

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

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

AGENDA**May 9, 2007****9:00 AM****Committee Room****2nd Floor Durham City Hall**

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

ACTION ITEMS

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

A copy of the April 11, 2007 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the April 11, 2007 TAC meeting.

- 6. 2007-2013 Metropolitan Transportation Improvement Program
(Attachment 6, 6A, 6B, 6C, 6D, 6E)**

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. Attachment 6 is a memo describing the recommended final MTIP (Attachment 6A), including the changes to the STPDA allocation spreadsheet (Attachment 6B), the differences between the final MTIP and final STIP, and the STIP amendments that have been requested by

the transit operators. The red on the STPDA spreadsheet indicates the funding included in the recommended 2007-2013 MTIP. Attachment 6C is the resolution adopting the 2007-2013 MTIP. Attachment 6D is the resolution finding the MTIP in conformance with the North Carolina State Implementation Plan (SIP).

A suggested transmittal letter to NCDOT for the 2007-2013 MTIP is included as Attachment 6E. This letter expresses that the MPO is unsatisfied with the TIP process and would like more opportunity to provide substantive input on the TIP. The DCHC MPO state legislative delegation will be sent a copy of the letter.

TCC Recommendation: That the TAC approve the resolution adopting the 2007-2013 MTIP (Attachment 6C) and the resolution finding the MTIP in conformance with the North Carolina State Implementation Plan (SIP) (Attachment 6D).

TAC Action: Approve the resolution adopting the 2007-2013 MTIP (Attachment 6C) and the resolution finding the MTIP in conformance with the North Carolina State Implementation Plan (SIP) (Attachment 6D). Review the TIP transmittal letter (Attachment 6E) and direct staff to send it to NCDOT along with the adopted 2007-2013 MTIP.

7. I-306C - I-85 Widening – Request for STPDA Funds
(Attachment 7)

Mark Ahrendsen, TCC Chair

The City of Durham requested that NCDOT construct landscaped and stamped concrete islands at Hillandale and Guess Roads as part of the construction of I-306C (I-85 widening). NCDOT initially stated that sufficient funds were expected to be available from other betterment initiatives on the I-85 project (e.g. brick noise walls, landscaped median, etc.) to pay for the islands. However, NCDOT recently requested that the City execute a supplemental municipal agreement (Attachment 7) for \$89,700 for the landscaped and stamped concrete islands.

The City of Durham requests that \$70,000 of STPDA funds currently programmed as a placeholder for I-85 interchange fencing be allocated to the landscaped and stamped concrete islands. The interchange fencing will not be provided as part of the I-85 widening project. The City is requesting \$56,000 of federal funds and will provide the \$14,000 match. The STPDA spreadsheet is included as Attachment 6B.

TCC Recommendation: That the TAC approve the City of Durham's request to allocate the \$70,000 of STPDA funds currently programmed as a placeholder for interchange fencing on I-85 for landscaped and stamped concrete islands at Hillandale and Guess Roads.

TAC Action: Approve the City of Durham's request to allocate the \$70,000 of STPDA funds currently programmed as a placeholder for interchange fencing on I-85 for landscaped and stamped concrete islands at Hillandale and Guess Roads.

8. MPO Five Year Work Program
(Attachment 8)

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. The recommended MPO five year work program is provided as Attachment 8.

TCC Recommendation: That the TAC adopt the MPO Five Year Work Program (Attachment 8).

TAC Action: Adopt the MPO Five Year Work Program (Attachment 8).

9. 2030 Long Range Transportation Plan Amendment #1 and Conformity Determination and Analysis Report

(Attachment 9)

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 ended 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). The Air Quality Conformity Report is consistent with the recommended final 2007-2013 MTIP (Attachment 6A).

Attachment 9 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 April TAC meeting and it is posted on the MPO website - www.dchcmmpo.org.

TCC Recommendation: That the TAC approve the resolution to adopt the Amended 2030 LRTP and the Air Quality Conformity Analysis and Determination Report (Attachment 9).

TAC Action: Approve the resolution to adopt the Amended 2030 LRTP and the Air Quality Conformity Analysis and Determination Report (Attachment 9).

10. Southwest Durham Southeast Chapel Hill Collector Street Plan

(Attachment 10, 10A)

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. Attachment 10 summarizes and discusses the TCC recommendation for responding to directive #3. Attachment 10A is a reference map of the I-40/US 15-501 intersection area.

TCC Recommendation: That the TAC adopt the recommended collector street and fixed-guideway corridors where the corridors cross I-40 (Attachment 10).

TAC Action: Adopt the recommended collector street and fixed-guideway corridors where the corridors cross I-40 (Attachment 10).

11. Safe Routes to School Resolution

(Attachment 11)

Dale McKeel, LPA Staff

Safe Routes to School (SRTS) is a program that enables and encourages children to walk and bicycle to school; makes walking and bicycling to school a safe and more appealing transportation option, and facilitates the planning, development and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of school.

SAFETEA-LU has provided NCDOT funding for SRTS since 2005. The program is currently being run by an interim coordinator. No funds have been allocated to projects and NCDOT has said that the program is still under development. The resolution (Attachment 11) requests that NCDOT appoint a permanent coordinator and begin programming funds.

TCC Recommendation: That the TAC approve the resolution to request that NCDOT appoint a permanent Safe Routes to School Coordinator (Attachment 11).

TAC Action: Approve the resolution to request that NCDOT appoint a permanent Safe Routes to School Coordinator (Attachment 11).

12. H1462 – Municipal Street Provision**(Attachment 12)****Mark Ahrendsen, TCC Chair**

A bill requested by the N.C. Department of Transportation would have serious repercussions for cities and towns. Currently, municipalities negotiate with DOT and reach agreements as to which streets are to be included in the state system and which are to be city-maintained. *HB 1462 – Municipal Street Provisions*, sponsored by Rep. Nelson Cole (Attachment 12), would remove the requirement that streets first be accepted by municipalities in order to be added to the municipal system. It also narrows the definition of those streets that will be included in the state system. The NC League of Municipalities adamantly opposes this change.

TCC Recommendation: That the TAC send a letter to the DCHC MPO state legislative delegation expressing opposition to H1462.

TAC Action: Send a letter to the DCHC MPO state legislative delegation expressing opposition to H1462.

13. Land Transfer Tax**(Attachment 13, 13A)****Alice Gordon, TAC Chair**

At the April 11 TAC meeting, the TAC directed the TAC Chair to send a letter of support for several transportation bills introduced in the NC General Assembly. One of the bills, H153, sponsored by Rep. Michaux, authorized counties and cities to levy a menu of local option taxes if approved by voters. These taxes could be used by local governments to help pay for infrastructure improvements. One of the local option taxes included in this bill is a local government land transfer tax. Senator Atwater has also introduced a bill, S1516 – Local Option Land Transfer Tax, that would allow counties to levy a land transfer tax if approved by voters (Attachment 13). Land transfer taxes are supported by many of the DCHC MPO member jurisdictions.

TAC Action: Send a letter of support for a local government land transfer tax to the DCHC MPO state legislative delegation (Attachment 13A).

14. Earmark Requests**(Attachment 14, 14A, 14B, 14C)****Mark Ahrendsen, TCC Chair**

NCDOT, the City of Durham, and the Town of Chapel Hill have requested earmarks for several DCHC MPO area transportation projects.

NCDOT has asked that the DCHC MPO, the City of Durham, and Durham County consider sending a letter of support for an earmark request for a grade separated crossing of Hopson Road in Durham County near Morrisville. The earmark request is for \$660,000 in the FY 2008

Transportation-HUD Appropriations Bill and it will be submitted to Congressman David Price. Attachment 14 is the Project Funding Request. The total project cost is \$6.464 million.

The City of Durham is requesting an earmark for a railroad grade separation study for Corcoran and Mangum Streets in downtown Durham (Attachment 14A). The earmark request lists a \$100,000 cost, but the City recently increased the request to \$400,000. The Town of Chapel Hill is requesting earmarks for bus purchases (Attachment 14B) and the US 15-501 Park-n-Ride Lot (Attachment 14C). The earmark request for the bus purchase is \$2.2 million. The earmark request for the US 15-501 Park-n-Ride Lot is \$3 million.

TCC Recommendation: That the TAC express support for the NCDOT, City of Durham, and Town of Chapel Hill earmark requests if the earmarks will not adversely affect the funding of other projects due to the application of the state equity formula.

TAC Action: Express support for the NCDOT, City of Durham, and Town of Chapel Hill earmark requests if the earmarks will not adversely affect the funding of other projects due to the application of the state equity formula.

15. Carrboro STP-DA Bike/Ped Projects

Dale McKeel, LPA Staff

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

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

REPORTS:

16. Report from the TAC Chair

Alice Gordon, TAC Chair

TAC Action: Receive Report from TAC Chair

17. Reports from Staff

(Attachment 17)

Felix Nwoko, LPA Staff

TAC Action: Receive Report from Staff

18. Report from the TCC Chair

Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

19. NCDOT Report

(Attachment 19)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS

20. Recent News Articles and Updates

(Attachment 20)

21. Letter from NCDOT re U-3308 Alston Avenue Widening – April 10, 2007

(Attachment 21)

22. Letter from DCHC MPO to NCDOT re Federal Rescission – March 1, 2007

Letter from NCDOT re Federal Rescission – April 12, 2007

(Attachment 22, 22A)

23. Letter from NCDOT re Amtrak Station – April 2, 2007

(Attachment 23)

24. Letter from Durham to Chapel Hill re Southwest Durham County Land Use Plans – February 23, 2007

(Attachment 24)

Adjourn

Next meeting: June 13, 2007

TAC Directives to Staff

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

01/01/06 – Present (Completed/Pending/In Progress)

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

03/10/04	Send letter to NCDOT expressing concern over NC-147 /I-40 interchange and concern over backups occurring on NC-147.	<u>Completed/Pending</u> - Letter sent 03/17/04. Staff has discussed with NCDOT various alternatives under consideration by NCDOT.
05/10/04	Regional Priority Project List methodology and ranking process need to be revisited. Staff to work with subcommittee to do so.	<u>Completed/Pending</u> – Revisions to TIP Priority methodology approved by the TAC in February 2005, for use in development of Priority List for 2007-2013 TIP. Update for next Priority List under development (awaiting the completion of CMS study for performance measures).
08/25/04	Metropolitan Area Boundary	<u>Completed/In Progress</u> – TAC approved MAB for the 2030 LRTP. Staff to bring back proposal for MAB expansion for the next LRTP update.
08/25/04	Further study of Farrington Road/Stagecoach Road corridor to move projects forward for funding.	<u>In Progress</u> – Addressed in August 10 TAC Agenda Staff Report. Corridor study included the 2006-07 Unified Planning Work Program (UPWP). Study to be completed by June 2007.
08/25/04	Further study of Latta Road/Infinity Road/Roxboro Road intersection.	<u>In Progress</u> – To be evaluated as part of the next (2035) LRTP update.
04/13/05	Section 5307 Apportionment. TAC approved FY 2004-2005 apportionment and directed that allocation formula for next year be reexamined to consider percentages by ridership and efficiency.	<u>In Progress</u> – MPO transit operators agreed to maintain current allocation formula and review as new information becomes available.
09/14/05	Staff to check with DATA about the possibility of designating a Park-and-Ride in northern Durham.	<u>In Progress</u>
11/9/05	Refer Old Durham/Chapel Hill Road Feasibility Study to staff for final recommendation on: 1) funding recommended design; 2) resolution of technical issues.	<u>In Progress</u> : Technical issues are resolved and final recommendation made. Funding recommendation is pending. See Attachment 10 of 02/08/06 TAC Agenda.
01/11/06	Draft letter to NCDENR to recommend county-based motor vehicle emission budgets	<u>Completed</u> : Letter sent 1/19/06. See Attachment 18 of 02/08/06 TAC Agenda.

01/11/06	Draft resolution to be sent to the Governor and the DCHC legislative delegation to oppose the diversion of transportation taxes and fees to the General Fund and to oppose a change in the state motor fuels tax formula	<u>Completed:</u> Resolution sent 1/19/06. See Attachment 19 and 19A of 02/08/06 TAC Agenda.
02/08/06	Request that staff report on the funding of the Triangle Regional Model and the status of the model update	<u>Completed:</u> See Attachment 6 of 4/12/2006 TAC Agenda.
02/08/06	Refer Chapel Hill's request for a Long Range Transit Master Plan to the TCC. Examine the possibility of including the whole MPO.	<u>Completed:</u> UPWP adopted at 05/10/06 TAC.
02/08/06	Provide an overview of travel modeling, the assumptions used in the model, and potential applications.	<u>Completed:</u> Presentation given at 4/12/2006 TAC Meeting.
02/08/06	Draft a letter to NCDOT requesting the hiring of the Safe Routes to School Coordinator	<u>Completed:</u> See Attachment 15 of 03/08/06 TAC Agenda
03/08/06	Request that staff update the TAC on the New Freedom allocation.	<u>Completed:</u> See Attachment 7 of 05/10/06 TAC Agenda
03/08/06	Provide an organizational chart to illustrate staff resources and how UPWP funds are allocated.	<u>Completed:</u> See Attachment 8 of 04/12/06 TAC Agenda.
03/08/06	Draft a letter to NCDOT regarding funding the East End Connector and initiating the Northern Durham Parkway Study	<u>Completed:</u> See Attachment 22 of 06/14/06 TAC Agenda
04/12/06	Bring US 15-501 Memorandum of Agreement (MOA) back to TAC for consideration.	<u>Completed:</u> See Attachment 9 of 09/13/06 TAC Agenda
04/12/06	Investigate use of peer review for Triangle Regional Model (TRM)	<u>In Progress:</u> TRM committee has taken up this project
04/12/05	Address cost splits for TRM tasks at next DCHC MPO/CAMPO joint TAC meeting	<u>In Progress:</u>
04/12/06	Make MVEB recommendations to TAC in light of Maintenance redesignation	<u>Completed:</u> See Attachment 9 of 05/10/06 TAC Agenda.
05/10/06	Send a letter to Senator Atwater requesting funds for the Farrington/Farrington Mill/Stagecoach Rd. corridor	<u>Completed:</u> See Attachments 16, 16A of 06/14/06 TAC Agenda.
05/10/06	Provide clarification on the effect of the Collector Street Plan on zoning and site plan approvals, Celeste Circle, George King Rd., and NC 54 Service Rd.	<u>Completed:</u> See Attachment 6 of 06/14/06 TAC Agenda
06/14/06	Refer public comments on the Collector Street Plan to the TCC to develop a revised plan.	<u>Completed:</u> See Attachment 7C of 12/13/06 TAC Agenda. See Attachment 8F of 3/14/07 TAC Agenda.

06/14/06	Work with the Regional Transportation Alliance and the Durham Chamber to craft alternate language for SB 1819/HB 2828.	<u>Completed:</u> See Attachment 20 of 08/09/06 TAC Agenda.
06/14/06	Review and provide input on the design of the Triangle Parkway	<u>Completed:</u> See Attachment 6B of 08/09/06 TAC Agenda.
06/14/06	Provide information on how the federal rescission was applied to other states	<u>Completed:</u> See Attachment 18 of 08/09/06 TAC Agenda.
08/09/06	Follow up with the BPAC and DATA Boards regarding public involvement for MPO activities.	<u>In Progress:</u>
09/13/06	Schedule another public workshop for the Southwest Durham/Southeast Chapel Hill Collector Street Plan	<u>Completed:</u> Workshop held 10/10/06
09/13/06	Send a follow-up letter to NCDOT regarding the retail development on the Chatham-Orange County line.	<u>Completed:</u> See Attachment 19 of 10/11/06 TAC Agenda. Response received. See Attachment 14, 14A of 11/08/06 TAC Agenda.
10/11/06	Revise the 2007-2013 TIP to reflect public comments.	<u>Completed:</u> See Attachment 6A of 11/08/06 TAC Agenda.
10/11/06	Provide information on if a municipality can accelerate resurfacing using local funding.	<u>In Progress</u>
11/08/06	Send a letter to NCDOT Division 7 and 8 requesting coordination when reviewing a driveway permit for the retail development on the Chatham-Orange County line.	<u>Completed:</u> See Attachment 16 of the 12/13/06 TAC Agenda.
01/10/07	Work with the TAC officers to identify candidates for the Joint MPO Special Advisory Commission for Transit. Recommend appointments	<u>Completed:</u> See Attachment 6 of the 02/14/07 TAC Agenda.
01/10/07	Work with NCDOT to resolve the remaining concerns with the design of U-3308 Alston Avenue	<u>In Progress:</u> See Attachment 11A of 02/14/07 TAC Agenda and Attachment 20 of 4/11/07 TAC Agenda.
02/14/07	Send a letter to NCDOT and state legislative delegation requesting the NCDOT reconsider its decision not to relocate the Durham Amtrack station	<u>Completed:</u> See Attachment 23 of 4/11/07 TAC Agenda
02/14/07	Send a letter to the Governor, state legislative delegation, and NCDOT on TIP funding issues.	<u>Completed:</u> See Attachment 23 of 3/14/07 TAC Agenda
02/14/07	Develop a long-term and short-term strategy for addressing funding needs working with other MPOs and the Metropolitan Coalition	<u>In Progress:</u>
03/14/07	Review Phil Post's proposed adjustments to the Southwest Durham Southeast Chapel Hill Collector Street Plan/Southwest Durham Drive. Develop a recommended final plan.	<u>Completed:</u> See Attachment 7A of 4/11/07 TAC Agenda

04/11/07	Review Chapel Hill's request for one crossing on I-40 on the Southwest Durham Southeast Chapel Hill Collector Street Plan.	<u>Completed:</u> See Attachment 10 of 5/09/07 TAC Agenda.
04/11/07	Provide information on the effect of the Triangle Parkway on alleviating traffic on I-40.	<u>In Progress:</u>
04/11/07	Send a letter to the DCHC MPO state legislative delegation regarding transportation bills introduced in the General Assembly	<u>In Progress:</u>

39 Alice Gordon, TAC Chair called the meeting to order at 9:10 a.m. and the Roll Call was
40 conducted. Mark Ahrendsen received prior notification that George Lucier and Diane Catotti
41 will not be in attendance.

42 **PRELIMINARIES:**

43 **Adjustments to the Agenda**

44 Item 14, Carrboro STP-DA Bike/Ped Projects presentation will be postponed until the
45 May meeting.

46 Mark Ahrendsen stated that handouts were provided at the beginning of the meeting
47 related to some of the items on the agenda. On item 7, you have two maps which will be
48 discussed. On item 11, there is a one page handout regarding some socio-economic data for the
49 2035 Long Range Plan which Andy Henry will discuss. On item 12, there is a revision to the
50 resolution.

51 A motion was made by Mike Woodard and seconded by Bill Strom to approve the
52 adjustments to the agenda. The motion carried unanimously.

53 **Public Comments**

54 There were no public comments for items not already on the agenda.

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

56 There were no comments regarding the Directives to Staff.

57 **ACTION ITEMS:**

58 **March 14, 2007 TAC Meeting Minutes (Attachment 5)**

59 A motion was made by Mike Woodard and seconded by Becky Heron to approve the
60 March 14, 2007 TAC Meeting Minutes. The motion carried unanimously.

