

**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

**November 14, 2007
9:00 AM**

**Committee Room
2nd Floor Durham City Hall**

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

ACTION ITEMS

**5. October 10, 2007 TAC Meeting Minutes
(Attachment 5)**

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

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

**6. 7-Year Travel Demand Management Plan
(Attachment 6, 6A, 6B)
John Tallmadge, TTA
John Hodges-Copple, TJ COG**

The Triangle Transit Authority (TTA) hired UrbanTrans Consultants to develop a 7-Year Travel Demand Management (TDM) Plan for the Triangle region. TDM is an element of the DCHC MPO's 2030 Long Range Transportation Plan and will help the MPO achieve its goals to reduce vehicle miles traveled. The purpose of the TDM Plan is to guide the programming and funding for TDM in the area for the next seven years. Traditionally, TDM has been programmed on a year-by-year basis by TTA and the MPOs.

Attachment 6 is a memo on the TDM Plan and the proposed programming and funding scenario. Attachment 6A is an Executive Summary of the TDM Plan. The full plan can be viewed on this website: <http://www.triangletdmplan.com/>. Attachment 6B is a series of spreadsheets that provides detailed funding and expense information on the plan. The TAC is asked to approve the content of the plan at the November meeting which includes changes in the administration of the program (administration transfers from NCDOT to TJ COG) and changes in the split of funding among CAMPO, DCHC MPO, and NCDOT. The DCHC MPO will be requested to provide STP-DA or CMAQ funds for its share of the TDM activities. Since the LPA and TCC are currently evaluating projects for STP-DA and CMAQ funds, the TAC is not asked to approve

funding for the program at the November meeting. Instead funding for the TDM plan will be considered in the context of other STP-DA and CMAQ projects in the coming months.

TCC Recommendation: That the TAC approve the 7-Year Transportation Demand Management Plan and defer identification of the MPO's share of the funding of the program until the STP-DA and CMAQ funding is considered.

TAC Action: Approve the 7-Year Transportation Demand Management Plan and defer identification of the MPO's share of the funding of the program until the STP-DA and CMAQ funding is considered.

7. 2009-2015 Transportation Improvement Program (TIP) - Regional Priority List
(Attachment 7, 7A, 7B, 7C, 7D, 7E, 7F)
Ellen Beckmann, LPA Staff

The TAC approved the 2009-2015 Transportation Improvement Program (TIP) Regional Ranking Methodology at the TAC meeting on June 13, 2007 (Attachment 7F). The LPA requested that local jurisdictions provide the MPO with their local priority lists and project information by July 27, 2007. The TCC and LPA staff reviewed the submitted projects, applied the ranking methodology, and prepared a recommended draft Regional Priority List.

The TAC released the draft Regional Priority List for a 21-day public comment period on September 12, 2007 and held a public hearing at the October 10, 2007 TAC meeting. Public comments from citizens and local jurisdictions have been solicited by the MPO (Attachment 7D and 7E). The TAC requested that the LPA and the TCC review these comments and prepare a recommended final list for the November TAC meeting. Attachments 7A, 7B, and 7C are the draft regional priority lists with additional information that may be considered for developing the final list. Maps are also provided for reference. Attachment 7 is a memo on the regional priority list.

NCDOT has requested MPO regional priority lists by November 30, 2007 for input into the final 2009-2015 STIP. The draft 2009-2015 STIP was released by NCDOT on October 31, 2007. LPA Staff will be scheduling one-on-one meetings with NCDOT to discuss the draft STIP and the MPO's priority lists.

TCC Recommendation: That the TAC approve the final Regional Priority List (Attachments 7A, 7B, and 7C) and request that the LPA produce lists by Division for the one-on-one meetings with NCDOT.

TAC Action: Approve the final Regional Priority List (Attachments 7A, 7B, and 7C) and request that the LPA produce lists by Division for the one-on-one meetings with NCDOT.

8. Draft 2009-2015 State Transportation Improvement Program (STIP)
(Attachment 8, 8A, 8B, 8C)
Mark Ahrendsen, TCC Chair
Ellen Beckmann, LPA Staff

The State Board of Transportation released the draft 2009-2015 STIP on October 31, 2007. The DCHC MPO supplement is included as Attachment 8. NCDOT's summary document of the differences between the 2007-2013 STIP and the draft 2009-2015 STIP are included as Attachment 8A. A more detailed analysis of the changes for highway, bridge, and bicycle/pedestrian projects in the DCHC MPO is included as Attachment 8B. A map displaying these changes for funded projects is provided as Attachment 8C.

TAC Action: Review the DCHC MPO supplement to the draft 2009-2015 STIP.

9. Election of Chair and Vice-Chair for 2008 – Appointment of Nominating Committee
Mark Ahrendsen, TCC Chair

The election of officers for the upcoming calendar year occurs on the agenda at the last TAC meeting of every year. The TAC Chair appoints a nominating committee in November to report back to the TAC in December.

The TAC Bylaws state that officers cannot serve more than two consecutive terms. In addition, the Chair shall rotate among the jurisdictions represented in Durham County, Orange County, and Chatham County so that successive chairs come from different counties (for example, if the Chair is from the City of Durham or Durham County, the next Chair shall be from Carrboro, Chapel Hill, Hillsborough, Orange County, or Chatham County). The Vice-Chair shall be from a jurisdiction located in either of the two other counties.

Alice Gordon and Becky Heron were elected the TAC Chair and Vice-Chair in December 2006 and are therefore eligible to serve one more term.

TAC Action: The TAC Chair will appoint a nominating committee and the election of officers for 2008 will be scheduled for the December TAC meeting.

REPORTS FROM STAFF:

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

TAC Action: Receive Report from TAC Chair

11. Report from Staff
(Attachment 11)
Felix Nwoko, LPA Staff

TAC Action: Receive Report from Staff

12. Report from the TCC Chair
Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

13. NCDOT Report

(Attachment 13)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS

14. Recent News Articles and Updates

(Attachment 14)

15. Federal Register Notice on Redesignation of Raleigh-Durham-Chapel Hill 8-Hour Ozone Nonattainment Area to Attainment for Ozone

(Attachment 15)

16. Letter from TCC to EPA re Proposed Ozone Standards – October 15, 2007
Report on the Impact of the EPA's Proposed Ozone Standards

(Attachment 16, 16A)

17. Letter from MPO to NCDOT re I-40 Repairs – October 24, 2007

(Attachment 17)

Adjourn

Next meeting: December 12, 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
11/06/02	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
04/12/06	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, Attachment 20 of 4/11/07 TAC Agenda, and Attachment 18 of 6/13/07 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> See 10/31/07 Joint TAC Agenda.
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>Completed:</u> See Attachment 16 of 6/13/07 TAC Agenda.
04/11/07	Send a letter to the DCHC MPO state legislative delegation regarding transportation bills introduced in the General Assembly	<u>Completed:</u> See Attachment 20 of 6/13/07 TAC Agenda.
05/09/07	Review the STP-DA allocation procedure including eligible projects and geographic distribution	<u>In Progress:</u> See Attachment 7C of 6/13/07 TAC Agenda.
05/09/07	Send a letter to the DCHC MPO state legislative delegation regarding H1462 (Municipal Street Provisions) and the Land Transfer Tax	<u>Completed:</u> See Attachment 20 of 6/13/07 TAC Agenda.
05/09/07	Send a letter of support for the Durham, Chapel Hill, and NCDOT earmark requests	<u>Completed:</u> See Attachment 15 of 8/8/07 TAC Agenda
08/08/07	Provide a summary of transportation-related development review regulations from member jurisdictions	<u>Completed:</u> See Attachment 17 of 10/10/07 TAC Agenda
08/08/07	Add information on student employment, employment-to-population ratios, and household size to the SE Data	<u>Completed:</u> See Attachment 6 of 9/12/07 TAC Agenda
08/08/07	Provide an update on damage to NC-147 due to the I-40 detour	<u>Completed:</u> NCDOT staff replied via email to TAC members
09/12/07	Develop final goals and objectives for the 2035 LRTP considering public comments and the Chapel Hill resolution	<u>Completed:</u> See Attachment 8 of 10/10/07 TAC Agenda
10/10/07	Send a letter to thank the NCDOT for the I-40 repair project	<u>Completed:</u> See Attachment 17 of 11/14/07 TAC Agenda.

TRANSPORTATION ADVISORY COMMITTEE

October 10, 2007

MINUTES OF MEETING

The Transportation Advisory Committee met on October 10, 2007, in the Council

Committee Room on the second floor of Durham City Hall. The following attended:

**Diane Catotti	City of Durham
**Alice Gordon	Orange County (TAC Chair)
**Ed Harrison	Town of Chapel Hill
**Becky Heron	Durham County (TAC Vice-Chair)
*Ellen Reckhow	Durham County
**Ken Spaulding	NCDOT-Board Member
**Mike Woodard	City of Durham
Mark Ahrendsen	City of Durham/Transportation
Ellen Beckmann	City of Durham/Transportation
George Cianciolo	STAC
Ray Gronberg	The Herald Sun
Andy Henry	City of Durham/Transportation
Karen Lincoln	Orange County Planning
Patrick McDonough	Triangle Transit Authority
Dale McKeel	City of Durham/Transportation
Adena Messinger	Town of Carrboro
Greg Northcutt	Triangle Transit Authority
Felix Nwoko	City of Durham/Transportation
Dawn Qiu	City of Durham/Transportation
Carlo Robustelli	Town of Chapel Hill
Richard Twigg	Resident, 2315 Huron Street, Durham
Chao Wang	City of Durham/Transportation

Alice Gordon, TAC Chair called the meeting to order at 7:08 p.m. and the Roll Call was conducted.

PRELIMINARIES:

Adjustments to the Agenda

There were no adjustments to the agenda.

Public Comments

There were no public comments.

Directives to Staff (Attachment 4)

There were no comments regarding the Directives to Staff.

ACTION ITEMS:

September 12, 2007 TAC Meeting Minutes (Attachment 5)

A motion was made by Becky Heron and seconded by Diane Catotti to approve the September 12, 2007 TAC Meeting Minutes. The motion carried unanimously.

2009-2015 Transportation Improvement Program – Regional Priority List – Public Hearing (Attachments 6, 6A, 6B, 6C, 6D, and 6E)

Richard Twigg, resident of 2315 Huron Street spoke regarding the 2009-2015 Transportation Improvement Program – Regional Priority List. He stated he does not see many lines drawn within the City of Durham near downtown for bike and pedestrian projects. He would like to see more priority projects particularly on Chapel Hill Road-the ridgeline corridor from Downtown Durham. It is flat and because of that is ideally suited for bicyclists and pedestrians.

Ed Harrison stated that Chapel Hill Road from Chapel Hill to Garrett Road is now a funded bike project because someone asked for it. There is a scoping meeting next week with NCDOT.

Diane Catotti asked if there will be bike lanes on Chapel Hill Road from Morehead to University Drive where it was resurfaced and Mark Ahrendsen stated yes that the section that they just resurfaced from US 15-501 business north will be striped as a joint parking bike lane.

Diane Catotti asked about the area that they just resurfaced on Cornwallis Road and Erwin Road. Dale McKeel stated there is not enough width on Erwin Road near Cameron

60 Boulevard for bike lanes; so they left a wide outside lane. On Cornwallis, west of Academy there
61 is also not enough room for a bike lane.

62 Ellen Reckhow asked that the Durham Bicycle and Pedestrian Advisory Committee come
63 up with a recommendation for Chapel Hill Road from University back to University. This is a
64 very active bike community and she is hearing a lot of comments from citizens concerned that
65 Sedwick was resurfaced but did not get a bike lane. Mark Ahrendsen stated that staff worked
66 with NCDOT on the resurfacing and if there was opportunity to restripe it for bike lanes, they
67 were willing to do it.

68 Diane Catotti expressed that bike and pedestrian projects should be high priority. Ms.
69 Catotti also stated that there is a new material that could be used on shoulders for bike lanes or
70 sidewalks and she is discussing it with the City Manager.

71 Mr. Twigg stated he is surprised that he is the only citizen speaking on behalf of this
72 matter. He suggested extending the deadline for comments. There are not many projects in
73 downtown Durham. He stated that Chapel Hill Road is a transportation corridor and could
74 connect potential greenways through the Lakewood neighborhood. When Chapel Hill Road was
75 disconnected from downtown, it affected the community.

76 Becky Heron stated that Duke School is expanding on Erwin Road. There will be road
77 improvements made to handle the traffic. Maybe we could look at providing bike and pedestrian
78 facilities when it is time to do road improvements at Erwin Road from NC 751 to the Orange
79 County line as there are a lot of walkers and bikers.

80 Ed Harrison stated that the Town of Chapel Hill wants an extension for comments on the
81 TIP. Alice Gordon asked if the deadline can be extended and Mark Ahrendsen stated that
82 NCDOT requested input from the MPOs by November 30, 2007. Alice Gordon asked if

83 comments received by October 22, 2007 could be included and Ed Harrison stated that the Town
84 of Chapel Hill Council doesn't meet until October 22, 2007. Mark stated that the Town of
85 Chapel Hill can submit what they have in advance even before official action and provide the
86 MPO a copy of the material that will go to Council. Ed Harrison will have David Bonk send the
87 agenda item and Mark stated that tweaks could be made after October 22, 2007. Mark stated that
88 information needs to be submitted as early as possible.

89 Becky Heron stated that this matter has been out for a while and she would like to know
90 why the Town of Chapel Hill needs more time. Ed Harrison stated that the request came from
91 the Planning Department in Chapel Hill. They were unable to get it to the Council for approval
92 earlier.

93 Alice Gordon stated that the TAC action is to refer the list to staff to work on and that the
94 TCC will meet on October 24, 2007. Mark Ahrendsen asked that whatever package that is going
95 to the Town of Chapel Hill Council be shared in advance with the understanding that it is still
96 subject to approval by the Council; but at least the TCC and the LPA can factor it in.

97 Diane Catotti stated that it is important to highlight what changes the Town of Chapel
98 Hill is requesting so we can make the final modifications.

99 Ed Harrison stated that the spreadsheet on transit has no points for expanding service.
100 Staff needs to be able to reflect the ridership of existing routes as well as new service. Transit
101 and bike/pedestrian projects are important to this MPO. We need to find a way to get more
102 funds in the little projects. Mike Woodard stated that NC 86 and Old 86 are also important.

103 Ken Spaulding stated that the Board of Transportation is getting more sensitive to these
104 needs. Mr. Spaulding will do all he can to be sensitive to the MPO's needs.

