-4818A	Triangle Transit Authority	Replacement buses	FUZ	2,611	2007
			FBUS	775	
			STAT	596	
			L	805	
			Total	4,788	

Divisions 5 and 7 - Modified (UNFUNDED)

STIP Page 5-58 and 7-34

I. D. No.	System	Description	Funding		FFY
TA-4818B	Triangle Transit Authority	Replacement buses (Unfunded Project)	FED	4,624	2008
			STAT	578	
			L	578	
			Total	5,780	

Chapel Hill Transit**Division 7 - Existing (FUNDED)**

I. D. No.	System	Description	Funding		FFY
TD-4710A	Chapel Hill	Park and Ride Lot - Design, Land Acquisition	FBUS	966	2008, 2009
			L	122	
			STAT	122	
			TOTAL	1,210	

Division 7 - Existing (UNFUNDED)

I. D. No.	System	Description	Funding		FFY
TA-4726A	Chapel Hill	3 - Expansion Buses UNFUNDED PROJECT	FED	822	2009
			L	89	
			STAT	79	
			TOTAL	990	

Division 7 - Existing (UNFUNDED)

I. D. No.	System	Description	Funding		FFY
TA-4926B	Chapel Hill	3 - Replacement Buses UNFUNDED PROJECT	FED	822	2009
			L	89	
			STAT	79	
			TOTAL	990	

Division 7 - Existing (UNFUNDED)

I. D. No.	System	Description	Funding		FFY
TA-4976B	Chapel Hill	6 - Replacement Buses UNFUNDED PROJECT	FED	1,650	2010
			L	171	
			STAT	159	
			TOTAL	1,980	

Division 7 - Existing (UNFUNDED)

I. D. No.	System	Description	Funding		FFY
TA-4977A	Chapel Hill	8 - Replacement Buses UNFUNDED PROJECT	FED	2,258	2011
			L	245	
			STAT	217	
			TOTAL	2,720	

Division 7 - Modified (FUNDED)

I. D. No.	System	Description	Funding		FFY
TD-4710A	Chapel Hill	Park and Ride Lot - Design, Land Acquisition		356	PRIOR YEARS 2007, 2008
			FBUS	620	
			L	78	
			STAT	78	
			TOTAL	1,132	

Division 7 - Modified (UNFUNDED)

I. D. No.	System	Description	Funding		FFY
TA-4726A	Chapel Hill	6 - Replacement Buses UNFUNDED PROJECT	FED	1,967	2009
			L	213	
			STAT	190	
			TOTAL	2,370	

Division 7 - Deleted Project

Delete TA-4926B; 3 replacement buses in 2009 included in modified TA-4726A

Division 7 - Modified (UNFUNDED)

I. D. No.	System	Description	Funding		FFY
TA-4976B	Chapel Hill	8 - Replacement Buses UNFUNDED PROJECT	FED	2,615	2010
			L	284	
			STAT	252	
			TOTAL	3,151	

Division 7 - Modified (UNFUNDED)

I. D. No.	System	Description	Funding		FFY
TA-4977A	Chapel Hill	6 - Replacement Buses UNFUNDED PROJECT	FED	2,183	2011
			L	237	
			STAT	210	
			TOTAL	2,630	

Division 7 - New (UNFUNDED)

I. D. No.	System	Description	Funding		FFY
X-XXXX	Chapel Hill	4 - Replacement Buses UNFUNDED PROJECT	FBUS	1,162	2008
			L	126	
			STAT	112	
			TOTAL	1,400	

Division 7 - New (UNFUNDED)

I. D. No.	System	Description	Funding		FFY
X-XXXX	Chapel Hill	2 - Expansion Buses UNFUNDED PROJECT	FBUS L STAT TOTAL	1,112 121 107 1,340	2008

DATA**Division 5 - Existing (FUNDED)**

I. D. No.	System	Description	Funding		FFY
C-4702	Durham	Ten (10) - Replacement Buses	CMAQ	3,000	2009
			TOTAL	3,000	

Division 5 - Existing (UNFUNDED)

I. D. No.	System	Description	Funding		FFY
TA-4753	Durham	18 - Replacement Vans UNFUNDED PROJECT	FED	504	2007
			L	63	
			STAT	63	
			TOTAL	630	

Division 5 - Existing (UNFUNDED)

I. D. No.	System	Description	Funding		FFY
TA-4754	Durham	6 - Expansion Vans UNFUNDED PROJECT	FED	168	2007
			L	21	
			STAT	21	
			TOTAL	210	

Division 5 - Existing (UNFUNDED)

I. D. No.	System	Description	Funding		FFY
TA-4755	Durham	13 - Expansion Buses UNFUNDED PROJECT	FED	3,120	2007
			L	390	
			STAT	390	
			TOTAL	3,900	

Division 5 - Existing (UNFUNDED)

I. D. No.	System	Description	Funding		FFY
TA-4757	Durham	6 - Expansion Vans UNFUNDED PROJECT	FED	180	2008
			L	23	
			STAT	23	
			TOTAL	226	

Division 5 - Deleted Project

Delete C-4702; The purchase of 5 hybrid buses is included in C-4927

Division 5 - Modified (UNFUNDED)

I. D. No.	System	Description	Funding		FFY
TA-4753	Durham	18 - Replacement Vans UNFUNDED PROJECT	FED	504	2009
			L	63	
			STAT	63	
			TOTAL	630	

Division 5 - Modified (UNFUNDED)

I. D. No.	System	Description	Funding		FFY
TA-4754	Durham	6 - Expansion Vans UNFUNDED PROJECT	FED	168	2009
			L	21	
			STAT	21	
			TOTAL	210	

Division 5 - Modified (UNFUNDED)

I. D. No.	System	Description	Funding		FFY
TA-4755	Durham	13 - Expansion Buses UNFUNDED PROJECT	FED	3,120	2008
			L	390	
			STAT	390	
			TOTAL	3,900	

Division 5 - Modified (FUNDED)

I. D. No.	System	Description	Funding		FFY
TA-4757	Durham	6 - Replacement Vans	FED	180	2008
			L	23	
			STAT	23	
			TOTAL	226	

Division 5 - New (UNFUNDED)

I. D. No.	System	Description	Funding		FFY
X-XXXX	Durham	31 - Replacement Buses UNFUNDED PROJECT	FED	11,200	2013
			L	1,400	
			STAT	1,400	
			TOTAL	14,000	



**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**

May 9, 2007

1.	DIVISION 5 – DURHAM COUNTY	1
	1A. 5: FUNDED (NON-TRANSIT).....	1
	1B. 5: FUNDED (TRANSIT)	10
	1C. 5: UNFUNDED OR IN PROGRESS (NON-TRANSIT).....	16
	1D. 5: UNFUNDED OR IN PROGRESS (TRANSIT)	22
2.	DIVISION 7 – ORANGE COUNTY	25
	2A. 7: FUNDED (NON-TRANSIT).....	25
	2B. 7: FUNDED (TRANSIT)	33
	2C. 7: UNFUNDED OR IN PROGRESS (NON-TRANSIT).....	39
	2D. 7: UNFUNDED OR IN PROGRESS (TRANSIT)	43
3.	DIVISION 8 – CHATHAM COUNTY	48
	3A. 8: FUNDED (NON-TRANSIT).....	48
	3B. 8: FUNDED (TRANSIT)	49
	3C. 8: UNFUNDED OR IN PROGRESS (NON-TRANSIT).....	49
	3D. 8: UNFUNDED OR IN PROGRESS (TRANSIT)	49
4.	STATEWIDE	50

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	174 550 724	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 3800 4068	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 1300 1837	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 A B	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 2007, 2008 2007, 2008 2007, 2008
			A: IMPLEMENTATION	CMAQ	80	
			A: IMPLEMENTATION	L	20	
			B: IMPLEMENTATION	CMAQ	80	
			B: IMPLEMENTATION	L	20	
			TOTAL		300	
C-4928	DURHAM	MORRENE ROAD, NEAL ROAD TO ERWIN ROAD. CONSTRUCT BIKE LANES AND SIDEWALKS.	CONSTRUCTION	CMAQ	444	2009
			CONSTRUCTION	L	112	2009
			TOTAL		556	
C-4929	DURHAM	BICYCLE PARKING PROGRAM. INSTALL BIKE RACKS AT VARIOUS LOCATIONS.	CONSTRUCTION	CMAQ	16	PRIOR YEARS 2007, 2008 2007, 2008
			CONSTRUCTION	L	26	
			TOTAL		6	
					48	
BICYCLE AND PEDESTRIAN PROJECTS						

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) PLANNING, DESIGN, RIGHT OF WAY, AND CONSTRUCTION BY NCDOT.	CONSTRUCTION CONSTRUCTION CONSTRUCTION TOTAL	STP O STPDA	400 686 2742 3828	2009 2009, 2010 2009, 2010
ENHANCEMENT (LOCAL PROJECTS)						
EL-2921E	DURHAM	AMERICAN TOBACCO RAIL TRAIL. NC 54 TO SOUTH OF I-40. CONSTRUCT A MULTI-PURPOSE TRAIL. PLANNING, DESIGN, RIGHT OF WAY, AND CONSTRUCTION BY CITY.	CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION TOTAL	DP HP O STPDA	442 2012 768 1062 4284	2007, 2008 2007, 2008 2007, 2008 2007, 2008
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	26352 18200 28000 72552	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 3358 4283	PRIOR YEARS IN PROGRESS
R-4752A	SR 1004 DURHAM	SR 2602 (RED MILL ROAD) TO THE MERCK PHARMACEUTICAL PLANT. STRENGTHEN PAVEMENT AND RESURFACE, ADD TURN LANES, AND INSTALL THERMO-PLASTIC PAVEMENT MARKINGS. DIVISION PROJECT	CONSTRUCTION TOTAL	S	900 900	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 98	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	6367 12500 22700 3825 18400 3000 32500 99292	PRIOR YEARS IN PROGRESS 2010 2012 2010 2012 2010 2012
U-2708	DURHAM	SR 1321 (HILLANDALE ROAD), I-85 TO CLUB BOULEVARD. PROVIDE BICYCLE AND PEDESTRIAN FACILITIES. PLANNING, DESIGN, RIGHT OF WAY, AND CONSTRUCTION BY OTHERS	CONSTRUCTION CONSTRUCTION TOTAL	STPDA O	132 33 165	2008 2008

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-3308	DURHAM	NC 55 (ALSTON AVENUE), NC 147 (I.L. "BUCK" DEAN FREEWAY) TO US 70 BUS.-NC 98 (HOLLOWAY STREET). WIDEN TO FOUR LANE DIVIDED FACILITY AND REPLACE NORFOLK-SOUTHERN RAILROAD BRIDGES.	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION TOTAL	STP STP	325 800 23300 24425	PRIOR YEARS IN PROGRESS 2007 2010
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 TOTAL	STP STP	4684 500 8500 13684	PRIOR YEARS IN PROGRESS 2008 2009
U-3475	DURHAM CHAPEL HILL CHATHAM DURHAM ORANGE	DCHC UNIFIED PLANNING WORK PROGRAM - SPECIAL PROJECTS SUPPLEMENT.	ENGINEERING ENGINEERING TOTAL	O STPDA	1032 548 2194 3774	PRIOR YEARS 2007, 2008, 2009, 2010 2007, 2008, 2009, 2010
U-3804	DURHAM	SR 1321 (HILLANDALE ROAD), I-85 TO CARVER STREET. WIDEN TO MULTI-LANES.	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION TOTAL	STP STP	248 3000 4500 7748	PRIOR YEARS IN PROGRESS 2008 2010

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-4009	DURHAM	SR 1126 (SERVICE ROAD) PARALLEL TO US 15-501. RELOCATE EXISTING SERVICE ROAD.	RIGHT-OF-WAY CONSTRUCTION CONSTRUCTION TOTAL	O S	3633 200 1800 5633	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.	RIGHT-OF-WAY CONSTRUCTION CONSTRUCTION CONSTRUCTION TOTAL	S(M) STP STPDA	1510 559 405 2236 4710	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 RIGHT-OF-WAY MITIGATION MITIGATION CONSTRUCTION TOTAL	S(M) STPDA S(M) STPDA STP	150 458 1832 10 42 2900 5392	PRIOR YEARS IN PROGRESS 2008 2008 2008 2008 2009
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).	RIGHT-OF-WAY CONSTRUCTION TOTAL	NHS	1309 12900 14209	PRIOR YEARS IN PROGRESS 2007

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-4026 A B	RESEARCH TRIANGLE PARK	SR 1613-SR 1999 (DAVIS DRIVE), SR 3014 (MORRISVILLE-CARPENTER ROAD) IN WAKE COUNTY TO NC 54 IN DURHAM COUNTY. WIDEN TO MULTI-LANES. A: SR 3014 (MORRISVILLE- CARPENTER ROAD) TO SR 1635 (KOPPERS ROAD - MCCRIMMON PARKWAY). B: SR 1635 (KOPPERS ROAD - MCCRIMMON PARKWAY) IN WAKE COUNTY TO NC 54 IN DURHAM COUNTY.	A: CONSTRUCTION B: CONSTRUCTION B: CONSTRUCTION TOTAL	C O S	4035 5300 4000 28000 41335	PRIOR YEARS IN PROGRESS IN PROGRESS IN PROGRESS
U-4724	DURHAM	CORNWALLIS ROAD, SOUTH ROXBORO ROAD TO UNIVERSITY DRIVE. BIKE AND PEDESTRIAN FEATURES. PLANNING, DESIGN, RIGHT- OF-WAY, AND CONSTRUCTION BY OTHERS	CONSTRUCTION CONSTRUCTION TOTAL	STPDA O	1816 454 2270	2009 2009
U-4726	DURHAM ORANGE CHATHAM	DCHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION. PLANNING, DESIGN, RIGHT- OF-WAY, AND CONSTRUCTION BY OTHERS	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)
U-4727	DURHAM ORANGE CHATHAM	DCHC URBAN AREA PLANNING ALLOCATION AND UNIFIED WORK PROGRAM - ONGOING ACTIVITIES.	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION TOTAL	O STPDA	631 500 2004 3135	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013 2007, 2008, 2009, 2010, 2011, 2012, 2013
U-4763B	RESEARCH TRIANGLE PARK WAKE DURHAM	NEW ROUTE – TRIANGLE PARKWAY, I-540 TO I-40. MULTI-LANE FACILITY ON NEW LOCATION. NORTH CAROLINA TURNPIKE AUTHORITY PROJECT	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION TOTAL	O O	6703 20900 147100 174703	PRIOR YEARS IN PROGRESS 2007 2007
U-5023	CHATHAM DURHAM ORANGE	DURHAM-CHAPEL HILL- CARRBORO (DCHC) DA FUNDS – RESERVED FOR FUTURE PROGRAMMING	CONSTRUCTION TOTAL	STPDA	3547 3547	2012, 2013

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						
TA-4757	DURHAM	6 - REPLACEMENT VANS	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	180 23 23 226	2008 2008 2008
TA-4818A	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUSES	CAPITAL CAPITAL CAPITAL CAPITAL TOTAL	FUZ FBUS STAT L	2611 775 597 805 4788	2007 2007 2007 2007
TG-4737	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS- -SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL TOTAL	FUZ L	2190 547 2737	2007 2007
TG-4738	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS- -SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL TOTAL	FUZ L	2299 548 2847	2008 2008

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
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
TG-4740	DURHAM	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS- -SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	CAPITAL CAPITAL TOAL	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

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

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

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

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
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
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-4110	SR 1616 DURHAM	MOUNTAIN CREEK. REPLACE BRIDGE NO. 5	CONSTRUCTION TOTAL		1594 1594	PRIOR YEARS IN PROGRESS
B-4943	SR 1616 DURHAM	SANDY CREEK. REPLACE BRIDGE NO. 20	RIGHT-OF-WAY CONSTRUCTION TOTAL	NFA NFA	100 1000 1100	UNFUNDED UNFUNDED
MUNICIPAL BRIDGE PROJECTS						
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
MITIGATION PROJECTS						
EE-4905	VARIOUS DURHAM	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 5 PROJECT MITIGATION.	MITIGATION TOTAL		5167 5167	PRIOR YEARS IN PROGRESS
BICYCLE AND PEDESTRIAN 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
ENHANCEMENT (CALL PROJECTS)						
E-4529	DURHAM	WEST POINT ON THE ENO PARK TO PENNY'S BEND NATURE RESERVE. CONSTRUCT OFF-ROAD MULTI-USE TRAIL.	CONSTRUCTION TOTAL		569 569	PRIOR YEARS IN PROGRESS

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		95 95	PRIOR YEARS IN PROGRESS
ENHANCEMENT (LOCAL PROJECTS)						
EL-4999	DURHAM	BICYCLE AND PEDESTRIAN TRAILS IN DURHAM AND DURHAM COUNTY. ACQUISITION OF RAIL CORRIDORS AND CONSTRUCTION. PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY – PLANNING, DESIGN, RIGHT-OF-WAY, AND CONSTRUCTION BY OTHERS				
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
I-3306 A B	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 STRATEGIC HIGHWAY CORRIDOR	A: CONSTRUCTION A: CONSTRUCTION B: CONSTRUCTION TOTAL	IM NHS	81452 18800 28200 128452	PRIOR YEARS UNFUNDED UNFUNDED IN PROGRESS

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
I-4743	DURHAM	I-85, US 70 TO RED MILL ROAD, EXIT 182 STRATEGIC HIGHWAY CORRIDOR THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS.				
PASSENGER RAIL PROJECTS						
P-3802	DURHAM	STATION CONSTRUCTION.	CONSTRUCTION TOTAL	CMAQ	3000 3000	UNFUNDED
RURAL PROJECTS						
R-2000	I-540 WAKE DURHAM	NORTHERN WAKE FREEWAY, NC 55 WEST OF MORRISVILLE TO US 64 EAST NEAR KNIGHTDALE. FREEWAY ON NEW LOCATION.	CONSTRUCTION		757500	PRIOR YEARS
R-2906 C	NC 55 WAKE DURHAM	US 64 IN WAKE COUNTY TO SR 1121 (CORNWALLIS ROAD) IN DURHAM COUNTY. WIDEN TO MULTI-LANES. COST ESTIMATE REFLECTS \$17.567 MILLION PAYBACK IN FFY 2008	CONSTRUCTION TOTAL		63399	IN PROGRESS
URBAN PROJECTS						
U-2405	DURHAM	M.L. KING, JR. PARKWAY AND NC 55. CONSTRUCT INTERCHANGE FEASIBILITY STUDY RE-EVALUATION IN PROGRESS	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-2807	DURHAM CHAPEL HILL	US 15-501, SR 1010 (FRANKLIN STREET) IN CHAPEL HILL TO US 15-501 BYPASS IN DURHAM. STRATEGIC HIGHWAY CORRIDOR			1653	PRIOR YEARS
A	DURHAM	A: DURHAM (FREEWAY UPGRADE)	RIGHT-OF-WAY CONSTRUCTION	STP	25000	UNFUNDED
B	ORANGE	B: CHAPEL HILL	TOTAL	STP	98000	UNFUNDED
					124653	
		BRIGGS AVENUE EXTENSION, RIDDLE ROAD TO SR 1951 (SO-HI DRIVE).			6185	PRIOR YEARS
		TWO LANES ON MULTI-LANE RIGHT OF WAY.	RIGHT-OF-WAY CONSTRUCTION	S	1200	UNFUNDED
U-2831B	DURHAM		TOTAL	S	3300	UNFUNDED
					10685	
		NC 147 (DURHAM FREEWAY), NEAR ALSTON AVENUE. CONSTRUCT PEDESTRIAN BRIDGE OVER NC 147 AND REMOVE EXISTING SUBSTANDARD PEDESTRIAN BRIDGE.			2000	PRIOR YEARS IN PROGRESS
U-4445	DURHAM		CONSTRUCTION		2000	
		NC 147 (DURHAM FREEWAY), I-40 TO I-85. INSTALL ITS INFRASTRUCTURE IMPROVEMENTS.	CONSTRUCTION		1502	PRIOR YEARS IN PROGRESS
U-4446	DURHAM		TOTAL		1502	
		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	RR	6500	UNFUNDED
U-4716	DURHAM		TOTAL		6500	

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. (COORDINATE WITH U-4721) STRATEGIC HIGHWAY CORRIDOR 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-4721	DURHAM	NORTHERN DURHAM PARKWAY, I-540 TO ROXBORO ROAD. (COORDINATE WITH U-4720) STRATEGIC HIGHWAY CORRIDOR 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-4722	DURHAM	ROXBORO ROAD, DUKE STREET TO GOODWIN ROAD. STRATEGIC HIGHWAY CORRIDOR THE CROSS SECTION FOR THIS PROJECT WILL BE ESTABLISHED BY MUTUAL AGREEMENT OF THE MPO AND NCDOT THROUGH THE STATE AND FEDERAL ENVIRONMENTAL REVIEW PROCESS.				