61 **2030 Long Range Transportation Plan Amendment #1 and Conformity Determination and**
62 **Analysis Report – Public Hearing (Attachments 6 and 6A)**

63
64 Andy Henry provided an update on the 2030 Long Range Transportation Plan
65 Amendment #1 and Conformity Determination and Analysis Report – Public Hearing, along
66 with the attachments.

67 Andy stated that there were several changes to the 2007-2013 TIP that delayed some
68 projects. One project was moved forward, the Triangle Parkway. Because of that, some of the
69 timeframes for some of the projects in our LRTP changed and thus we have to redo the
70 conformity analysis for our 2030 LRTP. This is an amendment; it is only changing the time the
71 projects will be finished, not the cost analysis and other large elements of the plan.

72 Becky Heron asked if we are looking at a lot of the projects being delayed a long time
73 out. Andy stated that we are putting the projects in different air quality analysis year categories
74 in the 2030 LRTP. For example, for the purposes of the LRTP and air quality analysis, U-3309
75 is shown as a 2020 project. Mark Ahrendsen stated that in terms programming you can actually
76 go by the second to last column which displays the funding in the 2007-2013 STIP. It is just as
77 Andy stated, the project moved into the next ten year period for the air quality analysis.

78 The public meeting for the 2030 Long Range Transportation Plan Amendment #1 and
79 Conformity Analysis and Determination Report was opened and no one requested to speak.

80 A motion was made by Mike Woodard and seconded by Mayor Bill Bell to close the
81 public hearing. The motion carried unanimously.

82 **Southwest Durham Drive/Southwest Durham Southeast Chapel Hill Collector Street Plan**
83 **(Attachments 7, 7A, 7B, 7C, 7D, 7E, 7F, 7G, 7H, 7I)**

84
85 Andy Henry provided an introduction for the Southwest Durham Drive/Southwest
86 Durham Southeast Chapel Hill Collector Street Plan, along with the attachments. Andy stated
87 that there are several elements to the plan; there is a map that shows approximate corridors and

88 collector streets. There are also recommendations in the collector street plan for traffic calming
89 in areas where the basic design of a street would encourage speeding. There are also
90 recommendations for building sequencing, in other words, they are not going to build roads that
91 would encourage a lot of traffic to use certain roads and then the traffic would exceed the design
92 of the road. This also helps make sure the streets are friendly to both motorists, pedestrians and
93 bicyclists. Several changes have been made throughout the process. Andy reviewed the changes
94 using the maps on the wall with the TAC.

95 Mark Ahrendsen asked Andy to address a concern about the collector streets and the
96 transit corridor crossing I-40 between Old Durham Chapel Hill Road and US 15-501. That was
97 part of an earlier Chapel Hill resolution. Andy stated everyone should have a handout with a
98 smaller map of the area.

99 Ed Harrison stated he sent an email last week to staff and has not had a response until
100 now.

101 Bill Strom asked about the 750 feet issue on the April 11th Citizen Alternative Close Up
102 map. Bill suggested spreading Kilkenny and the other collector street to create a greater distance
103 than 750 feet between collector streets. Andy stated that the NCDOT's guidelines are 1200 feet.
104 Bill asked if Andy had tried to get the 1200 feet. Mark Ahrendsen stated that the distance is
105 there to do it, but it would have to re-route one of them through the school property to provide
106 the separation. The collector streets would have to be moved further north on the east side and
107 south on the west side to spread it and by doing that the collector streets end up crossing several
108 parcels and would end up being built piecemeal. Mark stated that there is sufficient distance
109 between Ephesus Church and the roundabout, but to get the spacing you cross many different
110 parcels. Bill asked if you pushed the collector streets down to the bottom of the property line on

111 the southern spur and to the top of the property line on the northern spur would there be
112 sufficient separation.

113 Becky Heron asked what happens to the service road at New Hope Commons. Andy
114 stated that currently it stubs out. Mark Ahrendsen stated that conceivably it could go away with
115 redevelopment of the property between Mt. Moriah Road and I-40 and could have front access
116 from New Hope Commons Drive.

117 Ed Harrison stated that he e-mailed three staff members about the two crossings at I-40
118 five days ago and did not get an answer until today. Ed stated with the way the plan is the two
119 separate crossings entering the property at separate points, an applicant is really at a lost in
120 respect to what they are expected to do. The first bullet on the resolution from the Town of
121 Chapel Hill opposed two crossings and this still stands. As of now, it is an unsupportable plan.

122 Ed stated that the Town of Chapel Hill has made the position over and over in the past
123 months. Ellen Reckhow stated that it was not part of the review area and Mark Ahrendsen stated
124 it was a part of the review area. Mark stated that Durham has been reserving and acquiring right-
125 of-way for the transit corridor and collector street plan. The Kanki Steakhouse was approved
126 after the transit corridor alignment was set. Next to Home Depot, there has been some
127 reservation for the transit corridor alignment as shown. Mark stated that they have been
128 reserving and requiring dedication of rights-of-way on the Durham side of I-40, other than the
129 Kanki Steakhouse, in accordance with the two corridors that are on the adopted plan. In fact, the
130 streets are in place.

131 Alice Gordon asked staff to clarify how this relates to the recommendation from staff.
132 Mark Ahrendsen stated the recommendation from staff is to maintain the collector street as
133 shown on the recommended collector street plan which was part of the previously adopted US

134 15-501 corridor study. Alice stated that Ed Harrison's recommendation is that this can't be done
135 because the Kanki Steakhouse is there. Ed stated that the Town of Chapel Hill's position is that
136 they do not want two crossings. David Bonk stated the issue is more practical in some ways; this
137 plan shows two bridges across I-40. There is very little opportunity to get funding from NCDOT
138 for one bridge let alone two, particularly for a bridge for a collector. The Town of Chapel Hill's
139 position is a crossing that would combine both the road and the fixed guideway corridor. Ed
140 Harrison stated that the Town of Chapel Hill needs to know.

141 Becky Heron asked if it would serve any useful purpose for staff to discuss this with the
142 Town of Chapel Hill to see if an agreement can be reached.

143 Phil Post, a resident spoke regarding the plan. Mr. Post stated that he appreciated the
144 time that staff spent reviewing his suggestions. The three connections are Kilkenny, Lancaster,
145 and Meadowmont Lane. With respect to Kilkenny, his original suggestion was to have offset
146 intersections; but after meeting with staff he realized there are substantial objections. Mr. Post
147 proposed that at the intersection of Kilkenny and George King Road there be a roundabout. Mr.
148 Post was told that staff would support this request. Turning now to the either four or five spoked
149 roundabout where Meadowmont Lane, Lancaster, and George King Road come together; Mr.
150 Post would like to continue to urge the TAC to adopt a four spoked roundabout. Mr. Post's
151 reasons are as follows: As the roads enter the roundabout from the west they are running parallel,
152 so you have Meadowmont Lane and Lancaster running parallel for a number of feet. From a
153 citizen standpoint it is wasteful to occupy so much room in the roadway corridors building roads
154 that are roughly parallel. It is extremely important that Meadowmont Lane be recognized as a
155 two lane facility and it is now classified as an arterial. If this plan is adopted in either form, it
156 should be revisited whether Meadowmont Lane should be an arterial. If the TAC adopts a four

157 spoked roundabout, it has some efficiency for both the developer and the community, not having
158 parallel roads. So what you have is a short section of Meadowmont and then Lancaster Drive
159 would tee into it. The travel distance would be a little bit longer, it would be circuitous. By
160 being more circuitous, it would directly support the Town of Chapel Hill resolution with regards
161 to circuitous connections in the neighborhoods. Furthermore, if you have two parallel roads
162 remaining on your plan, he foresees a developer coming to the governing body to state you have
163 substantially burdened this property where the developer can only afford to build one roadway.

164 Scott Murray, representing a land owner spoke regarding the plan. They agree with the
165 general alignment of the plan. They support the concept of the traffic circle because of the
166 reasons Mr. Post expressed. However; they are concerned with the overall impact that this has
167 on the property. They feel it is an unfair burden to put on the property owner.

168 Charles Paterno, a resident spoke regarding the plan. The Meadowmont Community's
169 strong desire is that whatever plan the TAC adopts that a caveat be in place that Meadowmont
170 will maintain as a collector street for all of the reasons that have been stated. Once it is upgraded
171 to an arterial road, our understanding is that we lose the opportunity to place many of the
172 calming devices in that are necessary to maintain the community as a safe, pedestrian friendly
173 community.

174 Chris Selby, a resident spoke regarding the plan. Mr. Selby stated it is his understanding
175 that Meadowmont Lane is designated as a minor arterial and will be constructed as such to
176 comply with the LRTP. He stated it is the best way to serve connectivity in the region which is
177 the major goal. With respect to the five point intersection with Lancaster Drive and Southwest
178 Durham Drive, etc., it is a good idea. It was pointed out in the technical report that it is
179 important to have a five point intersection because the Southwest Durham Drive is likely to get

180 delayed in the construction and to serve connectivity it would be best for Lancaster Drive to be
181 connected to the circle early on.

182 Bill Strom stated he has concerns for the two crossings of I-40 near US 15-501 and
183 pointed out that the Town of Chapel Hill Town council resolution came on December 4, 2006.
184 Speaking as a TTA representative, this alignment is cut across two entrance/exit ramps and I-40.
185 It just looks like to would be more efficient to figure out a way to combine it with the second
186 crossing. Bill speaks in favor of the TCC coming back with recommendations for combining
187 that crossing into a single crossing. It is important if we want to support a fixed dedicated
188 guideway. Public transit is essential.

189 Ed Harrison stated that in Chapel Hill's resolution there are bullets that were brought up
190 about four months ago and we still have a plan that doesn't address all of the bullets. An item
191 that has been brought up is the two crossings of I-40; particularly the transit alignment. The fact
192 is, as the citizens have pointed out, that the Town of Chapel Hill made a specific position that
193 Meadowmont Lane retains its classification as a collector street. We also asked that there be
194 funding available from the STP-DA program for traffic calming including bicycle/pedestrian
195 improvements along existing streets. Ed Harrison stated that he could not support passing the
196 plan as proposed.

197 Ellen Reckhow stated that she is confused about Meadowmont Lane and would like staff
198 to address her concerns. What is it currently classified as in the long range transportation plan?
199 Mark Ahrendsen stated it is a minor thoroughfare. It is part of Southwest Durham Drive. Ms.
200 Reckhow does not remember discussing this item at the December meeting. Mark Ahrendsen
201 stated that staff did consider all the bullets and came back with the final recommendation, which

202 was what staff thought they could support, and it was presented to the TCC. In regards to
203 allocating STP-DA funds for traffic calming, staff's position is that this is a local responsibility.

204 Alice Gordon stated that there are three issues that need to be addressed. One is the area
205 of US 15-501 that has to do with how many corridors, one or two; the second is the Kilkenny
206 intersection, should it be offset or made straight with a stop sign or roundabout; and third is the
207 George King Road section, should there be a four or five pronged roundabout.

208 Becky Heron stated that at this point, she can not thoroughly support the Chapel Hill
209 resolution. We need to have further staff input regarding the resolution.

210 Bill Strom spoke in favor of the four prong roundabout which is on attachment 7D. He is
211 not convinced it is an overbearing burden to the land developer that is interested in that parcel.
212 We had a very clear message from the citizens in Chapel Hill. He would prefer to see Lancaster
213 Drive attached to Meadowmont Lane and at the least have the right-of-way for Meadowmont
214 Lane reserved. It creates more certainty for the citizens.

215 A motion was made by Bill Strom and seconded by Mayor Bill Bell to accept the
216 configuration on Attachment 7D. The motion passed with Mike Woodard voting against.

217 A motion was made by Mayor Bill Bell and seconded by Bill Strom to accept the
218 configuration of Kilkenny and Southwest Durham Drive on Attachment 7C modified with a
219 roundabout at the intersection. The motion passed unanimously.

220 A motion was made by Ed Harrison and seconded by Bill Strom to send the issue of the
221 double crossing of I-40 back to staff for a recommendation with a request that there be one
222 crossing if possible.

223 A substitute motion was made by Becky Heron and seconded by Mayor Bill Bell to
224 approve the plan as presented and ask staff to come back with recommendations on the crossing
225 of I-40. The motion passed unanimously.

226 A motion was made by Mike Woodard and seconded by Becky Heron to adopt the entire
227 plan with the three issues as stated. The motion passed unanimously.

228 **2007-2008 Unified Planning Work Program (Attachment 8, 8A, 8B)**

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

231 A motion was made by Mike Woodard and seconded by Mayor Bill Bell to approve the
232 2007-2008 Unified Planning Work Program (Attachment 8A) including the adopting resolution
233 (p.1), the adopting transit resolution (p.3), and the self-certification resolution (p.5).

234 Ed Harrison asked the TAC to consider funding a study for a bicycle route along NC 54
235 between Chapel Hill and RTP. Mark Ahrendsen replied that this will be considered in fiscal year
236 2008. Ellen Reckhow asked if the TDM master plan will cover the entire Triangle or just
237 Durham and Wake. TTA is doing a regional TDM, so it covers Chapel Hill as well.

238 The motion carried unanimously.

239 **Allocation of FTA Section 5307 Funds (Attachment 9)**

240 Felix Nwoko provided an introduction for the Allocation of FTA Section 5307 Funds,
241 along with the attachment.

242 A motion was made by Mike Woodard and seconded by Bill Strom to approve the
243 allocation of FY 2006-2007 Section 5307 funds in Attachment 9. The motion carried
244 unanimously.

245 **2007-2013 Metropolitan Transportation Improvement Program (Attachment 10, 10A)**

246 Mark Ahrendsen provided an introduction for the 2007-2013 Metropolitan Transportation
247 Improvement Program, along with the attachments.

248 Mark stated as far as the State is concerned, there is no funding for the Northern Durham
249 Parkway and US 70 projects even the environmental study which is what we requested.

250 **2035 Long Range Transportation Plan – Socio-economic Data (Attachments distributed at**
251 **the beginning of the meeting)**

252
253 Andy Henry provided an introduction for the 2035 Long Range Transportation Plan –
254 Socio-economic Data, along with the attachments.

255 We have gone through a public comment period on the socio-economic data. We have
256 had public workshops, three in Durham; two in Orange County; and one in Chatham. We went
257 through extensive review. We have provided the socio-economic data to the ITRE Service
258 Bureau, the group doing the model. The TAC will not approve this data until we approve the
259 amendment to our 2030 LRTP.

260 Alice Gordon asked if Orange County included the Burlington MPO part and Andy stated
261 yes.

262 Mark Ahrendsen stated we can't ask the TAC to officially approve it at this time, until
263 the 2030 LRTP Amendments and air quality conformity is complete, which will probably be
264 June. But, we did not want to wait for your official action on approving the 2035 forecast to
265 begin some of the modeling work for the Transit Infrastructure Blueprint, the Chapel Hill Long
266 Range Transit study, the Orange County greenhouse gas study, and the Turnpike Authority
267 feasibility study. These are unofficial numbers we using for modeling purposes at this time, but
268 your official action will be in the summer at the August meeting.

269 **Triangle Parkway (Attachment 12, 12A, 12B)**

270 Mark Ahrendsen provided an introduction for the Triangle Parkway resolution, along
271 with the attachments. The resolution expresses support for a recurring state gap funding
272 commitment for turnpikes to accelerate the freeway construction.

273 Mark Ahrendsen stated that they are requesting it to be in addition to anything that this
274 area would otherwise receive. They requested it not come out of the equity formula, that it not
275 be a diversion of funds that would otherwise be available to the MPO, but that it be a separate
276 allocation made for those toll projects.

277 Bill Strom stated that his original understanding was that the turnpikes were going to pay
278 for themselves. Mr. Strom is personally not satisfied with excluding just the equity formula
279 projects. The only money we have received is some Moving Ahead funds. We shuffle projects
280 constantly, but the money that has really been helpful in Chapel Hill is Moving Ahead money. It
281 seems like these are the funds that would suffer from the need for gap funding. He is
282 uncomfortable with this request.

283 Ed Harrison stated that the project was sold to the TAC as self-funding. It looks like in
284 Division 5 there are more important projects. When it was presented to the TAC, it was not
285 presented as needing this much contribution from the MPO.

286 Ellen Reckhow stated that she asked several months ago when this presentation was
287 made what the impact of building the Triangle Parkway would be in terms of alleviating traffic
288 on the section of I-40. Mark Ahrendsen stated that he does not have it with him. We probably
289 have model runs, with or without the facility that would show what the traffic would be on I-40.
290 Ellen Reckhow asked if we could get the model run to show that as it would be beneficial. Mark
291 Ahrendsen thinks they have done those runs. He knows they have done the model runs on the

292 Triangle Parkway itself to show what traffic is expected to be because it is part of the revenue
293 projections.

294 Becky Heron stated if this road gets built and they find out their revenues are not going to
295 be the percentage they were expecting is when they are going to come back with a larger gap
296 funding request.

297 Mark Ahrendsen stated maybe their bond holders will have to deal with that. If it does
298 not generate the revenue they project, he is not sure what happens to it at that point.

299 Becky Heron stated that she is not sure we are ready to send this resolution unless we
300 really emphasize what we expect to come out of it; as far as additional gap funding and the
301 consideration of carpools and transit that we are requesting.

302 Alice Gordon stated it is important that what DCHC requests will be looked at. Mark
303 Ahrendsen stated if the TAC wants to approve the resolution with those conditions, the revised
304 language supports it but with the caveat that is provided that the three plus carpools and transit
305 are toll free.

306 Becky Heron asked what the timeframe is on the resolution. Mark Ahrendsen stated that
307 there is legislation pending in the General Assembly right now that would provide gap funding
308 for the turnpike. That is being considered right now and you would be weighing in on the
309 resolution either supporting it or not supporting it.

310 Ellen Reckhow asked staff to see if there is any information on how it alleviates traffic on
311 our existing roads and ask the TAC to take action at the May meeting.

312 **Transportation Bills Introduced in the NC General Assembly (Attachments 13, 13A, 13B)**

313 Mark Ahrendsen provided an introduction for the Transportation Bills introduced in the
314 NC General Assembly, along with the attachments.

315 A motion was made by Bill Strom and seconded by Mike Woodard to authorize the TAC
316 Chair to send a letter to the DCHC MPO state legislative delegation supporting the bills outlined
317 in the agenda except for S1054. The motion carried unanimously.

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

319 The Carrboro STP-DA Bike/Ped Projects presentation was deferred to the May meeting.

320 **REPORTS FROM STAFF:**

321 **Reports from Staff (Attachment 15)**

322 The report from staff is attached for review.

323 **Report from the TCC Chair**

324 Mark Ahrendsen, the Mayor, and our Legislative Delegation met with Secretary Tippet
325 and other NCDOT staff, including Wally Bowman, to go over some of design issues of the
326 Alston Avenue Widening project.

327 There is a ribbon-cutting ceremony for the DATA Operations and Maintenance Facility
328 on April 18, 2007 at 11 am on Fay Street.