105 The TAC members expressed their thanks to Mr. Spaulding for all the support of this
106 MPO.

107 Alice Gordon stated that some bike/pedestrian projects are near schools. Ms. Gordon
108 would like a note that projects #30, I-40/Orange Grove Road Pedestrian Bridge, and #41,
109 Culbreth Road Sidewalk, are near schools.

110 A motion was made by Mike Woodard and seconded by Diane Catotti to close the public
111 hearing and refer the comments to staff.

112 Ed Harrison asked about adding extending the comment period for the Town of Chapel
113 Hill to the motion. Ellen Reckhow asked if the staff can incorporate everything in terms of
114 deadlines. Alice Gordon stated if we extend for one jurisdiction, it will have to be extended for
115 everyone. Mark Ahrendsen stated that staff's request is to close the comment period now so
116 staff can work with what has been submitted; recognizing that staff will receive comments from
117 the Town of Chapel Hill to consider.

118 After discussion; a motion was made by Mike Woodard and seconded by Diane Catotti to
119 close the public hearing and direct staff to prepare a Final Regional Priority List; recognizing
120 that the Town of Chapel Hill will be preparing comments for submission to the TCC meeting on
121 October 24, 2007 and staff is to receive draft language prior to the meeting. The motion carried
122 unanimously.

123 **2007-2008 Unified Planning Work Program (UPWP) Amendment #1 – Special Transit**
124 **Advisory Commission (Attachment 7 and 7A)**

125
126 Mark Ahrendsen provided an introduction for the 2007-2008 Unified Planning Work
127 Program (UPWP) Amendment #1 – Special Transit Advisory Commission, along with the
128 attachments.

The STAC is recommending that the contract at \$100,000 be extended through March 15, 2008 and the amount be increased to \$150,000. Our share of the extra \$50,000 will be 20% or \$10,000 which we suggest that \$8,000 be STP-DA funds and \$2,000 non-federal share. Of the non-federal share, we are requesting that the Town of Chapel Hill contribute as well as indicated in the attachment. Becky Heron asked why Orange County was not included in the local share and Ellen Reckhow asked that staff look into this also. Durham County has a line item in their budget to participate in transportation projects with the DCHC MPO. Mark Ahrendsen stated that there should be regional cost-sharing.

Diane Catotti wants to continue the STAC's work. Mark Ahrendsen expects the work to be complete in December or January 2008.

George Cianciolo, STAC Co-Chair, provided an update on the work that the STAC is doing.

Alice Gordon stated that at the October 31, 2007 Joint TAC meeting that begins at 1:30 p.m there will be a report from the STAC. Ellen Reckhow suggested moving the Joint TAC meeting up to Noon or 1:00 p.m. Staff will work with CAMPO to set the time of the Joint TAC meeting.

A motion was made by Diane Catotti and seconded by Mike Woodard approve Amendment #1 to the 2007-2008 UPWP providing the use of \$30,000 in STP-DA funding (\$24,000 federal, \$6,000 local match) for the original STAC contract and the STAC contract amendment with ITRE. The motion carried unanimously.

The TAC expressed thanks to the STAC for all of their hard work on this matter.

2035 Long Range Transportation Plan and Comprehensive Transportation Plan – Goals and Objectives (Attachments 8, 8A, 8B, 8C, and 8D)

153 Andy Henry provided an introduction for the 2035 Long Range Transportation Plan and
154 Comprehensive Transportation Plan – Goals and Objectives, along with the attachments.

155 Diane Catotti had three changes: (1j) comma before especially and a period after
156 disadvantaged and remove “are met” at the end; (4) Goals – the last line, add “and” before
157 “includes off-road trails”; (7b) should be reworded to “public transportation policy and planning
158 process.”

159 A motion was made by Diane Catotti and seconded by Mike Woodard to approve the
160 2035 LRTP and CTP Goals and Objectives with the recommended changes. The motion carried
161 unanimously.

162 **2035 Long Range Transportation Plan and Comprehensive Transportation Plan – Targets**
163 **(Attachments 9 and 9A)**
164

165 Andy Henry provided an introduction for the 2035 Long Range Transportation Plan and
166 Comprehensive Transportation Plan – Targets; along with the attachments.

167 Ellen Reckhow asked if staff has a recommendation on whether the TAC goes with good,
168 better, or best. Andy Henry stated that the TAC will not choose and Ms. Reckhow asked how
169 we know what we are shooting for and Andy stated we are shooting for best. Felix Nwoko
170 stated we chose a range because of a lawsuit in San Francisco where they had one target. Mark
171 Ahrendsen stated that we should shoot for the best; but if we are unsuccessful we have not failed
172 to meet the target. Ellen Reckhow stated that in the future, we need to do more to highlight this
173 for the community and decision makers.

174 Alice Gordon stated that the targets are hard to understand. Is there a way to make it
175 easier to understand?

176 Becky Heron asked if there is a way to evaluate on an interim basis to see where we are
177 now.

Alice Gordon suggested providing a transportation report. Mark Ahrendsen stated that accomplishing this will take the involvement and actions of the jurisdictions. In the final report when the plan is adopted that will achieve some of these goals, we can elaborate some of the actions that will need to take place by others to make the improvements.

Ellen Reckhow wants to highlight the key elements of the plan that will help achieve the targets. Becky Heron stated that we need to involve other departments.

A motion was made by Diane Catotti and seconded by Mike Woodard to review the proposed targets and direct the LPA staff and TCC to develop final targets for the November TAC meeting. The motion carried unanimously.

Greenhouse Gas and Criteria Air Pollutant Emissions Inventory and Local Action Plans (Attachment 10)

Ellen Beckmann provided a presentation on the Greenhouse Gas and Criteria Air Pollutant Emissions Inventory and Local Action Plans.

A 14.7% VMT reduction is required in the LRTP to meet the Greenhouse Gas Emissions goals for Durham County.

A motion was made by Diane Catotti and seconded by Mike Woodard to approve the Durham Greenhouse Gas and Criteria Air Pollutant Emissions Inventory and Local Action Plan for Emission Reductions. The motion carried unanimously.

REPORTS FROM STAFF:

Report from the TAC Chair

Alice Gordon showed some maps that the STAC were using for the task assigned. Ms. Gordon attended the APTA conference. Ms. Gordon asked if the TAC should be commenting on the EPA proposed rule making on new ozone standards.

Reports from Staff (Attachment 12)

203 Ed Harrison asked if the TAC would like a presentation on the Chapel
 204 Hill/Carrboro/UNC Long Range Transit Master Plan. Mark Ahrendsen will bring it up at the
 205 TCC meeting.

206 **TCC Chair**

207 Mark Ahrendsen stated that staff is continuing to work closely with the citizen's
 208 committee for the East End Connector project and the NCDOT.

209 The TAC members expressed thanks to the staff for all the work on the East End
 210 Connector.

211 Alice Gordon asked about the EPA ozone standards proposed rule. Ellen Beckmann
 212 stated that the comments were due October 9, 2007 and staff has reviewed the document.

213 **NCDOT Report**

214 Attached is the NCDOT Division 5 and Division 7 Engineer report. Ellen Reckhow
 215 recommended sending a letter to NCDOT expressing thanks for expediting and the low impact to
 216 the public for the I-40 resurfacing project.

217 **INFORMATIONAL ITEMS:**

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

219 The recent news articles and updates are attached.

220 **Excerpt from the Proposed Rule for Ozone and Request for Public Comment (Attachment**
 221 **16)**

222
 223 The excerpt from the Proposed Rule for Ozone and Request for Public Comment is
 224 attached.

225 **DCHC MPO Member Jurisdictions Transportation – related Development Review**
 226 **Regulations (Attachment 17)**

227

228 The DCHC MPO Member Jurisdictions Transportation – related Development Review
229 Regulations is attached.

230 **Adjournment**

231 There being no further business of the Transportation Advisory Committee, the meeting
232 adjourned at 8:59 p.m.

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency

DATE: November 14, 2007

RE: 7-Year Travel Demand Management Plan

The Triangle Transit Authority (TTA) hired UrbanTrans Consultants to develop a 7-Year Travel Demand Management (TDM) Plan for the Triangle region. A stakeholders committee guided the development of the plan. The purpose of the TDM Plan is to guide the programming and funding for TDM in the area for the next seven years with the overall goal of reducing commute-related vehicle miles traveled by 25% over the seven years. The DCHC MPO's 2030 Long Range Transportation Plan includes TDM activities to reduce congestion, improve air quality, and build a sustainable transportation network. The TDM plan will help the MPO achieve its 2030 LRTP goals.

In the past, TDM has been programmed on a year-by-year basis by TTA and the MPOs. The 7-Year program in the TDM Plan will help provide more financial stability for the program and allow for more long-term projects.

There are five key recommendations in the TDM Plan

1. Enhance the brand and role of GoTriangle.com for regional marketing initiatives, development and warehouse for on-line tools and as a one stop information source for transportation.
2. Define regional and local marketing and outreach roles and responsibilities.
3. Implement a competitive call for projects.
4. Establish an evaluating and monitoring program.
5. Increase levels and sources of funding.

7-Year TDM Plan – Recommended Administrative Changes

Attachment 6A is an Executive Summary of the TDM Plan. The full report can be viewed on this website: <http://www.triangletdmpplan.com/>. The plan recommends a regional program that has closely integrated local outreach and regional marketing and service provision, taking advantage of being "close to the customer" while realizing economies of scale. Program administration for TDM in the region is moving from the State at NCDOT, to the regional level, through TJ COG and an Executive Committee of the two MPOs, NCDOT, and the NC Department of Environment and Natural Resources. This change will allow the NCDOT to simplify their funding arrangement and will provide more local control over the program.

The organizational chart on page 3 of the Executive Summary displays how the TDM activities will be organized. TJ COG will serve as the administrator of the regional program. Planning will be done by the MPOs, NCDOT, and TJ COG. Services, such as the ridesharing database, vanpooling, and the emergency ride home program, will continue to be provided by TTA. Branding and marketing will be done by both TTA and local service providers while outreach will be done by TTA, local service providers, and the Regional Transportation Alliance.

The TDM plan designates six hot spots in the Triangle area (see map on page 2 of Executive Summary): Downtown Chapel Hill/UNC, Central Durham, RTP, NCSU, Downtown Raleigh and I-440 North Raleigh. Local marketing and service will be provided in the six hot spots by local service providers. These local service providers are:

Hot Spot	Local Service Provider
UNC & Downtown Chapel Hill	UNC & Town of Chapel Hill
Central Durham	Currently TTA, but will eventually transfer to a to-be-determined Durham organization
RTP	SmartCommute@RTP
NCSU	NCSU
Downtown Raleigh	Currently TTA, but will eventually transfer to a to-be-determined Raleigh organization
I-440 North Raleigh	Currently TTA, but will eventually transfer to a to-be-determined Raleigh organization

There will also be an annual competitive call for special projects. This will allow local organizations and employers funding for pilot programs such as school pools and teleworking programs. The competitive projects will help foster innovation and creativity in TDM programs in the Triangle.

7-Year TDM Plan – Recommended Funding Changes

Attachment 6B is a series of spreadsheets that provides detailed budget information for TDM activities proposed in the plan. The sheets in this document display the following:

- Page 1: Overall budget
- Page 2: Planning and administration budget
- Page 3: Marketing and service delivery budget – summary
- Page 4: Marketing and service delivery budget – local hot spot budgets
- Page 5: Monitoring and evaluation budget
- Page 6: Technology projects budget
- Page 7: Ordinance compliance budget

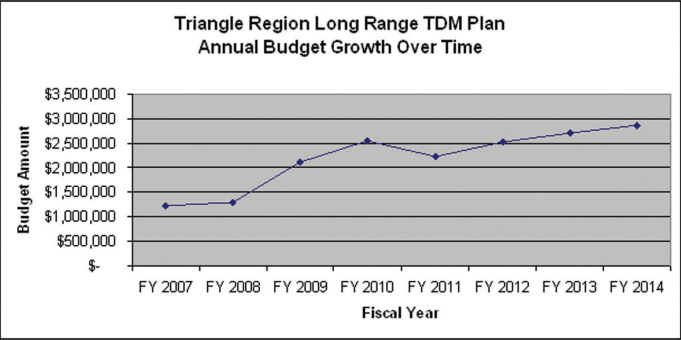
As shown on page 1 of Attachment 6B, most of the funding is programmed for services and outreach at the local and regional level. The remainder of the funding is for rigorous evaluation of the program outcomes, and for program planning and administration. The DCHC MPO currently provides \$185,000 for TDM in FY 2008. These funds are a combination of CMAQ funds allocated in the TIP and STP-DA funds that were allocated

by the MPO through the annual UPWP. The DCHC MPO's share is projected to generally increase over years 2009 through 2015 to \$457,502. The NCDOT, CAMPO, and service provider funds are also expected to increase. CAMPO's share of the regional program is expected to increase more rapidly than the DCHC MPO share over the seven years.

TAC Action

The TAC is asked to approve the content of the plan at the November TAC meeting. The TAC does not need to recommend a source of funds for the TDM activities at the November meeting. The DCHC MPO will be requested to provide STP-DA or CMAQ funds for its share of the TDM activities. This request will be considered along with other STP-DA and CMAQ project requests in the coming months. The LPA and the TCC are currently soliciting applications and evaluating projects for the MPO's STP-DA and CMAQ funds. In order to be fair to this process, the TCC recommendation is to consider funding for the TDM plan in the context of these other requests at a future TAC meeting.

Although well funded to implement a basic TDM Strategy package, if the Triangle region is going to increase its TDM Strategy package to achieve its goal of a 25 percent reduction in the growth of commute VMT by 2015, it will need to increase the its TDM budget as a per capita cost of employment population. The budget required to implement a moderate TDM varies from year to year from between \$1.2 million and \$3 million annually, depending on the action items implemented.³



Recommendations

Achieving a 25 percent reduction in regional growth of VMT of commuters in the Triangle Region by 2015, is possible with the funding of a moderate package of TDM strategies. However, doing so will require a sustained shift of approximately 2.2 – 2.4 percent of single occupant vehicles to alternative modes of transportation, and, acquiring 1,600 – 2,000 new customers per year. As a result, the moderate package for each targeted employment area meets the reduction goal (within 2 percent on either side of target)⁴. However, there is slow degradation over time as a result of VMT growth outpacing employment growth. Given the model does not represent additions to transit or highway capacity, besides that which were expressly identified in the moderate packages, any increase in transit capacity or reduction in VMT due to implementation of smart growth development patterns⁵ may serve to reduce this degradation.