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-4729	DURHAM	CONGESTION MANAGEMENT STUDY FOR DURHAM COUNTY.	PLANNING/DESIGN TOTAL		100 100	PRIOR YEARS IN PROGRESS
HAZARD ELIMINATION PROJECTS						
W-4811	I-85, US 70, US 15-501, NC 147 DURHAM GRANVILLE	SECTIONS OF I-85 (DURHAM AND GRANVILLE COUNTIES), US 70, US 15-501 AND NC 147 (DURHAM COUNTY). INSTALL MILLED RUMBLE STRIPS ON THE INSIDE AND OUTSIDE PAVED SHOULDERS.	CONSTRUCTION TOTAL		285 285	PRIOR YEARS IN PROGRESS
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		195 195	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	2009 2009 2009
TA-4754	DURHAM	6 - EXPANSION VANS	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	168 21 21 210	2009 2009 2009
TA-4755	DURHAM	13 - EXPANSION BUSES	CAPITAL CAPITAL CAPITA TOTAL	FED L STAT	3120 390 390 3900	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	3840 480 480 4800	2009 2009 2009
TA-4818B	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	4624 578 578 5780	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	1536 192 192 1920	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	1280 160 160 4726	2010 2010 2010
TE-4705B	TRIANGLE TRANSIT AUTHORITY	REGIONAL RAIL SERVICE. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM AND WAKE COUNTIES. UNFUNDED PROJECT	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	416000 138000 138000 692000	2010 2010 2010
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	112 14 14 140	2007 2007 2007
X-XXXX	DURHAM	31 – REPLACEMENT BUSES	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	11200 1400 1400 14000	2013 2013 2013

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 1525 1805	PRIOR YEARS 2008 2009
B-4962	US 70 ORANGE	ENO RIVER. REPLACE BRIDGE NO. 46	RIGHT-OF-WAY CONSTRUCTION TOTAL	FA FA	300 3000 3300	2010 2011
CONGESTION MITIGATION PROJECTS						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
C-4924		TRIANGLE J COUNCIL OF GOVERNMENTS (COG). DEVELOP A FLEXIBLE WORK SCHEDULE FOR EMPLOYEES AND ORGANIZATIONS IN TRIANGLE OZONE NON-ATTAINMENT AREA FOR THREE YEARS.				
A		A: DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN CAPITAL AREA MPO (CAMPO).	IMPLEMENTATION	CMAQ	100	PRIOR YEARS IN PROGRESS
			A: IMPLEMENTATION		80	2007, 2008
			A: IMPLEMENTATION	L	20	2007, 2008
B	TRIANGLE J COUNCIL OF GOVERNMENTS WAKE DURHAM ORANGE	B: DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN DURHAM-CHAPEL HILL-CARRBORO (DCHC).	IMPLEMENTATION	CMAQ	80	2007, 2008
			B: IMPLEMENTATION		20	2007, 2008
			B: IMPLEMENTATION	L	20	2007, 2008
			TOTAL		300	
C-4932A	HILLSBOROUGH ORANGE COUNTY	CONSTRUCT A 125 SPACE PARK AND RIDE LOT. SECTION A: DURHAM-CHAPEL HILL-CARRBORO (DCHC) MPO TO PARTICIPATE IN CONSTRUCTION AND OPERATING ASSISTANCE FOR THREE YEARS FOR A NEW TRANSIT SERVICE.	CONSTRUCTION	CMAQ	22	2008
			CONSTRUCTION	L	6	2008
			OPERATIONS	CMAQ	123	2009, 2010, 2011
			OPERATIONS	L	123	2009, 2010, 2011
			TOTAL		274	
BICYCLE AND PEDESTRIAN PROJECTS						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
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). PLANNING, DESIGN, RIGHT OF WAY, AND CONSTRUCTION BY NCDOT.	CONSTRUCTION CONSTRUCTION CONSTRUCTION TOTAL	STP O STPDA	400 686 2742 3828	2009 2009, 2010 2009, 2010
EB-5021	CARRBORO CHAPEL HILL	SR1780 (ESTES DRIVE), SR 1772 (NORTH GREENSBORO STREET) TO SR 1843 (SEAWALL SCHOOL ROAD). ADD BIKE LANES.	CONSTRUCTION TOTAL	STP	650 650	2007
ENHANCEMENT (CALL PROJECTS)						
E-4545	CARRBORO ORANGE	OLD FAYETTEVILLE ROAD, JONES FERRY ROAD TO AUTUMN WOODS APARTMENTS AND CAROLINA SPRING APARTMENTS TO CARRBORO PLAZA PARK AND RIDE LOT. CONSTRUCT SIDEWALK ALONG EAST SIDE.	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION TOTAL	O STP	9 18 73 100	PRIOR YEARS IN PROGRESS 2007 2007
E-4779	SR 1002 (ST. MARY'S RD.) ORANGE	ACQUIRE SCENIC CONSERVATION EASEMENTS AT SELECTED LOCATIONS.	ACQUISITION ACQUISITION TOTAL	O STP	18 35 141 194	PRIOR YEARS 2007 2007

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
E-4780	CARRBORO ORANGE	CONSTRUCT A FIVE-FOOT SIDEWALK ON THE NORTH SIDE OF JONES FERRY ROAD AND LANDSCAPE.	CONSTRUCTION CONSTRUCTION TOTAL	O STP	2 5 18 25	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 19 74 102	PRIOR YEARS 2007 2007
ENHANCEMENT (LOCAL PROJECTS)						
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
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
EL-4994	CARRBORO ORANGE	BOLIN CREEK GREENWAY. PLANNING, DESIGN, AND CONSTRUCTION BY TOWN	PLANNING/DESIGN CONSTRUCTION CONSTRUCTION TOTAL	STPDA O	590 148 738	IN PROGRESS 2008 2008

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)	
EL-4995	CHAPEL HILL ORANGE	DRY CREEK GREENWAY. PLANNING, DESIGN, AND CONSTRUCTION BY OTHERS	PLANNING/DESIGN	STPDA O	560	IN PROGRESS	
			CONSTRUCTION			140	2008
			TOTAL			700	2008
EL-5022	CHAPEL HILL ORANGE	UPPER BOOKER CREEK GREENWAY PLANNING, DESIGN, AND CONSTRUCTION BY OTHERS	CONSTRUCTION	STPDA O	576	2011	
			CONSTRUCTION			144	2011
			TOTAL			720	
INTERSTATE PROJECTS							
I-0305 A B	I-85 ORANGE	I-40 AT HILLSBOROUGH TO DURHAM COUNTY LINE. WIDEN TO SIX LANES AND RECONSTRUCT INTERCHANGES AND STRUCTURES. STRATEGIC HIGHWAY CORRIDOR A: INTERCHANGE IMPROVEMENTS AT NC 86, SR 1009 (OLD NC 86), US 70 B: WIDENING	PLANNING/DESIGN	IM NHS NHS IM NHS NHS IM NHS	1800	PRIOR YEARS	
			MITIGATION		359	IN PROGRESS	
			MITIGATION		538	UNFUNDED	
			A: RIGHT-OF-WAY		960	2010, 2012	
			A: CONSTRUCTION		10800	UNFUNDED	
			A: CONSTRUCTION		16200	UNFUNDED	
			B: RIGHT-OF-WAY		250	UNFUNDED	
B: CONSTRUCTION	16000	UNFUNDED					
B: CONSTRUCTION	24000	UNFUNDED					
TOTAL	70907						
I-4716	I-40 ORANGE	I-85 TO DURHAM COUNTY LINE. GRIND AND RESEAL JOINTS. DIVISION PROJECT	CONSTRUCTION	IM	225	PRIOR YEARS	
			TOTAL		1500	2008	
					1725		
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. DIVISION PROJECT	CONSTRUCTION	NHS	962 1400 2362	PRIOR YEARS IN PROGRESS	

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
HAZARD ELIMINATION PROJECTS						
SF-4907A	SR 1567 (PLEASANT GREEN ROAD) ORANGE	SR 1569 (COLE MILL ROAD). IMPROVE SIGHT DISTANCE. DIVISION PROJECT	CONSTRUCTION TOTAL	HES	3 25 28	PRIOR YEARS 2007
SI-4807	SR 1548 (SCHLEY ROAD) ORANGE	SR 1538 (NEW SHARON CHURCH ROAD). INSTALL CENTER ISLAND WITH STOP SIGN. DIVISION PROJECT	RIGHT-OF-WAY CONSTRUCTION TOTAL	SG SG	56 5 60 121	PRIOR YEARS 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 2010
U-2803	CARRBORO	SR 1919 (SMITH LEVEL ROAD), ROCK HAVEN ROAD TO BRIDGE NO. 88. CORRIDOR UPGRADE TO INCLUDE BICYCLE LANES AND SIDEWALKS.	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION TOTAL	S S	471 600 4300 5371	PRIOR YEARS IN PROGRESS 2010 2011
U-3100B	CARRBORO	SR 1107 (OLD FAYETTEVILLE ROAD), NC 54 TO SR 1106 (STROUD LANE). PROVIDE BICYCLE AND PEDESTRIAN FACILITIES AND TRANSIT ACCOMMODATIONS.	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION TOTAL	S S	300 1500 1800	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.	RIGHT-OF-WAY MITIGATION CONSTRUCTION TOTAL	STP STP STP	350 4200 241 10800 15591	PRIOR YEARS IN PROGRESS 2009 2010
U-3475	DURHAM CHAPEL HILL CHATHAM DURHAM ORANGE	DCHC UNIFIED PLANNING WORK PROGRAM - SPECIAL PROJECTS SUPPLEMENT.	ENGINEERING ENGINEERING TOTAL	O STPDA	1032 548 2194 3774	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 2010 2010 2011
U-4704	CHAPEL HILL	CHAPEL HILL-CARRBORO COMPUTERIZED TRAFFIC SIGNAL SYSTEM.	CONSTRUCTION CONSTRUCTION TOTAL	C STP	450 4550 4650	2011 2011
U-4726	DURHAM ORANGE CHATHAM	DCHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION. PLANNING, DESIGN, RIGHT-OF-WAY, AND CONSTRUCTION BY OTHERS	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)
U-4727	DURHAM ORANGE CHATHAM	DCHC URBAN AREA PLANNING ALLOCATION AND UNIFIED WORK PROGRAM - ONGOING ACTIVITIES.	PLANNING/DESIGN	O	631	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013
			CONSTRUCTION		500	
			CONSTRUCTION	STPDA	2004	
U-5023	CHATHAM DURHAM ORANGE	DURHAM-CHAPEL HILL- CARRBORO (DCHC) DA FUNDS – RESERVED FOR FUTURE PROGRAMMING	CONSTRUCTION	STPDA	3547	2012, 2013
			TOTAL		3547	

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 2 HYBRID ELECTRIC BUSES. CMAQ FUNDS TO BE TRANSFERRED TO FTA.	CAPITAL CAPITAL TOTAL	CMAQ L	940 192 1132	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						
TA-4818A	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUSES	CAPITAL CAPITAL CAPITAL CAPITAL TOTAL	FUZ FBUS STAT L	2611 775 597 805 4788	2007 2007 2007 2007
TD-4710A	CHAPEL HILL	PARK AND RIDE LOT--DESIGN, LAND ACQUISITION	CAPITAL CAPITAL CAPITAL TOTAL	FBUS L STAT	356 620 78 78 1132	PRIOR YEARS 2007, 2008 2007, 2008 2007, 2008
TD-4711D	CHAPEL HILL	MAINTENANCE FACILITY - CONSTRUCTION FUNDS TO BE RECEIVED FROM STP TRANSFER (U-4725)	CAPITAL CAPITAL CAPITAL TOTAL	STAT L FUZ	209 209 1670 2088	2007 2007 2007

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

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

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
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 CAPTAL TOTAL	FUZ L	118 30 148	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)
MITIGATION PROJECTS						
EE-4907	VARIOUS ORANGE	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 7 PROJECT MITIGATION.	MITIGATION TOTAL		7221 7221	PRIOR YEARS IN PROGRESS
BICYCLE AND PEDESTRIAN PROJECTS						
EB-3606	ORANGE	BICYCLE ROUTE MAPPING AND SIGNING.	CONSTRUCTION TOTAL		50 50	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
EB-4710	CHAPEL HILL	SEAWELL SCHOOL ROAD BICYCLE IMPROVEMENTS, HOMESTEAD ROAD TO ESTES DRIVE	CONSTRUCTION TOTAL	STP	2000 2000	UNFUNDED
EB-4980	SR 1006 (ORANGE GROVE RD.) ORANGE	CONSTRUCT PEDESTRIAN BRIDGE OVER I-40. SCHEDULED FOR FEASIBILITY STUDY				
ENHANCEMENT (CALL PROJECTS)						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
E-3807B	CHAPEL HILL	LOWER BOOKER CREEK GREENWAY. CONSTRUCT BICYCLE/PEDESTRIAN FACILITIES, CONNECT EXISTING SIDEWALKS AND IMPROVE LANDSCAPING ADJACENT TO US 15-501 BYPASS (FORDHAM BOULEVARD) AND BOOKER CREEK.	CONSTRUCTION TOTAL		350 350	PRIOR YEARS IN PROGRESS
E-4942	CARRBORO	MAIN STREET, CARRBORO POST OFFICE TO NC 54. CONSTRUCT SIDEWALKS.	CONSTRUCTION TOTAL		8 8	PRIOR YEARS IN PROGRESS
FEASIBILITY STUDIES						
FS-0307A	CHAPEL HILL ORANGE	RELOCATED MASON FARM ROAD, NC 86 (SOUTH COLUMBIA STREET) TO US 15-501 FEASIBILITY STUDY IN PROGRESS				
INTERSTATE PROJECTS						
I-3306 A B	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	A: CONSTRUCTION A: CONSTRUCTION B: CONSTRUCTION TOTAL	IM NHS	81452 18800 28200 128452	PRIOR YEARS UNFUNDED UNFUNDED IN PROGRESS
RURAL PROJECTS						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
R-2825	SR 1009 (S. CHURTON ST.) ORANGE	I-40 TO ENO RIVER. WIDEN TO MULTI-LANES AND WIDEN BRIDGE NO. 240 OVER SOUTHERN RAILROAD.	RIGHT-OF-WAY CONSTRUCTION TOTAL	STP STP	4400 14900 19300	UNFUNDED UNFUNDED
R-3438	NEW ROUTE ORANGE	HILLSBOROUGH WESTERN BYPASS, US 70 TO NC 57. TWO LANES ON NEW LOCATION.	RIGHT-OF-WAY CONSTRUCTION TOTAL	STP STP	200 7250 7450	UNFUNDED UNFUNDED
URBAN PROJECTS						
U-2805	CARRBORO CHAPEL HILL	SR 1777 (HOMESTEAD ROAD), SR 1834 (HIGH SCHOOL ROAD) TO NC 86. WIDEN TO INCLUDE SIDEWALKS AND BICYCLE LANES.	RIGHT-OF-WAY CONSTRUCTION TOTAL	STP STP	300 4000 6300 10600	PRIOR YEARS UNFUNDED UNFUNDED
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. STRATEGIC HIGHWAY CORRIDOR A: CHAPEL HILL B: DURHAM (FREEWAY UPGRADE)	RIGHT-OF-WAY CONSTRUCTION TOTAL	STP STP	1653 25000 98000 124653	PRIOR YEARS UNFUNDED UNFUNDED
U-2909	CHAPEL HILL CARRBORO	SR 1780 (ESTES DRIVE), SR 1772 (GREENSBORO STREET) TO NC 86. UPGRADE WITH BICYCLE LANES AND SIDEWALKS A: SR 1772 (GREENSBORO ST.) TO SEAWELL SCHOOL RD. B: SEAWALL SCHOOL RD. TO NC 86	PLANNING/DESIGN RIGHT-OF-WAY CONSTRUCTION TOTAL	STP STP	1000 1600 5000 7600	PRIOR YEARS IN PROGRESS UNFUNDED UNFUNDED

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-3436	HILLSBOROUGH	SR 1148 (ENO MOUNTAIN ROAD) AND SR 1192 (MAYO STREET) AT SR 1006 (ORANGE GROVE ROAD). REALIGN INTERSECTION AND MAKE SAFETY IMPROVEMENTS.	RIGHT-OF-WAY CONSTRUCTION TOTAL	STP STP	600 1750 2350	UNFUNDED UNFUNDED
U-4008	CHAPEL HILL	US 15-501/ERWIN ROAD. INTERSECTION IMPROVEMENT.	CONSTRUCTION TOTAL		6220 6220	PRIOR YEARS IN PROGRESS
U-4449	CHAPEL HILL	REAL-TIME TRANSPORTATION INFORMATION SYSTEM.	IMPLEMENTATION TOTAL		1248 1248	PRIOR YEARS 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	PRIOR YEARS 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	6 - REPLACEMENT BUSES	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	1967 213 190 2370	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	3840 480 480 4800	2009 2009 2009

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TA-4818B	TRIANGLE TRANSIT AUTHORITY	REPLACEMENT BUSES. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	4624 578 578 5780	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	1536 192 192 1920	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	1280 160 160 1600	2010 2010 2010
TA-4976B	CHAPEL HILL	8 - REPLACEMENT BUSES	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	2615 284 252 3151	2010 2010 2010
TA-4977A	CHAPEL HILL	6 - REPLACEMENT BUSES	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	2183 237 210 2630	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	FED	2258	2012
			CAPITAL	L	245	2012
			CAPITAL	STAT	217	2012
			TOTAL		2720	
TA-4978	CHAPEL HILL	REPLACEMENT BUSES (FOR REHABILITATED BUSES)	CAPITAL	FED	3561	2011
			CAPITAL	L	386	2011
			CAPITAL	STAT	343	2011
			TOTAL		4290	
TA-4979	CHAPEL HILL	REPLACEMENT VANS - 7	CAPITAL	FED	168	2010
			CAPITAL	L	34	2010
			TOTAL		202	
TA-4981	CHAPEL HILL	SEDANS/WAGONS/4X4 - 2	CAPITAL	FED	48	2010
			CAPITAL	L	12	2010
			TOTAL		60	
TA-4982	CHAPEL HILL	REPLACEMENT VANS - 4	CAPITAL	FED	160	2011
			CAPITAL	STAT	15	2011
			TOTAL		175	
TA-4983	CHAPEL HILL	REPLACEMENT VANS	CAPITAL	FED	269	2013
			CAPITAL	L	29	2013
			CAPITAL	STAT	26	2013
			TOTAL		324	
TD-4710B	CHAPEL HILL	PARK AND RIDE LOT-- CONSTRUCTION	CAPITAL	FBUS	1600	2009
			CAPITAL	L	200	2009
			CAPITAL	STAT	200	2009
			TOTAL		2000	
TD-4909A	CHAPEL HILL	PARK AND RIDE LOT EXPANSION NC 54--DESIGN AND LAND ACQUISITION	CAPITAL	FED	1600	2011
			CAPITAL	L	200	2011
			CAPITAL	STAT	200	2011
			TOTAL		2000	
TD-4909B	CHAPEL HILL	PARK AND RIDE LOT EXPANSION NC 54--CONSTRUCTION	CAPITAL	FED	1600	2012
			CAPITAL	L	200	2012
			CAPITAL	STAT	200	2012
			TOTAL		2000	

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
TE-4706B	TRIANGLE TRANSIT AUTHORITY	FIXED GUIDEWAY PROJECT FOR US 15-501--PE/DEIS. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM AND ORANGE COUNTIES.	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	1649 550 550 2749	2007 2007 2007
TG-4730B	CHAPEL HILL	2 - REPLACEMENT SUPPORT VEHICLES	CAPITAL CAPITAL TOTAL	FED L	34 8 42	2007 2007
TG-4731B	CHAPEL HILL	2 - REPLACEMENT SUPPORT VEHICLES	CAPITAL CAPITAL TOTAL	FED L	34 8 42	2008 2008
TG-4925B	CHAPEL HILL	2 - REPLACEMENT SUPPORT VEHICLES	CAPITAL CAPITAL TOTAL	FED L	38 9 47	2011 2011
TG-4926B	CHAPEL HILL	3 - REPLACEMENT SUPPORT VEHICLES	CAPITAL CAPITAL TOTAL	FED L	70 17 87	2012 2012
TM-4910	TRIANGLE TRANSIT AUTHORITY	ITS PROJECT - AVL/CAD. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	240 30 30 300	2007 2007 2007
TM-4911	TRIANGLE TRANSIT AUTHORITY	ITS PROJECT - REGIONAL INFORMATION TELEPHONE SYSTEM. TOTAL PROJECT COST SHOWN. PROJECT LISTING REPEATED IN DURHAM, ORANGE AND WAKE COUNTIES.	CAPITAL CAPITAL CAPITAL TOTAL	FED L STAT	112 14 14 140	2007 2007 2007