329 The Joint MPO Special Transit Advisory Commission is underway. The two Co-Chairs
330 and two Co-Vice Chairs met with the stakeholders to initiate the project. The chairs are meeting
331 tomorrow to set the agenda for the first meeting of the twenty-nine member commission which
332 will probably late April or early May. They are meeting at the RDU Airport which will be the
333 central location.

334 The contract with ITRE will be \$100,000. Mark Ahrendsen stated that they have advised
335 the commission co-chairs and advised them that if they felt the need for additional funds or
336 assistance, they need to bring it back to the TAC.

337 Ed Harrison would like electronic notice of meetings with the MPO Special Transit
338 Advisory Commission.

339 There is a public hearing on April 18th for the Redesignation Demonstration and
340 Maintenance Plan for the Triangle area.

341 **NCDOT Report (Attachment 17)**

342 Wally Bowman, NCDOT Division 5 Engineer, provided an update on projects. We had
343 originally planned on doing a ribbon-cutting later this month on the I-85 widening project, but it
344 looks like it will be late May or June because we are not 100% complete. Ellen Reckhow asked
345 when the landscaping will be done in the islands. Wally will check and get back to Ellen. Mark
346 Ahrendsen stated that his understanding was that it was let as part of the Guess Road planning
347 contract and it was going to be in the March or April timeframe.

348 Becky Heron asked how much longer the construction material is going to be piled up on
349 NC-147 getting off at US 15-501. Wally stated that the contractor is allowed to leave the staging
350 area as long as he is active on the project. When the final punch list and final inspection are
351 done, he will have to remove it. They also have to restore the area back to the way it was before
352 they put their staging material out.

353 The contractor began working on I-40 this week. He started on the west end working
354 east. The contractor closes the outside two lanes putting traffic on the median. The work will
355 begin at 8 p.m. until 6 a.m. except there will be nine weekends where he can work continuous
356 from Friday night at 8 p.m. until 6 a.m. Monday morning. He has to choose the nine weekends
357 around special events and holidays. He will be through with all work this year by November 15,
358 2007 so it will not get into the holiday season. Detours have been put in place and the media has
359 been notified. There will not be any lane closures during peak hours.

360 Ed Harrison asked if the NCDOT website has the schedule of the I-40 repairs. Wally
361 stated it is on the NCDOT website, under public information. The schedule is a tentative one
362 right now.

363 Ellen Reckhow and Mike Woodard stated the public information notice on the I-40
364 repairs has been excellent.

365 On the Airport Boulevard project, we took bids for the second time and it was awarded.
366 The work will begin next week and the completion date is August 2008. It is from NC-54 to
367 McKrimmon.

368 Mike Cowan, NCDOT Division 7 Engineer, provided an update on projects. Homestead
369 has been let to contract. The contractor will be doing lane closures from this point through the
370 month of August, but only daytime lane closures. We issue media statements with regards to
371 lane closures.

372 **Report from the TAC Chair**

373 Alice Gordon stated that CAMPO accepted all of the DCHC recommendations on the
374 STAC per the attachment that was distributed. TTA will be the point of contact. The next
375 organizational meeting will decide the procedure, the venue, and how often the meetings will be
376 held. All TAC members and alternates are welcome to come, as well as, the public.

377 **INFORMATIONAL ITEMS**

378 **Recent News Articles and Updates (Attachment 19)**

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

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

381 The letter to NCDOT re-U-3308 Alston Avenue Widening is attached for review.

382 **NCDOT Response to Letter on Federal Rescissions**

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

385
386 The NCDOT response to letter on Federal Rescissions DCHC MPO response to
387 NCDOT's response to letter on Federal Rescissions is attached for review.

388 **Triangle Redesignation Demonstration and Maintenance Plan – Public Hearing**
389 **(Attachment 22)**

390
391 The Triangle Redesignation Demonstration and Maintenance Plan – Public Hearing is
392 attached for review.

393 **Letter to NCDOT re Relocation of the Durham Amtrak Station (Attachment 23)**

394 The letter to NCDOT re relocation of the Durham Amtrak Station is attached for review.

395 **Adjournment**

396 There being no further business of the Transportation Advisory Committee, a motion was
397 made by Mike Woodard and seconded by Becky Heron to adjourn the meeting at 11:57 a.m.
398 The motion carried unanimously.

MEMORANDUM

**TO: Transportation Advisory Committee
 DCHC MPO**

FROM: DCHC MPO Lead Planning Agency

DATE: May 9, 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 6A. A STPDA spreadsheet that corresponds to the recommended final 2007-2013 MTIP is presented as Attachment 6B.

Differences between the Final MTIP and Final STIP

The recommended final MTIP differs from the final adopted STIP on the projects listed in the table below. The two differences in FY 2007-2009 (EB-4707 and EB-5021) are minor project description differences.

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
p. 19 p. 41	U-2807	Added A and B phases.	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
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-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-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. 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

2007-2013 State Transit Improvement Program (STIP) Amendment

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 table below. This amendment has been sent to NCDOT-PTD and the Board of Transportation for consideration. This amendment has been incorporated in the recommended final MTIP.

Page	Project	Description
p. 10	TA-4757	Changed "Expansion" to "Replacement" and changed to a funded project to incorporate DATA's STIP Amendment
p. 10 p. 33	TA-4818A	Added project to incorporate TTA's STIP Amendment
p. 15	X-XXXX	Added four projects to incorporate DATA's STIP Amendment (JARC and NF Projects)
p. 22	TA-4753	Scheduled the project in 2009 to incorporate DATA's STIP Amendment
p. 22	TA-4754	Scheduled the project in 2009 to incorporate DATA's STIP Amendment
p. 22	TA-4755	Scheduled the project in 2008 to incorporate DATA's STIP Amendment
p. 22 p. 44	TA-4818B	Added project to incorporate TTA's STIP Amendment
p. 24	X-XXXX	Added project to incorporate DATA's STIP Amendment
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.
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.
p. 44	TA-4976B	Changed project description to "8" instead of "6" and changed funding to incorporate CHT's STIP Amendment.
p. 44	TA-4977A	Changed project description to "6" instead of "8" and changed funding to incorporate CHT's STIP Amendment
p. 47	X-XXXX	Added project to incorporate CHT's STIP Amendment
p. 47	X-XXXX	Added project to incorporate CHT's STIP Amendment

STPDA Allocation in Durham County in the Final MTIP

The BOT's approval of the STIP requires several changes to the STPDA allocation spreadsheet (Attachment 6B) for Durham County. These changes have been included in the recommended MTIP. Two of the changes indicate that the MPO will be using STPDA funds for highway projects (U-4010 and U-4011). Historically, the MPO has used STPDA funds for bicycle/pedestrian, transit, and enhancement projects that are local priorities.

An explanation for the changes made to the following four projects is included below. A table summarizes the total effect of these changes.

1. EL-2921E (American Tobacco Trail): The spreadsheet shows \$1.181M allocated in 2007 and 2008. This includes 10% for planning and design. Planning and design is typically not shown on the STIP, thus the STIP includes \$1.062 (90% of \$1.181M) of STPDA funds in 2007 and 2008. The MPO received a \$2,236,000 earmark for this project.
2. U-3804 (Hillandale Rd.): The draft STIP included \$2.4M of STPDA funds allocated in 2007. The final STIP includes no STPDA funds for U-3804 in order to minimize split funding sources and over obligation of STPDA funds. This project is now fully funded by STP.
3. U-4010 (NC 98 Holloway St.): The spreadsheet shows \$2.236M allocated in 2007. This was required by NCDOT is to offset the \$2.236M earmark received for the American Tobacco Trail (EL-2921E) for equity formula purposes. The STIP includes \$2.012M (90% of \$2.236) as the earmark for the American Tobacco Trail because NCDOT does not typically include 10% for planning and design in the STIP.
4. U-4011 (Miami Blvd.): The spreadsheet shows \$1.874M allocated in 2008. NCDOT included this in the STIP to ensure timely obligation of STPDA funds. In the One-on-One meetings, the MPO requested that STPDA funds be spent on this project to accelerate the schedule. Although the schedule has not been accelerated, NCDOT understood the MPO's request to mean using STPDA funds on this project would be acceptable.

Project	Before 2007-2013 MTIP			2007-2013 MTIP		
	STPDA	Earmark	Total	STPDA	Earmark	Total
EL-2921E	-\$1,181,000	\$0	-\$1,181,000	-\$1,181,000	+\$2,236,000	+\$1,055,000
U-3804	-\$2,400,000		-\$2,400,000	-\$0		-\$0
U-4010	\$0		\$0	-\$2,236,000		-\$2,236,000
U-4011	\$0		\$0	-\$1,874,000		-\$1,874,000
Total			-\$3,581,000			-\$3,055,000



**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		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
TC-4702A	DURHAM	JOB ACCESS/REVERSE COMMUTE	TOTAL	JARC L	216 216 432	2007
TC-4702B	DURHAM	JOB ACCESS/REVERSE COMMUTE	TOTAL	JARC L	161 161 322	2008
TN-4702A	DURHAM	NEW FREEDOM	TOTAL	FNF L	144 144 287	2007
TN-4702B	DURHAM	NEW FREEDOM	TOTAL	FNF L	72 72 144	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 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: DURHAM (FREEWAY UPGRADE) B: CHAPEL HILL	RIGHT-OF-WAY CONSTRUCTION TOTAL	STP STP	1653 25000 98000 124653	PRIOR YEARS UNFUNDED UNFUNDED
U-2831B	DURHAM	BRIGGS AVENUE EXTENSION, RIDDLE ROAD TO SR 1951 (SO-HI DRIVE). TWO LANES ON MULTI-LANE RIGHT OF WAY.	RIGHT-OF-WAY CONSTRUCTION TOTAL	S S	6185 1200 3300 10685	PRIOR YEARS UNFUNDED UNFUNDED
U-4445	DURHAM	NC 147 (DURHAM FREEWAY), NEAR ALSTON AVENUE. CONSTRUCT PEDESTRIAN BRIDGE OVER NC 147 AND REMOVE EXISTING SUBSTANDARD PEDESTRIAN BRIDGE.	CONSTRUCTION TOTAL		2000 2000	PRIOR YEARS IN PROGRESS
U-4446	DURHAM	NC 147 (DURHAM FREEWAY), I-40 TO I-85. INSTALL ITS INFRASTRUCTURE IMPROVEMENTS.	CONSTRUCTION TOTAL		1502 1502	PRIOR YEARS IN PROGRESS
U-4716	DURHAM	SR 1978 (HOPSON ROAD) AND SR 1980 (CHURCH STREET). CONSTRUCT A GRADE SEPARATION, EXTEND CHURCH STREET AND CLOSE CHURCH STREET CROSSING 734 748M OF THE NORFOLK SOUTHERN-NORTH CAROLINA RAILROAD.	CONSTRUCTION TOTAL	RR	6500 6500	UNFUNDED

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
U-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		CONSTRUCT A 125 SPACE PARK AND RIDE LOT. SECTION A: DURHAM-CHAPEL HILL-CARRBORO (DCHC) MPO TO PARTICIPATE IN CONSTRUCTION AND OPERATING ASSISTANCE FOR THREE YEARS FOR A NEW TRANSIT SERVICE.				
			CONSTRUCTION	CMAQ	22	2008
			CONSTRUCTION	L	6	2008
			OPERATIONS	CMAQ	123	2009, 2010, 2011
	HILLSBOROUGH ORANGE COUNTY		OPERATIONS	L	123	2009, 2010, 2011
			TOTAL		274	
BICYCLE AND PEDESTRIAN PROJECTS						

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION – DESCRIPTION – MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
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	560 140 700	IN PROGRESS
			CONSTRUCTION			2008
			CONSTRUCTION			2008
EL-5022	CHAPEL HILL ORANGE	UPPER BOOKER CREEK GREENWAY PLANNING, DESIGN, AND CONSTRUCTION BY OTHERS	CONSTRUCTION	STPDA O	576 144 720	2011
			CONSTRUCTION			2011
			TOTAL			
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 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 1500 1725	PRIOR YEARS 2008
RURAL PROJECTS						
R-4403	US 15-501, US 29, US 158, US 220, US 421, NC 68 ROCKINGHAM CASWELL GUILFORD ORANGE	NATIONAL HIGHWAY SYSTEM GUARDRAIL REHABILITATION. UPGRADE SUBSTANDARD GUARDRAIL, END TREATMENTS AND BRIDGE ANCHOR UNITS. 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. <i>DIVISION PROJECT</i>	CONSTRUCTION <i>TOTAL</i>	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. <i>DIVISION PROJECT</i>	RIGHT-OF-WAY CONSTRUCTION <i>TOTAL</i>	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 <i>TOTAL</i>	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 <i>TOTAL</i>	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 <i>TOTAL</i>	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 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-5023	CHATHAM DURHAM ORANGE	DURHAM-CHAPEL HILL- CARRBORO (DCHC) DA FUNDS – RESERVED FOR FUTURE PROGRAMMING	CONSTRUCTION TOTAL	STPDA	3547 3547	2012, 2013

2b. 7: Funded (transit)

ID NO./ BREAK	ROUTE CITY/ COUNTY	LOCATION - DESCRIPTION - MILEAGE - BREAK	WORK TYPE	FUNDING SOURCE	COST ESTIMATES (THOUSANDS)	SCHEDULE (FISCAL YEARS)
CONGESTION MITIGATION PROJECTS						
C-4930	CHAPEL HILL	PURCHASE 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	FBUS	1162	2008
			CAPITAL	L	126	2008
			CAPITAL	STAT	112	2008
			TOTAL		1400	
X-XXXX	CHAPEL HILL	2 – EXPANSION BUSES	CAPITAL	FBUS	1112	2008
			CAPITAL	L	121	2008
			CAPITAL	STAT	107	2008
			TOTAL		1340	

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

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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)
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	

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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)
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	

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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)
<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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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.			3,750	PRIOR YEARS
			CONSTRUCTION	STP	3,500	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.			3,200	PRIOR YEARS
			CONSTRUCTION	STP	3,500	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			825	PRIOR YEARS
			CONSTRUCTION	STP	1,400	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.			3,250	PRIOR YEARS
			CONSTRUCTION	STP	15,750	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.			3,500	FY 10 11
			CONSTRUCTION	CMAQ	6,000	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.			3,000	FY 09 10 11 12 13 PY
			IMPLEMENTATION	CMAQ	750	FY 09 10 11 12 13 PY
TOTAL PROJECT COST					3,750	
IN PROGRESS						
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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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
					TOTAL PROJECT COST	2,200
					<i>IN ACQUISITION</i>	
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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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.	LANDSCAPING	STP	50,458 24,500	PRIOR YEARS 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.	LANDSCAPING	STP	7,400 6,300	PRIOR YEARS FY 07 08 09 10 11 12 13
TOTAL PROJECT COST					13,700	
VARIOUS	ER-3101	SPECIAL EVENTS PLANTING STATEWIDE.	LANDSCAPING	STP	8,175 5,600	PRIOR YEARS FY 07 08 09 10 11 12 13
TOTAL PROJECT COST					13,775	
VARIOUS	ER-3102	IMPLEMENTATION OF STATEWIDE SCENIC BYWAYS PROGRAM.	IMPLEMENTATION	STP	1,550 1,050	PRIOR YEARS 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.	LANDSCAPING	STP	2,765 4,400	PRIOR YEARS 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.	INSPECTION	S(M)	550 20	PRIOR YEARS FY 07
			INSPECTION	STP	80	FY 07
IN PROGRESS					TOTAL PROJECT COST	650
VARIOUS	L-1000	REPLACEMENT PLANTS AT SELECTED LOCATIONS WITHIN THE 14 HIGHWAY DIVISIONS. LANDSCAPE.	LANDSCAPING	PLF	1,482 670	PRIOR YEARS FY 07 08 09 10 11 12 13
IN PROGRESS					TOTAL PROJECT COST	2,152
VARIOUS	L-2133	PLANTING OF PERENNIAL BULBS AND WILDFLOWERS WITHIN THE 14 HIGHWAY DIVISIONS. LANDSCAPE.	LANDSCAPING	PLF	6,642 5,300	PRIOR YEARS FY 07 08 09 10 11 12 13
IN PROGRESS					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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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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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)
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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 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	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	

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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	HSTM	2,700	FY 08
			ADMINISTRATIVE	L	476	FY 08
			TOTAL PROJECT COST		3,176	
STATEWIDE	TN-4900Z	PROVIDE ADMINISTRATIVE ASSISTANCE FOR COMMUNITY TRANSPORTATION SYSTEMS	ADMINISTRATIVE	HSTM	13,500	FY 09 10 11 12 13
			ADMINISTRATIVE	L	2,380	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	FMPL	1,135	FY 07
			PLANNING/DESIGN	L	142	FY 07
			PLANNING/DESIGN	STAT	142	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	FMPL	1,135	FY 08
			PLANNING/DESIGN	L	142	FY 08
			PLANNING/DESIGN	STAT	142	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	FMPL	5,675	FY 09 10 11 12 13
			PLANNING/DESIGN	L	710	FY 09 10 11 12 13
			PLANNING/DESIGN	STAT	710	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	FSPR	296	FY 07
			PLANNING/DESIGN	STAT	74	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	FSPR	296	FY 08
			PLANNING/DESIGN	STAT	74	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	FSPR	1,480	FY 09 10 11 12 13
			PLANNING/DESIGN	STAT	370	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 May 9 2007 TAC