The Final Recommendations, based on a moderate TDM program, are designed to maximize the efficiency of the existing programs and encourage new alternative mode users. In order to build a foundation for success, there are five key activities that are critical:

- Enhancing the brand and role of GoTriangle.org for regional marketing initiatives, development and warehouse for on-line tools and as a one stop information source for transportation
- Defining regional and local marketing and outreach roles and responsibilities
- Implementing a competitive call for projects
- Establishing an evaluating and monitoring program
- Increasing levels and sources of funding

It is recommended that these key activities be the first actions of the TDM Advisory Committee following the completion of the Triangle Regional 7-Year TDM plan.

⁴ There is more detailed mode share goal information for each target geography in the Triangle Regional 7-Year TDM Plan, under the Task E: TDM Investment Scenario Development and Analysis section within the Strategic Analysis of TDM Possibilities sub-section.

⁵ UrbanTrans developed an on-line VMT Growth Management Tool Kit for the Triangle Region (<http://www.triangletdmplan.com/LandUseTable.html>) that provides local land use decision makers with policy guidance and language to implement TDM strategies that complement and enhance ability of cities, property owners, employers, and others to reduce vehicle trips. This document provides a summary of typical TDM strategies and their likely effectiveness when applied to various land uses found within the Triangle region.

The TDM Advisory Committee and UrbanTrans team members that participated in development of the TDM Plan were as follows:

Advisory Member:	Affiliation:
Ed Johnson	Capital Area MPO
Jake Petrosky	Capital Area MPO
David Bonk	Town of Chapel Hill
Catherine Reeve	Duke University
Cha'ssem Anderson	Durham Area Transit Authority
Ellen Beckmann	Durham Chapel Hill Carrboro MPO
Dale McKeel	Durham Chapel Hill Carrboro MPO
Felix Nwoko	Durham Chapel Hill Carrboro MPO
Tamra Shaw	North Carolina Department of Transportation
Adena Messinger	North Carolina State University
Joe Milazzo	Regional Transportation Alliance
Alison Fiori	SmartCommute@rtp Research Triangle Park
Tobin Freid	Triangle J Council of Governments
John Hodges-Copple	Triangle J Council of Governments
Amy Armbruster	Triangle Transit Authority
Billie Cox	Triangle Transit Authority
Fleming El-Amin	Triangle Transit Authority
Patrick McDonough	Triangle Transit Authority
John Tallmadge	Triangle Transit Authority
Claire Kane	University of North Carolina – Chapel Hill (UNC)

Consultant Name:
Justin Schor, Project Manager
Joddie Gray, Deputy Project Manager
Stuart M. Anderson, President
Kevin Luten, Task Lead
Lisa DuMetz, Task Lead
Matthew Kaufman
Neelima Adapala
David Ungemah, Task Lead



Affiliation:
UrbanTrans Consultants, Inc.
UrbanTrans Consultants, Inc.
UrbanTrans Consultants, Inc.
UrbanTrans Consultants, Inc.
UrbanTrans Consultants, Inc.
UrbanTrans Consultants, Inc.
UrbanTrans Consultants, Inc.
Texas Transportation Institute

Triangle Regional 7-Year Long range TDM Plan | Executive Summary

Developed by UrbanTrans Consultants, Inc. © 2007

The Triangle Region Travel Demand Management Advisory Committee¹ (TDM Advisory Committee) identified the need for a 7-Year Long Range Plan to accomplish the following:

- Establish a long-term vision for TDM in the Triangle Region
- Increase coordination amongst members of the Triangle Regional TDM community
- Focus limited financial resources to achieve a coordinated long-term TDM Vision for the Triangle Region

Background

Travel Demand Management (TDM) programs have evolved over the years in the Triangle area, with different entities taking on various responsibilities and leading program innovation in certain segments. A combination of regional leadership from Triangle Transit Authority and successful programs originating at local levels (such as the SmartCommute Challenge) has formed a strong foundation of success within the area. Nonetheless, program development and coordination, along with funding allocation, are conducted on a year-to-year basis, and as a whole, programs across the region lack common, strategic focus.

The TDM Advisory Committee hired **UrbanTrans Consultants, Inc. (UrbanTrans)** and **Texas Transportation Institute (TTI)** in the fall of 2006 to develop a 7-Year Long Range Regional TDM Plan that would accomplish the following:

- Forge a collaborative regional working group that buys into the process of developing the long range plan, and emerges legitimately invested in the outcomes and recommendations.
- Use the best available data and information to provide the technical background and analysis to aid decision making, while leaving room for professional judgment and common sense.
- Outline a clear and straight-forward action-plan for all involved parties to move forward in a coordinated manner. For a long range plan to work, its implementation steps must be clear.

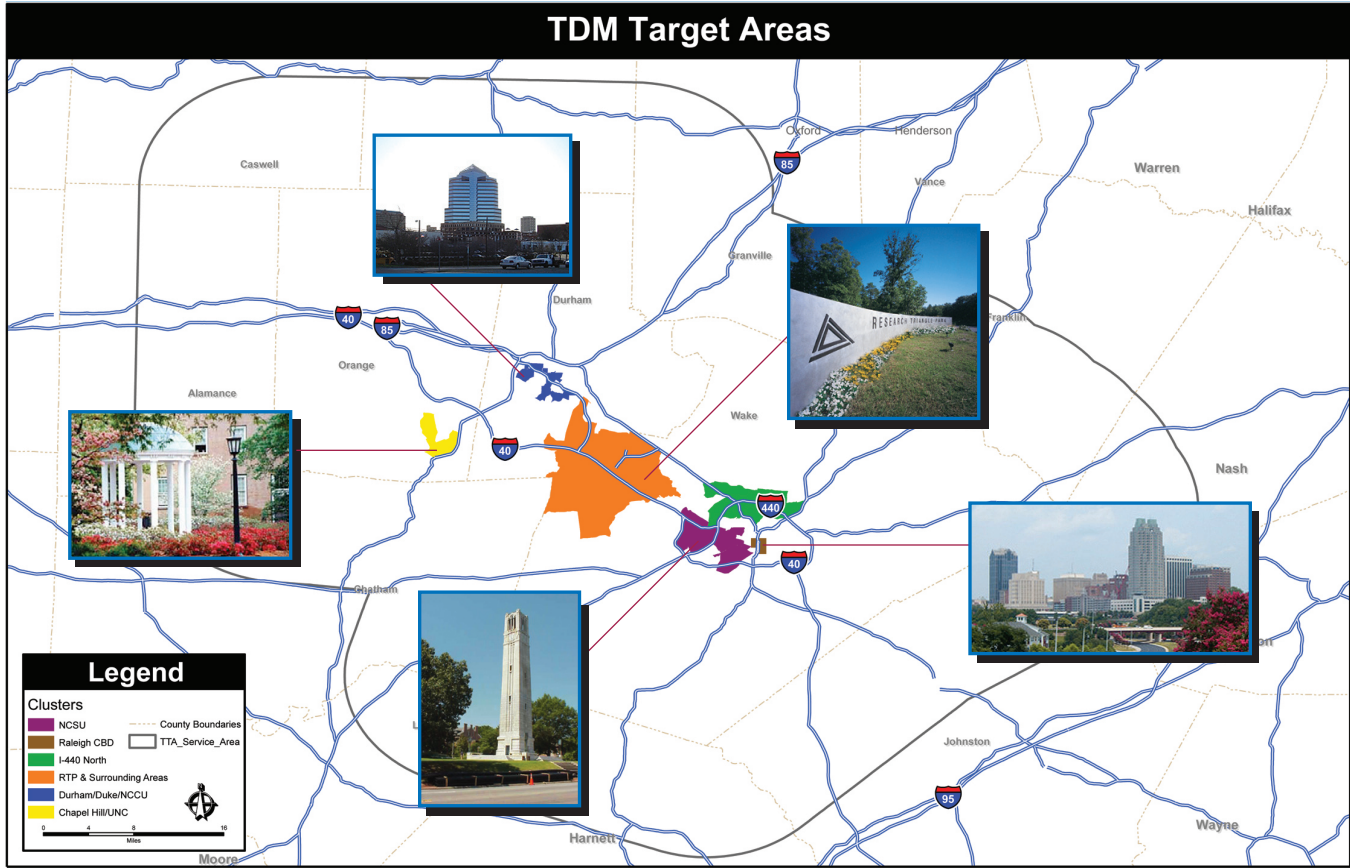
The work plan accomplished these goals in June 2007, after completing an extensive review of existing operations, stakeholder interviews, peer program review, and staff interviews. The highlights of the work plan are provided in this Executive Summary.

Findings

The TDM Advisory Committee collectively determined that the purpose of the 7-Year Long Range Travel Demand Management (TDM) Plan is to reduce regional growth in vehicle miles traveled (VMT) by 25 percent between 2007 and 2015. In order to achieve this reduction in commute VMT the Triangle Regional TDM program will need to shift 6,000 regional commuters on a daily basis to non-single occupant vehicle modes by 2015. This can be achieved through a recommended package of improvements to TDM strategies that encourage alternative mode usage.

¹ Members of the TDM Advisory Committee can be found on the back page of this Executive Summary.

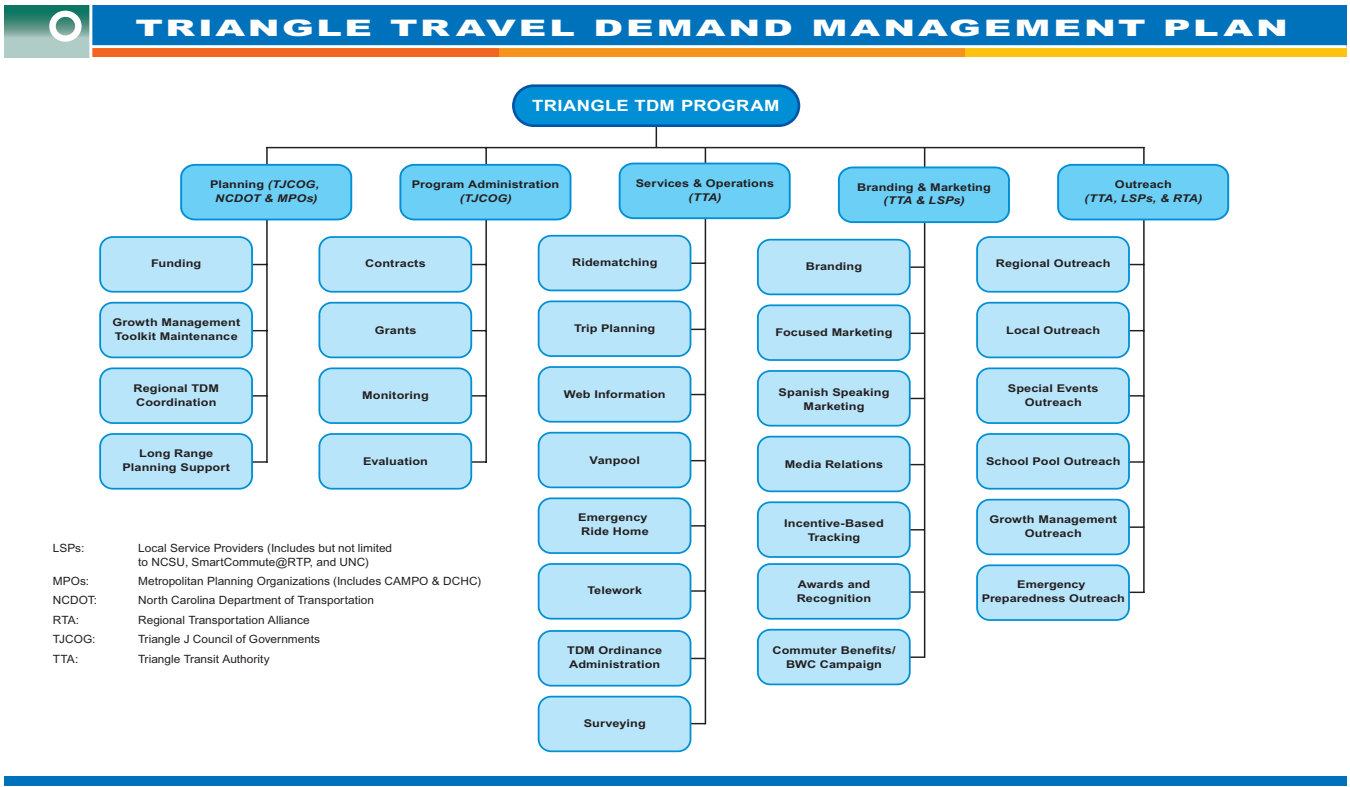
UrbanTrans in cooperation with TTI, worked with the TDM Advisory Committee to develop a moderate package of TDM Strategies that encourage alternative mode usage. This package includes a detailed list of strategies categorized by five main performance areas which include: 1) planing, 2) program administration, 3) services/ operations, 4) marketing and branding, and 5) outreach. For each area, the plan identifies specific performance elements, and corresponding activities. In order to insure that these strategies are effectively implemented, each one has been assigned a responsible party, timeframe to complete and a budget to pay for it. It reflects realistic expectations of program activities during the seven year period that are targeted to specific geographies in the Triangle Region where optimal alternative mode usage results can be achieved most efficiently and effectively. Those targeted geographies are highlighted in the target area map below.



Complementing these strategies are recommendations in the TDM Plan for how to reorganize and grow the Triangle Regional TDM program to best achieve and maintain the stated goal of reducing regional growth in VMT by 25 percent by 2015. In order to most efficiently and effectively implement the five performance areas of the work plan several modifications to the regional TDM responsibilities are critical. The Regional Triangle TDM Program organizational chart that follows, shows who is predominantly responsible for each of the five performance areas as well as what broad responsibilities they will have in those areas. It exhibits a modified organizational structure where the following changes occur:

- TTA remains regional outreach, marketing and implementation agency
- TJGOG assumes responsibility of contracting, call for projects, evaluation and monitoring
- TJCOG and MPOs assume VMT Growth Management Toolkit Promotional responsibilities
- MPO roles are increased thru funding, selecting projects and integrating TDM into transportation plans

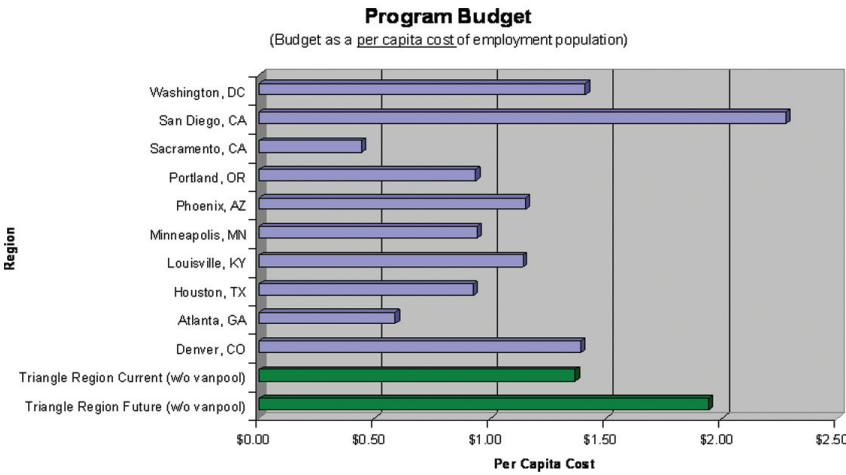
² Appendix G of the Triangle Regional 7-Year Long Range TDM Plan contains a detailed spreadsheet identifying responsibilities, schedules, staffing and budgets for completing each task.