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
X-XXXX	CHAPEL HILL	4 – REPLACEMENT BUSES	CAPITAL CAPITAL CAPITAL TOTAL	FBUS L STAT	1162 126 112 1400	2008 2008 2008
X-XXXX	CHAPEL HILL	2 – EXPANSION BUSES	CAPITAL CAPITAL CAPITAL TOTAL	FBUS L STAT	1112 121 107 1340	2008 2008 2008

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	1900 496 2392	2007 2007
URBAN PROJECTS						
U-3475	DURHAM CHAPEL HILL CHATHAM DURHAM ORANGE	DCHC UNIFIED PLANNING WORK PROGRAM - SPECIAL PROJECTS SUPPLEMENT.	ENGINEERING ENGINEERING TOTAL	O STPDA	1032 548 2194 3774	PRIOR YEARS 2007, 2008, 2009, 2010 2007, 2008, 2009, 2010
U-4726	DURHAM ORANGE CHATHAM	DCHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION. PLANNING, DESIGN, RIGHT-OF-WAY, AND CONSTRUCTION BY OTHERS	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)
U-4727	DURHAM ORANGE CHATHAM	DCHC URBAN AREA PLANNING ALLOCATION AND UNIFIED WORK PROGRAM - ONGOING ACTIVITIES.	PLANNING/DESIGN	O	631	PRIOR YEARS IN PROGRESS 2007, 2008, 2009, 2010, 2011, 2012, 2013 2007, 2008, 2009, 2010, 2011, 2012, 2013
			CONSTRUCTION	STPDA	501	
			TOTAL		2004	
U-5023	CHATHAM DURHAM ORANGE	DURHAM-CHAPEL HILL- CARRBORO (DCHC) DA FUNDS – RESERVED FOR FUTURE PROGRAMMING	CONSTRUCTION TOTAL	STPDA	3547 3547	2012, 2013

3b. 8: Funded (transit)

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

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

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

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

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

4. STATEWIDE

See attached pages



Statewide

Statewide

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

TRANSPORTATION PROGRAM

STATEWIDE

ROUTE/CITY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
INTERSTATE PROJECTS						
VARIOUS	I-4922	STATEWIDE WEIGH STATION PROGRAM.	CONSTRUCTION	IM	9,144	FY 08 09 10
					TOTAL PROJECT COST	9,144
VARIOUS	I-9998	INTERSTATE PREVENTATIVE MAINTENANCE.	CONSTRUCTION	IM	100,000	FY 10 11 12 13
					TOTAL PROJECT COST	100,000
RURAL PROJECTS						
	M-0359	PROGRAM DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH. DEVELOP A PROCEDURES MANNUAL.			300	PRIOR YEARS
					TOTAL PROJECT COST	300
VARIOUS	M-0281	CENTER FOR TRANSPORTATION AND THE ENVIRONMENT			1,500	PRIOR YEARS
					TOTAL PROJECT COST	1,500
VARIOUS	M-0360	DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	ENGINEERING	S	3,000 7,000	PRIOR YEARS FY 07 08 09 10 11 12 13
<i>IN PROGRESS</i>					TOTAL PROJECT COST	10,000
VARIOUS	M-0376	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.	ENGINEERING	S	2,500 8,750	PRIOR YEARS FY 07 08 09 10 11 12 13
<i>IN PROGRESS</i>					TOTAL PROJECT COST	11,250
VARIOUS	M-0377	ENVIRONMENTAL STREAMLINING. COORDINATE, PLAN, FACILITATE, IMPLEMENT AND TRACK INITIATIVES.	ENGINEERING	S	2,000 1,000	PRIOR YEARS FY 07
<i>IN PROGRESS</i>					TOTAL PROJECT COST	3,000
VARIOUS	M-0386	STATEWIDE TRANSPORTATION MANAGEMENT CENTER.	<i>SCHEDULED FOR FEASIBILITY STUDY ONLY</i>			
VARIOUS	M-0391	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS	ENGINEERING	S	300 2,100	PRIOR YEARS FY 07 08 09 10 11 12 13
<i>IN PROGRESS</i>					TOTAL PROJECT COST	2,400
VARIOUS	M-0392	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	ENGINEERING	S	300 2,100	PRIOR YEARS FY 07 08 09 10 11 12 13
<i>IN PROGRESS</i>					TOTAL PROJECT COST	2,400

* INDICATES INTRASTATE PROJECT
 GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

TRANSPORTATION PROGRAM

STATEWIDE

ROUTE/CITY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
RURAL PROJECTS						
VARIOUS	R-2929	NATIONAL PARKS SERVICE SPOT SAFETY AND SIGN REHABILITATION.	CONSTRUCTION	FLP	900 700	PRIOR YEARS FY 07 08 09 10 11 12 13
<i>UNDER CONSTRUCTION BY FEDERAL HIGHWAY ADMINISTRATION</i>			TOTAL PROJECT COST		1,600	
VARIOUS	R-2930	NATIONAL PARKS SERVICE EMERGENCY PAVEMENT REHABILITATION.	CONSTRUCTION	FLP	630 490	PRIOR YEARS FY 07 08 09 10 11 12 13
<i>UNDER CONSTRUCTION BY FEDERAL HIGHWAY ADMINISTRATION</i>			TOTAL PROJECT COST		1,120	
VARIOUS	R-4049	TRAFFIC OPERATIONS (INCIDENT MANAGEMENT, 511, SMARTLINK, TEC, TMC)	CONSTRUCTION	IM	64,300 94,500	PRIOR YEARS FY 07 08 09 10 11 12 13
			CONSTRUCTION	NHS	31,500	FY 07 08 09 10 11 12 13
<i>IN PROGRESS</i>			TOTAL PROJECT COST		190,300	
VARIOUS	R-4066	WETLAND RESTORATION PROGRAM. COMPLETION OF WATERSHED ASSESSMENT PLANS IN ALL SEVENTEEN (17) RIVER BASINS TO IDENTIFY WETLAND AND STREAM RESTORATION PROJECTS FOR MITIGATION.			17,500	PRIOR YEARS
<i>IN PROGRESS</i>			TOTAL PROJECT COST		17,500	
VARIOUS	R-4067	POSITIVE GUIDANCE PROGRAM (PAVEMENT MARKINGS AND MARKERS, LED SIGNAL HEAD REPLACEMENT)	CONSTRUCTION	STP	40,027 46,200	PRIOR YEARS FY 07 08 09 10 11 12 13
<i>IN PROGRESS</i>			TOTAL PROJECT COST		86,227	
VARIOUS	R-4073	ASPHALT MATERIALS TESTING LABORATORIES CORRECTIVE ACTION PLAN FOR GROUNDWATER CLEAN-UP AT 54 SITES.	CONSTRUCTION	STP	6,458 6,300	PRIOR YEARS FY 07 08 09 10 11 12 13
<i>IN PROGRESS</i>			TOTAL PROJECT COST		12,758	
VARIOUS	R-4436	NPDES PERMITS, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY.	CONSTRUCTION	STP	5,267 23,300	PRIOR YEARS FY 07 08 09 10 11 12 13
<i>IN PROGRESS</i>			TOTAL PROJECT COST		28,567	
VARIOUS	R-4454	IMPROVEMENT PROJECTS THAT FURTHER ECONOMIC GROWTH AND DEVELOPMENT IN SMALL URBAN AND RURAL AREAS.			47,000	PRIOR YEARS
<i>IN PROGRESS</i>			TOTAL PROJECT COST		47,000	
VARIOUS	R-4500	ECONOMIC DEVELOPMENT.	CONSTRUCTION	S	20,055 33,015	PRIOR YEARS FY 07 08 10 11 12 13
<i>IN PROGRESS</i>			TOTAL PROJECT COST		53,070	

* INDICATES INTRASTATE PROJECT
 GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

TRANSPORTATION PROGRAM

STATEWIDE

ROUTE/CITY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
RURAL PROJECTS						
VARIOUS	R-4701	TRAFFIC SYSTEM OPERATIONS PROGRAM (SIGNAL MAINTENANCE).			48,000	PRIOR YEARS
			CONSTRUCTION	STP	126,000	FY 07 08 09 10 11 12 13
			TOTAL PROJECT COST		174,000	
VARIOUS	R-4950	STATEWIDE ENVIRONMENTAL MITIGATION AND MINIMIZATION (STATE CONSTRUCTION).			88,130	PRIOR YEARS
	A	ON-SITE MITIGATION.	ACQUISITION	S	2,100	FY 07 08 09 10 11 12 13
	B	ECOSYSTEMS ENHANCEMENT PROGRAM (EEP) HOLDOUT.	MITIGATION	S	6,647	FY 07 08 09 10 11 12 13
		<i>IN PROGRESS</i>	TOTAL PROJECT COST		96,877	
VARIOUS	R-4951	STATEWIDE ENVIRONMENTAL MITIGATION AND MINIMIZATION (INTRASTATE).			2,000	PRIOR YEARS
	A	ON-SITE MITIGATION.	ACQUISITION	T	42,000	FY 07 08 09 10 11 12 13
	B	ECOSYSTEMS ENHANCEMENT PROGRAM (EEP) HOLDOUT.	MITIGATION	T	132,936	FY 07 08 09 10 11 12 13
		<i>IN PROGRESS</i>	TOTAL PROJECT COST		176,936	
VARIOUS	R-4952	STATEWIDE ENVIRONMENTAL MITIGATION AND MINIMIZATION (URBAN LOOP).			600	PRIOR YEARS
	A	ON-SITE MITIGATION.	ACQUISITION	T	12,600	FY 07 08 09 10 11 12 13
	B	ECOSYSTEMS ENHANCEMENT PROGRAM (EEP) HOLDOUT.	MITIGATION	T	39,880	FY 07 08 09 10 11 12 13
		<i>IN PROGRESS</i>	TOTAL PROJECT COST		53,080	
VARIOUS	R-4953	STATEWIDE ENVIRONMENTAL MITIGATION AND MINIMIZATION (NATIONAL HIGHWAY SYSTEM).			750	PRIOR YEARS
	A	ON-SITE MITIGATION.	ACQUISITION	NHS	15,750	FY 07 08 09 10 11 12 13
	B	ECOSYSTEMS ENHANCEMENT PROGRAM (EEP) HOLDOUT.	MITIGATION	NHS	49,851	FY 07 08 09 10 11 12 13
		<i>IN PROGRESS</i>	TOTAL PROJECT COST		66,351	
VARIOUS	R-4954	STATEWIDE ENVIRONMENTAL MITIGATION AND MINIMIZATION (SURFACE TRANSPORTATION PROGRAM).			1,500	PRIOR YEARS
	A	ON-SITE MITIGATION.	ACQUISITION	STP	31,500	FY 07 08 09 10 11 12 13
	B	ECOSYSTEMS ENHANCEMENT PROGRAM (EEP) HOLDOUT.	MITIGATION	STP	99,702	FY 07 08 09 10 11 12 13
		<i>IN PROGRESS</i>	TOTAL PROJECT COST		132,702	

* INDICATES INTRASTATE PROJECT
 GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

TRANSPORTATION PROGRAM

STATEWIDE

ROUTE/CITY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
<u>RURAL PROJECTS</u>						
VARIOUS	R-4955	STATEWIDE ENVIRONMENTAL MITIGATION AND MINIMIZATION (INTERSTATE MAINTENANCE).			25	PRIOR YEARS
	A	ON-SITE MITIGATION.	ACQUISITION	IM	525	FY 07 08 09 10 11 12 13
	B	ECOSYSTEMS ENHANCEMENT PROGRAM (EEP) HOLDOUT.	MITIGATION	IM	1,661	FY 07 08 09 10 11 12 13
		IN PROGRESS	TOTAL PROJECT COST		2,211	
VARIOUS	R-4956	STATEWIDE ENVIRONMENTAL MITIGATION AND MINIMIZATION (BRIDGE PROGRAM).			16	PRIOR YEARS
	A	ON-SITE MITIGATION.	ACQUISITION	FA	175	FY 07 08 09 10 11 12 13
			ACQUISITION	NFA	175	FY 07 08 09 10 11 12 13
	B	ECOSYSTEMS ENHANCEMENT PROGRAM (EEP) HOLDOUT.	MITIGATION	FA	499	FY 07 08 09 10 11 12 13
			MITIGATION	NFA	499	FY 07 08 09 10 11 12 13
		IN PROGRESS	TOTAL PROJECT COST		1,364	
VARIOUS	R-4957	STATEWIDE ENVIRONMENTAL MITIGATION AND MINIMIZATION (HIGH PRIORITY).			5	PRIOR YEARS
	A	ON-SITE MITIGATION.	ACQUISITION	HP	105	FY 07 08 09 10 11 12 13
	B	ECOSYSTEMS ENHANCEMENT PROGRAM (EEP) HOLDOUT.	MITIGATION	HP	331	FY 07 08 09 10 11 12 13
		IN PROGRESS	TOTAL PROJECT COST		441	
VARIOUS	R-4958	STATEWIDE ENVIRONMENTAL MITIGATION AND MINIMIZATION (APPALACHIAN DEVELOPMENT).			5	PRIOR YEARS
	A	ON-SITE MITIGATION.	ACQUISITION	APD	105	FY 07 08 09 10 11 12 13
	B	ECOSYSTEMS ENHANCEMENT PROGRAM (EEP) HOLDOUT.	MITIGATION	APD	331	FY 07 08 09 10 11 12 13
		IN PROGRESS	TOTAL PROJECT COST		441	
VARIOUS	R-8888	STATEWIDE PLANNING FOR TRAFFIC FORCASTING, PRE-TIP PLANNING AND PURPOSE AND NEED STUDIES.			2,632	PRIOR YEARS
			STUDY	S	3,500	FY 07 08 09 10 11 12 13
			TOTAL PROJECT COST		6,132	
<u>URBAN PROJECTS</u>						
VARIOUS	U-4500	ECONOMIC DEVELOPMENT.			20,175	PRIOR YEARS
			CONSTRUCTION	S	31,405	FY 10 11 12 13
			TOTAL PROJECT COST		51,580	

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TRANSPORTATION PROGRAM**STATEWIDE**

ROUTE/CITY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
FEDERAL BRIDGE PROJECTS						
VARIOUS	B-4693	STATEWIDE SURVEY OF HISTORICAL BRIDGES.			1,000	PRIOR YEARS
					TOTAL PROJECT COST	1,000
VARIOUS	B-4700	FEDERAL-AID ON SYSTEM (FA) ROUTES. ADDRESS PREVENTATIVE MAINTENANCE AND SAFETY ISSUES AT SELECTED BRIDGE SITES.	CONSTRUCTION	FA	6,000 14,000	PRIOR YEARS FY 07 08 09 10 11 12 13
					TOTAL PROJECT COST	20,000
VARIOUS	B-9999	BRIDGE INSPECTION PROGRAM.	INSPECTION	BRGI	90,300 35,000	PRIOR YEARS FY 07 08 09 10 11 12 13
					TOTAL PROJECT COST	125,300
VARIOUS	M-0379	SCOUR EVALUATION PROGRAM OF EXISTING BRIDGES.			1,000	PRIOR YEARS
					TOTAL PROJECT COST	1,000
BICYCLE AND PEDESTRIAN PROJECTS						
REGIONAL	EB-4410	AREA-WIDE BICYCLE IMPROVEMENTS FEASIBILITY STUDIES.	STUDY	STP	200 350	PRIOR YEARS FY 07 08 09 10 11 12 13
					TOTAL PROJECT COST	550
VARIOUS	EB-2956	STATEWIDE BICYCLE PROGRAM.	CONSTRUCTION	STP	15,417 7,476	PRIOR YEARS FY 07 08 09 10 11 12 13
					TOTAL PROJECT COST	22,893
VARIOUS	EB-2966	SAFETY-EDUCATION PROJECTS.	BOOKLETS	STP	370 275	PRIOR YEARS FY 07 08 09 10 11 12 13
					TOTAL PROJECT COST	645
VARIOUS	EB-3119	LOCAL BICYCLE MAPS: UPDATE, REVISE AND REPRINT.	MAPPING	STP	254 175	PRIOR YEARS FY 07 08 09 10 11 12 13
					TOTAL PROJECT COST	429
VARIOUS	EB-3120	NORTH CAROLINA BICYCLING HIGHWAYS MAPS: UPDATE AND REPRINT.	MAPPING	STP	281 175	PRIOR YEARS FY 07 08 09 10 11 12 13
					TOTAL PROJECT COST	456

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TRANSPORTATION PROGRAM

STATEWIDE

ROUTE/CITY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
BICYCLE AND PEDESTRIAN PROJECTS						
VARIOUS	EB-3314	STATEWIDE PEDESTRIAN FACILITIES PROGRAM.	CONSTRUCTION	STP	3,750 3,500	PRIOR YEARS FY 07 08 09 10 11 12 13
TOTAL PROJECT COST					7,250	
VARIOUS	EB-4012	NORTH CAROLINA BICYCLING HIGHWAYS NO. 10 (SANDHILLS SECTOR): MAPPING AND SIGNING.			25	PRIOR YEARS
TOTAL PROJECT COST					25	
VARIOUS	EB-4013	SPOT IMPROVEMENTS: SHORT PAVEMENT SECTIONS, BICYCLE RACKS AND SIGNING NEEDS.	CONSTRUCTION	STP	3,200 3,500	PRIOR YEARS FY 07 08 09 10 11 12 13
TOTAL PROJECT COST					6,700	
VARIOUS	EB-4409	MAP AND SIGN: URBAN, COUNTY AND REGIONAL BIKE ROUTES. IN CALDWELL, CARTERET (MOREHEAD CITY), CATAWBA, DUPLIN, COLUMBUS (WHITEVILLE), DUPLIN, GOLDSBORO MPO, HALIFAX, IREDELL, MADISON, MONTGOMERY, PAMLICO, POLK, ROCKINGHAM, SCOTLAND, TYRELL AND WILKES C	CONSTRUCTION	STP	825 1,400	PRIOR YEARS FY 07 08 09 10 11 12 13
TOTAL PROJECT COST					2,225	
VARIOUS	EB-4411	ROADWAY IMPROVEMENTS FOR BICYCLE SAFETY ON STATE AND LOCAL DESIGNATED BIKE ROUTES.	CONSTRUCTION	STP	3,250 15,750	PRIOR YEARS FY 07 08 09 10 11 12 13
TOTAL PROJECT COST					19,000	
CONGESTION MITIGATION PROJECTS						
NC RAILROAD	C-4901	RAIL DIVISION, CONSTRUCT A SECOND MAIN LINE BETWEEN THOMASVILLE AND LEXINGTON IN DAVIDSON COUNTY.	CONSTRUCTION CONSTRUCTION	CMAQ L	3,500 6,000	FY 10 11 FY 10 11
TOTAL PROJECT COST					9,500	
NORTH CAROLINA DIVISION OF AIR QUALITY	C-4903	SECTION A; DIVISION OF AIR QUALITY (DAQ) MATCH FUNDS FOR FISCAL YEARS 2006, 07 AND 08. SECTION B: CMAQ FUNDS FOR FISCAL YEARS 2009, 10, 11 AND 12. NORTH CAROLINA AIR AWARENESS OUTREACH PROGRAM TO PROVIDE EDUCATION AND PRODUCE DAILY AIR QUALITY FORECAST.	IMPLEMENTATION IMPLEMENTATION	CMAQ O	3,000 750	FY 09 10 11 12 13 PY FY 09 10 11 12 13 PY
IN PROGRESS					TOTAL PROJECT COST	3,750
VARIOUS	C-3600	DEPARTMENT OF MOTOR VEHICLES (DMV), VEHICLE EMISSION COMPLIANCE SYSTEM. UPGRADE NORTH CAROLINA'S MOTOR VEHICLE EMISSIONS INSPECTION AND MAINTENANCE (I/M) PROGRAM.			6,702	PRIOR YEARS
TOTAL PROJECT COST					6,702	
VARIOUS	C-4000	DENR OZONE AWARENESS PROGRAM.			1,875	PRIOR YEARS
TOTAL PROJECT COST					1,875	