TIP #	Location	Description	Total Cost	Prior Years	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	FY 09	FY 10	FY 11	FY 12	FY 13	Non-Fed Match	Agency	
DURHAM COUNTY																		
1	I-306 C	I-85 C (15-501 to Broad)	Median Planters	\$0	\$1,122,563											\$280,641	Durham	
2	I-306 C	I-85 C (15-501 to Broad)	Brick Betterment Noise Wall	\$559,654	\$447,723											\$111,931	Durham	
3	I-306 C	I-85 C (15-501 to Broad)	Interchange Sidewalks	\$93,842	\$75,074											\$18,768	Durham	
4	I-306 DB	I-85 DB (Broad to Camden)	Brick Betterment -- Club Blvd. E. S. Noise Wall	\$133,300	\$0		\$106,640									\$26,660	Durham	
5	I-306 C	I-85 (Hillandale Commons)	Landscaping - Bern Hillandale Commons area	\$25,000	\$0		\$20,000									\$20,000	Private	
6	I-306 C	I-85	Interchanging Fencing - (Placeholder)	\$75,000	\$0		\$60,000									\$15,000	Durham	
7	EL-2921	American Tobacco Tr.	Phase E	\$1,476,250	\$0				\$590,500	\$590,500						\$295,250	Durham	
8	U-4724	Cornwallis Rd	Bike/Ped Facilities (S. Roxboro to University or C.H. Rd.)	\$2,270,000	\$0						\$1,816,000					\$454,000	Durham	
9	U-4009	US 15-501	Add left turn lane at Garrett Road intersection	\$285,000	\$0	\$228,000										\$57,000	Durham	
10	U-3804	Hillandale Rd	I-85 to Carver Street	\$0	\$0											\$0	State	
11	R-2906	NC 55 Widening Project	MLK ROW/Extension	\$2,700,000	\$0	\$2,160,000										\$540,000	State	
12	R-2906	NC 55 Widening Project	Sidewalks/Landscaping/Entryway Enhancements	\$430,000	\$0	\$344,000										\$86,000	State	
13	U-4010	NC 98 (Holloway Street)	Widen for Center Turn Lane	\$2,795,000	\$0				\$2,236,000							\$559,000	State	
14	U-4011	Miami Blvd.	Widening	\$2,342,500	\$0					\$1,874,000						\$468,500	State	
ORANGE COUNTY																		
32	U-3306	Weaver Dairy Rd.	Bike & Pedestrian Features	\$0	\$0											\$0	State	
33	E-4994	Carrboro	Bolin Creek Greenway (CA)	\$807,500	\$0			\$56,000		\$590,000						\$161,500	Carrboro	
34	E-4828	Carrboro	Morgan Creek Greenway West (CA)	\$650,000	\$0			\$40,000	\$480,000							\$130,000	Carrboro	
35	E-4008	Carrboro	Roberson Place Greenway (CA)	\$168,695	\$0		\$45,600	\$89,356								\$33,739	Carrboro	
36	TD-4711C	Chapel Hill	Transit Maintenance Facility	\$4,788,330	\$0		\$560,000		\$1,670,664							\$957,666	Chapel Hill	
37	Chapel Hill	Chapel Hill	Bus Replacement	\$1,000,000	\$0	\$800,000										\$200,000	Chapel Hill	
38	E-4601	Chapel Hill/Carrboro	Morgan Creek Greenway (East)	\$900,000	\$0		\$80,000		\$640,000							\$180,000	CH/Carrboro	
39	E-4895	Chapel Hill	Dry Creek Greenway	\$780,000	\$0			\$64,000		\$560,000						\$156,000	Chapel Hill	
40	U-5022	Chapel Hill	Upper Booker Creek Greenway	\$720,000	\$0								\$576,000			\$144,000	Chapel Hill	
41	U-4704	Chapel Hill-Carrboro	Signal System Improvements	\$0	\$0											\$0	CH/Carrboro	
MPO-WIDE																		
43	E-4707	Old Durham-CH Rd.	Bike Lanes	\$3,428,000	\$0						\$1,371,000	\$1,371,000				\$685,600	Multiple	
44	U-4727	MPO -UPWP	MPO Planning	\$5,506,250	\$1,510,000	\$165,000	\$273,000	\$228,657	\$224,380	\$265,963	\$373,000	\$273,000	\$273,000	\$273,000	\$273,000	\$1,101,250	Multiple	
45			UPWP Planning \$165,000															
46			MPO Bike Ped Planner Position \$28,000															
47			TRM Service Bureau \$80,000 (FY 04 - FY 08)															
51	U-4728	MPO/Various Local Govt.	Urban Area Bike/Ped Allocation	\$3,974,895	\$0	\$0	\$0	\$71,524	\$325,600	\$382,792	\$200,000	\$200,000	\$500,000	\$500,000	\$500,000	\$500,000	\$794,979	Multiple
52	U-4726B		CAR - Bolin Forest Drive Sidewalk	\$19,950	\$0			\$15,960								\$3,990	Carrboro	
53	U-4726A		CAR - Hanna Street Sidewalk	\$69,455	\$0			\$55,564								\$55,564	Carrboro	
54	U-4726F	03-04 bike allocation	CH - Chapel Hill Sidewalks	\$250,000	\$0				\$200,000							\$50,000	Chapel Hill	
55	U-4726D	04 bike/ped allocation	DUR - Bicycle Pedestrian Plan	\$93,750	\$0				\$60,000	\$15,000						\$18,750	Durham	
56	U-4726E	05 bike/ped allocation	CH - Airport Road	\$50,000	\$0				\$40,000							\$10,000	Chapel Hill	
57	U-4726C	05 bike/ped allocation	CH - Culbreth Rd.	\$45,000	\$0				\$36,000							\$9,000	Chapel Hill	
58	U-4726G	05 bike/ped allocation	DUR - Holloway St sidewalks	\$67,000	\$0				\$53,600							\$13,400	Durham	
59	U-4726H	05 bike/ped allocation	DUR - Bike Education	\$60,000	\$0				\$8,000	\$40,000						\$12,000	Durham	
60	U-4726I	05 bike/ped allocation	CAR - Bel Albor Path	\$65,695	\$0							\$52,556				\$13,139	Carrboro	
61	U-4726J	06 bike/ped allocation	CAR - South Greensboro St./Smith Level Sidewalk	\$46,000	\$0							\$36,800				\$9,200	Carrboro	
62	U-4726K	06 bike/ped allocation	DUR - Hillandale:Club to I-85 5' sidewalk on both sides	\$165,484	\$0					\$132,387						\$33,097	Durham	
63	U-4726L	06 bike/ped allocation	CH - Fordham Blvd sidewalk NE Fordham/Estes Dr.	\$15,000	\$0			\$12,000								\$3,000	Chapel Hill	
64	U-4726M	06 bike/ped allocation	CH - Drainage gate replacement (NC 86)	\$10,000	\$0			\$8,000								\$2,000	Chapel Hill	
65	U-4726N	06 bike/ped allocation	Walkable Communities Workshop (MPO)	\$17,000	\$0					\$13,600						\$3,400	MPO	
66	U-4726O	07 bike/ped allocation	DUR - Carpenter Fletcher RD.Woodcroft- Alston bike impr.	\$142,740	\$0				\$114,192							\$28,548	Durham	
67	U-4726P	07 bike/ped allocation	CH - Culbreth Rd:15501-Culbreth Park Dr sidewalk	\$135,000	\$0			\$108,000								\$27,000	Chapel Hill	
68	U-3475	MPO -UPWP sp projects	Various Planning Activities	\$3,872,168	\$0	\$0	\$58,000	\$50,000	\$617,483	\$544,251	\$1,148,000	\$380,000	\$0	\$300,000	\$0	\$0	\$774,434	MPO
69		(flexed to UPWP planning)	MPO TDM	\$343,750	\$0				\$85,000	\$105,000							\$68,750	NCDOT
70			ITS Deployment Plan Update	\$70,000	\$0				\$56,000								\$14,000	MPO
71			Bike/Ped (non-motorized trip)Model Development	\$250,000	\$0					\$200,000							\$50,000	MPO
72			Data automation/management/GIS (\$200,000)	\$250,000	\$0			\$40,000		\$160,000							\$50,000	Multiple
73			I-40/NC 54 Transit Corridor -- Phase II	\$0	\$0												\$0	Multiple
74			Land Use/Transportation Model (Placeholder)	\$250,000	\$0					\$200,000							\$50,000	Multiple
75			Congestion Management System	\$750,000	\$0			\$100,000		\$100,000	\$200,000			\$200,000			\$150,000	Multiple
76		breaks needed ?	CH - Chapel Hill Mobility Report Card	\$475,000	\$0		\$58,000		\$122,000		\$100,000			\$100,000			\$95,000	Chapel Hill
77			CAR - Carrboro Downtown Study	\$50,000	\$0				\$40,000								\$10,000	Carrboro
78			Old Durham-CH Rd. bike/ped feasibility study	\$62,500	\$0		\$50,000										\$12,500	Multiple
79			MPO Collector Street Plan	\$100,000	\$0			\$40,000		\$40,000							\$20,000	Multiple
80			Model travel behavior surveys (HH, B&A counts)	\$300,000	\$0			\$160,483	\$79,517								\$60,000	Multiple
81			Model Enhancements and major update	\$325,000	\$0			\$30,000		\$150,000	\$80,000						\$65,000	Multiple
82			Model surveys ph-2 (onboard, travel time, external)	\$243,750	\$0				\$67,000	\$128,000							\$48,750	Multiple
83			TDM additional request (TTA)	\$50,000	\$0				\$40,000								\$10,000	Multiple
84			MPO CMS	\$60,000	\$0				\$48,000								\$12,000	Multiple
85			CH/CAR - Chapel Hill/Carrboro Transit Master plan	\$200,000	\$0				\$160,000								\$40,000	Multiple
86			AG Planning/Conformity (TJGOS)	\$42,168	\$0				\$8,734	\$25,000							\$8,434	Multiple
			Chapel Hill TDM	\$50,000	\$0					\$40,000							\$10,000	Chapel Hill
Durham Total			\$24,547,559	\$7,103,867	\$4,377,360	\$186,640	\$0	\$121,600	\$2,995,692	\$2,596,887	\$1,816,000	\$0	\$0	\$0	\$0	\$5,364,512	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	\$5,267,887	\$3,840,000	\$1,733,356	\$1,149,000	\$273,000	\$273,000	\$273,000	\$43,491,040	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)	(\$1,667,887)	(\$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	\$1,701,637	\$1,161,637	\$2,728,281	\$4,879,281	\$7,906,281	\$10,933,281			

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)



 DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

Town of Carrboro
 Town of Chapel Hill
 County of Chatham

May 9, 2007

City of Durham
 County of Durham
 Town of Hillsborough
 NC Department of
 Transportation
 County of Orange

Mr. Lyndo Tippet
 Secretary of Transportation
 N.C. Department of Transportation
 1501 Mail Service Center
 Raleigh, NC 27699-1501

RE: 2007-2013 Metropolitan Transportation Improvement Program

Dear Mr. Tippet,

The Transportation Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) adopted the FY 2007-2013 Metropolitan Transportation Improvement Program (MTIP) and related Conformity Determination Report on May 9, 2007. Six copies of each report are enclosed, as well as copies of the adopting resolution for each of the two documents.

The adopted MTIP is consistent with the FY 2007-2013 STIP in FY 2007-2009 as required by federal regulations. However, there are differences in FY 2010-2013 as allowed by federal regulations. The DCHC MPO was reluctant to make many of the changes in FY 2007-2009 to make the MTIP consistent with the STIP. We made these changes to ensure that transportation funding for projects in our MPO would not be adversely affected by having an inconsistency between the STIP and MTIP. We remain frustrated by the TIP development process and are disappointed with many of the project delays and some of the funding decisions and project descriptions in the final STIP.

The State Board of Transportation released the Draft STIP in September of 2006. The DCHC MPO took the funding levels in this draft into account when developing our draft Metropolitan Transportation Improvement Program (MTIP). In the MTIP, we adjusted project schedules to better reflect the DCHC MPO's priorities while keeping the overall funding amount by funding source constant in each year of the TIP. In other words, in developing our draft MTIP, we respected the limited transportation funding in Divisions 5 and 7, indicated in the draft STIP released in September 2006. Unfortunately, NCDOT has since lowered revenue projections further limiting the funding available in our MPO. As a result, not only are we unable to reprioritize project funding in our MTIP to accelerate higher priority projects, we now are asked to further delay many of our projects. It is not possible for the MPO to have adequate input on the STIP if the MPO is not given complete and accurate revenue information early in the process.

Many of the responses to the MPO's requests at the Division 5 and Division 7 One-on-One meetings cited preconstruction delays as the reason why projects could not be accelerated or had to be further delayed. While we understand that at times preconstruction activities can delay projects, we are concerned that the MPO is not being provided up-to-date schedules for the design and environmental studies for our region's projects. The MPO should be informed specifically on each project what has caused the delay and what are the new completion dates.

Furthermore, while we understand that many of the project delays and funding limitation are due to the application of the state allocation formula ("the equity formula"), we believe that the application of this formula does not address the transportation needs of rapidly growing urban areas and employment centers like the DCHC MPO. The DCHC MPO will continue to express our support for efforts to modify this formula to address transportation needs across the State and will advocate for more local funding options for rapidly growing areas.

While we appreciate the effort that NCDOT has made to incorporate some of the MPO's requests, the MPO is disappointed in the overall TIP development process and the limited ability the MPO has to influence the TIP. NCDOT should provide the MPO reliable revenue estimates early in the process and regularly updated preconstruction schedules. Without this information, the MPO is not able to provide meaningful and timely input to NCDOT on the development of the TIP. We hope that NCDOT can work with the DCHC MPO and other MPOs on improving the TIP process. If you have any questions about the issues raised in this letter, contact Mark Ahrendsen at 919-560-4366 or mark.ahrendsen@durhamnc.gov.

Sincerely,

Alice M. Gordon, PhD, Chair
Transportation Advisory Committee

Cc: Ken Spaulding, NCDOT BOT
Doug Galyon, NCDOT BOT
Wally Bowman, NCDOT, Division 5
Mike Mills, NCDOT, Division 7
Calvin Leggett, NCDOT, TIP Unit
DCHC MPO State Legislative Delegation
TAC Members
TCC Members

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

WHEREAS, the Transportation Conformity Determination Analysis and Report demonstrate that the Amended 2030 Long Range Transportation Plan (LRTP) conform to the intent and purpose of the North Carolina State Implementation Plan (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 (i.e., one-hour ozone and carbon monoxide 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: _____

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Transportation Coordinating Committee (TCC)

DATE: May 9, 2007

RE: Southwest Durham/Southeast Chapel Hill Collector Street Plan –
Proposed Bridges near US 15-501 and I-40 Interchange

Background

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 proposed 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 or crossing point.

The LPA has already incorporated directives #1 and #2, relating to the roundabouts, into the Final Collector Street Plan. The LPA and Chapel Hill Planning staff met to address directive #3. This memorandum provides their recommendation.

Summary

Staff recommends maintaining the two separate crossing points as proposed in the currently adopted Fixed-Guideway and collector street plans. Maintaining the two separate crossing points allows the Fixed-Guideway stations to maximize the station catchment (i.e., the number of jobs and residences that have reasonable access to the station) and avoid short turn radii (tight turns) in the alignment that might preclude the consideration of some fixed-guideway transit technologies. By consolidating the crossing points for the collector street and fixed-guideway, staff noted that the complete costs for one of the bridges would not be eliminated because the remaining bridge would

likely need to be widened to accommodate both facilities, or a set of parallel bridges could possibly be required, as well. These enhancements would increase the cost of the remaining bridge.

Evaluation of Alternatives

Staff evaluated three alternatives for a collector street and the US 15-501 Fixed-Guideway to cross (as a bridge overpass) I-40 immediately south of the US 15-501/I-40 interchange. In evaluating these alternatives, staff assumed that either two parallel bridges or a single enhanced bridge would be required for these two facilities to make the crossing because the bridge specifications for each facility are likely to be different and a grade separation might need to be maintained to achieve safety and operational goals.

Attachment 10A provides a map of the US 15-501 and I-40 area, including the adopted collector streets and Fixed-Guideway corridors. Along some parts of the proposed collector street corridor there is dedicated right-of-way that is indicated by narrow, vacant lots that follow the corridor, and along both corridors there is reserved right-of-way in those developments approved since late 2001. Examples include the dedicated right-of-way along the collector street section between Mt. Moriah Road and I-40, and the reserved right-of-way along the Fixed-Guideway corridor immediately east of Mt. Moriah Road. Up to this point, right-of-way has been dedicated along all the corridors when development has occurred after plan adoption. This includes the Kanki Steakhouse site that lies in the US 15-501 Fixed-Guideway corridor – the site plan was approved one year before the US 15-501 Fixed-Guideway corridor was adopted (November 2001).

Separate Crossing Points

Staff recommends maintaining the two separate crossing points as shown in Attachment 10A. These are the currently adopted corridors.

This alternative has many advantages:

- + There is dedicated right-of-way in the collector street corridor and reserved right-of-way in both the Fixed-Guideway and collector street corridor.
- + The Fixed-Guideway corridor can maintain a long turn radius west of I-40 (Gateway area) that will help to not exclude the consideration of any transit technologies in the future. The existence of a long turning radius was a key reason that the current corridor was selected over other alternatives in the Major Investment Study for the Fixed-Guideway in 2001.
- + The Fixed-Guideway station catchment (i.e., the number of jobs and residences that have reasonable access to the station) is maximized. East of I-40, the Patterson Place retail center faces the proposed station and large undeveloped lots are immediately north of the proposed station, including Phase II of Patterson Place. West of I-40, the corridor is able to penetrate the Gateway area to place the proposed station fairly close to the geographic center of this area.

Disadvantages of this alternative include:

- Although the crossing of the Fixed-Guideway corridor at a point that is closer to the US 15-501/I-40 interchange allows a longer turning radius, the bridge would likely be longer compared to the currently proposed collector street crossing because the bridge will have to cross the interstate entrance and exit ramps. Additional bridge length will increase bridge costs.
- Although the Fixed-Guideway corridor has some right-of-way that is already dedicated, the Kanki Steakhouse site is in the corridor and therefore could be an expensive right-of-way purchase. However, the Fixed-Guideway corridor could be moved slightly north to cross Mt. Moriah Road at the McFarland Drive intersection to avoid the Kanki structure. This corridor adjustment might depend on the chosen transit technology.

Single Crossing Point -- North

Staff evaluated a single crossing point in which both the US 15-501 Fixed-Guideway and collector street plan corridors would use a set of parallel bridges or a single enhanced bridge to cross over I-40 along the current Fixed-Guideway alignment.

This alternative has one possible advantage.

- + The cost of a single enhanced bridge at a single point might be less than a bridge at each of the current crossing points.

This alternative has several disadvantages:

- Compared to the current location of the proposed collector street bridge, the new location further north would likely increase the length of the bridge and the subsequent bridge costs.
- The current collector street corridor has dedicated right-of-way where recent development has occurred. Moving the corridor to run in a parallel fashion with the Fixed-Guideway corridor could increase the right-of-way costs because the 60-foot Fixed-Guideway corridor would likely be too narrow and the corridor has not been dedicated west of Mt. Moriah Road.
- The collector street alignment would be relatively close to US 15-501, and as a result the collector street intersections (e.g., McFarland Drive and Mt. Moriah Road) and US 15-501 intersections (e.g., US 15-501 and Mt. Moriah Road) might experience inordinate delays because of traffic congestion and backups from nearby intersections.

Single Crossing Point -- South

Staff evaluated a single crossing point in which both the US 15-501 Fixed-Guideway and collector street plan corridors used a set of parallel bridges or a single enhanced bridge to cross over I-40 along the current collector street alignment.

This alternative has some advantages.