Once this proposed re-organization is orchestrated, the Performance Areas described in the above organization chart and their corresponding TDM Strategies and activities can be most effectively implemented.

Funding Requirements

The action items and reorganization described above will provide the essential elements of a moderate regional TDM package that can help achieve a 25 percent reduction in the growth of VMT in the Triangle Region by 2015. The order of magnitude of budget required to achieve these results can best be seen by looking at other regional programs and their budgets as a per capita cost of employment population. The chart to the right compares the Triangle region TDM budget with those of other regions that have similar TDM packages. The chart reveals that the Triangle region's current TDM budget allocation per capita cost of employment population is above average when compared with those of most other regions reviewed.



³ The details of how this budget increase should be applied are itemized in table included in Appendix G: Final Plan; along with responsibilities, schedules, and staffing for each task.

Proposed Triangle TDM Program Budget and Funding Partners (FY2008-15)

	FY08 Actual	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015	FY2015 %
Planning and Administration	\$50,000	\$102,500	\$105,063	\$107,689	\$110,381	\$113,141	\$115,969	\$118,869	4.6%
NCDOT funds*	\$50,000	\$102,500	\$105,063	\$107,689	\$110,381	\$113,141	\$115,969	\$118,869	
Service Delivery	\$1,375,375	\$1,775,298	\$1,905,388	\$1,847,016	\$1,926,607	\$2,249,807	\$2,266,597	\$2,557,890	87.0%
NCDOT funds	\$637,688	\$623,563	\$623,369	\$623,170	\$622,966	\$622,755	\$622,537	\$622,163	
DCHC funds	\$149,000	\$243,135	\$271,239	\$245,434	\$264,855	\$348,055	\$349,619	\$420,891	
CAMPO funds	\$115,000	\$319,605	\$361,444	\$321,712	\$349,286	\$458,126	\$458,373	\$547,889	
Service Provider Matching Funds	\$473,688	\$588,995	\$649,336	\$656,700	\$689,500	\$820,871	\$836,069	\$966,946	
Monitoring and Evaluation	\$80,000	\$82,000	\$84,050	\$86,151	\$88,305	\$90,513	\$92,775	\$95,095	3.7%
NCDOT funds	\$40,000	\$41,000	\$42,025	\$43,076	\$44,153	\$45,256	\$46,388	\$47,547	
DCHC funds	\$20,000	\$20,500	\$21,013	\$21,538	\$22,076	\$22,628	\$23,194	\$23,774	
CAMPO funds	\$20,000	\$20,500	\$21,013	\$21,538	\$22,076	\$22,628	\$23,194	\$23,774	
TDM Technology Projects	\$0	\$152,500	\$275,835	\$13,261	\$0	\$0	\$0	\$0	2.6%
NCDOT funds	\$0	\$137,250	\$248,252	\$11,935	\$0	\$0	\$0	\$0	
Local funds	\$0	\$15,250	\$27,584	\$1,326	\$0	\$0	\$0	\$0	
TDM Ordinance Compliance	\$45,000	\$45,750	\$46,523	\$47,318	\$48,138	\$48,982	\$49,851	\$51,347	2.0%
NCDOT funds	\$12,500	\$11,438	\$11,631	\$11,830	\$12,034	\$12,245	\$12,463	\$12,837	
DCHC funds	\$16,000	\$11,438	\$11,631	\$11,830	\$12,034	\$12,245	\$12,463	\$12,837	
CAMPO funds**	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Local funds	\$16,500	\$22,875	\$23,261	\$23,659	\$24,069	\$24,491	\$24,926	\$25,673	
Triangle Regional TDM Program	\$1,550,375	\$2,158,048	\$2,416,858	\$2,101,436	\$2,173,431	\$2,502,442	\$2,525,193	\$2,823,200	100.0%
Total NCDOT funds	\$740,188	\$915,750	\$1,030,339	\$797,700	\$789,534	\$793,397	\$797,357	\$801,416	28%
Total DCHC funds	\$185,000	\$275,073	\$303,882	\$278,801	\$298,965	\$382,929	\$385,275	\$457,502	16%
Total CAMPO funds	\$135,000	\$340,105	\$382,457	\$343,250	\$371,363	\$480,754	\$481,567	\$571,662	20%
Service Provider Matching Funds	\$490,188	\$627,120	\$700,181	\$681,685	\$713,569	\$845,362	\$860,994	\$992,620	35%

* During FY2008, only 6 months of Planning/Admin are funded since start date is Jan 1, 2008

** Currently, the only two TDM ordinances in the region are in Chapel Hill and Durham City/County

Program Planning / Administration

	FY2008 Actual	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
Annual Budget	\$ 100,000	\$ 102,500	\$ 105,063	\$ 107,689	\$ 110,381	\$ 113,141	\$ 115,969	\$ 118,869
Annual Grant	\$ 100,000	\$ 102,500	\$ 105,063	\$ 107,689	\$ 110,381	\$ 113,141	\$ 115,969	\$ 118,869
NCDOT Grant %	100%	100%	100%	100%	100%	100%	100%	100%
DCHC Grant %	0%	0%	0%	0%	0%	0%	0%	0%
CAMPO Grant %	0%	0%	0%	0%	0%	0%	0%	0%
Local %	0%	0%	0%	0%	0%	0%	0%	0%
NCDOT Grant	\$ 100,000	\$ 102,500	\$ 105,063	\$ 107,689	\$ 110,381	\$ 113,141	\$ 115,969	\$ 118,869
DCHC Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CAMPO Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Match	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

TDM Marketing and Service Provision Budget (FY2009-2015)

1. Marketing and service provision is comprised of 3 elements: i) core local services oriented to the 6 target areas in the Regional TDM 7-year plan, ii) core regional services provided by TTA throughout the region, and iii) special projects selected through a competitive call for projects.
2. Marketing and service provision is one of 5 components of the regional TDM program; the other four are planning and administration, local ordinance compliance oversight, TDM technology, and evaluation and monitoring.

Core Local Marketing and Service Provision

	FY08 Actual	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
Annual Budget	\$ 534,443	\$ 596,334	\$ 600,521	\$ 614,061	\$ 634,654	\$ 845,712	\$ 873,457	1,103,450
# of Hot Spots	6	6	6	6	6	8	8	10
Avg. Budget per Hot Spot	\$ 96,574	\$ 99,389	\$ 100,087	\$ 102,344	\$ 105,776	\$ 105,714	\$ 109,182	\$ 110,345
Avg. Grant per Hot Spot	\$ 48,287	\$ 49,695	\$ 50,043	\$ 51,172	\$ 52,888	\$ 52,857	\$ 54,591	\$ 55,172
NCDOT Grant %	45%	25%	25%	25%	25%	25%	25%	25.0%
Estimated DCHC Grant %	13%	13.0%	13.0%	13.0%	13.0%	13.0%	13.0%	13.0%
Estimated CAMPO Grant %	9%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%	12.0%
Avg. Local %	33%	50%	50%	50%	50%	50%	50%	50%
Estimated NCDOT Grant	\$ 247,222	\$ 149,084	\$ 150,130	\$ 153,515	\$ 158,663	\$ 211,428	\$ 218,364	\$ 275,862
Estimated DCHC Grant	\$ 60,000	\$ 77,673	\$ 78,218	\$ 79,981	\$ 82,664	\$ 110,154	\$ 113,768	\$ 143,724
Estimated CAMPO Grant	\$ 50,000	\$ 71,411	\$ 71,912	\$ 73,534	\$ 76,000	\$ 101,274	\$ 104,596	\$ 132,138
Local Match	\$ 177,222	\$ 298,167	\$ 300,261	\$ 307,031	\$ 317,327	\$ 422,856	\$ 436,728	\$ 551,725

Core Regional Marketing and Service Provision

	FY08 Actual	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
Annual Budget	\$ 840,932	\$ 995,513	\$ 1,011,194	\$ 889,362	\$ 912,677	\$ 1,013,440	\$ 990,767	\$ 1,039,995
Annual Grant	\$ 554,466	\$ 796,411	\$ 808,955	\$ 711,490	\$ 730,142	\$ 810,752	\$ 792,613	\$ 831,996
NCDOT Grant %	50%*	38.4%	32.3%	33.5%	30.1%	21.3%	20.5%	13.4%
DCHC Grant %	11.8%	16.6%	19.1%	18.6%	20.0%	23.5%	23.8%	26.7%
CAMPO Grant %	7.7%	24.9%	28.6%	27.9%	29.9%	35.2%	35.7%	40.0%
Local %	35.3%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
NCDOT Regional TDM Grant	\$ 370,466	\$ 382,754	\$ 326,402	\$ 297,859	\$ 274,664	\$ 215,999	\$ 202,986	\$ 139,078
NCDOT CMAQ Match (BWC)	\$ 20,000							
DCHC Regional TDM Grant	\$ 49,000	\$ 165,463	\$ 193,021	\$ 165,452	\$ 182,191	\$ 237,901	\$ 235,851	\$ 277,167
DCHC CMAQ Grant (BWC)	\$ 40,000							
CAMPO Regional TDM Grant	\$ 25,000	\$ 248,194	\$ 289,532	\$ 248,179	\$ 273,287	\$ 356,852	\$ 353,776	\$ 415,751
CAMPO CMAQ Grant (BWC)	\$ 40,000							
Local Match	\$ 296,466	\$ 199,103	\$ 202,239	\$ 177,872	\$ 182,535	\$ 202,688	\$ 198,153	\$ 207,999

Competitive Projects

	FY08 Actual	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
Annual Budget	n/a	\$ 183,450	\$ 293,674	\$ 343,593	\$ 379,276	\$ 390,654	\$ 402,374	\$ 414,445
Annual Grant	n/a	\$ 91,725	\$ 146,837	\$ 171,797	\$ 189,638	\$ 195,327	\$ 201,187	\$ 207,223
NCDOT Grant %	n/a	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
DCHC Grant %	n/a	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
CAMPO Grant %	n/a	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0%
Local %	n/a	50%	50%	50%	50%	50%	50%	50%
NCDOT Grant	n/a	\$ 91,725	\$ 146,837	\$ 171,797	\$ 189,638	\$ 195,327	\$ 201,187	\$ 207,223
DCHC Grant	n/a	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CAMPO Grant	n/a	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Match	n/a	\$ 91,725	\$ 146,837	\$ 171,797	\$ 189,638	\$ 195,327	\$ 201,187	\$ 207,223

Total Regional TDM Budget*	\$ 1,375,375	\$ 1,775,298	\$ 1,905,388	\$ 1,847,016	\$ 1,926,607	\$ 2,249,807	\$ 2,266,597	\$ 2,557,890
Total NCDOT funds	\$ 637,688	\$ 623,563	\$ 623,369	\$ 623,170	\$ 622,966	\$ 622,755	\$ 622,537	\$ 622,163
Total DCHC funds	\$ 149,000	\$ 243,135	\$ 271,239	\$ 245,434	\$ 264,855	\$ 348,055	\$ 349,619	\$ 420,891
Total CAMPO funds	\$ 115,000	\$ 319,605	\$ 361,444	\$ 321,712	\$ 349,286	\$ 458,126	\$ 458,373	\$ 547,889
Local Funds	\$ 473,688	\$ 588,995	\$ 649,336	\$ 656,700	\$ 689,500	\$ 820,871	\$ 836,069	\$ 966,946

Total NCDOT %	46.4%	35.1%	32.7%	33.7%	32.3%	27.7%	27.5%	25.0%
Total DCHC %	10.8%	13.7%	14.2%	13.3%	13.7%	15.5%	15.4%	15.1%
Total CAMPO %	8.4%	18.0%	19.0%	17.4%	18.1%	20.4%	20.2%	22.1%
Total Local %	34.4%	33.2%	34.1%	35.6%	35.8%	36.5%	36.9%	37.8%

**** Does not include funding for planning/administration or monitoring/evaluation**

Local Service Provider Budget Projections

Hotspot Identified in Current Local Service 7-Year TDM Plan		Provider (LSP)	FY2008 budget	FY2009 projections
UNC & Downtown	UNC		\$132,041	\$132,041
Chapel Hill	Town of Chapel Hill		\$60,000	\$40,000
Central Durham	Triangle Transit Authority		\$100,000	\$75,000
Research Triangle Park	SmartCommute@rtp		\$128,292	\$128,292
North Carolina State University	NCSU		\$69,110	\$69,110
Downtown Raleigh	Triangle Transit Authority		\$75,000	\$75,000
North Raleigh / I-440	Triangle Transit Authority		\$25,000	\$77,641
TOTAL BUDGETED EXPENSES			\$589,443	\$597,084
<i>Average per LSP</i>			<i>\$98,241</i>	<i>\$99,514</i>
Total NCDOT Grant			\$264,722	\$149,271
Total DCHC Grant			\$76,000	\$77,797
Total CAMPO Grant			\$50,000	\$71,474
Local Match			\$198,722	\$298,542
Total Budgeted Revenue			\$589,443	\$597,084
* Estimates for TTA budget in these areas for FY2008				

Monitoring and Evaluation Budgets

	FY2008 Actual	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
Annual Budget	\$ 80,000	\$ 82,000	\$ 84,050	\$ 86,151	\$ 88,305	\$ 90,513	\$ 92,775	\$ 95,095
Annual Grant	\$ 80,000	\$ 82,000	\$ 84,050	\$ 86,151	\$ 88,305	\$ 90,513	\$ 92,775	\$ 95,095
NCDOT Grant %	50%	50%	50%	50%	50%	50%	50%	50%
DCHC Grant %	25%	25%	25%	25%	25%	25%	25%	25%
CAMPO Grant %	25%	25%	25%	25%	25%	25%	25%	25%
Local %	0%	0%	0%	0%	0%	0%	0%	0%
NCDOT Grant	\$ 40,000	\$ 41,000	\$ 42,025	\$ 43,076	\$ 44,153	\$ 45,256	\$ 46,388	\$ 47,547
DCHC Grant	\$ 20,000	\$ 20,500	\$ 21,013	\$ 21,538	\$ 22,076	\$ 22,628	\$ 23,194	\$ 23,774
CAMPO Grant	\$ 20,000	\$ 20,500	\$ 21,013	\$ 21,538	\$ 22,076	\$ 22,628	\$ 23,194	\$ 23,774
Local Match	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