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TRANSPORTATION PROGRAM

STATEWIDE

ROUTE/CITY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
ENHANCEMENT (CALL PROJECTS)						
VARIOUS	E-3821	PRESERVE HISTORIC BRIDGES FROM DEMOLITION.			250	PRIOR YEARS
					TOTAL PROJECT COST	250
VARIOUS	E-4018	NATIONAL RECREATIONAL TRAILS.	CONSTRUCTION	NRT	5,970	PRIOR YEARS
					8,400	FY 07 08 09 10 11 12 13
					TOTAL PROJECT COST	14,370
VARIOUS	E-4599	INSTALL RIVER BASIN HIGHWAY SIGNS.			187	PRIOR YEARS
					TOTAL PROJECT COST	187
VARIOUS	E-4602	GIS ARCHAEOLOGICAL DATABASE. STATEWIDE DATABASE TO CALCULATE ARCHAEOLOGICAL SITES LOCATED WITHIN OR NEAR NCDOT PROJECTS.			750	PRIOR YEARS
					TOTAL PROJECT COST	750
VARIOUS	E-4603	ECOSYSTEMS ENHANCEMENT PROGRAM. STRUCTURED MITIGATION FOR PROTECTION, ENHANCEMENT AND RESTORATION OF ECOLOGICAL FUNCTIONS AS COMPENSATION FOR PROJECT IMPACTS AT THE WATERSHED LEVEL.			625	PRIOR YEARS
					TOTAL PROJECT COST	625
<i>SCHEDULED FOR PLANNING AND PROGRAM DEVELOPMENT ONLY</i>						
VARIOUS	E-9999	ENHANCEMENT BALANCE.	CONSTRUCTION	STP	30,000	FY 08 10 12
					TOTAL PROJECT COST	30,000
ENHANCEMENT (ROADSIDE PROJECTS)						
BLUE RIDGE PARKWAY	ER-3817	SCENIC ENHANCEMENT AND VIEWSHED PROTECTION.	101.4 Mile(s)		2,200	PRIOR YEARS
<i>IN ACQUISITION</i>					TOTAL PROJECT COST	2,200
BLUE RIDGE PARKWAY	S-4006	CONSERVATION EASEMENTS.			15	PRIOR YEARS
					TOTAL PROJECT COST	15
VARIOUS	ER-2971	SIDEWALK PROGRAM IN ALL FOURTEEN HIGHWAY DIVISIONS.	CONSTRUCTION	STP	15,347	PRIOR YEARS
					9,800	FY 07 08 09 10 11 12 13
					TOTAL PROJECT COST	25,147

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TRANSPORTATION PROGRAM

STATEWIDE

ROUTE/CITY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
ENHANCEMENT (ROADSIDE PROJECTS)						
VARIOUS	ER-2973	ROADSIDE BEAUTIFICATION PROJECTS IN ALL FOURTEEN HIGHWAY DIVISIONS.			50,458	PRIOR YEARS
			LANDSCAPING	STP	24,500	FY 07 08 09 10 11 12 13
			TOTAL PROJECT COST		74,958	
VARIOUS	ER-3100	PLANTING OF WILDFLOWERS AND PERENNIAL BULBS ON FEDERAL-AID SYSTEM.			7,400	PRIOR YEARS
			LANDSCAPING	STP	6,300	FY 07 08 09 10 11 12 13
			TOTAL PROJECT COST		13,700	
VARIOUS	ER-3101	SPECIAL EVENTS PLANTING STATEWIDE.			8,175	PRIOR YEARS
			LANDSCAPING	STP	5,600	FY 07 08 09 10 11 12 13
			TOTAL PROJECT COST		13,775	
VARIOUS	ER-3102	IMPLEMENTATION OF STATEWIDE SCENIC BYWAYS PROGRAM.			1,550	PRIOR YEARS
			IMPLEMENTATION	STP	1,050	FY 07 08 09 10 11 12 13
			TOTAL PROJECT COST		2,600	
VARIOUS	ER-3419	NORTH CAROLINA STATE BYWAYS BOOKLET PRINTING.			50	PRIOR YEARS
			TOTAL PROJECT COST		50	
VARIOUS	ER-3611	COLOR CANOPY AND TREE PLANTING STATEWIDE.			2,765	PRIOR YEARS
			LANDSCAPING	STP	4,400	FY 07 08 09 10 11 12 13
			TOTAL PROJECT COST		7,165	
VARIOUS	ER-4597	CONDUCT A STATEWIDE ANTI-LITTER CAMPAIGN AND PROMOTIONAL ACTIVITIES.			550	PRIOR YEARS
			INSPECTION	S(M)	20	FY 07
			INSPECTION	STP	80	FY 07
		<i>IN PROGRESS</i>	TOTAL PROJECT COST		650	
VARIOUS	L-1000	REPLACEMENT PLANTS AT SELECTED LOCATIONS WITHIN THE 14 HIGHWAY DIVISIONS. LANDSCAPE.			1,482	PRIOR YEARS
			LANDSCAPING	PLF	670	FY 07 08 09 10 11 12 13
		<i>IN PROGRESS</i>	TOTAL PROJECT COST		2,152	
VARIOUS	L-2133	PLANTING OF PERENNIAL BULBS AND WILDFLOWERS WITHIN THE 14 HIGHWAY DIVISIONS. LANDSCAPE.			6,642	PRIOR YEARS
			LANDSCAPING	PLF	5,300	FY 07 08 09 10 11 12 13
		<i>IN PROGRESS</i>	TOTAL PROJECT COST		11,942	

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TRANSPORTATION PROGRAM

STATEWIDE

ROUTE/CITY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
ENHANCEMENT (ROADSIDE PROJECTS)						
VARIOUS	L-2500	COLOR AND CANOPY AND TREE PLANTING.	LANDSCAPING	PLF	968 3,900	PRIOR YEARS FY 07 08 09 10 11 12 13
<i>IN PROGRESS</i>			TOTAL PROJECT COST		4,868	
VARIOUS	S-4005	EDUCATION ON SCENIC BYWAYS.			195	PRIOR YEARS
			TOTAL PROJECT COST		195	
HAZARD ELIMINATION PROJECTS						
VARIOUS	SI-4735	SAFETY MANAGEMENT INITIATIVES.			1,107	PRIOR YEARS
			TOTAL PROJECT COST		1,107	
VARIOUS	SI-4900	BLUE STAR MEMORIAL HIGHWAY SIGNING. INSTALL SIGNS AT VARIOUS LOCATIONS STATEWIDE.	CONSTRUCTION		250	PRIOR YEARS IN PROGRESS
<i>UNDER CONSTRUCTION</i>			TOTAL PROJECT COST		250	
VARIOUS	SI-4901	NO NEED 2 SPEED SAFETY INITIATIVE. SIGNING, EVALUATION, AND IMPLEMENTATION.	IMPLEMENTATION		280	PRIOR YEARS IN PROGRESS
			TOTAL PROJECT COST		280	
VARIOUS	SI-4902	FREEWAY SIGNING INITIATIVE. INSTALL OR REPLACE CRITICAL DIRECTIONAL SIGNS.	CONSTRUCTION		200	PRIOR YEARS IN PROGRESS
<i>UNDER CONSTRUCTION</i>			TOTAL PROJECT COST		200	
VARIOUS	W-4447	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.	ENGINEERING	HES	8,500 24,500	PRIOR YEARS FY 07 08 09 10 11 12 13
			TOTAL PROJECT COST		33,000	
VARIOUS	W-4714	HAZARD ELIMINATION PROJECT FOR RUMBLE STRIPS, SHOULDERS, ROADSIDE SAFETY IMPROVEMENTS, AUXILIARY TURN LANES, RAISED PAVEMENT MARKERS AND PROFILE TYPE PAVEMENT MARKINGS.	CONSTRUCTION	HES	4,000	FY 10 11 12 13
			TOTAL PROJECT COST		4,000	
VARIOUS	W-4715	POSITIVE MEDIAN BARRIER PROJECTS.	CONSTRUCTION	HES	5,000	FY 09 10 11 12 13
			TOTAL PROJECT COST		5,000	

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TRANSPORTATION PROGRAM

STATEWIDE

ROUTE/CITY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
HAZARD ELIMINATION PROJECTS						
VARIOUS	W-4716	MEDIAN INLET REPLACEMENT PROJECT.	CONSTRUCTION	HES	650	FY 09
					TOTAL PROJECT COST	650
VARIOUS	W-9999	HIGH HAZARD BALANCE, FISCAL YEARS 07-13.	CONSTRUCTION	HES	129,000	FY 08 09 10 11 12 13
					TOTAL PROJECT COST	129,000
SAFE ROUTES TO SCHOOLS						
VARIOUS	SR-5000	SAFE ROUTES TO SCHOOL PROGRAM. EDUCATIONAL, TRAINING AND OTHER NON-INFRASTRUCTURE NEEDS.	IMPLEMENTATION	SRTS	400 6,572	PRIOR YEARS FY 07 08 09 10 11 12 13
					TOTAL PROJECT COST	6,972
<i>IN PROGRESS</i>						
VARIOUS	SR-5001	SAFE ROUTES TO SCHOOL PROGRAM. PROJECTS TO IMPROVE SAFETY, REDUCE TRAFFIC, FUEL COMSUMPTION AND AIR POLLUTION IN VICINITY OF SCHOOLS.	CONSTRUCTION	SRTS	200 27,622	PRIOR YEARS FY 07 08 09 10 11 12 13
					TOTAL PROJECT COST	27,822
PASSENGER RAIL PROJECTS						
NCRR	P-3414	TRAVEL TIME IMPROVEMENTS TO FREIGHT AND PASSENGER RAIL CORRIDORS BETWEEN RALEIGH AND CHARLOTTE AND MATCH FEDERAL FUNDS.			61,500	PRIOR YEARS
					TOTAL PROJECT COST	61,500
<i>IN PROGRESS</i>						
NCRR/CSX	P-3819	FEDERALLY-DESIGNATED HIGH SPEED RAIL CORRIDOR BETWEEN CHARLOTTE AND VIRGINIA STATE LINE, ENVIRONMENTAL STUDY, PRELIMINARY ENGINEERING, RIGHT OF WAY, DESIGN AND CONSTRUCTION.	CONSTRUCTION	T2001	2,900 8,400	PRIOR YEARS FY 07 08 09 10 11 12 13
					TOTAL PROJECT COST	11,300
CSX "S" LINE	P-3816	RIDGEWAY-APEX-DURHAM, ACQUIRE RAIL RIGHT OF WAY AND TRACK. 86 Mile(s)			100	PRIOR YEARS
					TOTAL PROJECT COST	100
<i>IN PROGRESS</i>						
VARIOUS	P-3309	AT-GRADE CROSSING ELIMINATION AND IMPROVEMENT PROJECTS, CORRIDOR INVENTORIES AND STUDIES IN ALL FOURTEEN (14) DIVISIONS.	CONSTRUCTION CONSTRUCTION	RR T2001	3,870 2,401 2,401	PRIOR YEARS FY 07 08 09 10 11 12 13 FY 07 08 09 10 11 12 13
					TOTAL PROJECT COST	8,672
VARIOUS	P-3418	PLANNING, MANAGEMENT AND RESEARCH STUDIES.	STUDY	T2001	4,767 5,600	PRIOR YEARS FY 07 08 09 10 11 12 13
					TOTAL PROJECT COST	10,367

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TRANSPORTATION PROGRAM

STATEWIDE

ROUTE/CITY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PASSENGER RAIL PROJECTS						
VARIOUS	P-3419	SEALED CORRIDOR-SELECTED SEHSRC CROSSINGS. MEDIAN BARRIERS, ARTICULATED GATES, FOUR- QUADRANT GATES, WARNING DEVICE REVISIONS, SIGNAGE AND CAMERA SYSTEMS.			12,307	PRIOR YEARS
<i>UNDER CONSTRUCTION</i>			TOTAL PROJECT COST		12,307	
VARIOUS	P-3806	PASSENGER CARS AND PRELIMINARY ENGINEERING FOR WESTERN NORTH CAROLINA PASSENGER SERVICE BETWEEN ASHEVILLE AND SALISBURY.			3,441	PRIOR YEARS
<i>PHASE 2 - PENDING</i>			TOTAL PROJECT COST		3,441	
VARIOUS	P-3809	RAILROAD SAFETY INSPECTIONS IN ALL FOURTEEN (14) DIVISIONS.			2,374	PRIOR YEARS
			INSPECTION	RR	434	FY 07 08 09 10 11 12 13
			INSPECTION	T2001	3,155	FY 07 08 09 10 11 12 13
<i>UNDER CONSTRUCTION</i>			TOTAL PROJECT COST		5,963	
VARIOUS	P-3812	INSTALLATION AND EVALUATION OF INNOVATIVE CROSSING WARNING DEVICE AT A LOCATION TO BE SELECTED.			105	PRIOR YEARS
<i>UNDER CONSTRUCTION</i>			TOTAL PROJECT COST		105	
VARIOUS	P-3814	CROSSING CONSOLIDATION PROJECTS AS IDENTIFIED IN SOUTH END SEHSRC TRAFFIC SEPARATION STUDY. RIGHT OF WAY TO BE ACQUIRED BY MUNICIPALITIES.			597	PRIOR YEARS
<i>UNDER CONSTRUCTION</i>			TOTAL PROJECT COST		597	
VARIOUS	P-3815	CROSSING CONSOLIDATION PROJECTS AS IDENTIFIED IN NEWTON-HICKORY-CONOVER MPO TRAFFIC SEPARATION STUDY.			1,620	PRIOR YEARS
<i>UNDER CONSTRUCTION</i>			TOTAL PROJECT COST		1,620	
VARIOUS	P-4001	RAIL INDUSTRIAL ACCESS PROGRAM.			5,000	PRIOR YEARS
			CONSTRUCTION	T2001	7,000	FY 07 08 09 10 11 12 13
<i>UNDER CONSTRUCTION</i>			TOTAL PROJECT COST		12,000	
VARIOUS	P-4404	SOUTHEAST HIGH SPEED RAIL CORRIDOR. UPDATE RAIL CROSSING INVENTORY FROM SOUTH CAROLINA STATE LINE TO THE VIRGINIA STATE LINE VIA RALEIGH AND CHARLOTTE AND THE APEX/CARY BYPASS SEGMENT.			150	PRIOR YEARS
<i>IN PROGRESS</i>			TOTAL PROJECT COST		150	
VARIOUS	P-4405	PRIVATE CROSSING SAFETY INITIATIVE TO CLOSE OR ENHANCE PROTECTION AT RAILROAD CROSSINGS BETWEEN RALEIGH AND CHARLOTTE.			1,400	PRIOR YEARS
<i>UNDER CONSTRUCTION</i>			TOTAL PROJECT COST		1,400	

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TRANSPORTATION PROGRAM

STATEWIDE

ROUTE/CITY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PASSENGER RAIL PROJECTS						
VARIOUS	P-4700	RAILROAD STATION REHABILITATION PROJECTS.			3,500	PRIOR YEARS
			CONSTRUCTION	STP	15,400	FY 07 08 09 10 11 12 13
			TOTAL PROJECT COST		18,900	
VARIOUS	P-4701	CAPACITY AND TRAVEL TIME IMPROVEMENTS TO FREIGHT AND PASSENGER RAIL CORRIDORS, NEW EQUIPMENT AND MATCH FOR FEDERAL FUNDS.			48,569	PRIOR YEARS
			CONSTRUCTION	T2001	53,854	FY 07 08 09 10 11 12 13
			TOTAL PROJECT COST		102,423	
VARIOUS	P-4702	MAINTENANCE OF RAILROAD TRACK AND SIGNAL IMPROVEMENTS.			2,587	PRIOR YEARS
			CONSTRUCTION	T2001	5,915	FY 07 08 09 10 11 12 13
			TOTAL PROJECT COST		8,502	
VARIOUS	SB-4100	SAFE ROADS FOR SAFE SCHOOLS PROGRAM. INSTALL RAIL/HIGHWAY CROSSINGS AT SIXTY LOCATIONS ON SCHOOL BUS ROUTES.			6,000	PRIOR YEARS
		<i>UNDER CONSTRUCTION</i>	TOTAL PROJECT COST		6,000	
VARIOUS	Y-4100	HIGHWAY/RAIL CROSSINGS SAFETY IMPROVEMENTS AND INVENTORY (FFY 00 AND 01), PASSENGER ROUTES.			4,100	PRIOR YEARS
		<i>UNDER CONSTRUCTION</i>	TOTAL PROJECT COST		4,100	
VARIOUS	Y-4415	HIGHWAY-RAIL CROSSING INVENTORY.			1,275	PRIOR YEARS
			CONSTRUCTION	RR	2,331	FY 07 08 09 10 11 12 13
		<i>IN PROGRESS</i>	TOTAL PROJECT COST		3,606	
VARIOUS	Y-4800	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES.			8,385	PRIOR YEARS
			CONSTRUCTION	RR	15,575	FY 07 08 09 10 11 12 13
		<i>IN PROGRESS</i>	TOTAL PROJECT COST		23,960	
VARIOUS	Y-9999	HIGHWAY-RAIL CROSSING SAFETY IMPROVEMENTS, PASSENGER ROUTES.			6,725	PRIOR YEARS
			CONSTRUCTION	RR	4,033	FY 07 08 09 10 11 12 13
		<i>IN PROGRESS</i>	TOTAL PROJECT COST		10,758	
VARIOUS	Z-4100	HIGHWAY-RAIL CROSSING SAFETY IMPROVEMENTS AND INVENTORY.			9,000	PRIOR YEARS
		<i>IN PROGRESS</i>	TOTAL PROJECT COST		9,000	

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TRANSPORTATION PROGRAM

STATEWIDE

ROUTE/CITY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PASSENGER RAIL PROJECTS						
VARIOUS	Z-4500	HIGHWAY-RAIL CROSSING SAFETY IMPROVEMENTS.	CONSTRUCTION	RR	12,929 45,233	PRIOR YEARS FY 07 08 09 10 11 12 13
<i>IN PROGRESS</i>			TOTAL PROJECT COST		58,162	
ROADSIDE ENVIRONMENTAL PROJECTS (REST AREA)						
VARIOUS	K-4704	INTERSTATE REST AREA SYSTEM PRESERVATION. PAVEMENT, PAVEMENT MARKING, CURB AND GUTTER, SIDEWALKS AND OTHER REHABILITATION ITEMS.	CONSTRUCTION	IM	695 5,800	PRIOR YEARS FY 07 08 09 10 11 12 13
<i>IN PROGRESS</i>			TOTAL PROJECT COST		6,495	

PUBLIC TRANSPORTATION PROGRAM

STATEWIDE

ROUTE/CITY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PUBLIC TRANSPORTATION PROJECTS						
STATEWIDE	C-4900	CREATE A COMMUTER ASSISTANCE PROGRAM MANAGER POSITION IN NCDOT	OPERATIONS OPERATIONS	CMAQ STAT	302 76	FY 07 08 FY 07 08
			TOTAL PROJECT COST		378	
STATEWIDE	TB-4900X	PROVIDE FUNDS FOR THE PURCHASE OF CAPITAL EQUIPMENT TO SUPPORT HUMAN SERVICE AND GENERAL PUBLIC TRANSPORTATION SERVICES PROVIDED BY COMMUNITY TRANSPORTATION SYSTEMS.	CAPITAL CAPITAL	L STCP	861 7,750	FY 07 FY 07
			TOTAL PROJECT COST		8,611	
STATEWIDE	TB-4900Y	PROVIDE FUNDS FOR THE PURCHASE OF CAPITAL EQUIPMENT TO SUPPORT HUMAN SERVICE AND GENERAL PUBLIC TRANSPORTATION SERVICES PROVIDED BY COMMUNITY TRANSPORTATION SYSTEMS.	CAPITAL CAPITAL	L STCP	861 7,750	FY 08 FY 08
			TOTAL PROJECT COST		8,611	
STATEWIDE	TB-4900Z	PROVIDE FUNDS FOR THE PURCHASE OF CAPITAL EQUIPMENT TO SUPPORT HUMAN SERVICE AND GENERAL PUBLIC TRANSPORTATION SERVICES PROVIDED BY COMMUNITY TRANSPORTATION SYSTEMS.	CAPITAL CAPITAL	L STCP	4,305 38,750	FY 09 10 11 12 13 FY 09 10 11 12 13
			TOTAL PROJECT COST		43,055	
STATEWIDE	TF-4900X	PROVIDE FUNDS TO CONSTRUCT AND/OR IMPROVE PUBLIC TRANSPORTATION FACILITIES IN RURAL AREAS.	CAPITAL CAPITAL	L SFCP	66 600	FY 07 FY 07
			TOTAL PROJECT COST		666	