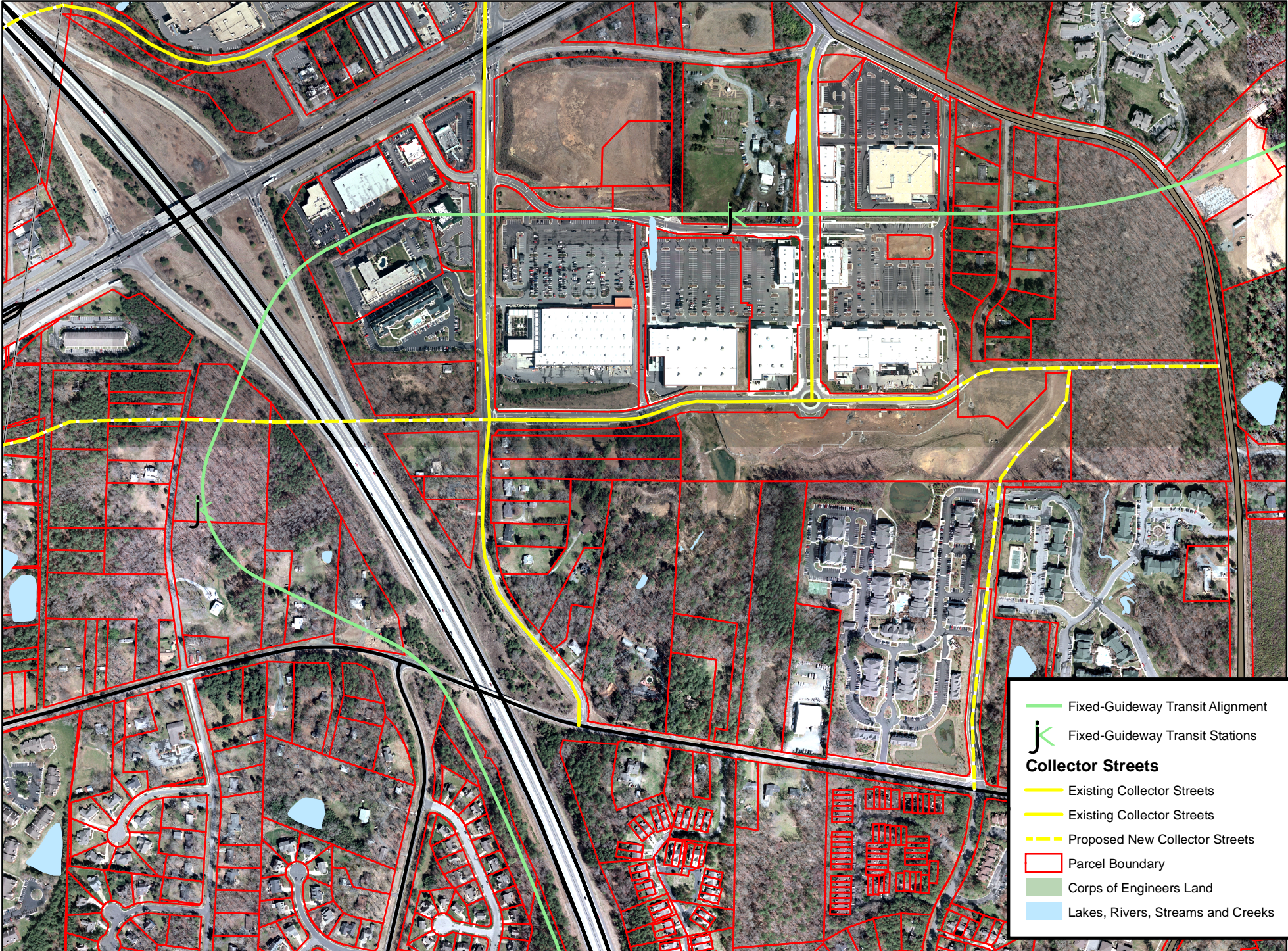
- + Moving the Fixed-Guideway corridor to run in a parallel fashion with the collector street corridor could reduce the bridge costs because the current collector street bridge location has a narrower crossing of I-40 than the current Fixed-Guideway corridor.
- + Where recent development has occurred, the current collector street corridor has dedicated right-of-way. If the Fixed-Guideway corridor is able to operate in this same right-of-way, that might result in lower right-of-way costs for the Fixed-Guideway corridor.

This alternative has several disadvantages:

- In order to maintain the Fixed-Guideway station location in front of Patterson Place, the corridor would have to take two sharp (90 degree) turns to parallel the collector street corridor and I-40 crossing. These sharp turns might degrade the Fixed-Guideway operations in the least, and could preclude consideration of some fixed-guideway technologies in the worst case scenario.
- To avoid the sharp turns described in the previous bullet, the Fixed-Guideway corridor and station could be moved to parallel the collector street corridor south of the Patterson Place. The catchment for a station behind (to the south of) Patterson Place is likely to be smaller than the currently proposed location.
- Moving the Fixed-Guideway corridor south of Patterson Place might also reduce the catchment for the area west of I-40 because the alignment might not be able to penetrate the Gateway Center area to a point that is geographically centered (as in the current corridor) and maintain a sufficiently wide turning radius.
- Moving the Fixed-Guideway corridor south of Patterson Place to parallel the collector street would create a short turn radius (tight turn) west of I-40 in order for the corridor to continue along I-40 south. This short turn radius might preclude some possible fixed-guideway transit technologies.

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

TAC 5/9/07 Attachment 10A



-  Fixed-Guideway Transit Alignment
-  Fixed-Guideway Transit Stations
- Collector Streets**
-  Existing Collector Streets
-  Proposed New Collector Streets
-  Parcel Boundary
-  Corps of Engineers Land
-  Lakes, Rivers, Streams and Creeks

RESOLUTION

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO) REQUEST FOR NCDOT TO APPOINT A PERMANENT SAFE ROUTES TO SCHOOL COORDINATOR AND NOT DISPROPORTIONATELY REDUCE FUNDING FOR THE SAFE ROUTES TO SCHOOL PROGRAM

WHEREAS, the DCHC Metropolitan Planning Organization provides transportation planning activities for the DCHC Urban Area in a continuing, cooperative and comprehensive manner; and

WHEREAS, the Safe Routes to School program was established in August 2005 with the re-authorization of the transportation legislation- SAFETEA-LU; and

WHEREAS, the Safe Routes to School program empowers communities to make biking and walking to school a safe and routine activity; and

WHEREAS, Safe Routes to School programs facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools; and

WHEREAS, the state of North Carolina has been appropriated funding in the amount of \$1 million for FY 05, \$2.33 million for FY 06, \$3.13 million for FY 07, \$3.88 million for FY 08 and \$4.85 million for FY 09; and

WHEREAS, MPO staff is eager to start working with the MPO school systems to identify potential projects within DCHC Urban Area; and

WHEREAS, NCDOT will not appropriate funding for any projects until a permanent NCDOT Safe Routes to School coordinator is appointed.

NOW THEREFORE, be it resolved that the DCHC Urban Area Metropolitan Planning Organization's Transportation Advisory Committee hereby requests NCDOT appoint a permanent Safe Routes to School Coordinator and that this program not be disproportionately affected by funding reductions due to rescissions or the obligation ceiling.

NOW, THEREFORE, be it resolved that the Transportation Advisory Committee adopts the FY 2006-2012 Metropolitan Transportation Improvement Program, dated September 10, 2003, for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization on this the 10th day of September, 2003.

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 _____, 2003 to affix his signature to the foregoing document.

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

(Seal)

**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2007**

H

1

HOUSE BILL 1462

Short Title: Municipal Street Provisions. (Public)

Sponsors: Representative Cole.

Referred to: Transportation, if favorable, Judiciary III.

April 16, 2007

A BILL TO BE ENTITLED
AN ACT TO DEFINE MUNICIPAL STREETS AND TO REQUIRE
FUNCTIONALITY TESTING AND CLASSIFICATION OF STREETS AND
HIGHWAYS IN AND AROUND MUNICIPALITIES.

The General Assembly of North Carolina enacts:

SECTION 1. G.S. 136-66.1(1) reads as rewritten:

"§ 136-66.1. Responsibility for streets inside municipalities.

Responsibility for streets and highways inside the corporate limits of municipalities is hereby defined as follows:

- (1) The State Highway System. – The State highway system inside the corporate limits of municipalities shall consist only of a system of major streets and highways necessary to move volumes of traffic efficiently and effectively from points beyond the corporate limits of the municipalities through the municipalities and to major business, industrial, governmental and institutional destinations located inside the municipalities. The Department of Transportation shall be responsible for the maintenance, repair, improvement, widening, construction and reconstruction of this system. These streets and highways within corporate limits are of primary benefit to the State in developing a statewide coordinated system of primary and secondary streets and highways. Each highway division shall develop an annual work plan for maintenance and contract resurfacing, within their respective divisions, consistent with the needs, inasmuch as possible, as identified in the report developed in accordance with G.S. 136-44.3. In developing the annual work plan, the highway division shall give consideration to any special needs or information provided by the municipalities within their respective divisions. The plan shall be made available to the municipalities within the respective divisions upon request.

...."

SECTION 2. G.S. 136-66.1(2) reads as rewritten:

"§ 136-66.1. Responsibility for streets inside municipalities.

Responsibility for streets and highways inside the corporate limits of municipalities is hereby defined as follows:

...

(2) The Municipal Street System. – In each municipality the municipal street system shall consist of those public streets and highways ~~accepted by the municipality~~ which are not a part of the State highway system. The municipality shall be responsible for the maintenance, construction, reconstruction, and right-of-way acquisition for this system.

...."

SECTION 3. G.S. 136-66.2(b) reads as rewritten:

"§ 136-66.2. Development of a coordinated transportation system and provisions for streets and highways in and around municipalities.

...

(b) After completion and analysis of the plan, the plan shall be adopted by both the governing body of the municipality or MPO and the Department of Transportation as the basis for future transportation improvements in and around the municipality or within the MPO. The governing body of the municipality and the Department of Transportation shall reach agreement as to which of the existing and proposed streets and highways included in the adopted plan will be a part of the State highway system and which streets will be a part of the municipal street system. As used in this Article, the State highway system shall mean both the primary highway system of the State and the secondary road system of the State within ~~municipalities~~ municipalities that meet the functionality test of subsection (c) of this section.

...."

SECTION 4. G.S. 136-66.2(c) reads as rewritten:

"§ 136-66.2. Development of a coordinated transportation system and provisions for streets and highways in and around municipalities.

...

(c) From and after the date that the plan is adopted, the streets and highways designated in the plan as the responsibility of the Department of Transportation must be functionally classified according to the most recent functional classification system map approved by both the Department and the Federal Highway Administration as major collectors, arterials, or interstate routes and shall become a part of the State highway system and all such system streets shall be subject to the provisions of G.S. 136-93, and all streets designated in the plan as the responsibility of the municipality shall become a part of the municipal street system.

...."

SECTION 5. G.S. 136-66.2(d) reads as rewritten:

"§ 136-66.2. Development of a coordinated transportation system and provisions for streets and highways in and around municipalities.

1 ...
2 (d) For municipalities not located within an MPO, either the municipality or the
3 Department of Transportation may propose changes in the plan that meet the eligibility
4 requirements of subsection (c) of this section at any time by giving notice to the other
5 party, but no change shall be effective until it is adopted by both the Department of
6 Transportation and the municipal governing board. For MPOs, either the MPO or the
7 Department of Transportation may propose changes in the plan at any time by giving
8 notice to the other party, but no change shall be effective until it is adopted by both the
9 Department of Transportation and the MPO.

10 "

11 **SECTION 6.** G.S. 136-66.2(f) reads as rewritten:

12 **"§ 136-66.2. Development of a coordinated transportation system and provisions**
13 **for streets and highways in and around municipalities.**

14 ...

15 (f) Streets within municipalities which are on the State highway system as of
16 July 1, 1959, shall continue to be on that system until changes are made ~~as provided in~~
17 this section to comply with the eligibility requirements of subsection (c) of this section.
18 These systems must be reviewed and new agreements in place by December 31, 2008.

19 "

20 **SECTION 7.** This act is effective when it becomes law.

GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2007

S

1

SENATE BILL 1516

Short Title: Local Option Land Transfer Taxes. (Public)

Sponsors: Senator Atwater (By Request).

Referred to: Finance.

March 28, 2007

A BILL TO BE ENTITLED
AN ACT TO AUTHORIZE COUNTIES TO LEVY A LOCAL LAND TRANSFER
TAX.

The General Assembly of North Carolina enacts:

SECTION 1. Chapter 105 of the General Statutes is amended by adding a
new Subchapter to read:

"SUBCHAPTER X. LOCAL OPTION COUNTY TAXES.

"Article 60.

"Land Transfer Tax.

"§ 105-600. Short title.

This Article is the County Land Transfer Tax Act.

"§ 105-601. Levy.

(a) Authority. – If the majority of those voting in a referendum held pursuant to this Article vote for the levy of the tax, the board of county commissioners may, by resolution and after 10 days' public notice, levy a local land transfer tax on instruments conveying interests in real property located in the county, up to a rate of one percent (1%).

(b) Vote. – The board of county commissioners may direct the county board of elections to conduct an advisory referendum on the question of whether to levy a local land transfer tax in the county as provided in this Article. The election shall be held on a date jointly agreed upon by the board of county commissioners and the board of elections and shall be held in accordance with the procedures of G.S. 163-287.

(c) Ballot Question. – The form of the question to be presented on a ballot for a special election concerning the levy of the tax authorized by this Article shall be:

[] FOR [] AGAINST

real property transfer tax at the rate of up to one percent (1%) of value or consideration'.

(d) Resolution. – The board of county commissioners must, upon adoption of a resolution levying a tax under this Article, immediately deliver a certified copy of the

1 resolution to the register of deeds of the county, accompanied by a certified statement
2 from the county board of elections setting forth the results of the special election
3 approving the tax in the county. Upon receipt of these documents, the register of deeds
4 shall administer the tax in the county as provided in this Article.

5 **"§ 105-602. Scope of tax.**

6 (a) Scope. – A tax levied under this Article does not apply to transfers exempt
7 pursuant to G.S. 105-228.28 or G.S. 105-228.29 from the tax levied by Article 8E of
8 this Chapter. The tax is in addition to the tax levied by Article 8E of this Chapter. A tax
9 levied under this Article applies to transfers of interests in real property located within
10 the county. If the property is located in two or more counties, a transfer of an interest in
11 the property is taxable only by the county in which the greater part of the property, with
12 respect to value, lies.

13 (b) Basis and Effective Date. – A tax levied under this Article applies to the
14 consideration or value, whichever is greater, of the interest conveyed, including the
15 value of any lien or encumbrance remaining on the property at the time of conveyance.
16 The levy of the tax may become effective only on the first day of a calendar month set
17 in the resolution levying the tax, which may not be earlier than the first day of the
18 second succeeding calendar month after the date the resolution is adopted.

19 **"§ 105-603. Administration.**

20 A tax levied under this Article is payable by the transferor of the interest. Except as
21 otherwise provided in this Article, the provisions of G.S. 105-228.32 through
22 G.S. 105-228.37 apply to a tax levied under this Article. The county must provide
23 metering or similar equipment for the collection of the tax in lieu of the use of tax
24 stamps.

25 **"§ 105-604. Repeal or reduction.**

26 A county may, by resolution, repeal or reduce the rate of a tax levied under this
27 Article. Repeal or reduction of the tax must become effective on the first day of a month
28 and may not become effective until the end of the fiscal year in which the repeal or
29 reduction resolution was adopted. Repeal of a land transfer tax, or reduction of its rate,
30 under this Article does not affect a liability for a tax that attached before the effective
31 date of the repeal or reduction, nor does it affect a right to a refund of a tax that accrued
32 before the effective date of the repeal or reduction.

33 **"§ 105-605. Effect on local acts.**

34 If a county levies a land transfer tax under this Article, that county may not also levy
35 a land transfer tax under a local act. This section does not repeal any local act
36 authorizing a county to levy a land transfer tax. However, a county's levy of a land
37 transfer tax under this Article automatically removes the county's authority to levy a
38 land transfer tax under a local act. Repeal of a county's land transfer tax levied under
39 this Article does not revive the county's authority to levy a land transfer tax under a
40 local act."

41 **SECTION 2.** This act is effective when it becomes law.



 DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

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

May 9, 2007

Sen. Bob Atwater
 522 Legislative Office Building
 Raleigh, NC 27603-5925

Dear Senator Atwater:

The Transportation Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) voted at its May 9, 2007 meeting to express its support for legislative initiatives that allow local governments to levy land transfer taxes if approved by voters. The TAC believes that land transfer taxes will help cities and counties fund desperately needed infrastructure improvements for which there are no currently available funding sources. Land transfer taxes are a particularly effective tool for rapidly growing areas like Durham, Orange, and Chatham Counties because the tax targets development.

At their April 11, 2007 meeting, the TAC of the DCHC MPO endorsed several bills introduced in the 2007 General Assembly including H153 – Local Revenue Options. H153, sponsored by Rep. Michaux, would allow local governments to levy a menu of local option taxes if approved by the voters including a land transfer tax. We again would like to express our support for this bill. In addition, you are sponsoring a bill, S1516 – Local Option Land Transfer Taxes, which would allow counties to levy a land transfer tax if approved by voters. We also support S1516 and appreciate your sponsorship of this bill.

The DCHC MPO appreciates your support for addressing the transportation needs of our area. Please consider the MPO's position in your decisions on these matters. We would really appreciate your help.

Sincerely,

Alice M. Gordon, PhD, Chair
 Transportation Advisory Committee

Cc: DCHC MPO State Legislative Delegation
 DCHC MPO TAC
 Mark Ahrendsen, City of Durham/DCHC MPO
 Felix Nwoko, DCHC MPO

Rep. David Price
Application for Fiscal Year 2008 Transportation-HUD Appropriations Project Funding

This is an application to request member-sponsored funding through the fiscal year (FY) 2008 Transportation-HUD Appropriations bill. Requests for funding should be submitted via email to Susan Howard (susan.howard@mail.house.gov) for Transportation requests and to Asher Hildebrand (asher.hildebrand@mail.house.gov) for HUD requests by February 15, 2007. Because of the limited funding available for member-sponsored projects, there is no guarantee that funding can be secured for a particular project. Funding may be tentatively designated for particular projects in the initial House version of the annual Transportation-HUD Appropriations bill, but only funding designated through a final, enacted version of the bill will actually be provided.

Funding for projects designated through appropriations bills is administered through executive branch agencies as non-competitive grants. Designated grant recipients must complete an application supplied by the relevant executive branch agency and will be subject to that agency's oversight requirements. For planning purposes, please be advised that funding designated through the FY 2008 bill will likely not be available until at least mid-2008, and perhaps later, depending on how quickly the designated recipient completes the application requirements. Some agencies may retain a percentage of the amount appropriated for a project to cover administrative costs. Federal law requires that an environmental assessment be performed for any federally-funded project that involves construction or acquisition.

All recipients of federal funding sponsored by Rep. Price through the FY 2008 Transportation-HUD Appropriations bill that are not units of state or local government will be required to provide his office with copies of all project reports and other documentation required by the granting agency.

Please attach an itemized budget for the project in FY 2008, along with the total project cost, all current funding sources, and all planned funding sources for all years, and the amounts provided by those sources, plus any additional materials necessary to explain the project. Contact Susan Howard (202-225-1784; susan.howard@mail.house.gov) or Asher Hildebrand (202-225-1784; asher.hildebrand@mail.house.gov) if you have any questions.