TDM Technology Procurement Projects

	FY08 Actual	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
Annual Budget	n/a	\$ 152,500	\$ 275,835	\$ 13,261	\$ -	\$ -	\$ -	\$ -
Annual Grant	n/a	\$ 137,250	\$ 248,252	\$ 11,935	\$ -	\$ -	\$ -	\$ -
NCDOT Grant %	n/a	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%	90.0%
Local %	n/a	10%	10%	10%	10%	10%	10%	10%
NCDOT Grant	n/a	\$ 137,250	\$ 248,252	\$ 11,935	\$ -	\$ -	\$ -	\$ -
Local Match	n/a	\$ 15,250	\$ 27,584	\$ 1,326	\$ -	\$ -	\$ -	\$ -

Ordinance Compliance Enforcement Budgets

	FY08 Actual	FY2009	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015
Annual Budget	\$ 45,000	\$ 45,750	\$ 46,523	\$ 47,318	\$ 48,138	\$ 48,982	\$ 49,851	\$ 51,347
# of Communities	2	2	2	2	2	2	2	2
NCDOT Grant %		25%	25%	25%	25%	25%	25%	25%
DCHC Grant %		25%	25%	25%	25%	25%	25%	25%
CAMPO Grant %		0%	0%	0%	0%	0%	0%	0%
Local Match		50%	50%	50%	50%	50%	50%	50%
Total NCDOT Grant	\$ 12,500	\$ 11,438	\$ 11,631	\$ 11,830	\$ 12,034	\$ 12,245	\$ 12,463	\$ 12,837
Total DCHC Grant	\$ 16,000	\$ 11,438	\$ 11,631	\$ 11,830	\$ 12,034	\$ 12,245	\$ 12,463	\$ 12,837
Total CAMPO Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local Match	\$ 16,500	\$ 22,875	\$ 23,261	\$ 23,659	\$ 24,069	\$ 24,491	\$ 24,926	\$ 25,673

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency

DATE: November 14, 2007

RE: FY 2009-2015 Transportation Improvement Program (TIP) Regional Priority List

The MPO creates a Regional Priority List to provide input to NCDOT on the Transportation Improvement Program (TIP). As part of the development of this list, the MPO uses a ranking methodology to assign points to projects submitted by member jurisdictions (Attachment 7F). The ranking methodology divides projects up into three lists by mode. LPA Staff applied the ranking methodology to the projects using information provided by the member jurisdictions. The TAC released the result of the application of the ranking methodology as the draft Regional Priority List on September 12, 2007 for a 21-day public comment period. The TAC also held a public hearing on the draft Regional Priority List at the October 10, 2007 meeting.

The final Regional Priority List will be presented for approval by the TAC at the November meeting. The draft list should be used as one factor in the creation of the final Regional Priority List. The TAC should create the final Regional Priority List based on all of the following factors or sources of information:

- The results of the ranking methodology
- The submitted local priority lists
- Public input (Comments received as of 11/07/07 is Attachment 7E)
- Feedback from the member jurisdictions (Attachment 7D)
- Policy initiatives or other non-technical or non-quantifiable factors

At this point, the ranking methodology should not be further revised to remain on schedule. The TAC can provide feedback to the LPA and TCC on ways that the methodology could be improved for the next Regional Priority List (FY 2011-2017). For purposes of the FY 2009-2015 TIP, the TAC is encouraged to reorder projects in the draft Regional Priority List based on factors that were not included in the ranking methodology such as policy initiatives or other non-technical or non-quantifiable factors.

NCDOT released the draft State Transportation Improvement Program (STIP) on October 31, 2007. The final Regional Priority List will be used by the MPO to make adjustments to the draft STIP and to create the 2009-2015 Metropolitan Transportation Improvement Program (MTIP). The final STIP is expected to be approved by the State Board of Transportation in June 2008.

Public Comments – Attachment 7E

LPA Staff sent copies of the draft Regional Priority List to public libraries and planning departments of all the DCHC MPO member jurisdictions. In addition, the lists are available on the DCHC MPO website. The public comment period and public hearing has been advertised in the Herald-Sun and an email was sent to the MPO general mailing list and local list servs. At the October 10 TAC meeting, the TAC voted to extend the public comment period until October 24, 2007 to accommodate the Town of Chapel Hill's meeting schedule. As of November 7, 2007, the public comments in Attachment 7E have been received by the MPO. Several additional bicycle and pedestrian projects were proposed by members of the public. The Durham Planning Commission will be considering the draft Regional Priority list at their November 13, 2007 meeting. Any comments from the Planning Commission will be handed out at the TAC meeting.

Final Regional Priority List

The result of the ranking methodology is shown in Attachments 7A, 7B, and 7C with additional information as described below.

Transit – Attachment 7A

The transit list (Attachment 7A) has been amended and re-ordered to better reflect the transit operators' needs as communicated to NCDOT-Public Transportation Division in September. All of the transit operators in the MPO requested additional or different projects than those that were transmitted to the MPO last summer. The project descriptions were changed to reflect these requests. Because of the number of new projects, the LPA applied the ranking methodology to these new projects. In addition, due to a request from the TAC, the ranking methodology for "4 Enhancement of Existing Service" was changed so that expansion vehicles received points (shaded boxes). The estimated new riders were determined using the number of requested vehicles $\times$ the system's average daily ridership per vehicle. The transit list is ranked using the following method:

- First ranked by Year – 2009 requests first.
 - ...Then ranked by Essential Services to maintain transit operations – replacement and maintenance projects first
 - ...Then ranked by Points received using the ranking methodology
 - ...Then ranked by local priority ranking – newly submitted projects without a local priority ranking are last

Bicycle/Pedestrian – Attachment 7B

For bicycle/pedestrian list (Attachment 7B), the projects are in the same order as using the ranking methodology. Additional columns were added to the table to display issues that the TAC raised at their meetings: regional connectivity, proximity to schools, and downtown area projects. There is also a column that includes the number of public comments of support for projects in the list. LPA staff also provided comments on a few of the projects. The TAC may want to consider these factors when moving projects up or

down the list. There were comments from the public that were requests to add more projects to the bicycle/pedestrian list. These additional projects are listed at the bottom of the table. The ranking methodology was applied to these projects for informational purposes but the projects have not been ranked in order of their points. The TAC may elect to include these projects in the final Regional Priority List according to their points. The TCC did not take a position on these projects.

Highway – Attachment 7C

There were no comments regarding highway projects from either the TAC or the public. The highway list is unchanged from the draft list (Attachment 7C).

Feedback from Local Governments – Attachment 7D

Two member jurisdictions submitted comments to the LPA, the Town of Chapel Hill and Orange County (Attachment 7D). The Orange County resolution states that the ranking methodology for bicycle and pedestrian projects does adequately take into consideration regional connectivity or connectivity to proposed projects. In response, the LPA has added a column on the bicycle/pedestrian sheet to note if a project serves as a regional connection (Attachment 7B). The TAC may consider this information when re-ordering the list. The request to add connectivity for proposed projects in the ranking methodology will be considered when the LPA revises the ranking methodology for the 2011-2017 TIP. The TAC can see on the map which proposed projects are adjacent (Attachment 7B).

The Town of Chapel Hill Council approved a resolution to provide comments on the draft Regional Priority List. Two comments were made. The Town of Chapel Hill requested that the MPO create one comprehensive final Regional Priority List that combines all modes in order to communicate to NCDOT their preference to fund transit and bicycle/pedestrian projects over highway projects. The staff recommendation is that if the TAC desires to create one list, it should be done by NCDOT funding division for purposes of the one-on-one meetings with NCDOT in January. It does not need to be completed at this time. If one list is created, it is important to keep in mind that the points from the ranking methodology are not comparable among the three modes. As a result, any combination of the lists must be done based on policy directives not the point system. Furthermore, staff recommends creating lists by division because there may be differing policy viewpoints of Durham and Orange Counties and since the two counties are in different funding divisions.

The Town of Chapel Hill's other request is that expansion vehicles receive points for new ridership in the transit ranking methodology. The transit list has been revised to incorporate this request (see shaded boxes on Attachment 7A).

TAC Action

To approve the final Regional Priority List for the 2009-2015 TIP.

TRANSIT PROJECTS

				1: Expansion of Existing Routes		2: Regional Connectivity		3: Essential Services		4: Expansion or Enhancement of Existing Service		5: Funding Status		6: Environmental Impacts		7: Community Impacts				
Rank	Rank in Draft List	Name	Local Priority #	Load Factor	Points	Connections	Points	Yes/No	Points	Number of New Riders/Day	Points	Percent funded	Points	Impact	Points	Impact	Points	Total Points	Year Requested	Total Cost
1 (tie)	new	TTA 15 - REPLACEMENT BUSES.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2009	\$4,128,000
1 (tie)	new	TTA Routine Capital Items--Shop Equipment, Spare Parts.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2009	\$1,000,000
1 (tie)	new	TTA Planning Assistance---UPWP.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2009	\$1,000,000
4	1	1 Replacement Van	1 - TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	19	2009	\$33,000
5	2	26 Replacement Buses	1 - CH; 1 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2009	\$10,325,000
6 (tie)	new	DATA Preventative Maintenance and Routine Capital Items	D, DC	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2009	\$3,018,000
6 (tie)	new	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	CHT	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2009	\$2,336,000
8	8	9 Replacement Vans	2 - CH; 2 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2009	\$1,026,000
9 (tie)	9 (tie)	11 Replacement Support Vehicles	3 - CH; 3 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2009	\$396,000
9 (tie)	9 (tie)	18 Replacement Vans	3 - D 3 - DC	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2009	\$630,000
11	12	2 Replacement Service Trucks	5 - CH; 5 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2009	\$88,000
12	20	12 Hybrid Expansion Buses	1 - D 1 - DC	9.63	4	2	2	no	0	4510	4	Unfunded	0	HighPos	4	HighPos	4	18	2009	\$5,700,000
13	21	Placeholder - Regional Transit Service Phase 2 - Alternatives Analysis	7 - D; 7 - DC; 26 - C	1.86	3	4	4	no	0	n/a	0	Unfunded	0	HighPos	4	HighPos	4	15	2009, 2010	\$1,000,000
14	32	Real Time Passenger Information Project	2 - TTA	n/a	0	2	2	no	0	1090	3	Unfunded	0	HighPos	4	HighPos	4	13	2009	\$700,000
15	33	Vanpool Fleet Expansion - 12 vans	3 - TTA	0.91	2	5	4	no	0	360	1	Unfunded	0	MedPos	3	HighPos	4	14	2009	\$285,000
16	29	2 Expansion Vans	4 - TTA	0.83	1	5	4	no	0	17	1	Unfunded	0	MedPos	3	HighPos	4	13	2009	\$66,000
17	31	Placeholder - Regional Transit Svc. Phase 1 - Alternatives Analysis	2 - D 2 - DC	1.86	3	2	2	no	0	n/a	0	Unfunded	0	HighPos	4	HighPos	4	13	2009, 2010	\$1,000,000

	Rank			1: Expansion of Existing Routes		2: Regional Connectivity		3: Essential Services		4: Expansion or Enhancement of Existing Service		5: Funding Status		6: Environmental Impacts		7: Community Impacts		Total Points		
Rank	in Draft List	Name	Local Priority #	Load Factor	Points	Connections	Points	Yes/No	Points	Number of New Riders/Day	Points	Percent funded	Points	Impact	Points	Impact	Points		Year Requested	Total Cost
18	36	6 Expansion Vans	4 - D 4 - DC	2.23	3	2	2	no	0	134	1	Unfunded	0	MedPos	3	HighPos	4	13	2009	\$210,000
19	new	DATA Passenger Amenities - 75 shelters, 50 benches, 50 trash cans, 50 solar lights	D, DC	n/a	0	2	2	no	0	450	2	Unfunded	0	HighPos	4	HighPos	4	12	2009	\$492,000
20	34	Park and Ride Lot 15-501 Corridor - Construction	6 - CH; 6 - C	n/a	0	0	0	no	0	2019	4	Unfunded	0	HighPos	4	HighPos	4	12	2009	\$2,000,000
21 (tie)	new	TTA Routine Capital Items--Shop Equipment, Spare Parts.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2010	\$1,000,000
21 (tie)	new	TTA Planning Assistance---UPWP.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2010	\$1,000,000
23	4	12 Replacement Buses	7 - CH; 7 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2010	\$4,210,000
24 (tie)	new	DATA Preventative Maintenance and Routine Capital Items	D, DC	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2010	\$3,169,000
24 (tie)	new	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	CHT	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2010	\$2,616,000
26	13	6 Replacement Vans	9 - CH; 9 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2010	\$704,000
27	14	3 Replacement Support Vehicles	10 - CH; 10 -C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2010	\$110,000
28	new	CHT 1 Replacement Service Truck	CH, C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2010	\$70,000
29	22	3 Hybrid Expansion Buses	8 - CH; 8 - C	7.46	4	2	2	no	0	1254	3	Unfunded	0	HighPos	4	HighPos	4	17	2010	\$1,679,000
30	33	Vanpool Fleet Expansion - 19 vans	3 - TTA	0.91	2	5	4	no	0	517	2	Unfunded	0	MedPos	3	HighPos	4	15	2010	\$361,000
31	38	Park and Ride Lot - Treyburn area - Land Acquisition and Construction	5 - D 5 - DC	n/a	0	0	0	no	0	2000	4	Unfunded	0	HighPos	4	HighPos	4	12	2010	\$1,175,000
32 (tie)	new	TTA Routine Capital Items--Shop Equipment, Spare Parts.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2011	\$1,000,000
32 (tie)	new	TTA Planning Assistance---UPWP.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2011	\$1,000,000