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PUBLIC TRANSPORTATION PROGRAM**STATEWIDE**

ROUTE/CITY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PUBLIC TRANSPORTATION PROJECTS						
STATEWIDE	TF-4900Y	PROVIDE FUNDS TO CONSTRUCT AND/OR IMPROVE PUBLIC TRANSPORTATION FACILITIES IN RURAL AREAS.	CAPITAL CAPITAL	L SFCP	66 600	FY 08 FY 08
TOTAL PROJECT COST					666	
STATEWIDE	TF-4900Z	PROVIDE FUNDS TO CONSTRUCT AND/OR IMPROVE PUBLIC TRANSPORTATION FACILITIES IN RURAL AREAS.	CAPITAL CAPITAL	L SFCP	330 3,000	FY 09 10 11 12 13 FY 09 10 11 12 13
TOTAL PROJECT COST					3,330	
STATEWIDE	TI-4900X	STATEWIDE PROGRAM TO PROVIDE OPERATING ASSISTANCE TO EXPAND AND IMPROVE REGIONAL AND INTER-CITY PUBLIC TRANSPORTATION	OPERATIONS OPERATIONS	FNU RIMA	400 400	FY 07 FY 07
TOTAL PROJECT COST					800	
STATEWIDE	TI-4900Y	STATEWIDE PROGRAM TO PROVIDE OPERATING ASSISTANCE TO EXPAND AND IMPROVE REGIONAL AND INTER-CITY PUBLIC TRANSPORTATION	OPERATIONS OPERATIONS	FNU RIMA	400 400	FY 08 FY 08
TOTAL PROJECT COST					800	
STATEWIDE	TI-4900Z	STATEWIDE PROGRAM TO PROVIDE OPERATING ASSISTANCE TO EXPAND AND IMPROVE REGIONAL AND INTER-CITY PUBLIC TRANSPORTATION	OPERATIONS OPERATIONS	FNU RIMA	2,000 2,000	FY 09 10 11 12 13 FY 09 10 11 12 13
TOTAL PROJECT COST					4,000	
STATEWIDE	TJ-4900Z	PROVIDE OPERATING ASSISTANCE ON A FORMULA BASIS TO COUNTIES AND COMMUNITY TRANSPORTATION SYSTEMS TO MEET WORK FIRST AND EMPLOYMENT TRANSPORTATION NEEDS.	OPERATIONS	OAWF	5,000	FY 09 10 11 12 13
TOTAL PROJECT COST					5,000	
STATEWIDE	TK-4900X	PROVIDE FUNDS TO SUPPORT THE ONGOING ADMINISTRATION, OPERATING AND CAPITAL FOR PUBLIC TRANSPORTATION SERVICES IN RURAL AND SMALL URBAN AREAS. INCLUDES TRANSFER FROM SECTION 5310 ELDERLY AND PERSONS WITH DISABILITIES PROGRAM.	ADMINISTRATIVE ADMINISTRATIVE ADMINISTRATIVE	FNU L STAT	18,382 3,217 1,379	FY 07 FY 07 FY 07
TOTAL PROJECT COST					22,978	
STATEWIDE	TK-4900Y	PROVIDE FUNDS TO SUPPORT THE ONGOING ADMINISTRATION, OPERATING AND CAPITAL FOR PUBLIC TRANSPORTATION SERVICES IN RURAL AND SMALL URBAN AREAS. INCLUDES TRANSFER FROM SECTION 5310 ELDERLY AND PERSONS WITH DISABILITIES PROGRAM.	ADMINISTRATIVE ADMINISTRATIVE ADMINISTRATIVE	FNU L STAT	18,382 3,217 1,379	FY 08 FY 08 FY 08
TOTAL PROJECT COST					22,978	

* INDICATES INTRASTATE PROJECT

GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

PUBLIC TRANSPORTATION PROGRAM

STATEWIDE

ROUTE/CITY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PUBLIC TRANSPORTATION PROJECTS						
STATEWIDE	TK-4900Z	PROVIDE FUNDS TO SUPPORT THE ONGOING ADMINISTRATION AND CAPITAL FOR PUBLIC TRANSPORTATION SERVICES IN RURAL AND SMALL URBAN AREAS. INCLUDES TRANSFER FROM SECTION 5310 ELDERLY AND PERSONS WITH DISABILITIES PROGRAM.	ADMINISTRATIVE ADMINISTRATIVE ADMINISTRATIVE	FNU L STAT	91,910 16,085 6,895	FY 08 09 10 11 12 FY 09 10 11 12 13 FY 09 10 11 12 13
TOTAL PROJECT COST					114,890	
STATEWIDE	TL-4900Z	PROVIDE OPERATING ASSISTANCE FOR ADDITIONAL TRANSPORTATION SERVICES TO THE ELDERLY AND DISABLED.	OPERATIONS	EDTAP	27,500	FY 09 10 11 12 13
TOTAL PROJECT COST					27,500	
STATEWIDE	TM-5101	JOB ACCESS/REVERSE COMMUTE IN RURAL AREAS	OPERATIONS OPERATIONS	JARC L	1,378 1,378	FY 07 FY 07
TOTAL PROJECT COST					2,756	
STATEWIDE	TM-5102	JOB ACCESS/REVERSE COMMUTE IN RURAL AREAS	OPERATIONS OPERATIONS	JARC L	1,378 1,378	FY 08 FY 08
TOTAL PROJECT COST					2,756	
STATEWIDE	TM-5103	JOB ACCESS/REVERSE COMMUTE IN RURAL AREAS	OPERATIONS OPERATIONS	JARC L	6,890 6,890	FY 09 10 11 12 13 FY 09 10 11 12 13
TOTAL PROJECT COST					13,780	
STATEWIDE	TM-5110	PROVIDE FUNDING FOR NEW PUBLIC TRANSPORTATION SERVICES BEYOND THOSE REQUIRED BY ADA THAT ASSIST INDIVIDUALS WITH DISABILITIES	OPERATIONS OPERATIONS	FNF L	832 832	FY 07 FY 07
TOTAL PROJECT COST					1,664	
STATEWIDE	TM-5111	PROVIDE FUNDING FOR NEW PUBLIC TRANSPORTATION SERVICES BEYOND THOSE REQUIRED BY ADA THAT ASSIST INDIVIDUALS WITH DISABILITIES	OPERATIONS OPERATIONS	FNF L	832 832	FY 08 FY 08
TOTAL PROJECT COST					1,664	
STATEWIDE	TM-5112	PROVIDE FUNDING FOR NEW PUBLIC TRANSPORTATION SERVICES BEYOND THOSE REQUIRED BY ADA THAT ASSIST INDIVIDUALS WITH DISABILITIES	OPERATIONS OPERATIONS	FNF L	4,160 4,160	FY 09 10 11 12 13 FY 09 10 11 12 13
TOTAL PROJECT COST					8,320	
STATEWIDE	TN-4900X	PROVIDE ADMINISTRATIVE ASSISTANCE FOR COMMUNITY TRANSPORTATION SYSTEMS	ADMINISTRATIVE ADMINISTRATIVE	HSTM L	2,700 476	FY 07 FY 07
TOTAL PROJECT COST					3,176	

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PUBLIC TRANSPORTATION PROGRAM

STATEWIDE

ROUTE/CITY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PUBLIC TRANSPORTATION PROJECTS						
STATEWIDE	TN-4900Y	PROVIDE ADMINISTRATIVE ASSISTANCE FOR COMMUNITY TRANSPORTATION SYSTEMS	ADMINISTRATIVE ADMINISTRATIVE	HSTM L	2,700 476	FY 08 FY 08
TOTAL PROJECT COST					3,176	
STATEWIDE	TN-4900Z	PROVIDE ADMINISTRATIVE ASSISTANCE FOR COMMUNITY TRANSPORTATION SYSTEMS	ADMINISTRATIVE ADMINISTRATIVE	HSTM L	13,500 2,380	FY 09 10 11 12 13 FY 09 10 11 12 13
TOTAL PROJECT COST					15,880	
STATEWIDE	TP-4900U	PLANNING PROGRAM (SECTION 5303) TO SUPPORT THE PLANNING ACTIVITIES OF MPOS ACROSS THE STATE	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN	FMPL L STAT	1,135 142 142	FY 07 FY 07 FY 07
TOTAL PROJECT COST					1,419	
STATEWIDE	TP-4900V	PLANNING PROGRAM (SECTION 5303) TO SUPPORT THE PLANNING ACTIVITIES OF MPOS ACROSS THE STATE	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN	FMPL L STAT	1,135 142 142	FY 08 FY 08 FY 08
TOTAL PROJECT COST					1,419	
STATEWIDE	TP-4900W	PLANNING PROGRAM (SECTION 5303) TO SUPPORT THE PLANNING ACTIVITIES OF MPOS ACROSS THE STATE	PLANNING/DESIGN PLANNING/DESIGN PLANNING/DESIGN	FMPL L STAT	5,675 710 710	FY 09 10 11 12 13 FY 09 10 11 12 13 FY 09 10 11 12 13
TOTAL PROJECT COST					7,095	
STATEWIDE	TP-4900Y	STATEWIDE PLANNING AND RESEARCH PROGRAM TO PROVIDE STATE ADMINISTRATION AND PLANNING ASSISTANCE FOR THE URBANIZED AREAS OF GREATER THAN 50,000 POPULATION	PLANNING/DESIGN PLANNING/DESIGN	FSPR STAT	296 74	FY 07 FY 07
TOTAL PROJECT COST					370	
STATEWIDE	TP-4900Z	STATEWIDE PLANNING AND RESEARCH PROGRAM TO PROVIDE STATE ADMINISTRATION AND PLANNING ASSISTANCE FOR THE URBANIZED AREAS OF GREATER THAN 50,000 POPULATION	PLANNING/DESIGN PLANNING/DESIGN	FSPR STAT	296 74	FY 08 FY 08
TOTAL PROJECT COST					370	
STATEWIDE	TP-4901A	STATEWIDE PLANNING AND RESEARCH PROGRAM TO PROVIDE STATE ADMINISTRATION AND PLANNING ASSISTANCE FOR THE URBANIZED AREAS OF GREATER THAN 50,000 POPULATION	PLANNING/DESIGN PLANNING/DESIGN	FSPR STAT	1,480 370	FY 09 10 11 12 13 FY 09 10 11 12 13
TOTAL PROJECT COST					1,850	

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PUBLIC TRANSPORTATION PROGRAM

STATEWIDE

ROUTE/CITY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PUBLIC TRANSPORTATION PROJECTS						
STATEWIDE	TQ-4900X	PROVIDE FUNDS FOR STATE ADMINISTRATION OF THE PROGRAM AND SUPPORT OF ONGOING PUBLIC TRANSPORTATION PLANNING ACTIVITIES IN RURAL AND SMALL URBAN AREAS.	PLANNING/DESIGN	FNU	2,000	FY 07
			PLANNING/DESIGN	L	250	FY 07
			PLANNING/DESIGN	STAT	250	FY 07
TOTAL PROJECT COST					2,500	
STATEWIDE	TQ-4900Y	PROVIDE FUNDS FOR STATE ADMINISTRATION OF THE PROGRAM AND SUPPORT OF ONGOING PUBLIC TRANSPORTATION PLANNING ACTIVITIES IN RURAL AND SMALL URBAN AREAS.	PLANNING/DESIGN	FNU	2,000	FY 08
			PLANNING/DESIGN	L	250	FY 08
			PLANNING/DESIGN	STAT	250	FY 08
TOTAL PROJECT COST					2,500	
STATEWIDE	TQ-4900Z	PROVIDE FUNDS FOR STATE ADMINISTRATION OF THE PROGRAM AND SUPPORT OF ONGOING PUBLIC TRANSPORTATION PLANNING ACTIVITIES IN RURAL AND SMALL URBAN AREAS.	PLANNING/DESIGN	FNU	10,000	FY 09 10 11 12 13
			PLANNING/DESIGN	L	1,250	FY 09 10 11 12 13
			PLANNING/DESIGN	STAT	1,250	FY 09 10 11 12 13
TOTAL PROJECT COST					12,500	
STATEWIDE	TR-4900Z	PROVIDE MAINTENANCE ASSISTANCE FOR COMMUNITY TRANSPORTATION SYSTEMS TO SERVE THE RURAL GENERAL PUBLIC.	OPERATIONS	RGP	22,500	FY 09 10 11 12 13
TOTAL PROJECT COST					22,500	
STATEWIDE	TS-4900X	STATEWIDE PROGRAM TO DEVELOP AND IMPLEMENT TRAINING AND OTHER SUPPORT SERVICES FOR RURAL, SMALL URBAN AREA AND PARATRANSIT OPERATIONS.	ADMINISTRATIVE	L	24	FY 07
			ADMINISTRATIVE	RTAP	217	FY 07
TOTAL PROJECT COST					241	
STATEWIDE	TS-4900Y	STATEWIDE PROGRAM TO DEVELOP AND IMPLEMENT TRAINING AND OTHER SUPPORT SERVICES FOR RURAL, SMALL URBAN AREA AND PARATRANSIT OPERATIONS.	ADMINISTRATIVE	L	24	FY 08
			ADMINISTRATIVE	RTAP	217	FY 08
TOTAL PROJECT COST					241	
STATEWIDE	TS-4900Z	STATEWIDE PROGRAM TO DEVELOP AND IMPLEMENT TRAINING AND OTHER SUPPORT SERVICES FOR RURAL, SMALL URBAN AREA AND PARATRANSIT OPERATIONS.	ADMINISTRATIVE	L	120	FY 09 10 11 12 13
			ADMINISTRATIVE	RTAP	1,085	FY 09 10 11 12 13
TOTAL PROJECT COST					1,205	
STATEWIDE	TT-4900X	PROVIDE FUNDING FOR THE PURCHASE OF ADVANCED TECHNOLOGIES IN URBAN AREAS THAT WILL INCREASE OVERALL SYSTEM EFFICIENCY AND EFFECTIVENESS.	CAPITAL	L	178	FY 07
			CAPITAL	UTCH	1,600	FY 07
TOTAL PROJECT COST					1,778	

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PUBLIC TRANSPORTATION PROGRAM

STATEWIDE

ROUTE/CITY	ID. NO. / BREAK	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOU)	SCHEDULE (FISCAL YEARS)
PUBLIC TRANSPORTATION PROJECTS						
STATEWIDE	TT-4900Y	PROVIDE FUNDING FOR THE PURCHASE OF ADVANCED TECHNOLOGIES IN URBAN AREAS THAT WILL INCREASE OVERALL SYSTEM EFFICIENCY AND EFFECTIVENESS.	CAPITAL CAPITAL	L UTCH	178 1,600	FY 08 FY 08
TOTAL PROJECT COST					1,778	
STATEWIDE	TT-4900Z	PROVIDE FUNDING FOR THE PURCHASE OF ADVANCED TECHNOLOGIES IN URBAN AREAS THAT WILL INCREASE OVERALL SYSTEM EFFICIENCY AND EFFECTIVENESS.	CAPITAL CAPITAL	L UTCH	890 8,000	FY 09 10 11 12 13 FY 09 10 11 12 13
TOTAL PROJECT COST					8,890	
STATEWIDE	TU-4900X	PROVIDE FUNDING FOR THE PURCHASE OF COMPUTERS AND ADVANCED TECHNOLOGIES IN RURAL AREAS THAT WILL INCREASE OVERALL SYSTEM EFFICIENCY AND EFFECTIVENESS.	CAPITAL CAPITAL	L RTCH	55 500	FY 07 FY 07
TOTAL PROJECT COST					555	
STATEWIDE	TU-4900Y	PROVIDE FUNDING FOR THE PURCHASE OF COMPUTERS AND ADVANCED TECHNOLOGIES IN RURAL AREAS THAT WILL INCREASE OVERALL SYSTEM EFFICIENCY AND EFFECTIVENESS.	CAPITAL CAPITAL	L RTCH	55 500	FY 08 FY 08
TOTAL PROJECT COST					555	
STATEWIDE	TU-4900Z	PROVIDE FUNDING FOR THE PURCHASE OF COMPUTERS AND ADVANCED TECHNOLOGIES IN RURAL AREAS THAT WILL INCREASE OVERALL SYSTEM EFFICIENCY AND EFFECTIVENESS.	CAPITAL CAPITAL	L RTCH	275 2,500	FY 09 10 11 12 13 FY 09 10 11 12 13
TOTAL PROJECT COST					2,775	
STATEWIDE	TV-4901	PROVIDE OPERATING ASSISTANCE FOR SERVICE TO THE ELDERLY AND DISABLED	OPERATIONS OPERATIONS	FED STAT	1,046 1,046	FY 07 FY 07
TOTAL PROJECT COST					2,092	
STATEWIDE	TV-4902	PROVIDE OPERATING ASSISTANCE FOR SERVICE TO THE ELDERLY AND DISABLED	OPERATIONS OPERATIONS	FED STAT	1,046 1,046	FY 08 FY 08
TOTAL PROJECT COST					2,092	
STATEWIDE	TV-4903	PROVIDE OPERATING ASSISTANCE FOR SERVICE TO THE ELDERLY AND DISABLED	OPERATIONS OPERATIONS	FED STAT	5,230 5,230	FY 09 10 11 12 13 FY 09 10 11 12 13
TOTAL PROJECT COST					10,460	