<u>*Requesting Organization:</u>	NCDOT
<u>Project Name (if applicable):</u>	Hopson Road Grade Separation
<u>Exact Project Location:</u>	Durham County, NC
<u>Requested Funding Amount:</u>	\$660,000
<u>Name/Title of Project Contact:</u>	Patrick B. Simmons, NCDOT, Rail Director
<u>Address, City, State, Zip:</u>	NC DOT Rail Division 1553 Mail Service Center Raleigh, NC 27699
<u>Phone/Fax:</u>	(919)733-7713x263
<u>Email:</u>	psimmons@dot.state.nc.us

*Must be a non-profit organization, educational institution, or a unit of state or local government

In order to be considered, a project must fall into an appropriate agency category (*check one*):

<p><u>DOT: Federal Aviation Administration</u></p> <p><input type="checkbox"/> Air traffic control facilities</p> <p><input type="checkbox"/> Approach lighting systems</p> <p><input type="checkbox"/> Instrument landing systems</p> <p><u>DOT: Federal Transit Administration</u></p> <p><input type="checkbox"/> Transit planning and research</p> <p><input type="checkbox"/> Bus and bus facilities</p> <p><input type="checkbox"/> New Starts</p> <p><input type="checkbox"/> Job access/reverse commute project</p>	<p><u>DOT: Federal Highway Administration</u></p> <p><input checked="" type="checkbox"/> Intelligent transportation systems</p> <p><input type="checkbox"/> National corridor planning</p> <p><input type="checkbox"/> Greenways/Bike trails</p> <p><input type="checkbox"/> Bridges</p> <p><input type="checkbox"/> Interstate maintenance</p> <p><input type="checkbox"/> General road projects</p>	<p><u>HUD</u></p> <p><input type="checkbox"/> Facilities construction/renovation</p> <p><input type="checkbox"/> Economic development planning</p> <p><input type="checkbox"/> Sidewalks, street furniture and façade improvements</p> <p><input type="checkbox"/> Land acquisition</p> <p><input type="checkbox"/> Industrial park development</p> <p><input type="checkbox"/> Capitalization of loan funds</p>
---	---	--

If this project received member-sponsored appropriations funding in prior years, please indicate the amount, the federal agency funding source, and the fiscal year(s) in which the funding was appropriated:

Federal Railroad Administration under Title IX, Section 9002 of SAFETEA-LU is the appropriate agency category. No prior year federal funds have been allocated for the project.

Was funding for this project requested for the FY 2007 Transportation-HUD Appropriations bill?

Yes.

Please provide a brief summary of the project within the space provided:

Please provide a more detailed description and rationale for the project within the space provided, including the anticipated benefit and/or impact of the project at the local, regional and/or national level:

This project proposes replacing the existing two-lane at-grade crossing at Hopson Road in Durham, MP H64.57, with a new roadway bridge. Recently Page Road, which has an interchange with I-40, has been realigned to connect with Hopson Road at Miami Boulevard (NC-54). Currently this area is mainly agricultural with some industrial areas. However, due to its location at the Research Triangle Park, the new access from Page Road, and pending development plans, it is expected that this area will become more industrial and commercial in the future. The new roadway grade separation will accommodate five traffic lanes over or under the existing freight/intercity passenger track and would include provisions for an additional freight/intercity passenger track and two future Triangle Transit Authority regional rail tracks in the North Carolina Railroad Company corridor. An on-site roadway detour will be provided to maintain Hopson Road traffic during construction.

Providing a grade-separated crossing of the North Carolina Railroad/Norfolk Southern Railroad (NCR/Norfolk Southern Railroad) near Morrisville with realignment of the current substandard railroad curvature. Hopson Road grade separation is a vital part of making the traffic circulation work in the area long term. We must have that with the expected additional traffic plus the rerouted traffic from Church Street.

Page 2 of 3

Appendix

Hopson Road Grade Separation

Cost Estimate

Construction Cost	\$ 5,714,000
Right-of-Way Cost	\$ 250,000*
Environmental and Design,	\$ 500,000
Total	\$ 6,464,000

*Right of way for curve realignment to be acquired and access contributed by the North Carolina Railroad Company.

Hopson Road (SR-1978) from NC-54 to a point south of the North Carolina Railroad. DOT crossing # 734 746Y at railroad milepost H-64.57. Includes closure of the SR-1980 (Church Street) crossing (734 748M) at railroad milepost H-65.29. Extend SR-1980 north to SR-1978, approximately .75 miles.

The project is in the Transportation Improvement Program as project number Y-4117B

This project is necessary for the implementation of the TTA regional rail project, the Sealed Corridor project between Raleigh and Charlotte, NC, and is essential to the implementation of required safety enhancements for the future Southeast High Speed Rail Corridor from Charlotte, NC to Washington, DC.

Economic – The project will promote safety and minimize highway congestion in the Research Triangle Park. It will also enhance rail safety, thereby promoting passenger rail travel. It will also provide safe access across the North Carolina Railroad and TTA regional rail system to the developing area around the transit corridor.

Environmental/Congestion Management – Project is supportive of the implementation of regional rail transit and high speed rail improvements, which provide an alternative to the single occupant vehicle. Rail implementation should reduce vehicle miles traveled with direct benefits to congestion and air quality. The proposed grade separation is to be implemented in an area where few negative environmental impacts would result.

Safety – Project provides a grade separation between vehicle traffic and high speed and freight rail and rail transit.

Rep. David Price
Application for Fiscal Year 2008 Transportation-HUD Appropriations Project Funding

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Funding for projects designated through appropriations bills is administered through executive branch agencies as non-competitive grants. Designated grant recipients must complete an application supplied by the relevant executive branch agency and will be subject to that agency's oversight requirements. For planning purposes, please be advised that funding designated through the FY 2008 bill will likely not be available until at least mid-2008, and perhaps later, depending on how quickly the designated recipient completes the application requirements. Some agencies may retain a percentage of the amount appropriated for a project to cover administrative costs. Federal law requires that an environmental assessment be performed for any federally-funded project that involves construction or acquisition.

All recipients of federal funding sponsored by Rep. Price through the FY 2008 Transportation-HUD Appropriations bill that are not units of state or local government will be required to provide his office with copies of all project reports and other documentation required by the granting agency.

Please attach an itemized budget for the project in FY 2008, along with the total project cost, all current funding sources, and all planned funding sources for all years, and the amounts provided by those sources, plus any additional materials necessary to explain the project. Contact Susan Howard (202-225-1784; susan.howard@mail.house.gov) or Asher Hildebrand (202-225-1784; asher.hildebrand@mail.house.gov) if you have any questions.

<u>*Requesting Organization:</u>	City of Durham	
<u>Project Name (if applicable):</u>	Study of Railroad Grade Separation	
<u>Exact Project Location:</u>	Durham, N.C.	
<u>Requested Funding Amount:</u>	\$100,000.00	
<u>Name/Title of Project Contact:</u>	Karmisha R. Wallace, Assistant to the City Manager	
<u>Address, City, State, Zip:</u>	101 City Hall Plaza, Durham, N.C. 27701	
<u>Phone/Fax:</u>	919-560-4222	<u>Email:</u> Karmisha.Wallace@durhamnc.gov

*Must be a non-profit organization, educational institution, or a unit of state or local government

In order to be considered, a project must fall into an appropriate agency category (*check one*):

<u>DOT: Federal Aviation Administration</u> <input type="checkbox"/> Air traffic control facilities <input type="checkbox"/> Approach lighting systems <input type="checkbox"/> Instrument landing systems <u>DOT: Federal Transit Administration</u> <input checked="" type="checkbox"/> Transit planning and research <input type="checkbox"/> Bus and bus facilities <input type="checkbox"/> New Starts <input type="checkbox"/> Job access/reverse commute project	<u>DOT: Federal Highway Administration</u> <input type="checkbox"/> Intelligent transportation systems <input type="checkbox"/> National corridor planning <input type="checkbox"/> Greenways/Bike trails <input type="checkbox"/> Bridges <input type="checkbox"/> Interstate maintenance <input type="checkbox"/> General road projects	<u>HUD</u> <input type="checkbox"/> Facilities construction/renovation <input type="checkbox"/> Economic development planning <input type="checkbox"/> Sidewalks, street furniture and façade improvements <input type="checkbox"/> Land acquisition <input type="checkbox"/> Industrial park development <input type="checkbox"/> Capitalization of loan funds
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If this project received member-sponsored appropriations funding in prior years, please indicate the amount, the federal agency funding source, and the fiscal year(s) in which the funding was appropriated:

No prior appropriations

Was funding for this project requested for the FY 2007 Transportation-HUD Appropriations bill?

No

Please provide a brief summary of the project within the space provided:

The City of Durham is requesting funding to conduct a study to evaluate the feasibility of grade separation at Blackwell and Mangum Streets.

Please provide a more detailed description and rationale for the project within the space provided, including the anticipated benefit and/or impact of the project at the local, regional and/or national level:

The City of Durham intends to purchase a tract of land in downtown Durham from the North Carolina Railroad Company. This land is located along Vivian Street between Mangum and Blackwell Streets. In consideration for the land, the City agreed to secure funding for a study to evaluate the feasibility of a plan to modify the rail tracks in the vicinity of Blackwell and Mangum Streets. This study will include a thorough analysis of grade separation, and will ultimately assist the City in determining the safest and most efficient movement of vehicular and pedestrian traffic across the railroad on Mangum and Blackwell Streets. This land is a key linkage in downtown Durham and will allow for more convenient access to the nearby Durham Performing Arts Center and other adjacent developments.

Rep. David Price
Application for Fiscal Year 2008 Transportation-HUD Appropriations Project Funding

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Please attach an itemized budget for the project in FY 2008, along with the total project cost, all current funding sources, and all planned funding sources for all years, and the amounts provided by those sources, plus any additional materials necessary to explain the project. Contact Susan Howard (202-225-1784; susan.howard@mail.house.gov) or Asher Hildebrand (202-225-1784; asher.hildebrand@mail.house.gov) if you have any questions.

<u>*Requesting Organization:</u>	Town of Chape Hill
<u>Project Name (if applicable):</u>	Purchase of six (6) transit buses (4-35 ft & 2-60 ft)
<u>Exact Project Location:</u>	Chapel Hill, North Carolina
<u>Requested Funding Amount:</u>	\$2.2 million
<u>Name/Title of Project Contact:</u>	K. Stephen Spade, Transportation Director
<u>Address, City, State, Zip:</u>	405 Martin Luther King, Jr. Boulevard, Chapel Hill, NC
<u>Phone/Fax:</u>	919-968-2752/919-968-2840
<u>Email:</u>	sspade@townofchapelhill.org

*Must be a non-profit organization, educational institution, or a unit of state or local government

In order to be considered, a project must fall into an appropriate agency category (*check one*):

<p><u>DOT: Federal Aviation Administration</u></p> <p><input type="checkbox"/> Air traffic control facilities</p> <p><input type="checkbox"/> Approach lighting systems</p> <p><input type="checkbox"/> Instrument landing systems</p> <p><u>DOT: Federal Transit Administration</u></p> <p><input type="checkbox"/> Transit planning and research</p> <p><input checked="" type="checkbox"/> Bus and bus facilities</p> <p><input type="checkbox"/> New Starts</p> <p><input type="checkbox"/> Job access/reverse commute project</p>	<p><u>DOT: Federal Highway Administration</u></p> <p><input type="checkbox"/> Intelligent transportation systems</p> <p><input type="checkbox"/> National corridor planning</p> <p><input type="checkbox"/> Greenways/Bike trails</p> <p><input type="checkbox"/> Bridges</p> <p><input type="checkbox"/> Interstate maintenance</p> <p><input type="checkbox"/> General road projects</p>	<p><u>HUD</u></p> <p><input type="checkbox"/> Facilities construction/renovation</p> <p><input type="checkbox"/> Economic development planning</p> <p><input type="checkbox"/> Sidewalks, street furniture and façade improvements</p> <p><input type="checkbox"/> Land acquisition</p> <p><input type="checkbox"/> Industrial park development</p> <p><input type="checkbox"/> Capitalization of loan funds</p>
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If this project received member-sponsored appropriations funding in prior years, please indicate the amount, the federal agency funding source, and the fiscal year(s) in which the funding was appropriated:

Chapel Hill has received funding for bus replacement through statewide earmarks in the past.

Was funding for this project requested for the FY 2007 Transportation-HUD Appropriations bill?

No.

Please provide a brief summary of the project within the space provided:

The Town of Chapel Hill requests \$2.2 million in Federal Transit Administration funding to purchase 6 heavy duty transit buses, (4-35 foot buses and 2-60 foot buses) to replace 6 buses eligible for replacement).

Please provide a more detailed description and rationale for the project within the space provided, including the anticipated benefit and/or impact of the project at the local, regional and/or national level:

Chapel Hill Transit operates a fleet of 86 buses service Chapel Hill, Carrboro and the University of North Carolina. Since 2002 ridership has grown from 2.8 to 5.8 million, annually.

The Town must expand and modernize the fleet in order to meet growing demand, control cost and protect the local environment.

Currently 30 buses have exceeded their useful life of 12 years and 50% of the fleet will be eligible for replacement in 2 years. The Town's fleet modernization plan projects a need of \$10.5 million to purchase 26 buses over the next 4 years.

The purchase of six buses will improve service dependability, help control operating costs and meet demands for service expansion.

Page 2 of 2

Rep. David Price
Application for Fiscal Year 2008 Transportation-HUD Appropriations Project Funding

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Please attach an itemized budget for the project in FY 2008, along with the total project cost, all current funding sources, and all planned funding sources for all years, and the amounts provided by those sources, plus any additional materials necessary to explain the project. Contact Susan Howard (202-225-1784; susan.howard@mail.house.gov) or Asher Hildebrand (202-225-1784; asher.hildebrand@mail.house.gov) if you have any questions.

<u>*Requesting Organization:</u>	Town of Chapel Hill	
<u>Project Name (if applicable):</u>	US 15-501 Park Ride Facility	
<u>Exact Project Location:</u>	US 15-501 between Franklin Street and Garrett Road	
<u>Requested Funding Amount:</u>	\$3,000,000	
<u>Name/Title of Project Contact:</u>	David Bonk, Long Range and Transportation Planning Coordinator	
<u>Address, City, State, Zip:</u>	405 Martin Luther King Blvd, Chapel Hill, NC 27514	
<u>Phone/Fax:</u>	919 969-5064	<u>Email:</u> dbonk@townofchapelhill.org

*Must be a non-profit organization, educational institution, or a unit of state or local government

In order to be considered, a project must fall into an appropriate agency category (*check one*):

<p><u>DOT: Federal Aviation Administration</u></p> <p><input type="checkbox"/> Air traffic control facilities</p> <p><input type="checkbox"/> Approach lighting systems</p> <p><input type="checkbox"/> Instrument landing systems</p> <p><u>DOT: Federal Transit Administration</u></p> <p><input type="checkbox"/> Transit planning and research</p> <p><input checked="" type="checkbox"/> Bus and bus facilities</p> <p><input type="checkbox"/> New Starts</p> <p><input type="checkbox"/> Job access/reverse commute project</p>	<p><u>DOT: Federal Highway Administration</u></p> <p><input type="checkbox"/> Intelligent transportation systems</p> <p><input type="checkbox"/> National corridor planning</p> <p><input type="checkbox"/> Greenways/Bike trails</p> <p><input type="checkbox"/> Bridges</p> <p><input type="checkbox"/> Interstate maintenance</p> <p><input type="checkbox"/> General road projects</p>	<p><u>HUD</u></p> <p><input type="checkbox"/> Facilities construction/renovation</p> <p><input type="checkbox"/> Economic development planning</p> <p><input type="checkbox"/> Sidewalks, street furniture and façade improvements</p> <p><input type="checkbox"/> Land acquisition</p> <p><input type="checkbox"/> Industrial park development</p> <p><input type="checkbox"/> Capitalization of loan funds</p>
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If this project received member-sponsored appropriations funding in prior years, please indicate the amount, the federal agency funding source, and the fiscal year(s) in which the funding was appropriated:

Funding for land acquisition and design , totaling \$856,608 (federal), was appropriated over fiscal years 2006, 2007 and 2008.

Was funding for this project requested for the FY 2007 Transportation-HUD Appropriations bill?

No.

Please provide a brief summary of the project within the space provided:

The Town of Chapel Hill proposes to construct a park and ride facility with up to 500 spaces in the US 15-501 Corridor. The estimated cost of the construction is \$1.6 million (federal).

Please provide a more detailed description and rationale for the project within the space provided, including the anticipated benefit and/or impact of the project at the local, regional and/or national level:

The provision of a park ride facility in the US 15-501 corridor is needed to accommodate existing and anticipated demand for public transit access to Chapel Hill and the University of North Carolina at Chapel Hill. This park ride facility would allow for expanded transit services by both Chapel Hill Transit and the Triangle Transit Authority. The facility would support Chapel Hill's goal to expand transit services throughout the community, reducing the need for future roadway widening. It would also contribute to supporting the Town's pledge to reduce carbon emissions by reducing automobile use in congested corridors.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: May 9, 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 – May 18, 2007
- City issues contract – June 2, 2007
- Notice to proceed – June 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 I (TTA new start model revision) completed in October 2005.
- ✓ Phase II TTA New Start model conversion to TransCad to be completed in August 2006.
- Calibration of 2002 model in TransCad anticipated to be completed in December 2006.
- Validation of 2002 model against 2005 count data anticipated to be completed in November/December 2006

Unified Planning Work Program (UPWP) – Routine and Other Special Projects

MPO Environmental Justice (EJ) and Limited English Proficiency (LEP) Plan Integration

- Mandated by federal regulations
- Draft plan to be prepared in 2007.

Update of the MPO Public Involvement Policy

- ✓ Draft to be ready for August 2006 TAC meeting.
- ✓ Adopted – October 2006 TAC meeting

MPO Expansion for the next LRTP Update

- ✓ Initiated dialogue with Person County, Granville County, Butner, Roxboro and Pittsboro – July 2006
- ✓ Met with governing bodies of these jurisdictions – September 2006
- MPO expansion and revision of MOU expected to be completed as part of the 2035 LRTP update.

Public Outreach for the East End Connector Planning and Environmental Study

- ✓ LPA working on the Public Involvement and Outreach Program for the East End Connector Planning and Environmental Study (NEPA).
- ✓ Development of mailing list database complete.
- ✓ Received project schedule and time line from NCDOT.
- ✓ Newsletter distributed May 2006
- ✓ Speakers Bureau presentations June 2006 – ongoing
- ✓ First public meeting September 26, 2006
- ✓ Second public meeting – January 30, 2007

NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 5/1/2007

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%	93.4%	7/1/2007
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%	6/15/2007
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%	100%	6/15/2007
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	94.5%	93.9%	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	6.6%	6.8%	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				
DURHAM	U-4010	NC 98	WIDENING OF NC 98 (HOLLOWAY ST) FROM EAST OF US 70 TO EAST OF JUNCTION ROAD	\$ 3,288,207.30	0.369 miles	Triangle Grading and Paving	Bob Shultes	(919) 840-0914				

NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 5/1/2007

County	TIP #	Route	Location Description	Contract Estimate	Length	Contact Engineer	Phone #	Contract Let Date
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 - DCHC CAMPO 10/07 Attachment 19

Orange	31393	NC 86 @ Cameron St.	Upgrade signal heads, replace existing pedestrian signal heads with countdown heads and install mast arms REVISION: Use existing poles in lieu of mast arms	100,000.00	Revised compl. 5/30/07
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 REVISION: Mast arm to be used in lieu of metal strain poles	85,000.00	Rev. Compl. 10/31/07 due to equip. conflict w/ overhead utilities
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 REVISION: Install mast arm	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 began 4/23/07 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; Minor punchlist remains
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	41488	US 15-501 @ SR 1900 (Old Mason Farm Road)	Extend the left turn lane on northbound US 15-501 , revise the signal and add a right turn lane at SR 1900	\$147,500	FA const. by 10/08
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 5/1/07 for Compl. By 10/1/07

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC 11/19/07 Attachment 19

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
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	Project scope to be reviewed



America's Greenest Mayors

CITIES: The federal government has been dithering on climate change and energy conservation for years. Lucky for us, America's local leaders are filling the vacuum.