				1: Expansion of Existing Routes		2: Regional Connectivity		3: Essential Services		4: Expansion or Enhancement of Existing Service		5: Funding Status		6: Environmental Impacts		7: Community Impacts				
Rank	Rank in Draft List	Name	Local Priority #	Load Factor	Points	Connections	Points	Yes/No	Points	Number of New Riders/Day	Points	Percent funded	Points	Impact	Points	Impact	Points		Total Points	Year Requested
32 (tie)	new	TTA 15 - REPLACEMENT BUSES.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2011	\$4,946,000
35	5	13 Replacement Buses	14 - CH; 14 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2011	\$4,695,000
36 (tie)	new	DATA Preventative Maintenance and Routine Capital Items	D, DC	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2011	\$3,169,000
36 (tie)	new	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	CHT	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2011	\$2,930,000
38	15	1 Replacement Support Vehicles	13 - CH; 13 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2011	\$40,000
39	23	3 Diesel Expansion Buses	11 - CH; 11 - C	7.46	4	2	2	no	0	1254	3	Unfunded	0	HighPos	4	HighPos	4	17	2011	\$1,084,000
40	37	Bus Priority at Traffic Signals along 15-501	5 - TTA	n/a	0	2	2	no	0	646	2	Unfunded	0	HighPos	4	HighPos	4	12	2011	\$350,000
41	35	Park and Ride Lot Expansion - Design and Land Acquisition - NC 54	12 - CH; 12- C	n/a	0	0	0	no	0	2019	4	Unfunded	0	HighPos	4	HighPos	4	12	2011	\$2,000,000
42 (tie)	new	TTA Routine Capital Items--Shop Equipment, Spare Parts.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2012	\$1,000,000
42 (tie)	new	TTA Planning Assistance---UPWP.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2012	\$1,000,000
42 (tie)	new	TTA 11 Replacement Buses	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2012	\$3,670,000
45	3	31 40-foot Hybrid Replacement Buses	6 - D 6 - DC	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2012	\$14,000,000
46 (tie)	new	DATA Preventative Maintenance and Routine Capital Items	D, DC	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2012	\$3,169,000

	Rank in Draft List			1: Expansion of Existing Routes		2: Regional Connectivity		3: Essential Services		4: Expansion or Enhancement of Existing Service		5: Funding Status		6: Environmental Impacts		7: Community Impacts		Total Points		
Rank		Name	Local Priority #	Load Factor	Points	Connections	Points	Yes/No	Points	Number of New Riders/Day	Points	Percent funded	Points	Impact	Points	Impact	Points		Year Requested	Total Cost
46 (tie)	new	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	CHT	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2012	\$3,282,000
48	24	3 Expansion Buses (2 hybrid 1 diesel)	15 - CH; 15 - C	7.46	4	2	2	no	0	1254	3	Unfunded	0	HighPos	4	HighPos	4	17	2012	\$1,560,000
49	35	Park and Ride Lot Expansion - Construction - NC 54	12 - CH; 12- C	n/a	0	0	0	no	0	2019	4	Unfunded	0	HighPos	4	HighPos	4	12	2012	\$3,000,000
50 (tie)	new	TTA Routine Capital Items--Shop Equipment, Spare Parts.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2013	\$1,000,000
50 (tie)	new	TTA Planning Assistance---UPWP.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2013	\$1,000,000
52	6	17 Replacement Buses	16 - CH; 16 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2013	\$6,513,000
53 (tie)	new	DATA Preventative Maintenance and Routine Capital Items	D, DC	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2013	\$3,169,000
53 (tie)	new	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	CHT	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2013	\$3,675,840
55	16	2 Replacement Service Trucks	18 - CH; 18 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2013	\$98,800
56	17	9 Replacement Vans	19 - CH; 19 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2013	\$1,154,000
57	18	11 Replacement Support Vehicles	20 - CH; 20 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2013	\$441,000
58	25	3 Expansion Buses (2 hybrid 1 diesel)	17 - CH; 17 - C	7.46	4	2	2	no	0	1254	3	Unfunded	0	HighPos	4	HighPos	4	17	2013	\$1,606,000
59 (tie)	new	TTA Routine Capital Items--Shop Equipment, Spare Parts.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2014	\$1,000,000
59 (tie)	new	TTA Planning Assistance---UPWP.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2014	\$1,000,000

				1: Expansion of Existing Routes		2: Regional Connectivity		3: Essential Services		4: Expansion or Enhancement of Existing Service		5: Funding Status		6: Environmental Impacts		7: Community Impacts				
Rank	Rank in Draft List	Name	Local Priority #	Load Factor	Points	Connections	Points	Yes/No	Points	Number of New Riders/Day	Points	Percent funded	Points	Impact	Points	Impact	Points		Total Points	Year Requested
59 (tie)	new	5 Replacement Buses	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2014	\$500,000
62	7	10 Replacement Buses	22 - CH; 22 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2014	\$3,946,000
63 (tie)	new	DATA Preventative Maintenance and Routine Capital Items	D, DC	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2014	\$3,228,000
63 (tie)	new	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	CHT	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2014	\$4,116,941
65 (tie)	new	CHT 6 Replacement Vans	CH, C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2014	\$792,000
65 (tie)	new	CHT 3 Replacement Support Vehicles	CH, C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2014	\$124,000
65 (tie)	new	CHT 1 Replacement Service Truck	CH, C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17	2014	\$70,000
68	26	3 Expansion Buses (2 hybrid 1 diesel)	23 - CH; 23 - C	7.46	4	2	2	no	0	1254	3	Unfunded	0	HighPos	4	HighPos	4	17	2014	\$1,655,000
69 (tie)	new	TTA Routine Capital Items--Shop Equipment, Spare Parts.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2015	\$1,000,000
69 (tie)	new	TTA Planning Assistance---UPWP.	TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	20	2015	\$1,000,000
71 (tie)	new	DATA Preventative Maintenance and Routine Capital Items	D, DC	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2015	\$3,338,940
71 (tie)	new	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	CHT	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18	2015	\$4,610,974
73	27	3 Expansion Buses (2 hybrid 1 diesel)	24 - CH; 24 - C	7.46	4	2	2	no	0	1254	3	Unfunded	0	HighPos	4	HighPos	4	17	2015	\$1,704,000
74	28	15-501 Bus Route	1 - CC	1.86	3	3	3	no	0	69	1	Unfunded	0	HighPos	4	HighPos	4	15	2015	n/a
75	30	Fixed Guideway to Carolina North	25 - C	1.86	3	3	3	no	0	n/a	0	Unfunded	0	HighPos	4	HighPos	4	14	2015	n/a

	Rank in Draft List			1: Expansion of Existing Routes		2: Regional Connectivity		3: Essential Services		4: Expansion or Enhancement of Existing Service		5: Funding Status		6: Environmental Impacts		7: Community Impacts				
Rank		Name	Local Priority #	Load Factor	Points	Connections	Points	Yes/No	Points	Number of New Riders/Day	Points	Percent funded	Points	Impact	Points	Impact	Points		Total Points	Year Requested

Unranked projects that will be in the 2009-2015 TIP

not ranked	new	Job Access/Reverse Commute	MPO																2009	unknown
not ranked	new	New Freedom	MPO																2009	unknown
not ranked	new	Job Access/Reverse Commute	MPO																2010	unknown
not ranked	new	New Freedom	MPO																2010	unknown
not ranked	new	Job Access/Reverse Commute	MPO																2011	unknown
not ranked	new	New Freedom	MPO																2011	unknown
not ranked	new	Job Access/Reverse Commute	MPO																2012	unknown
not ranked	new	New Freedom	MPO																2012	unknown
not ranked	new	Job Access/Reverse Commute	MPO																2013	unknown
not ranked	new	New Freedom	MPO																2013	unknown
not ranked	new	Job Access/Reverse Commute	MPO																2014	unknown
not ranked	new	New Freedom	MPO																2014	unknown
not ranked	new	Job Access/Reverse Commute	MPO																2015	unknown
not ranked	new	New Freedom	MPO																2015	unknown

Key:	CH (Chapel Hill)	n/a	0	0	0	no	0	n/a	0	Unfunded	0	HighNeg	0	HighNeg	0	
	C (Carrboro)	0.01	1	1	1	yes	8	1	1	Post Year	1	LowNeg	1	LowNeg	1	
	OC (Orange Co)	0.91	2	2	2	The points for Essential Services were weighted double the other point categories	382.5	2	5%+	2	LowPos	2	LowPos	2		
	D (Durham)	1.86	3	3	3		803.5	3	10%+	3	MedPos	3	MedPos	3		
	DC (Durham Co)	3.5375	4	4	4		1813.5	4	25%+	4	HighPos	4	HighPos	4		
	CC (Chatham Co)															
	H (Hillsborough)															
	TTA															

BIKE/PED PROJECTS

			1: Street Classification		2: Right-of-Way Availability		3: Travel Demand		4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Connectivity		8: Funding Status		Total Points	Other factors for TAC				
Rank	Name	Local Priority #	Class	Points	Availability	Points	Travel Demand Points	Points	Impact	Points	Impact	Points	Impact	Points	Number of Connections	Points	Percent funded	Points		Regional Connectivity	Proximity to Schools	In CBD	Public Comment of Support	Staff Comment
1	Cornwallis Road (S. Roxboro to Chapel Hill Rd.) Bike and Ped	3 - D 3 - DC	Arterial	3	Sufficient	3	105	2	HighPos	3	HighPos	3	HighPos	3	5	3	25%+	3	23	No	Yes	No	BPAC- 1	
2	Northeast Chatham County Roadway/Ped/Bike Plan	1 - CC	Arterial	3	Sufficient	3	300	3	HighPos	3	HighPos	3	HighPos	3	100	3	Unfunded	0	21	No	Yes	No		Recommend seeking State, MPO, or local planning funds not TIP funding for this project.
3	MLK-NC 86 Corridor Bike and Ped	1 - CH	Arterial	3	Sufficient	3	212	3	MedPos	2	HighPos	3	HighPos	3	21	3	Unfunded	0	20	Yes	Yes	Yes		
4	Fayetteville Rd (Cornwallis to Nelson) Bike and Ped	13 - D 13 - DC	Arterial	3	Some Needed	2	175	3	HighPos	3	HighPos	3	HighPos	3	13	3	Unfunded	0	20	No	Yes	No	BPAC-3	
5	Bolin Creek Greenway	2 - CH	Local	1	Sufficient	3	153	3	HighPos	3	HighPos	3	HighPos	3	4	3	Unfunded	0	19	No	No	No		
6	Morreene Road (Erwin to Neal) Bike and Ped	4 - D 4 - DC	Local	1	Sufficient	3	98	2	HighPos	3	HighPos	3	MedPos	2	3	2	25%+	3	19	No	No	No	2, BPAC -2	
7	Avondale Drive (Roxboro to Geer) Bike and Ped	6 - D 6 - DC	Arterial	3	Sufficient	3	138	3	MedPos	2	HighPos	3	MedPos	2	6	3	Unfunded	0	19	No	No	No	BPAC-4	
8	University Drive (Garrett to Hope Valley) Bike and Ped	14 - D 14 - DC	Arterial	3	Sufficient	3	143	3	MedPos	2	HighPos	3	MedPos	2	10	3	Unfunded	0	19	No	Yes	No	BPAC-5	
9	15 Chapel Hill Intersection Improvements	4 - CH	Average Points	3.0	Average Points	3.0	311	3	Average Points	1.2	Average Points	3.0	Average Points	1.9	39	3	Average Points	0.0	18.1	No	Yes	1 intersection		
10	Estes Extension (S Greensboro to Carrboro Town Limits) Bike and Ped	1 - C	Arterial	3	Some Needed	2	126	3	HighPos	3	HighPos	3	MedPos	2	3	2	Unfunded	0	18	No	No	No		
11	Hillandale Road (I-85 to NC 147) Bike and Ped	2 - D 2 - DC	Collector	2	Some Needed	2	146	3	MedPos	2	HighPos	3	LowPos	1	4	3	10%+	2	18	No	No	No	BPAC-7	
12	Club Boulevard (Ruffin to Geer) Bike and Ped	7 - D 7 - DC	Collector	2	Sufficient	3	135	3	MedPos	2	HighPos	3	MedPos	2	5	3	Unfunded	0	18	No	Yes	No	BPAC-8	
13	Erwin Road (Sage to Durham County Line) Bike and Ped	17 - CH	Arterial	3	Sufficient	3	68	1	MedPos	2	HighPos	3	HighPos	3	4	3	Unfunded	0	18	Yes	No	No		
14	Fordham (15-501 South to Ephesus Ch) Bike and Ped	18 - CH	Arterial	3	Sufficient	3	210	3	MedPos	2	HighPos	3	HighPos	3	2	1	Unfunded	0	18	No	Yes	No		
15	Old Fayetteville Road (McDougle School to NC 54) Bike and Ped	2 - C	Collector	2	Sufficient	3	60	1	MedPos	2	HighPos	3	HighPos	3	2	1	10%+	2	17	No	Yes	No		
16	Nash Street (Faucette Mill to Dimmocks Mill) Sidewalk	3 - H	Collector	2	Sufficient	3	13	0	MedPos	2	HighPos	3	HighPos	3	1	1	25%+	3	17	No	Yes	No		
17	Dearborn Drive (Club to Old Oxford) Bike and Ped	10 - D 10 - DC	Arterial	3	Sufficient	3	59	1	HighPos	3	HighPos	3	HighPos	3	1	1	Unfunded	0	17	No	Yes	No	BPAC-9	
18	Southern Railroad Greenway	10 - CH	Arterial	3	Sufficient	3	110	2	HighPos	3	HighPos	3	MedPos	2	1	1	Unfunded	0	17	No	No	No		
19	Cornwallis Rd. (Erwin Rd. to Chapel Hill Rd.) Bike and Ped	11 - D 11 - DC	Arterial	3	Sufficient	3	116	2	MedPos	2	HighPos	3	LowPos	1	4	3	Unfunded	0	17	No	Yes	No	BPAC-10	
20	NC 54 Corridor (Fordham to Barbee Chapel) Bike and Ped	19 - CH	Arterial	3	Sufficient	3	122	2	MedPos	2	HighPos	3	LowPos	1	8	3	Unfunded	0	17	No	Yes	No		
21	Holloway Street (Lynn to Miami) Sidewalk	1 - D 1 - DC	Arterial	3	Some Needed	2	15	0	HighPos	3	MedPos	2	HighPos	3	4	3	Unfunded	0	16	No	Yes	No	BPAC-12	
22 (tied)	Estes Drive (Curtis to Franklin) Sidewalk	5 - CH	Arterial	3	Sufficient	3	33	0	MedPos	2	HighPos	3	MedPos	2	4	3	Unfunded	0	16	No	Yes	No		
22 (tied)	Old NC 86 (Hillsborough to Homestead) Bike and Ped	5 - C	Arterial	3	Sufficient	3	38	1	MedPos	2	MedPos	2	MedPos	2	4	3	Unfunded	0	16	Yes	No	No	1	
24	Pope Road (Old Durham-Chapel Hill Rd. to Ephesus Church Rd.) & Ephesus Church Road Bike and Ped	6 - CH (Pope & Ephesus Church); 19 - DC (Pope only)	Local	1	Sufficient	3	151	3	HighPos	3	HighPos	3	LowPos	1	3	2	Unfunded	0	16	No	Yes	No		
25	Hope Valley Road (S. Roxboro to US 15-501 Bus) Bike and Ped	9 - D 9 - DC	Arterial	3	Sufficient	3	110	2	MedPos	2	MedPos	2	LowPos	1	4	3	Unfunded	0	16	No	Yes	No	1, BPAC-13	
26	Cheek Road (Geer to Hardee) Bike and Ped	12 - D 12 - DC	Arterial	3	Sufficient	3	81	1	MedPos	2	HighPos	3	HighPos	3	1	1	Unfunded	0	16	No	No	No	BPAC-14	
27	Country Club Road (South Rd to Raleigh St) Sidewalk	13 - CH	Local	1	Sufficient	3	52	1	MedPos	2	HighPos	3	HighPos	3	4	3	Unfunded	0	16	No	No	No		