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 GREEN TEXT INDICATES DELIVERABLE STIP PROJECT

DCHC MPO -- STP-DA Allocation Table (FY 2007-2013) for April 25 2007 TCC

TIP #	Location	Description	Total Cost	Prior Years	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	Non-Fed Match	Agency
DURHAM COUNTY																	
1	I-306 C	I-85 C (15-501 to Broad)	Median Planters	\$0	\$1,122,563											\$280,641	Durham
2	I-306 C	I-85 C (15-501 to Broad)	Brick Betterment Noise Wall	\$0	\$447,723											\$111,931	Durham
3	I-306 C	I-85 C (15-501 to Broad)	Interchange Sidewalks	\$0	\$75,074											\$18,768	Durham
4	I-306 DB	I-85 DB (Broad to Camden)	Brick Betterment -- Club Blvd. E. S. Noise Wall	\$0		\$106,640										\$26,660	Durham
5	I-306 C	I-85 (Hillandale Commons)	Landscaping - Bern Hillandale Commons area	\$0	\$20,000											\$20,000	Private
6	I-85		Interchanging Fencing - (Placeholder)	\$0	\$60,000											\$15,000	Durham
7	EL-2921	American Tobacco Tr.	Phase E	\$0					\$590,500	\$590,500						\$295,250	Durham
8	U-4724	Cornwallis Rd	Bike/Ped Facilities (S. Roxboro to University or C.H. Rd.)	\$0							\$1,816,000					\$454,000	Durham
9	U-4009	US 15-501	Add left turn lane at Garrett Road intersection	\$0	\$228,000											\$57,000	Durham
10	U-3804	Hillandale Rd	I-85 to Carver Street	\$0												\$0	State
11	R-2906	NC 55 Widening Project	MLK ROW/Extension	\$0	\$2,160,000											\$540,000	State
12	R-2906	NC 55 Widening Project	Sidewalks/Landscaping/Entryway Enhancements	\$0	\$344,000											\$86,000	State
13	U-4010	NC 98 (Holloway Street)	Widen for Center Turn Lane	\$0					\$2,236,000							\$559,000	State
14	U-4011	Miami Blvd.	Widening	\$0						\$1,874,000						\$468,500	State
14	U-2708	Hillandale Rd	I-85 to Club Blvd.	\$0						\$132,000						\$33,000	Durham
ORANGE COUNTY																	
32	U-3306	Weaver Dairy Rd.	Bike & Pedestrian Features	\$0												\$0	State
33	E-4994	Carrboro	Bolin Creek Greenway (CA)	\$0				\$56,000		\$590,000						\$161,500	Carrboro
34	E-4828	Carrboro	Morgan Creek Greenway West (CA)	\$0				\$40,000	\$480,000							\$130,000	Carrboro
35	E-4008	Carrboro	Roberson Place Greenway (CA)	\$0			\$45,600	\$89,356								\$33,739	Carrboro
36	TD-4711C	Chapel Hill	Transit Maintenance Facility	\$0		\$560,000		\$1,600,000	\$1,670,664							\$957,666	Chapel Hill
37	Chapel Hill		Bus Replacement	\$0	\$800,000											\$200,000	Chapel Hill
38	E-4601	Chapel Hill/Carrboro	Morgan Creek Greenway (East)	\$0			\$80,000		\$640,000							\$180,000	CH/Carrboro
39	E-4895	Chapel Hill	Dry Creek Greenway	\$0				\$64,000		\$560,000						\$156,000	Chapel Hill
40	U-5022	Chapel Hill	Upper Booker Creek Greenway	\$0									\$576,000			\$144,000	Chapel Hill
41	U-4704	Chapel Hill-Carrboro	Signal System Improvements	\$0												\$0	CH/Carrboro
MPO-WIDE																	
43	E-4707	Old Durham-CH Rd.	Bike Lanes	\$0							\$1,371,000	\$1,371,000				\$685,600	Multiple
44	U-4727	MPO -UPWP	MPO Planning	\$1,510,000	\$165,000	\$273,000	\$228,657	\$224,380	\$265,963	\$373,000	\$273,000	\$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-4728	MPO/Various Local Govt.	Urban Area Bike/Ped Allocation	\$0	\$0	\$0	\$71,524	\$325,600	\$382,792	\$200,000	\$200,000	\$500,000	\$500,000	\$500,000	\$500,000	\$794,979	Multiple
52	U-4726B		CAR - Bolin Forest Drive Sidewalk	\$0			\$15,960									\$3,990	Carrboro
53	U-4726A		CAR - Hanna Street Sidewalk	\$0			\$55,564									\$55,564	Carrboro
54	U-4726F	03-04 bike allocation	CH - Chapel Hill Sidewalks	\$0					\$200,000							\$50,000	Chapel Hill
55	U-4726D	04 bike/ped allocation	DUR - Bicycle Pedestrian Plan	\$0				\$60,000	\$15,000							\$18,750	Durham
56	U-4726E	05 bike/ped allocation	CH - Airport Road	\$0				\$40,000								\$10,000	Chapel Hill
57	U-4726C	05 bike/ped allocation	CH - Culbreth Rd.	\$0				\$36,000								\$9,000	Chapel Hill
58	U-4726G	05 bike/ped allocation	DUR - Holloway St sidewalks	\$0				\$53,600								\$13,400	Durham
59	U-4726H	05 bike/ped allocation	DUR - Bike Education	\$0				\$8,000	\$40,000							\$12,000	Durham
60	U-4726I	05 bike/ped allocation	CAR - Bel Albor Path	\$0								\$52,556				\$13,139	Carrboro
61	U-4726J	06 bike/ped allocation	CAR - South Greensboro St/Smith Level Sidewalk	\$0								\$36,800				\$9,200	Carrboro
62	U-4726K	06 bike/ped allocation	DUR - Hillandale:Club to I-85 5' sidewalk on both sides	\$0						\$132,387						\$33,097	Durham
63	U-4726L	06 bike/ped allocation	CH - Fordham Blvd sidewalk NE Fordham/Estes Dr.	\$0				\$12,000								\$3,000	Chapel Hill
64	U-4726M	06 bike/ped allocation	CH - Drainage gate replacement (NC 86)	\$0				\$8,000								\$2,000	Chapel Hill
65	U-4726N	06 bike/ped allocation	Walkable Communities Workshop (MPO)	\$0					\$13,600							\$3,400	MPO
66	U-4726O	07 bike/ped allocation	DUR - Carpenter Fletcher RD/Woodcroft- Alston bike impr.	\$0					\$114,192							\$28,548	Durham
67	U-4726P	07 bike/ped allocation	CH - Culbreth Rd:15501-Culbreth Park Dr sidewalk	\$0				\$108,000								\$27,000	Chapel Hill
68	U-3475	MPO -UPWP sp projects	Various Planning Activities	\$0	\$0	\$58,000	\$50,000	\$617,483	\$544,251	\$1,148,000	\$380,000	\$0	\$300,000	\$0	\$0	\$774,434	MPO
69		(flexed to UPWP planning)	MPO TDM	\$0				\$85,000	\$105,000							\$68,750	NCDOT
70			ITS Deployment Plan Update	\$0					\$56,000							\$14,000	MPO
71			Bike/Ped (non-motorized trip)Model Development	\$0						\$200,000						\$50,000	MPO
72			Data automation/management/GIS (\$200,000)	\$0				\$40,000		\$160,000						\$50,000	Multiple
73			I-40/NC 54 Transit Corridor -- Phase II	\$0												\$0	Multiple
74			Land Use/Transportation Model (Placeholder)	\$0						\$200,000						\$50,000	Multiple
75			Congestion Management System	\$0				\$100,000		\$100,000	\$200,000			\$200,000		\$150,000	Multiple
76		breaks needed ?	CH - Chapel Hill MObility Report Card	\$0		\$58,000		\$122,000			\$100,000			\$100,000		\$95,000	Chapel Hill
77			CAR - Carrboro Downtown Study	\$0				\$40,000								\$10,000	Carrboro
78			Old Durham-CH Rd. bike/ped feasibility study	\$0			\$50,000									\$12,500	Multiple
79			MPO Collector Street Plan	\$0				\$40,000		\$40,000						\$20,000	Multiple
80			Model travel behavior surveys (HH, B&A counts)	\$0				\$160,483	\$79,517							\$60,000	Multiple
81			Model Enhancements and major update	\$0				\$30,000		\$150,000	\$80,000					\$65,000	Multiple
82			Model surveys ph-2 (onboard, travel time, external)	\$0					\$67,000	\$128,000						\$48,750	Multiple
83			TDM additional request (TTA)	\$0					\$40,000							\$10,000	Multiple
84			MPO CMS	\$0					\$48,000							\$12,000	Multiple
85			CH/CAR - Chapel Hill/Carrboro Transit Master plan	\$0				\$160,000								\$40,000	Multiple
86			AG Planning/Conformity (TJCOG)	\$0					\$8,734	\$25,000						\$8,434	Multiple
			Chapel Hill TDM	\$0						\$40,000						\$10,000	Chapel Hill
Durham Total			\$24,712,559	\$7,103,867	\$4,377,360	\$186,640	\$0	\$121,600	\$2,995,692	\$2,728,887	\$1,816,000	\$0	\$0	\$0	\$0	\$5,397,512	Durham
Orange Total			\$18,515,823	\$5,618,160	\$0	\$1,418,000	\$197,124	\$2,215,356	\$3,150,664	\$1,190,000	\$100,000	\$89,356	\$676,000	\$0	\$0	\$3,744,838	Orange
MPO-Wide Total			\$12,048,418	\$1,510,000	\$165,000	\$273,000	\$278,657	\$679,883	\$863,814	\$1,481,000	\$1,924,000	\$1,644,000	\$473,000	\$273,000	\$273,000	\$2,409,884	Other
Yearly Total			\$14,232,027	\$4,542,360	\$1,877,640	\$475,781	\$3,016,819	\$6,810,170	\$5,399,887	\$3,840,000	\$1,733,356	\$1,149,000	\$273,000	\$273,000	\$273,000	\$43,623,040	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	\$3,600,000	\$56,388,767	Total STPDA
MPO Reserve			\$0	\$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	\$536,048	(\$3,210,170)	(\$1,799,887)	(\$540,000)	\$1,566,644	\$2,151,000	\$3,027,000	\$3,027,000	\$3,027,000		
N/A = not available			Uncommitted Balance	\$3,363,353	\$1,553,768	\$2,887,187	\$6,043,646	\$6,579,694	\$3,369,524	\$1,569,637	\$1,029,637	\$2,596,281	\$4,747,281	\$7,774,281	\$10,801,281		

Changes recommended by TCC Subcommittee for bike/ped allocation.

Matches the 2007-2013 STIP and MTIP

**RESOLUTION ADOPTING THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM
FOR FY 2007-2013**

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

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; and

WHEREAS, the Transportation Advisory Committee has found that the Transportation Improvement Program conforms to the purposes of the North Carolina State Implementation Plan (or interim emissions tests in areas where no SIP has been approved or found adequate) for maintaining the National Ambient Air Quality Standards in accordance with 40 CFR 51 & 93; and

WHEREAS, the Transportation Advisory Committee has found that the Transportation Improvement Program to be in full compliance with Title VI 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. 749; and

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Improvement Program will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded projects (Sec. 105(f), Pub. L. 97-424,96 Stat 2100, 49 CFR part 23); and

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Improvement Program will affect the elderly and disabled per the provisions of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat.327, as amended) and the U.S. DOT implementing regulations; and

WHEREAS, the Metropolitan Transportation Improvement Program of the Durham–Chapel Hill–Carrboro (DCHC) Metropolitan Planning Organization is a direct subset of the currently conforming 2030 DCHC MPO 2030 Long Range Transportation Plan; and

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

WHEREAS, the Transportation Advisory Committee has solicited public and private transportation provider comment and provided for 45-day public comment period for the proposed Transportation Improvement Program; and

WHEREAS, for years one and two (i.e., years 2007 and 2008), recognizing that the Transportation Improvement Program will serve as the project selection document for transportation projects within the Durham- Chapel Hill- Carrboro Urban Area Metropolitan Area Boundary, and the NCDOT may move projects and phases of projects without additional programming or project selection approval by the MPO within that two-year period, providing that transportation conformity and financial constraint criteria are still met.

NOW, THEREFORE, be it resolved that the Transportation Advisory Committee adopts the FY 2007-2013 Metropolitan Transportation Improvement Program, dated May 9, 2007, for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization on this the 9th day of May, 2007.

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 9th day of May, 2007 to affix her signature to the foregoing document.

Notary Public for the State of NC
Residing at: _____
My commission expires _____

(Seal)

**RESOLUTION FINDING THE DURHAM-CHAPEL HILL-CARRBORO (DCHC)
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM
FOR FY 2007-2013 IN CONFORMITY WITH THE
NORTH CAROLINA STATE IMPLEMENTATION PLAN (SIP) OR INTERIM
EMISSIONS TESTS IN AREAS WHERE NO SIP HAS BEEN APPROVED OR
FOUND ADEQUATE**

A motion was made by _____ and seconded by _____
for 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; and

WHEREAS, the United States Environmental Protection Agency redesignated Durham County as a maintenance area for ozone on June 17, 1994 and redesignated Durham County as a maintenance area for carbon monoxide on September 18, 1995; and

WHEREAS, the Durham–Chapel Hill–Carrboro Metropolitan Planning Organization’s amended 2030 long range transportation plan conforms to the intent of the North Carolina State Implementation Plan (or interim emissions tests in areas where no SIP has been approved or found adequate); and

WHEREAS, that conformity determination used the latest planning assumptions approved by the Durham–Chapel Hill–Carrboro Metropolitan Planning Organization; and

WHEREAS, that conformity determination used the latest emissions model approved by the United States Environmental Protection Agency; and

WHEREAS, there are no transportation control measures listed in North Carolina’s State Implementation Plan; and

WHEREAS, that conformity determination was made according to the established interagency consultation procedures for North Carolina; and

WHEREAS, the programs and projects included in the Durham-Chapel Hill-Carrboro Metropolitan Transportation Improvement Program for FY 2007-2013 are financially constrained in accordance with State and Federal law; and

WHEREAS, the programs are projects included in the Durham–Chapel Hill–Carrboro Metropolitan Transportation Improvement Program for FY 2007- 2013 are a direct subset of the amended 2030 Long Range Transportation Plan.

NOW THEREFORE, be it resolved that the Durham–Chapel Hill–Carrboro Metropolitan Transportation Improvement Program for FY 2007-2013 conforms to the intent of the North Carolina State Implementation Plan (or interim emissions tests in areas where no SIP has been approved or found adequate) in accordance with the clean Air Act as Amended, on this the 9th day of May, 2007.

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 9th day of May, 2007 to affix her signature to the foregoing document.

Notary Public for the State of NC
Residing at: _____
My commission expires _____

(Seal)

NORTH CAROLINA
DURHAM COUNTY

11/15/06

NORTH CAROLINA DEPARTMENT OF
TRANSPORTATION

SUPPLEMENTAL MUNICIPAL AGREEMENT

AND

PROJECT: I-0306 C
WBS ELEMENT:

CITY OF DURHAM

THIS AGREEMENT is made and entered into on the last date executed below, by and between the North Carolina Department of Transportation, an agency of the State of North Carolina, hereinafter referred to as the "Department" and the City of Durham, a municipal corporation, hereinafter referred to as the "Municipality".

W I T N E S S E T H:

WHEREAS, the Department and the Municipality, on the 13th day of June, 2003, entered into a certain Municipal Agreement, for the widening of I-85 from west of US 15-501 to west of Broad Street in Durham; and,

WHEREAS, the parties hereto now wish to supplement the aforementioned Agreement whereby the following provisions are added:

16. At the request of the Municipality, the Department shall include provisions in its construction contract for additional work to be incorporated with the installation of the median planters at the locations indicated on the approved project plans. The additional work consists of the following:

(A) The concrete monolithic islands originally specified at Hillandale Road (-Y1-) and Guess Road (-Y-), will be replaced with 450 mm curb around the perimeter and either filled with earth material or stamped concrete.

(B) Constructing stamped and colored concrete islands and medians in the locations and to the thickness shown on the plans.

17. The estimated betterment cost to the Municipality for said stamped and colored concrete islands and medians is \$89,700 which includes 15% engineering and contingencies.

(A) At the request of the Municipality, and upon authorization from the Transportation Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO), the Department shall initially allocate \$71,760 from the Durham-Chapel Hill-Carrboro (DCHC) MPO's State Transportation Program Direct Attributable Funds Allocation. The \$71,760 represents 80% of the \$89,700 estimated stamped and colored concrete islands and median cost. The Municipality shall be responsible for providing 20% (estimated \$17,940), matching funds for the Direct Attributable funds authorized. Any costs above \$89,700 shall be borne by the Municipality. Any unobligated Direct Attributable Funds remaining shall revert back to the DCHC MPO Direct Attributable Fund Allocation. If the TAC and the Municipality elect to authorize additional allocations for this project from the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization's (MPO), State Transportation Program Direct Attributable Funds Allocation, written notification shall be sent to the Program Development Branch for approval ninety (90) days prior to completion of the project and the Department shall make additional allocations consistent with such authorizations.

(B) The Municipality shall be responsible for funding the 20% match for the Direct Attributable funds authorized (\$17,940.00), all costs which exceed \$71,760 for landscaped median planter, and all eligible costs not reimbursed by the Federal Highway Administration due to non-compliance by the Municipality. The Municipality agrees that if the Federal Highway Administration should not participate in certain costs because of noncompliance with Federal and/or State regulations by the Municipality, it will reimburse the Department for such costs. All costs not reimbursed to the Department by the Federal Highway Administration for noncompliance by the Municipality shall be borne by the Municipality. In the event any monies are due to the Department, said funds shall be submitted within sixty (60) days of invoicing by the Department. The Department

shall charge a late payment penalty and interest on any unpaid balance due in accordance with G.S. 147-86.23 and G.S. 105-241.1. All other provisions shall remain the same.

Except as hereinabove provided, the Agreement heretofore executed by the Department and the Municipality on the 13th day of June, 2003 is ratified and affirmed as therein provided.

IN WITNESS WHEREOF, this Agreement has been executed, in duplicate, the day and year heretofore set out, on the part of the Department and the Municipality by authority duly given, as evidenced by the attached certified copy of Resolution, Ordinance or Charter Provision, as the case may be.

L. S.
ATTEST

CITY OF DURHAM

BY: _____

TITLE: _____

DATE: _____

(MUNICIPAL SEAL)

This instrument has been pre-audited in the manner required by the Local Government Budget and Fiscal Control Act.

Municipal Finance Officer

Federal Tax Identification Number

City of Durham

Remittance Address:
City of Durham
101 City Hall Plaza
Durham, NC 27701

DEPARTMENT OF TRANSPORTATION

BY: _____
STATE HIGHWAY ADMINISTRATOR

DATE: _____

APPROVED AS TO EXECUTION:

BY: _____
ASSISTANT ATTORNEY GENERAL

COPY OF A RESOLUTION PASSED BY THE CITY COUNCIL
OF THE CITY OF DURHAM, NORTH CAROLINA

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 North Carolina Department of Transportation has prepared and adopted plans to make certain street and highway improvements within this Municipality under Project I-0306 C, Durham County, said plans consisting of the widening of I-85 from west of US 15-501 to west of Broad Street in Durham; and,

WHEREAS, the Department and the Municipality now wish to amend the agreement for additional work which includes stamped and colored concrete islands and medians under Project I-0306 C; and,

WHEREAS, the Municipality shall be responsible for funding the 20% match for the Direct Attributable funds authorized (\$17,940) and all costs which exceed \$71,760 for the stamped and colored concrete islands and median.

NOW, THEREFORE, BE IT RESOLVED that Project I-0306 C, Durham County, is hereby formally approved by the City Council of the City of Durham and that the Mayor and Clerk of this Municipality are hereby empowered to sign and execute the Agreement with the Department of Transportation.

I, _____, Clerk of the City of Durham, do hereby certify that the foregoing is a true and correct copy of excerpts from the Minutes of the meeting of the City Council duly held on the _____ day of _____, 20__.

WITNESS, my hand and the official seal of said Municipality on this the ____ day of _____, 20__.

(Municipal Seal)

CLERK
CITY OF DURHAM
NORTH CAROLINA

DCHC MPO 5-Year Unified Planning Work Program : July 1, 2008 to June 30, 2013

	1	2	3	4	5	
FISCAL YEAR	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Period	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
	July 1, 2007-June 30, 2008	July 1, 2008-June 30, 2009	July 1, 2009-June 30, 2010	July 1, 2010-June 30, 2011	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013
1	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring	Surveillance of Change/ Data monitoring
1.1	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal	ADT count and TMC annual and seasonal
1.2	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring	VMT update and monitoring
1.3	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update	Street System Changes update
1.4	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data	Traffic accidents data
1.5	Transit system data	Transit system data	Transit system data	Transit system data	Transit system data	Transit system data
1.6	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data	Housing, POP, Emp. data
1.7	Air travel	Air travel	Air travel	Air travel	Air travel	Air travel
1.8			VOC	VOC	VOC	VOC
1.9	Travel Time		Travel Time	Travel Time	Travel Time	Travel Time
1.10	Mapping	Mapping	Mapping	Mapping	Mapping	Mapping
1.11	Parking inventory		Parking inventory	Parking inventory		Parking inventory
1.12	Bike/Ped. Facilities Inv	Bike/Ped. Facilities Inv	Bike/Ped. Facilities Inv	Bike/Ped. Facilities Inv	Bike/Ped. Facilities Inv	Bike/Ped. Facilities Inv
1.13	Bike/Ped. Facilities Counts	Bike/Ped. Facilities Counts	Bike/Ped. Facilities Counts	Bike/Ped. Facilities Counts	Bike/Ped. Facilities Counts	Bike/Ped. Facilities Counts
2	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)	Unified Planning Work Program (UPWP)
2.1	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary	Amend UPWP as necessary
2.2	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports	Process quarterly invoices and reports
2.3	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation	Prepare annual UPWP progress report and performance evaluation
2.4	Develop FY 2008 UPWP	Develop FY 2009 UPWP	Develop FY 2010 UPWP	Develop FY 2011 UPWP	Develop FY 2012 UPWP	Develop FY 2013 UPWP
2.5	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit	Grant monitoring and audit
2.6	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development	Perform annual self-certification & On-Going Process-Development
3	Long-Range Transportation Plan (LRTP)	Long-Range Transportation Plan (LRTP)	Long-Range Transportation Plan (LRTP)	Long-Range Transportation Plan (LRTP)	Long-Range Transportation Plan (LRTP)	Long-Range Transportation Plan (LRTP)
3.1	Land-use Scenario analysis	Approval of the 2035 LRTP for AQ analysis and conformity		SE data collection and Forecasts	Land-use Scenario analysis	Approval of the 2035 LRTP for AQ analysis and conformity
3.2	Approval of the SE data & forecasts	CTP components- Highway, transit, bicycle and pedestrian vision plans		Goals, Objectives and targets	Deficiency Analysis	CTP components- Highway, transit, bicycle and pedestrian vision plans
3.3	Alternative analysis	AQ analysis and conformity determination process		Model Update for LRTP analysis	Alternative analysis	AQ analysis and conformity determination process
3.4	Environmental analysis and mitigation	Inter-Agency Consultation process			Development of Preferred Option	Inter-Agency Consultation process
3.5	Consideration of SAFETEA-LU Planning Factors	Draft LRTP AQ Conformity Jan 09 & approval in March 09				Draft LRTP AQ Conformity Jan 2013 & approval in March 2013
3.6	Environmental Justice analysis	Federal approval LRTP June 2009				TAC Approved CTP in March 2013
3.7		TAC Approved CTP				
3.8	Development of financial plan	BOT Approves CTP				BOT Approves CTP May 2013
3.9	Development of Preferred Option					
4	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update	Travel Demand Model Development and Update
4.1	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities	On-going model maintenance and enhancement activities