By Anne Underwood

Newsweek

April 16, 2007 issue - Sometimes great ideas are born of desperation. For Seattle Mayor Greg Nickels, that sense of urgency developed in the winter of 2004-05, when the annual snowfall failed to materialize in the neighboring Cascade Mountains. That's a serious issue in Seattle, where melting snow feeds the city's reservoirs in the springtime and swells the river that supplies its hydroelectric energy. Nickels's advisers were coming to him weekly with reports that the snow pack was just 1 percent of normal. "I don't think 'normal' exists anymore," Nickels remembers saying, having endured a succession of unusually warm winters. "Normal would be cause for popping champagne corks."

Nickels wasn't the only one who was starting to worry about climate change. In February 2005, 141 nations worldwide were preparing to put the Kyoto Protocol into effect—aiming to reduce global warming by cutting greenhouse-gas emissions 7 percent below 1990 levels by 2012. The United States was notably not one of them, so Nickels decided to "show the world there was intelligent life in the United States after all" by getting American cities to commit to Kyoto's targets. He drafted a document called the U.S. Mayors Climate Protection Agreement and presented it along with eight fellow mayors at the U.S. Conference of Mayors in March 2005. Their goal: to have 141 of their colleagues sign within a year, equaling the number of foreign countries that were party to Kyoto.

Two years later, a maverick idea has blossomed into a movement. To date, 435 mayors have signed on, Republican and Democratic, in Red States and Blue, from the crunchy coasts to the conservative heartland. Some of them govern cities with longstanding records of environmental activism, such as Chicago, San Francisco and Portland, Ore. But their ranks also include recent converts like conservative Republican Robert Cluck of Arlington, Texas, and Tom Barrett of Milwaukee, who just two years ago said it would be hard for him to join because of his city's commitment to promoting industry. Their combined efforts are now far more than symbolic. "These cities represent 61 million people," says Nickels. "That's equivalent to the population of France and larger than the United Kingdom."

The resources they bring to the task vary widely. In San Francisco, the city's Department of the Environment tackles sustainability with a staff of 70 people and a budget of \$20 million. In Fayetteville, Ark., Mayor Dan Coody just hired his city's first sustainability director. Still, a remarkable patchwork of programs is emerging, from the creation of car-sharing schemes on the West Coast to a new initiative in Cambridge, Mass., that aims to green at least half the buildings in town. In the process, city officials are discovering that these measures save money, reduce demands on overstretched utilities and make cities more pleasant places to live and work. "We're not talking about

some broad international policy that doesn't trickle down," says Coody. "Cities are where the rubber meets the road." Here are some ways they're taking action:

Energy Efficiency

Embarking on an environmental program sounds like a great idea. But if you're a mayor trying to cut greenhouse gases, where do you begin? How do you even know how to measure your current levels? That's where an organization called ICLEI—Local Governments for Sustainability can help. Founded in 1991, ICLEI provides computer software that walks city officials through the calculation one step at a time, helping to tally up emissions from buildings (based on energy-consumption data from utilities) and vehicles (based on volume of traffic—that's what those little black strips on roads are for). The software even takes into account emissions from landfills, which generate methane, a potent greenhouse gas. ICLEI presents officials with a menu of energy-saving measures and helps calculate the reductions they can achieve from each. "We show them the low-, medium- and high-hanging fruit," says executive director Michelle Wyman.

One of the easiest measures is also one of the most cost effective. That's converting stoplights from incandescent bulbs to LEDs. On the downside, the conversion demands a major investment upfront. "When I found out the cost, it scared me," says Cluck in Arlington, Texas, noting that the new lights will cost his city \$1.35 million. But since LEDs use 80 percent less energy than standard lights—and last six to 10 times longer—they pay for themselves in several years. After that, cities reap the savings. For Arlington, that's a projected windfall of more than \$250,000 a year. In a larger city like New York, it's even more. The Big Apple—which has replaced 80,000 incandescent bulbs in 12,000 intersections—will realize savings of \$6.3 million a year once the initial investment of \$28 million is paid off.

There are dozens of other ways for a city government to cut its power use. Buildings themselves can be made more energy efficient with good insulation, tight ducts and efficient air-conditioning systems. "In cities, buildings account for 50 to 70 percent of energy consumption and, therefore, greenhouse-gas emissions," says Rob Pratt, head of the climate-change initiative at the Henry P. Kendall Foundation in Boston. Many municipalities now require that new government buildings meet the certification standards of the U.S. Green Building Council.

But to achieve ambitious energy-reduction targets, a city needs to get private developers and citizens onboard, too. One of the best examples is Austin, Texas, home to the nation's first green building program. A major citywide energy-conservation program in the 1990s allowed the city-owned utility to avoid construction of a new 500-megawatt power plant that would have been needed by 2000. Now Mayor Will Wynn has an even more ambitious program: to make all new homes in Austin "zero-energy-capable" by 2015. That means they will draw 65 percent less energy than a new home built today—so little that the rest of their energy needs could be supplied by solar panels on the roof, if the homeowners installed them. "Houses like this are possible today," says Roger Duncan, deputy general manager of Austin Energy. But they require every energy-saving trick in the green builder's book.

The city of Cambridge is hoping for a more immediate impact with a sweeping \$100 million initiative announced two weeks ago to cut the energy consumption of every

neighborhood in town—municipal, university, commercial and residential alike. "Energy audits" of buildings will be provided free to those who want them, along with recommendations on how to cut energy use. To help owners make the suggested upgrades, low- or zero-interest loans will be available, to be repaid as savings accrue from the new efficiencies. Realistically, the organizers hope for a 50 percent participation rate, which would cut emissions an estimated 10 percent by 2012. The same program will soon roll out in Boston and four other Massachusetts cities.

Transportation

After buildings and lighting, the next obvious issue for a city to address is motor vehicles. As their fleets age, many towns are gradually converting their cars, garbage trucks, salt spreaders, tow trucks and fire engines to hybrids or alternative-fuel vehicles that use ethanol, compressed natural gas or biodiesel. In San Francisco, officials are going the extra mile, so to speak, and will soon use recaptured fat, oil and grease from restaurants to make biodiesel fuel for the city's garbage trucks. These fleet upgrades "aren't quite as cost effective as lighting changes," says Garrett Fitzgerald, director of programs at ICLEI. "But they're simple to do, and they provide a great opportunity to reduce emissions."

Many cities are also encouraging private individuals and taxi companies to switch to hybrids and other high-efficiency vehicles by offering a variety of incentives. In Salt Lake City, says Mayor Rocky Anderson, "the transportation department will put a decal in your rear window, and you can park at any city meters without ever having to pay." And in Boston the Massachusetts Port Authority, which runs Logan airport, is about to start giving hybrid taxis two passes per shift allowing them to cut to the front of the passenger-pickup line. But the very existence of a program for hybrid taxis in Boston is due at least in part to a private initiative by architect John Moore, who last year got permission to follow a standard cab around town for a day in a borrowed Ford Escape hybrid. At the end of the day, the hybrid had used just 3.5 gallons of gas, versus 10.2 for the cab—and with fewer emissions. Moore's experiment helped persuade the city to approve hybrid cabs, a shift that could ultimately translate into greater reductions of greenhouse gases than for most autos, since cabs are on the road all day.

Better yet are trips not taken at all—at least not in privately owned cars. Des Moines, Iowa, has installed bike racks on the front of buses to make longer, car-free commutes more practical, and it has sponsored contests to design artistic bike racks for public spaces. In addition, a growing number of cities have seen the arrival of car-sharing programs like Flexcar in Seattle. For a \$35 annual fee, you can go online and reserve cars parked at convenient locations. "Like a cash machine, there should always be one within a couple blocks," says spokesman John Williams. You pay \$9 per hour, but the company covers gas, insurance and parking in designated spots. It's so convenient that about half the members end up selling an existing car or avoid buying a new one.

Vibrant Downtowns

New York is the most energy-efficient city in the nation, since millions of residents live in densely packed apartment buildings and rely on walking or public transit for most of their transportation needs. "New Yorkers use half the energy per capita as residents of other cities," says Deputy Mayor Dan Doctoroff.

No wonder cities across the country are trying to attract residents back downtown to live, not just work. In Miami, the city code and zoning laws are being overhauled for that very purpose. "Miami was developed haphazardly by engineers whose only interest was in making it easier for cars, so they built broad roads and narrow sidewalks," says Mayor Manny Diaz. "We want to change that, to have wide sidewalks, with shade trees and parks that create a pedestrian feel." Admittedly, the plan will take decades to implement, but Diaz seems committed to a broad range of shorter-term changes, too, including cleaning up city waterways and building green buildings. "We're on the front line of global climate change here," he says. "The water level doesn't have to rise too much for us to be riding around Miami in canoes."

The greening of city centers isn't just metaphorical. In Chicago, city officials have mapped the "heat islands," where asphalt and black roofs absorb heat and raise the city's overall temperature. These areas are then planted with trees—400,000 to date. "Trees are like big air conditioners," says Environment Commissioner Sadhu Johnston. They lower the temperature, filter air, remove carbon dioxide, absorb storm water and provide shade and beauty. (They even boost the economy. "Research has shown that people are willing to spend up to 12 percent more on a product if they're shopping in a district with mature trees," thanks to the pleasant ambience of the neighborhood, says Johnston.)

At Chicago's Center for Green Technology, the city also runs free programs on topics like planting green roofs, which are actual plots of grass on roofs. They absorb storm water, reduce heat loss in winter and help cool buildings in summer. "We run green-roof test plots to see how much they bring down the temperature," says Johnston. The verdict: a green roof can reduce the surface temperature of a summer-sun-drenched roof from 170 degrees to just 80 to 90 degrees. Chicago has 300 such roofs already built or under development.

The Small Things

Then there are the little things we can all do. "If every household in America switched out one compact fluorescent bulb, it would reduce energy consumption as much as taking a million cars off the road," says Des Moines Mayor Frank Cownie. We could also start drinking tap water rather than the bottled variety. "Production of the bottles alone consumes over 1.5 million barrels of oil a year," says Rocky Anderson in Salt Lake City. Even worse is the energy squandered on shipping water halfway around the world. As a result, he says, "you pay more for a bottle of water than an equivalent amount of gasoline." And we could carry our own mesh shopping bags. Two weeks ago, San Francisco grabbed headlines for banning nonbiodegradable plastic bags, which were costing the city \$8 million a year to clear from streets, storm drains and recycling machines.

In the future, there will no doubt be more amazing ways of contributing. San Francisco has major plans for renewable energy from solar, wind and even tidal power, which would be created by harnessing the tides flowing in and out through the narrow channel below the Golden Gate Bridge. Giant bi-directional blades would spin in the current, fueling generators. "And unlike solar and wind power, which are unpredictable, tidal power is incredibly reliable," says Jared Blumenfeld, director of the San Francisco Department of the Environment.

While the U.S. government continues to dither on climate change, foreign countries are sending representatives to San Francisco to study its green policies. "The Danish, Irish and French environment ministers have come to meet with us in the last six months," says Blumenfeld. "When we asked why, they said, 'Our governments are taking action at the federal level, but we have no idea what to do at the local level'." America's green mayors could teach them a thing or two.

With Matthew Philips

URL: <http://www.msnbc.msn.com/id/17996836/site/newsweek/>

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Council ponders MLK Jr. Boulevard funding

BY ROB SHAPARD, The Herald-Sun
April 11, 2007 10:09 pm

CHAPEL HILL -- The Town Council expects to decide in early May how to spend about \$250,000 on measures aimed at improving safety for pedestrians and bicyclists along Martin Luther King Jr. Boulevard.

Two local residents said Wednesday that they hope those measures won't include adding new bicycle lanes. Regular cyclists Susan Ennett and Wayne Pein argued bike lanes, particularly on the steep hills on both sides of Bolin Creek as it passes under the road, would make it more dangerous for cyclists, rather than safer.

Ennett said she's been a daily bicycle commuter along the boulevard to the UNC campus, where she's a professor. Ennett said in her experience, the road is not dangerous for cyclists.

She said the key is to use the full road lane -- to which cyclists have a legal right -- especially when going up to 25 to 30 mph on the descents, and that drivers typically either pass her when they can or wait behind her. Ennett said she didn't think drivers would be inclined to show that same courtesy if bike lanes were added and cyclists didn't use those lanes.

"I am asking you personally not to put me in danger on my daily commute," she said.

As he has before the council in the past, Pein argued against bike lanes, saying in part they would be too narrow to be safe on the boulevard, particularly on the hills. He said it would be better to take steps like narrowing the road lanes in those spots and putting up signs encouraging cyclists to use the full road lanes, or to make no changes.

"Let's separate feel-good perception from functional reality," he said about bike lanes.

Local resident Blair Pollack urged the council to focus much of the available funding between Piney Mountain Road and Homestead Road. On a side note, Pollack noted a dearth

of bus shelters along the road, and said perhaps it's time for the council to consider allowing some sponsorships from businesses for new shelters to help defray the cost.

Consultants working for the town have come up with a number of recommendations for the boulevard all the way between North Street and Interstate 40, as well as 15 other intersections around town.

The town has about \$250,000 in regional transportation funds for the kinds of improvements mentioned in the "N.C. 86/Martin Luther King Jr. Boulevard Corridor/Town-Wide Pedestrian Safety Evaluation Study." While all the recommendations would cost well beyond that amount, taking some of the initial steps such as adding crosswalks and pedestrian signals at key intersections could be an approach the town takes.

In addition to crosswalks and pedestrian signals, the recommendations include filling gaps in sidewalks, putting in midblock crosswalks with pedestrian "refuges" and improving the landscaping and buffering. The town staff will come back May 7 with some specific recommendations for the council to consider.

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Turnpike could harm kids, scientist says Traffic could flow by late 2010

TURNPIKE TIMETABLE

Two proposed toll roads in western Wake County and Research Triangle Park -- known informally as the Triangle Turnpike -- could begin carrying traffic as soon as fall 2010.

They would be connected by a 2.8-mile segment of Interstate 540 now under construction. With the I-540 link, which also would have a tollbooth, the combined expressway would stretch for 18.8 miles. Cost estimates range from \$540 million to \$1 billion.

Studies to be completed in the next few months will produce revised forecasts for traffic counts and toll revenues, and for construction costs.

HERE'S THE TIMETABLE TURNPIKE OFFICIALS ARE HOPING FOR:

MAY AND JULY: Draft and final environmental reports expected.

JUNE: Public workshop to be scheduled for RTP road.

SEPTEMBER: General Assembly expected to vote on requested \$12 million -- \$18 million annual payment to cover gap between toll revenues and project costs.

NOVEMBER: Bond anticipation notes issued to fund purchase of remaining right-of-way.

DECEMBER: First contracts awarded, design work starts.

MAY 2008: Remaining contracts awarded, construction starts.

SUMMER 2008: Revenue bonds issued to fund project.

FALL 2010: Triangle Parkway open to traffic in RTP.

FALL 2011: I-540 portion open to traffic from RTP to Holly Springs.

SOURCE: NC TURNPIKE AUTHORITY (WWW.NCTURNPIKE.ORG)

BRUCE SICELOFF, Staff Writer

Young lungs will be imperiled by a toll road planned 120 yards from a Research Triangle Park day-care center that serves 171 babies and preschoolers, an RTP scientist said Wednesday.

Gary S. Bird, father of two children at the First Environments Early Learning Center, asked the N.C. Turnpike Authority to make sure a pending study considers all the health risks of the planned Triangle Parkway.

"Noise pollution notwithstanding, exposure of these children to particulate emissions -- both during construction of the parkway and in its planned use -- is very likely to have adverse effects on their health," said Bird, 45, of Chapel Hill.

The state agency hopes in December to start designing and building the state's first modern toll roads, both in the Triangle: the 3.4-mile Triangle Parkway through RTP, and a 12.6-mile extension of Interstate 540 south from RTP to Holly Springs. The two roads could begin carrying traffic by late 2010.

Local officials have expressed concerns about toll plans, and southern Wake residents have protested in letters to the editor. But Wednesday's board meeting marked the first time the turnpike agency has heard formal statements of opposition.

The criticism came from Bird and a second speaker.

David C. McDowell, a Raleigh blogger who works as a network administrator in Cary, noted that drivers now use the northern half of I-540 without paying tolls. He said it would be unfair to treat southern Wake residents differently, or to collect tolls from low-income service workers who commute to RTP.

"I don't think they should be discriminated against," said McDowell, 31. "Why should they not also benefit from a free 540?"

Tippett disagrees

State Transportation Secretary Lyndo Tippett, who leads the turnpike board, dismissed McDowell's criticism of the I-540 toll plans. "Certainly your concerns have been addressed by others," Tippett said. "We are charged with our responsibility as the turnpike authority."

Bird works as a physiologist for the National Institute of Environmental Health Sciences, but he said he was not speaking as an expert. He serves as president of a parent cooperative that operates the day-care center on the U.S. Environmental Protection Agency campus at RTP.

He cited studies that found increased asthma and other respiratory ailments in children who live or attend school near busy highways. About 25 percent of the children at the RTP center already suffer from asthma, he said.

Report coming soon

Robert D. Teer of Durham, an RTP developer who sits on the turnpike board, said Bird's concerns came late in the game.

"The pathway for the Triangle Parkway was reserved in 1957" before RTP was built, Teer said in an interview. "They knew it was there when they built that day-care center in the 1980s."

Steven D. DeWitt, chief engineer for the turnpike agency, said noise and air pollution effects will be considered in an environmental assessment to be completed within the next month. He said residents will be able to learn more about Triangle Parkway plans at a community workshop to be scheduled sometime in June.

Bird said he and other parents would look closely at the environmental study and then discuss its findings with turnpike officials.

"I look forward to sitting down with these chaps," he said, "and seeing what they have to say."

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

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The wide open road almost a done deal

By Ray Gronberg, The Herald-Sun
April 28, 2007 11:43 pm

N.C. Department of Transportation engineers hope the last bits of work along a newly widened stretch of Interstate 85 in Durham will be complete in May or early June.

While the new lanes have been open awhile, contractors are finishing some detail work along the highway and the roads that connect to it, including landscaping, lights and pavement markings, DOT Division Engineer Wally Bowman said.

Officials had hoped to conduct a formal ribbon-cutting for the highway this week, but state Transportation Secretary Lyndo Tippet's staff opted to postpone the ceremony until the contractors were done.

Construction on the easternmost segment of the \$189 million widening began in 1999. The new lanes are winning good reviews from motorists, but people who live nearby are more than ready to see the project's completion.

The lighting issue is a sore point with some, as DOT hasn't been able to illuminate some of the overhead signs and directional markers along the route.

"We had guests who were joking about Durham, asking, 'Did somebody forget to pay the power bill?' " said resident Kay Spivey. "They couldn't see the signs until car lights hit them."