			1: Street Classification		2: Right-of-Way Availability		3: Travel Demand		4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Connectivity		8: Funding Status		Total Points	Other factors for TAC				
Rank	Name	Local Priority #	Class	Points	Availability	Points	Travel Demand Points	Points	Impact	Points	Impact	Points	Impact	Points	Number of Connections	Points	Percent funded	Points		Regional Connectivity	Proximity to Schools	In CBD	Public Comment of Support	Staff Comment
28	Bolin Creek Little Creek Greenway	15 - CH	Arterial	3	Sufficient	3	124	2	MedPos	2	HighPos	3	MedPos	2	2	1	Unfunded	0	16	No	No	No		
29	Cook Rd. (Fayetteville St. to Martin Luther King) Bike and Ped	16 - DC	Local	1	Sufficient	3	93	1	HighPos	3	HighPos	3	HighPos	3	3	2	Unfunded	0	16	No	Yes	No	BPAC-18	
30	I-40/Orange Grove Road Pedestrian Bridge	1 - OC; 1 - H	Arterial	3	Sufficient	3	17	0	HighPos	3	HighPos	3	HighPos	3	0	0	Unfunded	0	15	No	Yes	No		
31	NC 86 (Whitfield to US 70 Bus) Bike Route	2 - H; 3 - OC	Arterial	3	Sufficient	3	29	0	MedPos	2	HighPos	3	HighPos	3	1	1	Unfunded	0	15	Yes	Yes	No	1	
32	Fordham Pedestrian Overpass	3 - CH	Arterial	3	Much Needed	1	111	2	MedPos	2	HighPos	3	HighPos	3	1	1	Unfunded	0	15	No	No	No		
33	Barbee Chapel Road (NC 54 to Stagecoach) Bike and Ped	9 - CH (NC 54 to Downing Creek); 17 - DC (NC 54 to Stagecoach)	Collector	2	Sufficient	3	67	1	MedPos	2	HighPos	3	LowPos	1	4	3	Unfunded	0	15	No	No	No		
34	Franklin St./Bolin Creek Greenway Bike and Ped Access	11 - CH	Arterial	3	Some Needed	2	113	2	MedPos	2	HighPos	3	MedPos	2	2	1	Unfunded	0	15	No	No	No		
35	Fordham (Manning to Carmichael) Sidewalk	14 - CH	Arterial	3	Sufficient	3	17	0	MedPos	2	HighPos	3	HighPos	3	2	1	Unfunded	0	15	No	No	No		
36	Fordham (Ephesus Ch to Elliott) Sidewalk	7 - CH	Arterial	3	Sufficient	3	30	0	MedPos	2	HighPos	3	MedPos	2	2	1	Unfunded	0	14	No	No	No		
37	Alston Avenue (Carpenter Fletcher to Sedwick) Bike and Ped	8 - D 8 - DC	Collector	2	Sufficient	3	105	2	MedPos	2	HighPos	3	LowPos	1	1	1	Unfunded	0	14	No	Yes	No	1, BPAC-15	
38	Mt.Carmel Church Rd (US 15-501 to Chatham County Line) Bike and Ped	12 - CH	Arterial	3	Sufficient	3	115	2	MedPos	2	MedPos	2	LowPos	1	2	1	Unfunded	0	14	No	No	No		
39	Erwin Rd (Orange County Line to NC 751) Bike and Ped	18 - DC	Arterial	3	Sufficient	3	89	1	MedPos	2	HighPos	3	LowPos	1	1	1	Unfunded	0	14	Yes	Yes	No	BPAC-17	
40	BPW Club Rd/Westbrook Dr. Greenway	4 - C	Local	1	Some Needed	2	69	1	MedPos	2	HighPos	3	HighPos	3	2	1	Unfunded	0	13	No	No	No		
41	Culbreth Road (Adam Way to Smith Level) Sidewalk	8 - CH	Local	1	Sufficient	3	14	0	MedPos	2	HighPos	3	HighPos	3	2	1	Unfunded	0	13	No	Yes	No		
42	Old Mason Farm/Finley Golf Course (NC 54 to Fordham) Bike and Ped	16 - CH	Local	1	Sufficient	3	118	2	MedPos	2	MedPos	2	MedPos	2	1	1	Unfunded	0	13	No	No	No		
43	S. Greensboro Street (Main to Merritt Mill) Sidewalks	3 - C	Arterial	3	Barriers	0	29	0	MedPos	2	HighPos	3	HighPos	3	2	1	Unfunded	0	12	No	No	Yes		
44	Carpenter Fletcher Road (Woodcroft to Alston) Bike and Ped	5 - D 5 - DC	Local	1	Some Needed	2	68	1	MedPos	2	MedPos	2	LowPos	1	2	1	10%+	2	12	No	No	No	1, BPAC-11	
45	Sedwick Rd. (Grandale to Alston) Bike and Ped	15 - D 15 - DC	Local	1	Sufficient	3	78	1	MedPos	2	MedPos	2	LowPos	1	3	2	Unfunded	0	12	No	No	No	BPAC-19	
46	Old NC 86 (Eubanks to I-40) Bike Lanes	2 - OC	Collector	2	Much Needed	1	16	0	MedPos	2	HighPos	3	HighPos	3	0	0	Unfunded	0	11	Yes	No	No	1	
47	Old NC 86 (Homestead to Eubanks) Bike and Ped	6 - C	Arterial	3	Sufficient	3	22	0	LowPos	1	MedPos	2	LowPos	1	1	1	Unfunded	0	11	Yes	No	No	1	
48	Eubanks (Old NC 86 to Rogers) Bike and Ped	7 - C	Local	1	Sufficient	3	20	0	MedPos	2	MedPos	2	MedPos	2	0	0	Unfunded	0	10	No	No	No	1	
Unranked Citizen Requested Projects																								
new	Erwin (Cameron to Anderson) Bike and Ped	citizen request	Arterial	3	Some Needed	2	162	3	HighPos	3	HighPos	3	HighPos	3	7	3	Unfunded	0	20	No	Yes	No	1, BPAC-6	
new	Kent/Morehead/Chapel Hill Rd. (Duke University to Cornwallis) Bike	citizen request	Arterial	3	Sufficient	3	166	3	HighPos	3	HighPos	3	HighPos	3	0	0	Unfunded	0	18	No	Yes	No	1	Most of this project could be completed as part of a restriping project
new	Main (Ninth St to Duke St) Bike	citizen request	Arterial	3	Sufficient	3	159	3	HighPos	3	HighPos	3	HighPos	3	0	0	Unfunded	0	18	No	Yes	Yes	1	Most of this project could be completed as part of a restriping project
new	NC 54 (Barbee Chapel to Fayetteville) Bike and Ped	citizen request	Arterial	3	Some Needed	2	109	2	MedPos	2	HighPos	3	LowPos	1	12	3	Unfunded	0	16	Yes	No	No	BPAC-16	C-4402 provides \$1,035,000 in CMAQ for I-40 to RTP section. Additional funding needed for the entire length of the project.

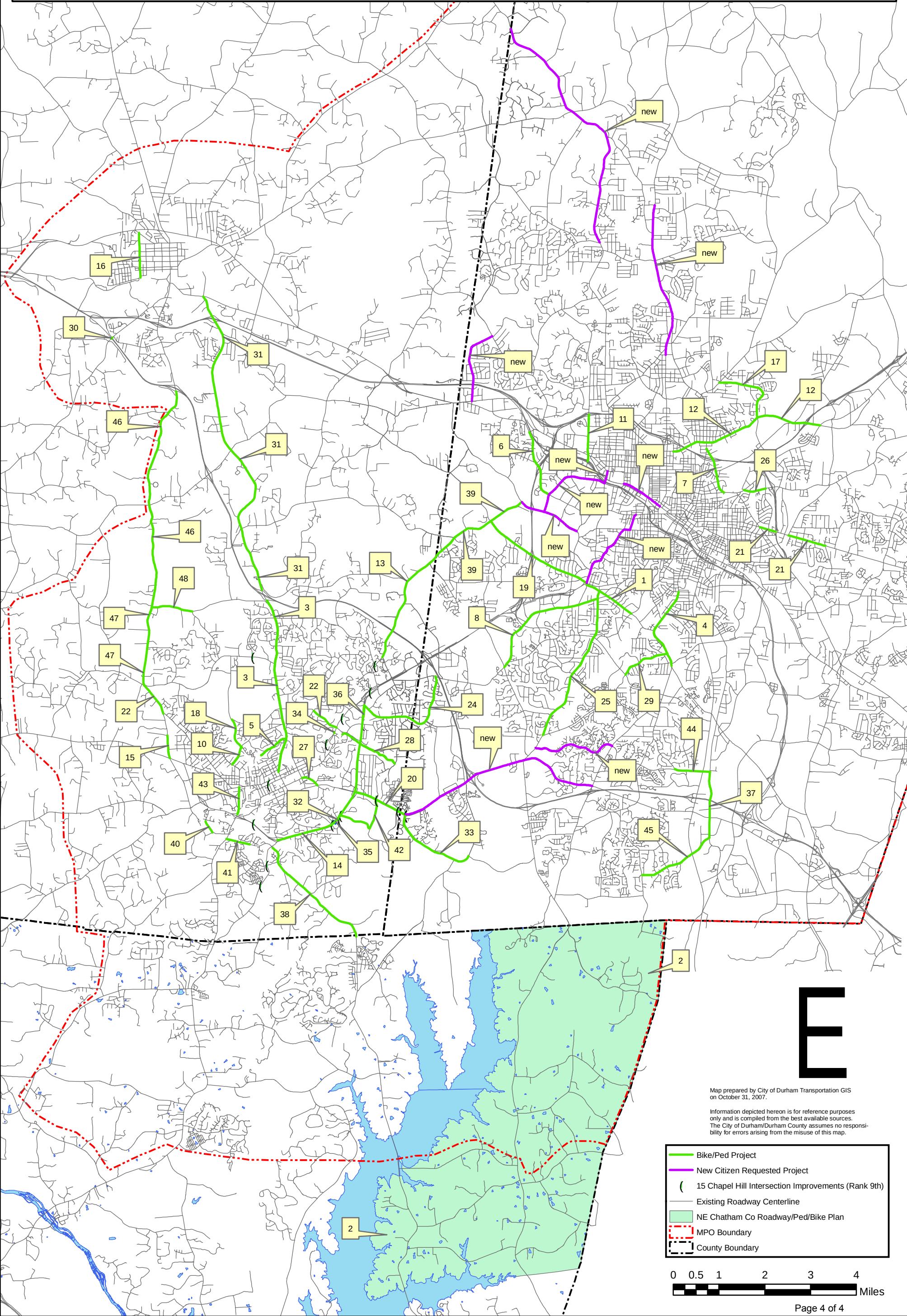
			1: Street Classification		2: Right-of-Way Availability		3: Travel Demand		4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Connectivity		8: Funding Status		Total Points	Other factors for TAC				
Rank	Name	Local Priority #	Class	Points	Availability	Points	Travel Demand Points	Points	Impact	Points	Impact	Points	Impact	Points	Number of Connections	Points	Percent funded	Points		Regional Connectivity	Proximity to Schools	In CBD	Public Comment of Support	Staff Comment
	Fifteenth/Anderson (Hillsborough to Erwin) Bike new	citizen request	Local	1	Sufficient	3	106	2	HighPos	3	HighPos	3	HighPos	3	1	1	Unfunded	0	16	No	No	No	1	City-maintained road may not be appropriate for a TIP project. May be completed as a restriping project.
	US 501 (North Durham County to Horton) Bike and Ped new	citizen request	Arterial	3	Some Needed	2	85	1	MedPos	2	MedPos	2	MedPos	2	6	3	Unfunded	0	15	Yes	Yes	No	1	
	Guess Road (North Durham County to Latta) Bike and Ped new	citizen request	Arterial	3	Sufficient	3	20	0	MedPos	2	MedPos	2	LowPos	1	4	3	Unfunded	0	14	Yes	No	No	1	
	NC 751 (Erwin to Duke University) Sidewalks new	citizen request	Arterial	3	Much Needed	1	22	0	HighPos	3	MedPos	2	HighPos	3	1	1	Unfunded	0	13	No	No	No	1	
	Woodcroft (Hope Valley to Fayetteville) Bike new	citizen request	Collector	2	Sufficient	3	46	1	MedPos	2	HighPos	3	LowPos	1	1	1	Unfunded	0	13	No	No	No	1	City-maintained road may not be appropriate for a TIP project.
	Sparger Road (Hillsborough to Cole Mill) Bike and Ped new	citizen request	Local	1	Some Needed	2	16	0	MedPos	2	HighPos	3	LowPos	1	2	1	Unfunded	0	10	No	No	No	2	

Key:	CH (Chapel Hill)	Local	1	Barriers	0	1	0	Negative	0	Negative	0	Negative	0	0	0	Unfunded	0
	C (Carrboro)	Collector	2	Much Needed	1	36.75	1	LowPos	1	LowPos	1	LowPos	1	1	1	Post Year	1
	OC (Orange Co)	Arterial	3	Some Needed	2	95.5	2	MedPos	2	MedPos	2	MedPos	2	2.5	2	10%+	2
	D (Durham)																
	DC (Durham Co)																
	CC (Chatham Co)																
	H (Hillsborough)																
	TTA																

NC 86	Elementary, Middle, or High School present along the project or at one end	Durham CBD	# of comments
Old NC 86		Chapel Hill CBD	BPAC-#: BPAC's preferred order for Durham's projects
Erwin Rd.		Carrboro CBD	
Guess Rd.		Hillsborough CBD	
US 501			