DCHC MPO 5-Year Unified Planning Work Program : July 1, 2008 to June 30, 2013

	1	2	3	4	5	
FISCAL YEAR	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Period	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
	July 1, 2007-June 30, 2008	July 1, 2008-June 30, 2009	July 1, 2009-June 30, 2010	July 1, 2010-June 30, 2011	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013
4.2	Implement model enhancements and improvements (non-motorized trip, complete feedback loop [logsum], trip purposes, etc.	Model validation refinement	Collection of 2010 base year survey data, Census, ACS augment, onboard transit, commercial vehicle, etc	Collection of 2010 base year data- traffic counts, transit, etc		
4.3	Calibration (highway and transit) of 2005 model with complete new surveys and expanded area			Collection & development of 2010 networks		
4.4	2005 new model validation and 2035 sensitivity analysis			Socio-economic and demographic data collection and forecasts		
4.5	Model setup for 2005, 2015, 2025, 2035					
4.6				2010 base year model calibration and validation		
5	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning	Bicycle & Pedestrian Planning
5.1	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy	On-going bike and pedestrian advocacy
5.2		Update of the Regional bike Plan				
5.3	On-going bike and pedestrian planning, programming and project management					
6	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan	Short-Range Transit Plan
6.1	On-going transit planning process-TTA	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process	On-going transit planning process
6.2		Transit Development Plan (TDP) DATA	Transit Development Plan (TDP) CHT	Transit Development Plan (TDP) TTA		Transit Development Plan (TDP) CHT & TTA
7	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)	Congestion Management Process (CMS/CMP)
7.1	Completion of the MPO CMS Plan					
7.2	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness	On-going CMP monitoring of strategies & effectiveness
7.3			Establishment of Area of application & reevaluation of definition of congestion		Establishment of Area of application & reevaluation of definition of congestion	
7.4			Transportation system definition (modes & networks)		Transportation system definition (modes & networks)	
7.5			Transportation system definition (modes & networks)		Transportation system definition (modes & networks)	
7.6			Data collection & analysis for MPO CMS Update		Data collection & analysis for MPO CMS Update	
7.7			Develop Performance monitoring Plan		Develop Performance monitoring Plan	
7.8			Identification and evaluation of strategies.		Identification and evaluation of strategies.	
7.9			Action plan for monitoring effectiveness of strategies		Action plan for monitoring effectiveness of strategies	
7.10			Public comment and adoption of the MPO CMS		Public comment and adoption of the MPO CMS	
8	TIP	TIP	TIP	TIP	TIP	TIP
8.1	Develop & submit TIP Priority List for 2009-2015 TIP	Reconcile 2009-15 MTIP and STIP	Develop final draft 2011-2017 MTIP. TIP conformity determination	Reconcile 2011-17 MTIP and STIP	Develop final draft 2013-2019 MTIP. TIP conformity determination	Reconcile 2013-19 MTIP and STIP
8.2	Review draft STIP and prepare analysis comparison. Generate financial & revenue information for MTIP	Federal Approval of conforming 2009-15 MTIP, Oct 1 2008	TAC Approves 2011-2017 MTIP	Federal Approval of conforming 2011-17 MTIP, Oct 1 2010	TAC Approves 2013-2019 MTIP	Federal Approval of conforming 2013-19 MTIP, Oct 1 2012

DCHC MPO 5-Year Unified Planning Work Program : July 1, 2008 to June 30, 2013

	1	2	3	4	5	
FISCAL YEAR	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Period	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
	July 1, 2007-June 30, 2008	July 1, 2008-June 30, 2009	July 1, 2009-June 30, 2010	July 1, 2010-June 30, 2011	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013
8.3	Develop 2009-2015 MTIP . Public input and comment process.	Update TIP ranking & project prioritization methodology as necessary	BOT Approves 2011-2017 STIP	Update TIP ranking & project prioritization methodology as necessary	BOT Approves 2013-2019 STIP	Update TIP ranking & project prioritization methodology as necessary
8.4	TAC Approves 2009-2015 MTIP	Develop & submit TIP Project Priority List for 2011-2017 TIP		Develop & submit TIP Project Priority List for 2013-2019 TIP		Develop & submit TIP Project Priority List for 2015-2021 TIP
8.5	BOT Approves 2009-2015 STIP	Review draft STIP and prepare analysis comparison. Generate financial & revenue information for MTIP		Review draft STIP and prepare analysis comparison. Generate financial & revenue information for MTIP		Review draft STIP and prepare analysis comparison. Generate financial & revenue information for MTIP
8.6		One-on-one discussion between the MPO and NCDOT		One-on-one discussion between the MPO and NCDOT		One-on-one discussion between the MPO and NCDOT
8.7		Development 2011-2017 MTIP . Public input and comment process.		Development 2013-2019 MTIP . Public input and comment process.		Development 2015-2021 MTIP . Public input and comment process.
8.8	Process MTIP amendments as needed	Process MTIP amendments as needed	Process MTIP amendments as needed	Process MTIP amendments as needed	Process MTIP amendments as needed	Process MTIP amendments as needed
8.9	Annual TIP project Listing	Annual TIP project Listing	Annual TIP project Listing	Annual TIP project Listing	Annual TIP project Listing	Annual TIP project Listing
9	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ	Title VI/Civil Rights/EJ
9.1	MPO EJ Plan and Policy		Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts		Update EJ Plan and LEP program, and evaluate effectiveness of program and outreach efforts	
9.2	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list	Update EJ and LEP outreach mailing list
9.3	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program	Administer and monitor MPO EJ/LEP program
9.4	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed	Evaluate and Perform EJ analysis, impacts as needed
9.5	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database	Update EL/LEP demographic profile and database
10	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)	Public Involvement/Participation Plan (PIP/PPP)
10.1	Revise MPO Public Involvement/Participation Plan for SAFETEA-LU compliant	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process	Review and evaluate effectiveness of MPO Public Involvement Process
10.2	Develop evaluation measures/factors for measuring the effectiveness of the MPO					
10.3	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management	On-going MPO website update and content management
11	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning	Project Development & Incidental Planning
11.1	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process	Participation in project development, environmental analysis, NEAP process
11.2		Northern Durham Parkway/US 70 NEAP study	Northern Durham Parkway/US 70 NEAP study	Northern Durham Parkway/US 70 NEAP study		
12	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration	Land-use & Transportation integration
12.1	Develop MPO integrated Land use model	MPO integrated landuse model & integration with TRM				
12.2		Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts	Monitoring of land use development and consistency check with SE forecasts
13	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning	Intelligent Transportation System Planning

DCHC MPO 5-Year Unified Planning Work Program : July 1, 2008 to June 30, 2013

	1	2	3	4	5	
FISCAL YEAR	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Period	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
	July 1, 2007-June 30, 2008	July 1, 2008-June 30, 2009	July 1, 2009-June 30, 2010	July 1, 2010-June 30, 2011	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013
13.1	Update of the ITS deployment Plan & Regional Architecture	Update of the ITS deployment Plan & Regional Architecture				
13.2	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring	ITS planning, operation and monitoring
14	Safety Planning	Safety Planning	Safety Planning	Safety Planning	Safety Planning	Safety Planning
14.1	Data and information gathering on MPO safety planning, monitoring and analysis	Develop MPO safety planning initiatives	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.	Safety data collection and analysis, and coordination with other agencies.
14.2	Develop strategies for integrating safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process	Ongoing integration of safety in the MPO transportation planning process
14.3	Initiate safety planning					
15	Freight Planning	Freight Planning	Freight Planning	Freight Planning	Freight Planning	Freight Planning
15.1	Initiate MPO freight planning	Develop MPO freight plan and truck circulation map				
15.2	Develop database and mailing of truck and freight companies	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination	on-going freight planning and coordination
15.3	Develop freight component of the LRTP	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies	Outreach with freight and logistic companies
15.4	Intermodal linkage and coordination		Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps	Continuous update of truck circulation maps
16	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation	Transportation System Preservation
16.1	Initiate MPO strategy for integration systems preservation in the MPO transportation planning process	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation	Transportation System Preservation planning and operation
16.2	Gather data and information					
16.3	Address systems preservation in the 2035 LRTP development					
17	GIS Development	GIS Development	GIS Development	GIS Development	GIS Development	GIS Development
17.1	<i>Update Database</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>	<i>Maintain Databases</i>
17.2	Update Databases & Organize Data Dictionary	Maintain Databases; upgrade hardware and software as necessary	Maintain Databases	Maintain Databases	Acquire and Maintain Data; maintain hardware and software	Acquire and Maintain Data; maintain hardware and software
17.3	MPO GIS data warehouse/integration and automation	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers	Maintenance of MPO GIS and data layers
17.4		Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data	Coordination with resource agencies and linkages of transportation data with environmental data
17.5		Develop "Green Print" maps	<i>Update green print maps</i>	<i>Update green print maps</i>	<i>Update green print maps</i>	<i>Update green print maps</i>
18	Management and Operations	Management and Operations	Management and Operations	Management and Operations	Management and Operations	Management and Operations
18.1	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process	Management and Operations of the MPO 3-C process
18.2	TAC directives	TAC directives	TAC directives	TAC directives	TAC directives	TAC directives

DCHC MPO 5-Year Unified Planning Work Program : July 1, 2008 to June 30, 2013

		1	2	3	4	5
FISCAL YEAR	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Period	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13
	July 1, 2007-June 30, 2008	July 1, 2008-June 30, 2009	July 1, 2009-June 30, 2010	July 1, 2010-June 30, 2011	July 1, 2011-June 30, 2012	July 1, 2012-June 30, 2013
19	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning	Special Studies/State & Regional Planning
19.1	As Needed	As Needed	As Needed	As Needed	As Needed	As Needed
19.2	NC54/140/US 15-501 Sub-area study	NC54/140/US 15-501 Sub-area study				

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 (or interim emissions tests in areas where no SIP is approved or found adequate) 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 Transportation Conformity Determination Analysis and Report demonstrate that the Amended 2030 Long Range Transportation Plan (LRTP) conforms to the intent and purpose of the North Carolina State Implementation Plan (or interim emissions tests in areas where no SIP is approved or found adequate) 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: _____

**RESOLUTION
FINDING THE DURHAM-CHAPEL HILL-CARRBORO (DCHC)
METROPOLITAN PLANNING ORGANIZATION (MPO)
2030 LONG RANGE TRANSPORTATION PLAN IN CONFORMITY WITH
THE NORTH CAROLINA STATE IMPLEMENTATION PLAN (SIP) OR INTERIM
EMISSIONS TESTS IN AREAS WHERE NO SIP IS APPROVED OR FOUND
ADEQUATE**

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

WHEREAS, the United States Environmental Protection Agency designated Durham County, Orange County, and the part of Chatham County within the DCHC MPO planning boundary as non-attainment for ozone on June 15, 2004, and redesignated Durham County as maintenance for carbon monoxide on September 18, 1995; and

WHEREAS, the conformity analysis of the DCHC MPO 2030 LRTP is based on the most recent estimates for population, employment, travel and congestion as required in 40 CFR Part 93.110; and,

WHEREAS, the projects in the DCHC MPO 2030 LRTP have been financially-constrained (i.e., projected revenues and costs reasonably balance); and,

WHEREAS, the most recent motor vehicle emissions model was used to prepare the quantitative emission analysis, as required in 40 CFR Part 93.111; and,

WHEREAS, those projects and programs included in the DCHC 2030 LRTP contribute to annual emissions reductions as shown by the quantitative emissions analysis; and,

WHEREAS, that conformity determination was made according to the established interagency consultation procedures for North Carolina; and

WHEREAS, there are no transportation control measures in the North Carolina State Implementation Plan (SIP) that pertain to the DCHC MPO, as required in 40 CFR Part 93.111(b); and,

WHEREAS, the programs and projects included in the DCHC MPO 2030 LRTP are consistent with the North Carolina SIP emissions budgets for Durham County, and Baseline emissions for Orange County and Chatham County based on an emissions analysis; and,

WHEREAS, the programs and projects included in the DCHC MPO Transportation Improvement Program (TIP) for Fiscal Year 2007-2013 are a direct subset of the 2030 LRTP.

NOW THEREFORE, be it resolved that subject to the satisfaction of any comments by the US Environmental Protection Agency, the DCHC MPO 2030 Long Range Transportation Plan conforms to the purpose of the North Carolina State Implementation Plan (or interim emissions tests in areas where no SIP is approved or found adequate) in accordance with the Clean Air Act Amendment (CAAA) on this _____ day of _____, 2007.

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.

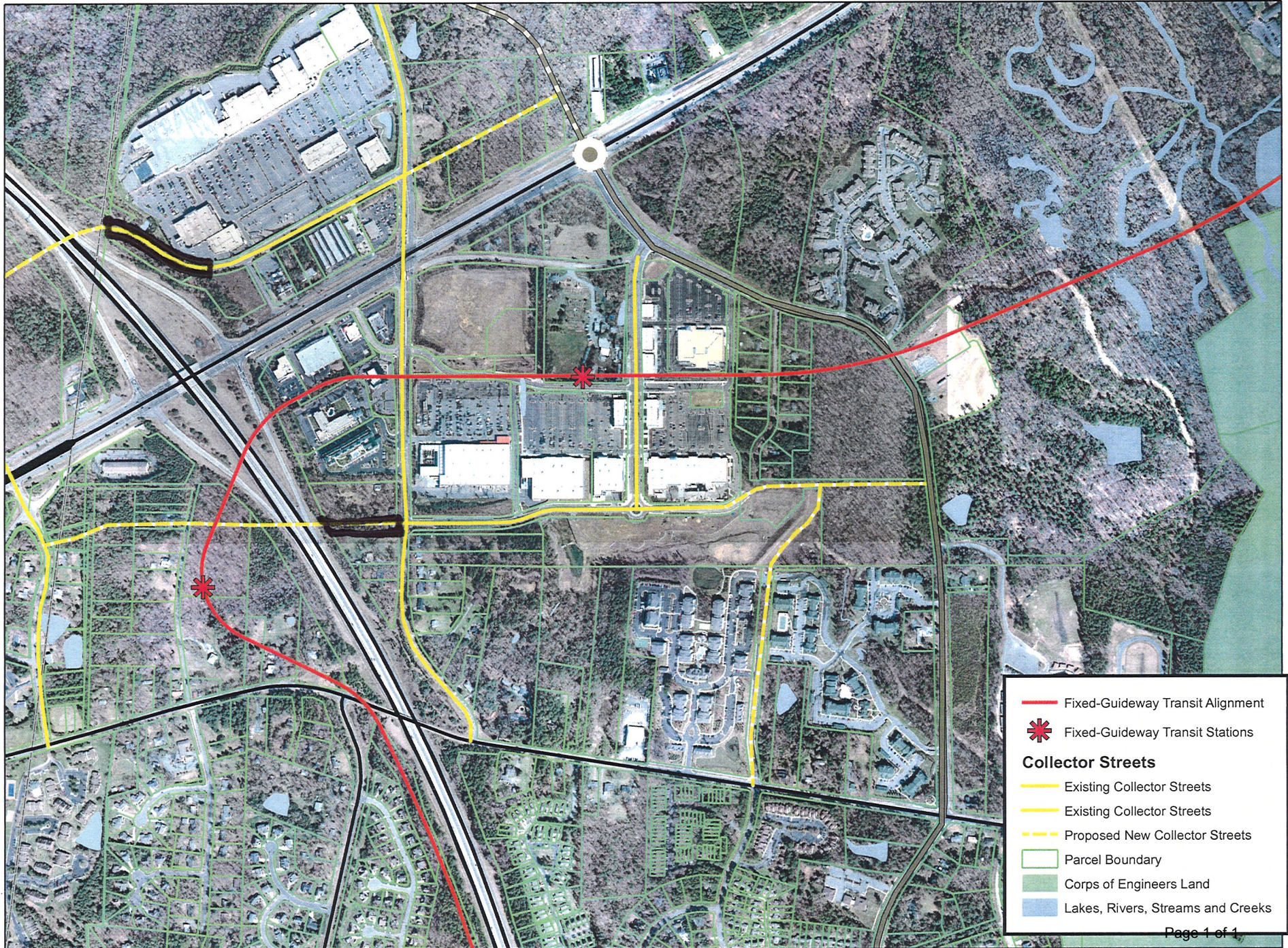
(Seal)

Notary Public
101 City Hall Plaza
Durham, NC 27701

My Commission Expires: _____

US-15-501/I-40 Interchange Area Collector Street and Fixed-Guideway Alignments

TCC 4/25/07 Attachment 9



 = Dedicated Public ROW

April 25, 2007

SE Data – DCHC MPO – Population*Total Population, Dwelling Units and Households (4/18/07)*

	Total Population				Total Population % Growth			2005-2035 Rate
	2005	2015	2025	2035	2005- 2015	2015- 2025	2025- 2035	
Durham	245,753	287,720	319,450	351,051	17%	11%	10%	1.2%
Orange	44,390	47,986	53,405	56,530	8%	11%	6%	0.8%
Chatham	34,067	62,399	89,774	117,129	83%	44%	30%	4.2%
Chapel Hill	56,924	62,158	65,621	67,341	9%	6%	3%	0.6%
Carrboro	20,851	22,784	25,336	28,259	9%	11%	12%	1.0%
Hillsborough	12,438	17,640	21,804	22,380	42%	24%	3%	2.0%
Total	414,423	500,687	575,390	642,690	21%	15%	12%	1.5%

	Total Dwelling Units				Total Dwelling Unit % Growth			2005-2035 Rate
	2005	2015	2025	2035	2005-2015	2015-2025	2025-2035	
Durham	106,498	142,862	156,761	170,877	34%	10%	9%	1.6%
Orange	17,343	18,748	20,873	22,088	8%	11%	6%	0.8%
Chatham	14,497	26,552	38,200	49,843	83%	44%	30%	4.2%
Chapel Hill	25,565	26,379	28,517	29,445	3%	8%	3%	0.5%
Carrboro	9,748	10,652	11,845	13,211	9%	11%	12%	1.0%
Hillsborough	4,877	6,919	8,550	8,776	42%	24%	3%	2.0%
Total	178,528	232,112	264,746	294,240	30%	14%	11%	1.7%

	Total Households				Total Household % Growth			2005-2035 Rate
	2005	2015	2025	2035	2005- 2015	2015- 2025	2025- 2035	
Durham	99,282	133,494	146,429	159,561	34%	10%	9%	1.6%
Orange	18,962	20,498	22,835	24,169	8%	11%	6%	0.8%
Chatham	15,524	28,429	40,901	53,363	83%	44%	30%	4.2%
Chapel Hill	22,419	25,698	32,928	34,326	15%	28%	4%	1.4%
Carrboro	9064	9906	11014	12284	9%	11%	12%	1.0%
Hillsborough	5,245	7,438	9,194	9,437	42%	24%	3%	2.0%
Total	170,496	225,463	263,301	293,140	32%	17%	11%	1.8%

SE Data – DCHC MPO – Population
Population/Dwelling Unit/Household Ratios (4/18/07)

	Total Households/Dwelling Units			
	2005	2015	2025	2035
Durham	0.93	0.93	0.93	0.93
Orange	1.09	1.09	1.09	1.09
Chatham	1.07	1.07	1.07	1.07
Chapel Hill	0.88	0.97	1.15	1.17
Carrboro	0.93	0.93	0.93	0.93
Hillsborough	1.08	1.08	1.08	1.08
Total	0.96	0.97	0.99	1.00

	Total Population/Household			
	2005	2015	2025	2035
Durham	2.48	2.16	2.18	2.20
Orange	2.34	2.34	2.34	2.34
Chatham	2.19	2.19	2.19	2.19
Chapel Hill	2.54	2.42	1.99	1.96
Carrboro	2.30	2.30	2.30	2.30
Hillsborough	2.37	2.37	2.37	2.37
Total	2.43	2.22	2.19	2.19

SE Data – DCHC MPO – Population
Population Check Totals (4/18/07)

2005 Population			
	SE Data	State Est.(1)	Difference
Durham County	245,753	242,207	1%
Orange County	132,103	121,992	8%

2035 Population			
	SE Data	State Est.(2)	Difference
Durham County	351,051	355,639	-1%
Orange County	171,510	171,453	0%

SE Data – DCHC MPO – Employment*Total Employment and Employment as Percent of Population (4/18/07)*

	Total Employment				Total Employment Percent Growth			2005-2035 Rate
	2005	2015	2025	2035	2005-2015	2015-2025	2025-2035	
Durham	176,068	212,417	245,482	286,192	21%	16%	17%	1.6%
Orange	4,290	5,803	7,317	10,094	35%	26%	38%	2.9%
Chatham	8,196	12,888	17,582	23,864	57%	36%	36%	3.6%
Chapel Hill	35,335	52,417	68,876	72,776	48%	31%	6%	2.4%
Carrboro	4,386	5,245	6,125	6,860	20%	17%	12%	1.5%
Hillsborough	5,679	11,484	13,954	14,553	102%	22%	4%	3.2%
Total	233,954	300,254	359,336	414,339	28%	20%	15%	1.9%