Bowman said contractors had finished installing the necessary fixtures and now just needed someone to finish powering them all. The problem is similar to the one that briefly delayed the city's efforts to open a widening of Martin Luther King Jr. Parkway.

Landscaping is also under way. Crews took on the medians on Guess Road and Hillandale Road last week, Bowman and city Transportation Manager Mark Ahrendsen said.

Ahrendsen said he and his staff had no complaints about the way DOT and its contractor, the Granite Construction Co., were moving in the project's final stretch.

"We feel they've been making good progress in the last few months trying to wrap up the project," he said. "It's always a lengthy process when you get down to the final details. We want to be sure they do it right."

DOT's online construction progress reports indicate that the project's eastern and central sections, east of Broad Street, are all but finished. The western section, from Cole Mill Road to Broad Street, is lagging a bit behind the other two.

Engineers are seeing cost overruns that range from about 18 percent on the east end of the widening to 7.5 percent on the west end.

The N.C. Department of Transportation will continue repaving the 10.4-mile stretch of Interstate 40 in Durham County from N.C. 147/Durham Freeway to the Orange County line next week. All work schedules depend on weather.

Between today and May 7, two of three lanes on I-40 East at the Orange County line from Exit 270 (U.S. 15/501 interchange) to Exit 276 (Fayetteville Road) will be closed as crews remove sections of the concrete surface and replace it with asphalt. The tentative work schedule is:

- Today, 8 p.m. to 6 a.m. Monday
- Monday, 8 p.m. to 6 a.m. Tuesday
- Tuesday, 8 p.m. to 6 a.m. Wednesday
- Wednesday, 8 p.m. to 6 a.m. Thursday
- Thursday, 8 p.m. to 6 a.m. Friday
- Friday, 8 p.m. to 6 a.m. Monday.

Motorists are encouraged to use the following primary alternate route during lane closures:

- Interstate 85 (Exit 163 off I-40) to N.C. 147/Durham Freeway (Exit 172) and the reverse. This route is only one mile longer than following I-40 through the construction zone and will allow motorists to avoid work zone delays.

- U.S. 64 to U.S. 421 to I-85 to U.S. 221 and the reverse as an alternate route to the Greensboro/Triad area; and U.S. 64 to U.S. 421 to I-85 and the reverse as an alternate route to Charlotte.

Lane Construction Corp. of Meriden, Conn., will work through November and then resume work in March 2008 when warmer weather returns.

The project contract calls for work to be completed by May 2008.

For 24-hour updates, dial 511, the state's free travel information line for current travel conditions; visit NCDOT's Traveler Information Management System at www.ncdot.org by clicking on "I-40 Durham Work Zone" or "Road Conditions"; or listen for radio alerts within the project area on 1680 AM or CB Channel 19.

URL for this article: <http://www.heraldsun.com/durham/4-843518.cfm>

Transit panel has pedal to metal *'We're behind,' co-chairman says*

Bruce Siceloff, Staff Writer

Think fast. That's the mission statement for 29 Triangle residents who met Wednesday for the first time as an advisory panel asked to figure out the region's long-term priorities for major rail and bus transit service.

Local mayors and county commissioners called for a quick, fresh study last August, after an \$810 million commuter train proposal ran out of steam. They took nearly nine months to agree on the makeup of their Special Transit Advisory Commission, but they want the new group to finish its work in less than six months.

"It's very important that on Oct. 31 you give a report," Alice Gordon of Chapel Hill, an Orange County commissioner, said Wednesday at the group's inaugural meeting in Research Triangle Park.

The business executives and community activists spent their first three hours getting acquainted with each other and with the challenge of agreeing on how best to serve three counties that are expected to absorb 800,000 new residents by 2030.

"In my mind, we're behind -- and we're going to fall farther behind unless we do something aggressive," said Bill Cavanaugh of Raleigh, retired president and CEO of Progress Energy and the advisory group's co-chairman. "Atlanta has been behind from the first day I ever went there. They've got a massive problem."

The transit advisory group will meet about every three weeks through the summer, aided by officials from the Triangle Transit Authority, N.C. State University and regional planning agencies.

A technical study to be completed by July will include an updated analysis of many possible transit corridors -- who lives, works and travels along each corridor, how traffic is expected to grow, and what transit options would cost. Then, after soliciting ideas from the public, the group is to develop recommendations for transit improvements.

The local elected officials who sit on the region's two transportation planning boards -- the Capital Area and Durham-Chapel Hill-Carrboro metropolitan planning organizations -- plan to discuss the advisory group's proposals in October. A key part of their work will focus on what to build and how to pay for it.

Gradual worsening

Short funds and soaring costs forced the TTA last year to shelve its push to build a 28-mile rail line through Durham, RTP, Cary and Raleigh. Although the trains would have served some of the Triangle's biggest employment centers, critics said the TTA missed key destinations, including the airport, and would not reach where most people live.

It won't be easy to come up with a better idea that Triangle residents can agree is worth the cost, members of the advisory panel said Wednesday.

"There's no obvious central, single core around which transportation would function," said Carolyn Elfland, an associate vice chancellor at UNC-Chapel Hill. And no urgent "doomsday scenario" that would easily unite residents of the sprawling region.

"Incrementally, it gets worse and worse," Elfland said. "But there's never anything awful that makes people say 'Now!' and 'We definitely need to do it.' It's a process of going on and on, and people not doing anything about it. That's a challenge."



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,

Lyndo Tippet

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



 DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

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

March 1, 2007

Secretary Lyndo Tippett
 North Carolina Department of Transportation
 1501 Mail Service Center
 Raleigh, North Carolina 27699-1501

Dear Secretary Tippett:

On February 15, 2007, President Bush signed the Revised Continuing Appropriations Resolution, FY 2007 (P.L. 110-5). Pursuant to the signing of this resolution, FHWA is preparing a rescission order directing each state to cut their highway program balances. North Carolina is to be ordered to rescind an estimated \$100 million of highway funding in FY 2007 according to the Surface Transportation Policy Partnership.

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is concerned about this significant cut in federal funding and requests that NCDOT distribute the funding cuts proportionately across all federal funding sources. We realize that it will be a difficult task for NCDOT to identify \$100 million in funding cuts. We urge NCDOT to not unfairly target any one program such as the Congestion Mitigation Air Quality (CMAQ) or Transportation Enhancements (TE) programs. The DCHC MPO and its member governments depend on these programs to provide funding for necessary transit, bicycle, and pedestrian improvements, reduce congestion, and meet air quality goals. In addition, considering that the TE call for projects scheduled for 2006 and the CMAQ call for projects scheduled for early 2007 have both been postponed, it is imperative that NCDOT not further sacrifice these programs and delay needed funding for these projects.

The DCHC MPO respectfully requests that NCDOT fairly distribute the FY 2007 federal rescission among federal funding programs. Please contact me at 919-560-4366 if you have any questions about the DCHC MPO's request.

Sincerely,



Mark Ahrendsen
 TCC Chair

Cc: Ken Spaulding, NCDOT, Division 5
 Doug Galyon, NCDOT, Division 7
 G.R. Kindley, NCDOT, Division 8
 Calvin Leggett, NCDOT, TIP Unit
 TAC Members
 TCC Members



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

April 12, 2007

Mr. Mark Ahrendsen, Chair
Technical Coordinating Committee
Durham/Chapel Hill/Carrboro
Metropolitan Planning Organization
101 City Hall Plaza
Durham, North Carolina 27701

Dear Mr. Ahrendsen:

Secretary Tippettt forwarded your letter of April 5 to me and asked that I respond. The key issue in this rescission is that it is of Budget Authority (Apportionment) not Obligation Authority. Each year Congress grants North Carolina by formula a certain amount of Budget Authority or Apportionments in the various federal aid program categories. In fiscal 2007 this is estimated to be \$968 million. Then, in order to restrict the actual outlay for money from the Federal Highway Trust Fund they create a budget ceiling called an obligation limitation. For fiscal 2007 this figure is expected to be about \$880 million. Each year there is a gap between what is apportioned to our state and what we can actually obligate or spend on projects.

Because we cannot "spend" all of the funds apportioned to us each year, some of these funds carry over. This is anticipated and federal law generally gives these apportioned funds a 4-year life. As we fund projects we use the oldest funds first in order to avoid lapsing them or having them expire. Also because the federal program distribution rarely matches our state priorities and project delivery, some categories of funds get utilized at a greater rate than others.

When faced with a decision on returning budget authority to Washington, the first objective is to insure that the decisions we make will have minimal impact on our ability to deliver the TIP as adopted by the local MPOs and our Board. This leads us to look at those categories of funds where the annual flow into the state exceeds our past and expected future need. Once we have identified those areas where our apportionments exceed our anticipated need, we then start looking for the oldest funds or those that have the greatest possibility of lapsing before they can be used. I am attaching a copy of the rescission notice that we provided the Federal Highway Administration. In general, 41% is allocated from the Bridge Replacement Program, 20% allocated from the Congestion Mitigation and Air Quality Program, 8% from the Surface Transportation

PROGRAM DEVELOPMENT BRANCH
Room 146, Transportation Building
1542 Mail Service Center
Raleigh, NC 27699-1542

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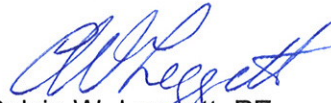
Mr. Mark Ahrendsen
April 12, 2007
Page 2

Program – Enhancements, and 31% from Interstate Maintenance. You will note that all funds rescinded are “old money”, from fiscal 2006 or earlier, and that no current year (2007) apportionments are affected. Applying the rescission across all programs would result in us leaving older funds that are not immediately needed available in some areas while returning 2007 funds that are promised to projects in others.

We believe that this specific action will not have a negative impact on our Transportation Program, and should not have any impacts on the program within the Durham-Chapel Hill – Carrboro MPO area. As long as the Department can deal with this and other rescissions in a manner that does not negatively impact our ongoing TIP programs, we feel that our decisions should reflect good and prudent fiscal management. If future rescissions cannot be dealt with in a manner that doesn't impact our future programs, then the decisions will appropriately become much more of a policy issue.

Thank you for your interest in our transportation program. I'm sure that you will agree that in this time of significant transportation budget shortfalls we need to work to maximize the availability of funds to meet the priority needs as identified by the Board of Transportation and MPO boards throughout the state. If I may provide any additional information, please let me know.

Sincerely,



Calvin W. Leggett, PE
Manager, Program Development Branch

CWL:sm

cc: Secretary Lyndo Tippet
Doug Galyon, Member, Board of Transportation
Kenneth Spaulding, Member, Board of Transportation
G.R. Kindley, Member, Board of Transportation
Nina Szlosberg, Member, Board of Transportation
Wally Bowman, Division 5 Engineer
Mike Mills, Division 7 Engineer
Tim Johnson, Division 8 Engineer
Mark Foster, Chief Financial Officer

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Rescission of Unobligated Balances
Pursuant to the Continuing Appropriations Resolution, 2007, Pub. L. No. 110-5, Sec.21014

State: North Carolina

<u>Program Title</u>	<u>Program Codes</u>	<u>Fiscal Year</u>	<u>Unobligated Balance to be Rescinded</u>
Bridge Replacement – 65% on System	1180	1997	\$ 132,427.00
Bridge Replacement – 65% on System-TEA21	Q100	2003	\$ 383,033.00
Bridge Replacement – 65% on System- STEA03	H100	2005	\$39,484,540.00
Congestion Air Quality Program	3200	1997	\$ 4,760.00
CMAQ – TEA21	Q400	2003	\$ 209,129.00
Congestion Mitigation STEA03	H400	2005	\$19,786,111.00
STP-Enhance	33B0	1997	\$ 283,515.00
STP-Enhance-TEA21	Q220	2003	\$ 431,237.00
STP-Enhance-STEAO3	H220	2005	\$ 6,654,844.00
Interstate Maintenance	04M0	1997	\$ 69,612.00
Interstate Maintenance – TEA21	Q010	2003	\$ 1,260,573.00
Interstate Maintenance – STEA03	H010	2005	\$12,350,273.00
Interstate Maintenance – SAFETEA-LU	L010	2006	<u>\$16,319,542.00</u>
Total			\$97,369,596.00



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MICHAEL F. EASLEY
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1501 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1501

LYNDO TIPPETT
SECRETARY

April 2, 2007

Ms. Alice Gordon
Chair, Transportation Advisory Committee
Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization
101 City Hall Plaza
Durham, North Carolina 27701

Dear Ms. Gordon:

Thank you for your recent letter of interest regarding the intercity passenger rail needs in Durham. The North Carolina Department of Transportation (NCDOT) is committed to enhancing economic and efficient multi-modal transportation services across the state. As you are aware, the Department is currently re-evaluating the renovation options in Durham. Please note that this does not mean the Department no longer supports the renovation of the Durham rail station.

The citizens of Durham endorsed a bond referendum to invest in a multi-modal transportation center. The authority provided by the citizens has been extended numerous times as various public entities have developed multiple plans to serve the traveling public. To date, the Department has invested \$4.5 million in the Durham Multi-Modal Center.

I understand that the three-part plan referenced in your letter is the product of this extensive planning, collaboration and commitment by all parties. However, a significant program element, construction of the regional rail project as developed by the Triangle Transit Authority (TTA), has now been suspended and this type of regional transit service is being re-examined. When the original concept to use the Walker Warehouse was developed, no other viable options for a passenger station on the same side of the railroad tracks as the proposed Durham Multi-Modal Station existed. Using Department, local, and federal funds, TTA purchased property where the current terminal exists. However, shared use was not possible under their plan. Since that time, TTA has had to reconsider the scope of its project, creating an opportunity to conserve public investment by working together to develop multi-modal facilities that may not require an additional investment of scarce public funds.

On March 2, 2007, the Department signed a Memorandum of Agreement with TTA. In addition to continuing the Department's commitment to support TTA's Regional Rail project, the agreement establishes a relationship to work toward a joint passenger/regional rail station in Cary, Raleigh and Durham. The placement of a rail station on the TTA property south of the rail tracks would be in closer proximity to the proposed Durham Multi-Modal Station and would be more accessible to parking opportunities in the American Tobacco complex's north parking deck and would enhance the City of Durham's downtown revitalization effort. These factors combined with the projected ridership and the Department's financial constraints make the shared use option the most economically feasible.

Ms. Alice Gordon
April 2, 2007
Page 2

The creation of a joint passenger/regional rail station on the same side of the tracks as the currently proposed multi-modal station would be more efficient, safer and cost effective. Having all modes together would help create a more seamless transportation system that will be more attractive to the public and a more prudent use of taxpayer monies.

Thank you for your interest and please do not hesitate to contact me should you have further questions or concerns.

Sincerely,

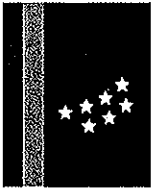


Lyndo Tippet

LT/ps/sb

cc: Ms. Becky Heron, Vice Chair,
Transportation Advisory Committee
Durham-Chapel Hill-Carrboro MPO
TAC Members
DCHC MPO Legislative Delegation
Dan Smith, Secretary,
Carolinas Association for Passenger Trains

DURHAM

1869
CITY OF MEDICINE

CITY OF DURHAM | DURHAM COUNTY
 PLANNING DEPARTMENT
 101 CITY HALL PLAZA, DURHAM, NC 27701



February 23, 2007

Mr. Roger L. Stancil, Town Manager
 Town of Chapel Hill
 405 Martin Luther King, Jr. Boulevard
 Chapel Hill, NC 27514-5705

Subject: Southwest Durham County Land Use Plans

Dear Mr. Stancil:

This letter is provided in response to your letter of January 30, 2007 to Mark Ahrendsen, Durham Transportation Manager, questioning Durham's commitment to transit within Southwest Durham County. I must admit that I am surprised to learn that Chapel Hill continues to question Durham's commitment on this issue.

A cursory examination of the land use plan contained in Durham's adopted *Comprehensive Plan* shows that the area just north of NC 54 is one of five designated Suburban Transit Areas (STAs) in Durham County. Pursuant to Land Use Policy 2.3.2f, Suburban Transit Areas, such areas are permitted to utilize more intense development standards than are typically allowed in suburban areas "to encourage development supportive of transit."

This policy guidance is reinforced in Durham's *Unified Development Ordinance (UDO)*. Sec. 4.1.1, Establishment of Districts, authorizes development within designated STAs to utilize the standards of Compact Neighborhood Support Areas. These standards permit densities ranging from 6 to 17.5 dwelling units per acre, which corresponds to the range of densities typically acknowledged as being supportive of bus rapid transit (generally 7-15 dwelling units per acre).

Durham's *Comprehensive Plan* and *UDO* also work to encourage mixed use development within the designated STA, which is shown on the Future Land Use Map as a mix of Office, Commercial, and Residential uses. Land Use Policy 2.3.2e, Suburban Tier Mixed Use, explicitly authorizes mixed use developments anywhere in Durham County except in areas designated as Industrial on the Future Land Use Map and encourages such mixed use development through the application of density bonuses for such development. This policy guidance is reinforced through the provisions of Sec. 6.11.7, Mixed Use, of Durham's *UDO*.

To provide more concrete examples of how Durham's *Comprehensive Plan* and *UDO* serve to support transit in the area, consider that the densities shown only on the residentially designated portions of the STA as shown on the Future Land Use Map would permit between 1,200 and 2,900 units, while residential development in the Office designated areas would permit an additional 600 units. Development of these residential units would require no mixed use development. Mixed use development of the area, which could be done with no revisions to the long range plan, could approximately double the number of units permitted, to a rough estimate of 6,250 dwelling units if uses were vertically integrated. Development of this intensity, of course, assumes that the essential infrastructure necessary to support it is in place.

Durham particularly recognizes the limitations imposed on development in the vicinity of NC 54 between Chapel Hill and I-40. This is the only road segment in Durham County which does not operate at the adopted level of service. Past development decisions, not only in Durham County but in the communities immediately to the west that failed to respect the importance of linking land use and transportation planning, have created the congestion issues that plague this corridor. Accordingly, Durham's *Comprehensive Plan* requires that development seeking to utilize the transit supportive densities described above be phased based on the adequacy of available infrastructure (Land Use Policy 2.3.2g, Suburban Transit Area Phasing, of the *Comprehensive Plan* and Sec. 6.11.7L, Phasing, of the *UDO*.)

Durham is justifiably proud of its *Comprehensive Plan*, which was recognized with an award by the North Carolina Chapter of the American Planning Association this year. We are equally proud of our *UDO*, which serves to implement the *Comprehensive Plan*. Working together, the policies and regulations contained within them serve to promote Smart Growth, particularly the essential linkages between land use and transportation planning to a greater extent than has been achieved in the past.

Sincerely,



Frank M. Duke, AICP
City-County Planning Director

CC: Patrick Baker, Durham City Manager
Mike Ruffin, Durham County Manager
Theodore L. Voorhees, Durham Deputy City Manager
Wendell Davis, Durham County Deputy County Manager
Mark Ahrendsen, Durham Transportation Manager
William V. Bell, City of Durham, TAC
Diane Catotti, City of Durham, TAC
Mike Woodard, City of Durham, TAC
Becky Heron, Durham County, TAC
Ellen Reckhow, Durham County, TAC