	Employment to Population Ratio			
	2005	2015	2025	2035
Durham	0.72	0.86	1.00	1.16
Orange	0.02	0.02	0.03	0.04
Chatham	0.03	0.05	0.07	0.10
Chapel Hill	0.14	0.21	0.28	0.30
Carrboro	0.02	0.02	0.02	0.03
Hillsborough	0.02	0.05	0.06	0.06
Total	0.95	1.22	1.46	1.69

SE Data – DCHC MPO – Employment
By Category and Category as Percent of Total (4/18/07)

	Total SerViCe				SerViCe as Percent of Total			
	2005	2015	2025	2035	2005	2015	2025	2035
Durham	86,775	105,125	121,840	137,333	49%	49%	50%	48%
Orange	2,258	3,352	4,447	5,552	53%	58%	61%	55%
Chatham	3,497	5,468	7,443	10,212	43%	42%	42%	43%
Chapel Hill	16,207	17,811	17,618	18,281	46%	34%	26%	25%
Carrboro	1,757	2,312	2,770	3,196	40%	44%	45%	47%
Hillsborough	2,347	3,532	4,414	4,381	41%	31%	32%	30%
Total	112,841	137,600	158,532	178,955	48%	46%	44%	43%

	Total OFFIce				OFFIce as Percent of Total			
	2005	2015	2025	2035	2005	2015	2025	2035
Durham	32,692	39,591	45,885	52,748	19%	19%	19%	18%
Orange	85	120	154	15,554	2%	2%	2%	154%
Chatham	508	877	1,248	1,944	6%	7%	7%	8%
Chapel Hill	14,473	26,615	43,529	46,627	41%	51%	63%	64%
Carrboro	288	328	379	403	7%	6%	6%	6%
Hillsborough	234	2,622	3,411	3,532	4%	23%	24%	24%
Total	48,280	70,153	94,606	120,808	21%	23%	26%	29%

	Total INDustrial				INDustrial as Percent of Total			
	2005	2015	2025	2035	2005	2015	2025	2035
Durham	28,940	35,621	41,709	45,933	16%	17%	17%	16%
Orange	1,074	1,268	1,469	1,640	25%	22%	20%	16%
Chatham	2,621	4,079	5,541	7,062	32%	32%	32%	30%
Chapel Hill	603	604	622	564	2%	1%	1%	1%
Carrboro	439	523	708	846	10%	10%	12%	12%
Hillsborough	596	1,278	1,508	1,628	10%	11%	11%	11%
Total	34,273	43,373	51,557	57,673	15%	14%	14%	14%

SE Data – DCHC MPO – Employment
By Category and Category as Percent of Total (4/18/07)

	Total HighWaY				HighWaY as Percent of Total			
	2005	2015	2025	2035	2005	2015	2025	2035
Durham	14,342	14,342	21,380	21,380	8%	7%	9%	7%
Orange	271	271	284	284	6%	5%	4%	3%
Chatham	988	988	1,382	1,382	12%	8%	8%	6%
Chapel Hill	2,523	2,523	2,546	2,546	7%	5%	4%	3%
Carrboro	950	950	1,018	1,018	22%	18%	17%	15%
Hillsborough	1,046	1,046	1,092	1,092	18%	9%	8%	8%
Total	20,120	20,120	27,702	27,702	9%	7%	8%	7%

	Total RETail				RETail as Percent of Total			
	2005	2015	2025	2035	2005	2015	2025	2035
Durham	17,089	19,496	21,707	21,707	10%	9%	9%	8%
Orange	668	822	970	970	16%	14%	13%	10%
Chatham	1,064	1,711	2,360	2,360	13%	13%	13%	10%
Chapel Hill	2,975	4,171	4,823	4,823	8%	8%	7%	7%
Carrboro	1,119	1,208	1,315	1,315	26%	23%	21%	19%
Hillsborough	1,962	2,817	3,575	3,575	35%	25%	26%	25%
Total	24,877	30,225	34,750	34,750	11%	10%	10%	8%

SE Data – DCHC MPO – Employment
Employment Check Totals (4/18/07)

2005 Employment			
	SE Data	ESC Est.(1)	Difference
Durham County	176,068	184,130	-4%
Orange County	49,690	68,680	-28%

2035 Employment			
	SE Data	ESC Est.(2)	Difference
Durham County	286,192	285,761	0%
Orange County	104,283	116,669	-11%

(1) Based on N.C. Employment Security Commission (ESC) estimate.
and related studies.

(2) Based on relationship between N.C. Employment Security Commission (ESC) estimate.
and Woods and Poole forecasts.

Overview of the FHWA/FTA Final Rule on Statewide and Metropolitan Transportation Planning and Programming

Background: The former rules on statewide and metropolitan transportation planning and programming (based on ISTEA) were more than 13 years old. Since ISTEA, Congress has added detailed requirements in areas such as public involvement/participation, interagency coordination, and environmental considerations in transportation planning. Further, because there were no regulations promulgated after TEA-21, the former rules do not reflect the provision in section 1308 of TEA-21 calling for the elimination of the Major Investment Study (MIS) as a stand-alone requirement. See below for additional information on this provision.

Notice of Proposed Rulemaking (NPRM)

The FHWA/FTA issued the NPRM in the Federal Register on June 9, 2006. The NPRM comment period closed on September 7, 2006. Approximately 150 sets of comments were submitted to the docket, including more than 1,600 separate comments from partner and stakeholder groups.

Major issues raised in the NPRM comments focused largely on:

- Fiscal constraint;
- The phase-in schedule to meet the July 1, 2007 SAFETEA-LU implementation deadline;
- Linking the transportation planning and project development/NEPA processes; and
- Coordinated Public Transit-Human Services Transportation Plans.

Over the past four months, FHWA and FTA staffs have reviewed, analyzed, and responded to the docket comments, as well as developed the Final Rule. To ensure that State DOTs, MPOs, and public transportation operators have ample time and opportunity to meet the July 1, 2007 SAFETEA-LU implementation deadline, timely issuance of the Final Rule is critical.

General Information on the Final Rule:

- This Final Rule was published in the February 14, 2007 Federal Register, and takes effect on March 16, 2007.
- Like the rules promulgated following ISTEA enactment, the new rules are codified in 23 CFR Part 450 (with the counterpart FTA cross-reference contained in 49 CFR Part 613). In addition, this rulemaking contains a revision in 23 CFR 500.109 related to congestion management processes (formerly congestion management systems) in Transportation Management Areas.

Key New Provisions:

Fiscal Constraint

- As of December 11, 2007, revenue and cost estimates for the STIP, metropolitan transportation plan, and TIP must use an inflation rate(s) to reflect “year of expenditure dollars” [see 23 CFR 450.216(l), 23 CFR 450.322(f)(10)(iv), and 23 CFR 450.324(h), respectively].
- The financial plans that support the metropolitan transportation plan and TIP (and, by default, the metropolitan portions of the STIP) shall include financial information containing systems-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by 49 U.S.C., Chapter 53) [see 23 CFR 450.216(m), 23 CFR 450.322(f)(10)(i), and 23 CFR 450.324(h), respectively].
- In air quality nonattainment and maintenance areas, projects included in the first two years of the STIP and TIP shall be limited to those for which funds are “available” or “committed” [see 23 CFR 450.216(m) and 23 CFR 450.324(i), respectively].
- MPOs may use “cost ranges/cost bands” for the outer years of the metropolitan transportation plan [see 23 CFR 450.322(f)(10)(v)].

Transportation Planning and Project Development/NEPA

- The Final Rule fulfills the intent of TEA-21 section 1308, particularly the elimination of the stand-alone MIS requirement [see 23 CFR 450.212(a) and 23 CFR 450.318(a), respectively].
- Final Rule contains a provision on metropolitan transportation planning linkages to project development involving FTA’s Alternatives Analysis [see 23 CFR 450.318(d)].
- Appendix A (Linking the Transportation Planning and NEPA Processes) provides additional, non-binding explanations of these linkage opportunities that reflects the spirit and intent of SAFETEA-LU sections 6001-6002.

Phase-In Schedule

- Phase-in schedules for implementing these new regulatory provisions for statewide and metropolitan transportation planning are based largely on the May 2, 2006 FHWA/FTA clarifying guidance on transition/implementation of SAFETEA-LU planning provisions [see 23 CFR 450.224 and 23 CFR 450.338, respectively].
- **Any amendments or updates** to long-range statewide transportation plans, STIPs, metropolitan transportation plans, or TIPs on or after July 1, 2007 shall be based on the provisions and requirements of the Final Rule. **However, administrative modifications** may be made to long-range statewide transportation plans, STIPs, metropolitan transportation plans, or TIPs on or after July 1, 2007 without meeting Final Rule requirements.

Key Issues/Actions:

- FHWA must make a STIP finding for all areas by 6/30/07 (for project approvals good through 9/30/08-depending on circumstances FHWA can extend the STIP approval for 180 days (beyond the 9/30/07 date)).
- For the AQ areas (i.e., Metrolina and Triangle) we will need to consider a contingency strategy if for some reason we see that an LRTP amendment/conformity determination will not be completed before 6/30/07. The contingency strategy will consist of not doing a LRTP amendment and move forward with a STIP/TIP that is a subset of the current conforming LRTP (this would require excluding any project that is not consistent with the current conforming LRTP). Steps for accomplishing this are:
 - Inform Interagency consultation partners of this approach and seek concurrence
 - MPO resolution adopting this approach (optional)
 - Make sure this approach is included in the public review and comment period
 - The rest of the process is identified in the conformity process schedule.

After July 1, 2007

- No STIP/TIP/LRTP amendments* will be allowed after June 30, 2007 until SAFETEA-LU compliant LRTP updates are completed. LRTPs are in a “planning freeze”, meaning no changes (moving projects across horizon years) can be made to the document until a new SAFETEA-LU compliant LRTP is updated.
- 2009-2015 STIP can be approved providing there is consistency with projects in approved LRTPs (TEA-21).

Options after October 1, 2008:

- Extend (up to 180 days) the 2007-2013 STIP

***Amendments vs. Administrative Modifications**

- **Any amendments or updates** to long-range statewide transportation plans, STIPs, metropolitan transportation plans, or TIPs on or after July 1, 2007 shall be based on the provisions and requirements of the Final Rule (SAFETEA-LU).
- **Examples of Amendments:**
 - any additions or deletions to major (regionally significant type) projects listed in first 3 years of STIP.
 - significant project cost increases (that affect overall fiscal constraint). Changes that affect fiscal constraint must take place by amendment of the STIP (450.216(n))
 - moving of projects from years 1-3 to years 4+ or vice versa
 - moving projects across LRTP horizon years
- **Administrative modifications** may be made to long-range statewide transportation plans, STIPs, metropolitan transportation plans, or TIPs on or after July 1, 2007 without meeting Final Rule requirements (SAFETEA-LU).
- **Examples of Administrative Modifications:**
 - any changes to projects listed in STIP year 4 and later
 - administrative changes/corrections to projects listed in first 3 years of STIP, such as minor project description changes
 - minor funding changes to a project

** These examples are intended to serve as a guide to decision-making. Any specific project changes where there is uncertainty (whether it’s considered an amendment or modification) will be discussed on a case by case basis.

Next steps:

- Meeting on 2/23/07 with NCDOT (Planning and TIP Unit) to discuss these implications.
- Provide this 1 page summary via e-mail to MPOs, NCDOT
- Make presentation at the next MPO/RPO Quarterly Meetings in April and answer questions.

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 - DCHMP 4/4/2007 Attachment 14

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 TC 01/20/07 Attachment 14

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 of 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.

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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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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

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

LYNDO TIPPETT
SECRETARY

April 10, 2007

Ms. Alice Gordon
Chair, DCHC MPO TAC
City of Durham, Transportation Department
101 City Hall Plaza
Durham, North Carolina 27701

Dear Ms. Gordon:

Thank you for your letter regarding project U-3308, the widening of Alston Avenue in Durham. The Department and the City of Durham staff have met several times regarding this project. Attached are minutes from a meeting held on February 7, 2007. At this meeting, many of the issues and concerns that your letter noted were discussed and the Department's response to each issue is provided. The Department will continue with the project design as noted in the minutes.

If you still have remaining concerns regarding the design, please schedule a meeting with Board Member Ken Spaulding to further discuss the project. To schedule this meeting, please contact Mr. Wally Bowman, Division Engineer, at 919-560-6851. If I can be of further assistance, please let me know.

Sincerely,

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

Lyndo Tippett

LT/js

Attachment

cc w/attachment:

Ken Spaulding, Member, Board of Transportation
Wally Bowman, PE, Division Engineer
Art McMillan, PE, State Design Engineer
Greg Thorpe, Ph.D., Director of PDEA
Patrick Baker, Durham City Manager
Theodore L. Voorhees, Durham 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

LYNDO TIPPETT
SECRETARY

March 2, 2007

MEMORANDUM TO: FILE

FROM: Beverly Robinson *BRob*
Project Development Engineer
Project Development and Environmental Analysis Branch

SUBJECT: NC 55 Alston Avenue Improvements, from NC 147 to US 70
Business/NC 98 (Holloway Street), Durham County, Federal Aid
Project No. STP 55(20), State project No. 8.1352801, WBS
Element 34915.1.1, TIP Project U-3308

A meeting was held for the project on February 7, 2007 in Room 117 of the Highway Building. The following persons were in attendance at this meeting:

Mark Ahrendsen	City of Durham/DCHC MPO
Dale McKeel	City of Durham Transportation
Renee Gledhill-Earley	Division of Cultural Resources/SHPO
Sarah McBride	Division of Cultural Resources/SHPO
DeWayne Sykes	Roadway Design
James Speer	Roadway Design
John Lansford	Roadway Design
Jay Stancil	Roadway Design
Jim Dunlop	Congestion Management
Benjetta Johnson	Congestion Management
Mike Stanley	TIP
Mary Pope Furr	Human Environment Unit/Architectural
Ed Lewis	Human Environment Unit/Public Involvement
Kimberly Hinton	Human Environment Unit/ Public Involvement
Eric Midkiff	Project Development and Environmental Analysis
Derrick Weaver	Project Development and Environmental Analysis
Beverly Robinson	Project Development and Environmental Analysis

The purpose of the meeting was to discuss outstanding design related issues addressed in a letter dated January 17, 2007 from the City of Durham. The following is a summary of the issues discussed and resolutions to those issues:

Issue: The City requests that the exclusive right turn lanes along Alston Avenue, particularly at Angier Avenue, Main Street and Liberty Street be eliminated

Resolution: The right turn lane proposed at Angier Avenue is required and can not be removed from the proposed design. Liberty Street east bound and west bound right turn lanes will be removed. Congestion Management is reviewing the necessity of the southbound right turn lane along Alston Avenue. A decision regarding the southbound right turn lane at the Liberty Street intersection is expected by the end of March. The proposed westbound right turn lane along Holloway Street is also under review by Congestion Management. A decision is expected by the end of March.

Right turn lanes have been removed from several intersections along the proposed project. In addition, pedestrian refuge islands and push button signals will be installed at all intersection with the exception of Angier Avenue. The Angier Avenue intersection inhibits the space for the pedestrian refuge because Asbury Temple United Methodist Church, a historic property, is located at this intersection.

Issue: Stripe the proposed fourteen foot outside lanes for an eleven foot travel lane and three foot bike lane plus gutter.

Resolution: The NCDOT Office of Bicycle and Pedestrian Transportation does not recommend changing the proposed 14 foot outside travel lane to an eleven foot outside travel lane with a striped three foot bike lane. Fourteen foot outside lanes will effectively accommodate bicycle and vehicular travel.

Issue: Provide sufficient space along Alston Avenue to accommodate street lights on metal poles with underground wiring.

Resolution: This will be handled as an encroachment, along with the other Duke Power facilities inside the R/W. The Department will give Duke Power Company (DPC) the lighting design criteria and review the plans for conformance with AASHTO requirements, as we do with all lighting encroachments. Synergetic Design is the designers that DPC have worked with in the past to prepare the lighting plans. In addition because of the berm width along this project breakaway poles must be used for the proposed lights. Murray Howell is in charge of the right of way utilities for the proposed project. Mr. Howell will coordinate with the City of Durham and DPC to coordinate the design for the street lights and placement of stub outs and conduits for the proposed lighting.

Issue: Minimize curb radius at streets intersecting Alston Avenue while providing sufficient radius to accommodate anticipated vehicular traffic.

Resolution: Roadway Design has reduced the curb radius at every intersection along the proposed project to 30 or 35 feet. This reduction will require DATA buses making right turns from a stop position to do so from the inside travel lane. DATA buses currently use Main, Liberty and Holloway Streets. These intersections would be areas of concern for the turn radii's. Mark Ahrendsen, City of Durham, stated that he takes full responsibility for DATA and is in agreement with this design.

Issue: Consider a change in the direction of the one way streets on the west side of Alston Avenue to better suit the HOPE VI developments.

Resolution: As requested by the City of Durham in an earlier letter, the street directions have been changed and are currently reflected in the design plans.

Issue: Consider decreasing the length of the exclusive left turn lanes and tapers to provide more median space for landscaping.

Resolution: Congestion Management is reviewing current design plans to determine areas where reducing left turn lanes and tapers might be possible. A decision regarding decreasing the length of the exclusive left turn lanes and tapers will be reached by the end of March. The design plans currently shows additional median space measuring 200-feet in length and 12 feet wide along Alston Avenue near NC 147 that can be used for landscaping.

Issue: The City has concerns with retaining walls along the project and would like the Department to add aesthetic treatments to the proposed retaining walls to match the existing walls in the area.

Resolution: The retaining wall proposed at Main Street is the only wall along the project that is visible from Alston Avenue. Other retaining walls proposed for the project are approximately 6 to 8 feet in height and are below Alston Avenue. The City of Durham will review our retaining walls products and coordinate with Pamela Schooler, Alternative Delivery Unit/New Products Section, concerning the type of adornment available for retaining walls. The State Historic Preservation Office has requested that the retaining walls within the Golden Belt Historic District be unadorned. Therefore, these walls will be unadorned concrete walls.

Issue: The City of Durham has requested the opportunity to review any plans for railing or fencing used in conjunction with the proposed retaining walls.

Resolution: The Department commits to coordinate with the City of Durham regarding the fencing or railings used in conjunction with the retaining walls.

Issue: Consideration should be given to reducing the proposed 6.5 foot depth cut along Alston Avenue at the railroad structures to no more than 3 feet.

Resolution: Information supplied by the Rail Division of the NCDOT recommended proposed spans for the new structure that are thicker than the existing spans as well as a bridge deck that is thicker. The height required for the proposed structures will not allow for a 3-foot saving of cut under the proposed structures.

Additional items discussed at this meeting include the following:

The Department is requesting that the Memorandum of Agreement for the Golden Belt Historic District be sign by the City of Durham by the end of February. If the

signatures are not received from the City by then the Department will proceed with the MOA without their signature.

The landscaping agreement in the MOA will be changed from a 2-year warranty to 3 years. Current landscaping Municipal Agreements with NCDOT allocates a 3-year warranty.

Design plans currently shows a 6-foot side walk. A commitment will be added to the Finding of No Significant Impact to provide 6-foot sidewalk if the City agrees to pay for the extra foot of sidewalk. However, if additional berm width is required to accommodate street lights, the City may agree to 5-foot sidewalks as previously proposed for the project

The City has concerns about the relocation of the Compare Foods Grocery Store along Alston Avenue. Mark Ahrendsen suggested some type of mitigation because of Environmental Justice (EJ).

Executive Order 12898 requires all agencies using federal funds to incorporate achieving EJ into their mission. Each agency is required to identify and address disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.

A disproportionately high adverse effect is any substantial individual or cumulative human health or environmental effect that (1) will be predominately borne by a minority/low-income population; or (2) will be suffered by minority/low income population and is appreciably more severe or greater in magnitude than the adverse effect to be suffered by the non-minority/low-income population.

The Department will adhere to the Executive Order as it relates to this project as is possible.

If there are questions or corrections concerning the above information please feel free to call me at (919) 733-7844 extension 254.

BGR

CC: Kenneth Spaulding, Member, Board of Transportation
Wally Bowman, P.E., Division 5
Pamela Schooler, Alternative Delivery Unit
Murray Howell, Utilities Coordination Unit