2009-2015 TIP-Draft Regional Priority List Bike/Ped Projects

Project Ranking



HIGHWAY PROJECTS

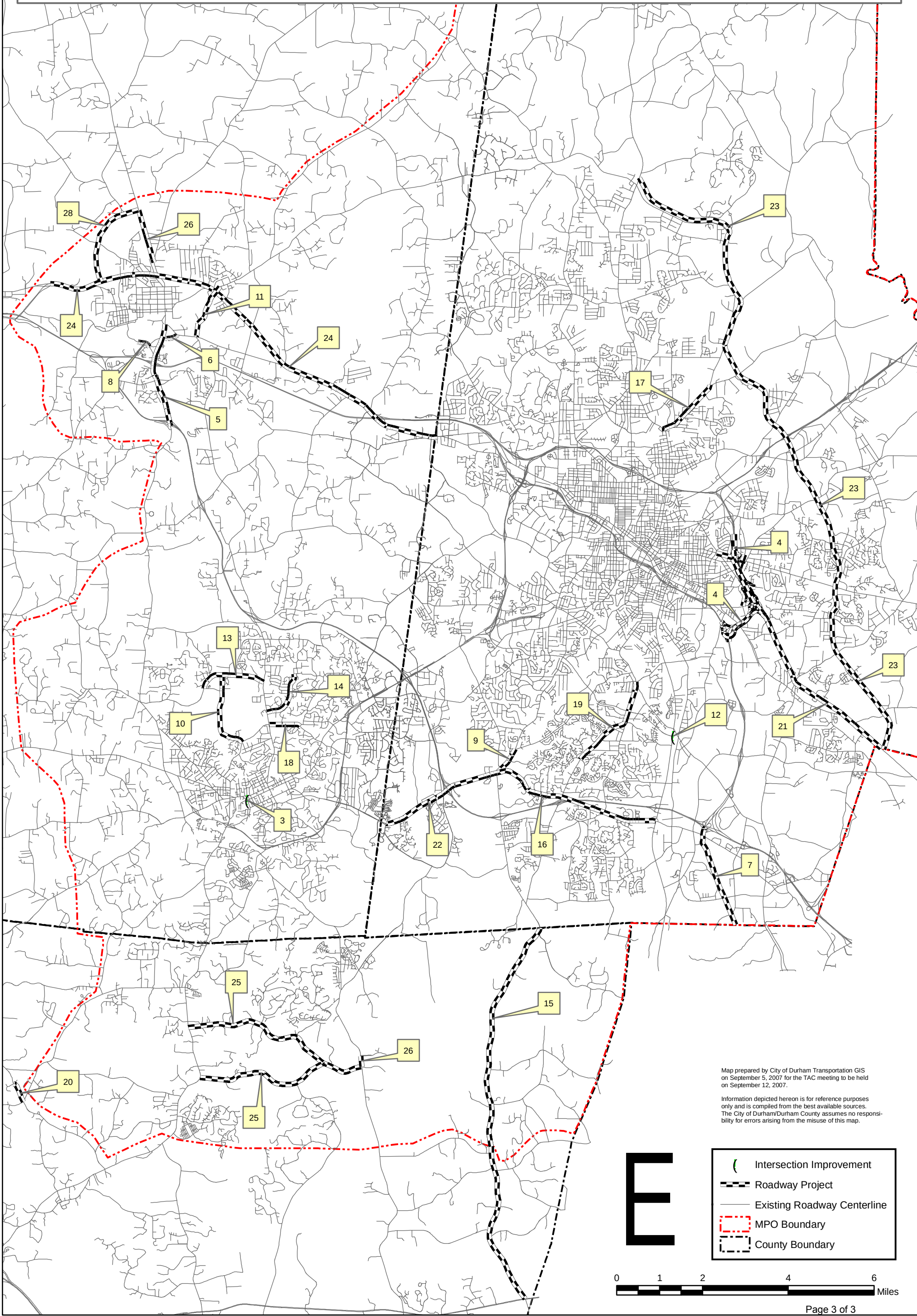
			1: Travel Demand			2: Safety			3: Environmental Impacts		4: Community Impacts		5: Environmental Justice Impacts		6: Funding Status		7: Benefits to Other Modes or Deployment of New Technology		Total Points
Rank	Name	Local Priority #	v/c	v/c >0.8?	Points	Accident Rate	Accident Rate>300?	Points	Impact	Points	Impact	Points	Impact	Points	Percent funded	Points	Number of modes	Points	
1	TDM	12 - D 12 - DC	Other	Other	4	Other	Other	4	Positive	4	Positive	4	Positive	4	Unfunded	0	4	4	24
2	ITS Deployment	11 - D 11 - DC	Other	Other	4	Other	Other	4	Positive	4	Positive	4	Positive	4	Unfunded	0	2	2	22
3	Franklin/Main/Merritt Mill/Brewer Intersection	11 - C	1.04	1.04	2	879.59	879.59	3	Positive	4	Positive	4	Positive	4	Unfunded	0	3	3	20
4	East End Connector	1 - D 1 - DC	1.63	1.63	4	2016.03	2016.03	4	LowNeg	3	MedHNeg	1	MedNeg	1	25%+	4	2	2	19
5	S. Churton St. Improvements	2 - H, 2 - OC	1.3	1.3	4	429	429	2	LowNeg	3	Positive	4	Positive	4	Unfunded	0	2	2	19
6	Orange Grove Rd. Extension	6 - OC	0.93	0.93	1	1253.5	1253.5	4	Positive	4	Positive	4	Positive	4	Unfunded	0	2	2	19
7	Triangle Parkway	3 - D 3 - DC	1.04	1.04	2	351.61	351.61	1	MedHNeg	1	LowNeg	3	Neutral	3	25%+	4	3	3	17
8	Eno Mt./Mayo St. at Orange Grove Rd. Realignment	4 - H, 5 - OC	0.82	0.82	1	2146	2146	4	Positive	4	MedNeg	2	Positive	4	Unfunded	0	2	2	17
9	NC 751 (Phase 1) Widening	9 - D 9 - DC	1.17	1.17	3	913.86	913.86	3	LowNeg	3	MedNeg	2	Neutral	3	Unfunded	0	3	3	17
10	Seawell School Road Improvements	1 - C; 2 - CH	0.3	no	0	409.12	409.12	1	Positive	4	Positive	4	Positive	4	Unfunded	0	3	3	16
11	Elizabeth Brady Rd. Extension	1 - H	1.19	1.19	3	489.26	489.26	2	HighNeg	0	MedHNeg	1	Neutral	3	25%+	4	3	3	16
12	MLK Jr Pwky/Hwy 55 Intersection	2 - D 2 - DC	0.93	0.93	1	3342	3342	4	LowNeg	3	LowNeg	3	LowNeg	2	Unfunded	0	3	3	16
13	Homestead Road Improvements	1 - CH, 1 - OC, 2 - C	0.97	0.97	1	278.67	no	0	Positive	4	Positive	4	Positive	4	Unfunded	0	2	2	15
14	Piney Mountain Road Improvements	4 - CH	0.57	no	0	109.56	no	0	Positive	4	Positive	4	Positive	4	Unfunded	0	3	3	15
15	NC 751 Widening	1 - CC	1.31	1.31	4	151.6	no	0	LowNeg	3	LowNeg	3	Neutral	3	Unfunded	0	1	1	14
16	NC 54 (I-40 east to 55) Widening	5 - D 5 - DC	1.19	1.19	3	664.28	664.28	2	HighNeg	0	LowNeg	3	Neutral	3	Unfunded	0	3	3	14
17	Old Oxford Highway Widening	8 - D 8 - DC	1.2	1.2	3	826.16	826.16	3	LowNeg	3	MedNeg	2	HighNeg	0	Unfunded	0	3	3	14
18	Estes Drive Improvements	3 - CH	1.01	1.01	2	405.15	405.15	1	Positive	4	Positive	4	Positive	4	Unfunded	0	2	2	13
19	Fayetteville Road Widening	4 - D 4 - DC	1.11	1.11	2	700.42	700.42	3	LowNeg	3	MedHNeg	1	MedNeg	1	Unfunded	0	3	3	13
20	Perry Harrison School Turn Lanes	4 - CC	0.16	no	0	1072.1	1072.1	4	LowNeg	3	LowNeg	3	Neutral	3	Unfunded	0	0	0	13
21	US 70 (Lynn Rd. to Wake County Line) Convert to Freeway	6 - D 6 - DC	1.24	1.24	4	297.97	no	0	MedNeg	2	LowNeg	3	Neutral	3	Unfunded	0	1	1	13
22	NC 54 (I-40 to Barbee-Chapel) Widening	10 - D 10 - DC	1.89	1.89	4	256.29	no	0	HighNeg	0	LowNeg	3	Neutral	3	Unfunded	0	3	3	13
23	Northern Durham Parkway	7 - D 7 - DC	1.24	1.24	4	669.05	669.05	2	HighNeg	0	MedHNeg	1	LowNeg	2	Unfunded	0	3	3	12

			1: Travel Demand			2: Safety			3: Environmental Impacts		4: Community Impacts		5: Environmental Justice Impacts		6: Funding Status		7: Benefits to Other Modes or Deployment of New Technology		Total Points
Rank	Name	Local Priority #	v/c	v/c >0.8?	Points	Accident Rate	Accident Rate>300?	Points	Impact	Points	Impact	Points	Impact	Points	Percent funded	Points	Number of modes	Points	
24	US 70 Bypass Widening	3 - H, 4 - OC	1.03	1.03	2	310	310	1	MedHNeg	1	LowNeg	3	LowNeg	2	Unfunded	0	2	2	11
25	Jack Bennett/Lystra Rd Safety Improvements	2 - CC	0.54	no	0	n/a	no	0	LowNeg	3	LowNeg	3	LowNeg	2	Unfunded	0	1	1	9
26 (tied)	NC 86 North Widening	3 - OC	0.94	0.94	1	363	363	1	Positive	4	MedHNeg	1	LowNeg	2	Unfunded	0	0	0	9
26 (tied)	N. Chatham School Turn Lanes	3 - CC	0.69	no	0	n/a	no	0	LowNeg	3	LowNeg	3	Neutral	3	Unfunded	0	0	0	9
28	Western Bypass	5 - H	0.62	no	0	804.76	804.76	3	MedHNeg	1	Positive	4	MedNeg	1	Unfunded	0	0	0	9

Key:	CH (Chapel Hill)	v/c<0.80	no	0	Accident Rate<300	no	0	HighNeg	0	HighNeg	0	HighNeg	0	Unfunded	0	0	0
	C (Carrboro)	Fourth Quartile	0.8	1	Fourth Quartile	300	1	MedHNeg	1	MedHNeg	1	MedNeg	1	Post Year	1	1	1
	OC (Orange Co)	Third Quartile	1	2	Third Quartile	414.09	2	MedNeg	2	MedNeg	2	LowNeg	2	5%+	2	2	2
	D (Durham)	Second Quartile	1.14	3	Second Quartile	684.735	3	LowNeg	3	LowNeg	3	Neutral	3	10%+	3	3	3
	DC (Durham Co)	First Quartile	1.24	4	First Quartile	1032.54	4	Positive	4	Positive	4	Positive	4	25%+	4	4	4
	CC (Chatham Co)	Other	Other	4	Other	Other	4										
	H (Hillsborough)																
TTA																	

2009-2015 TIP-Draft Regional Priority List Highway Projects

Project Ranking



Map prepared by City of Durham Transportation GIS on September 5, 2007 for the TAC meeting to be held on September 12, 2007.

Information depicted herein is for reference purposes only and is compiled from the best available sources. The City of Durham/Durham County assumes no responsibility for errors arising from the misuse of this map.

A RESOLUTION PROVIDING COMMENTS TO THE DURHAM-CHAPEL HILL-CARRBORO TRANSPORTATION ADVISORY COMMITTEE ON THE DRAFT 2009-2015 REGIONAL TRANSPORTATION PRIORITY LIST (2007-10-22-R)

WHEREAS, the Durham-Chapel Hill-Carrboro Transportation Advisory Committee has prepared a draft 2009-2015 Regional Transportation Priority List; and

WHEREAS, the Transportation Advisory Committee has opened a public comment period on the Draft Priority List

NOW, THEREFORE, BE IT RESOLVED, by the Council of the Town of Chapel Hill that the following comments be submitted to the Transportation Advisory Committee on the Draft 2009-2015 Regional Priority List.

- The project ranking for public transit projects include points for transit ridership under criteria #4, Enhancement of Existing Services.
- The Metropolitan Planning Organization should prepare a composite priority list that includes all modes and reflects the preference of the region to provide funding from the Surface Transportation Program for transit, bicycle and pedestrian projects.

This the 22nd day of October, 2007

ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS

A RESOLUTION TO SUBMIT COMMENTS TO THE TRANSPORTATION ADVISORY COMMITTEE (TAC) OF THE DURHAM-CHAPEL HILL-CARRBORO (DCHC) METROPOLITAN PLANNING ORGANIZATION (MPO) CONCERNING ORANGE COUNTY'S TRANSPORTATION PRIORITIES FOR THE REGIONAL PRIORITY LIST FOR THE 2009 – 2015 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the North Carolina Board of Transportation, every two years, prepares a Transportation Improvement Program (TIP) that identifies transportation projects scheduled for State and Federal funding over the next seven years; and

WHEREAS, the North Carolina Board of Transportation solicits input for identifying transportation projects of local and regional importance to be included in the FY 2009-2015 Transportation Improvement Program; and

WHEREAS, the TAC of the DCHC MPO has adopted, in compliance with federal requirements, a methodology for ranking TIP projects based on local and metropolitan goals addressing mobility, environment and air quality; and

WHEREAS, Orange County has submitted to the DCHC MPO a prioritized list of transportation projects representing transportation needs in the County, and

WHEREAS, the quantitative ranking methodology for bicycle and pedestrian projects does not adequately address the importance of connectivity between longer distance destinations, such as between municipalities, nor does the ranking methodology take into consideration connectivity of bicycle projects that would provide connections between other planned bicycle facilities; and

WHEREAS, the quantitative ranking methodology cannot adequately represent the importance of the priority established by local jurisdictions for all proposed projects for the 2009 – 2015 TIP;

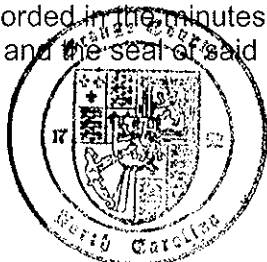
NOW, THEREFORE, BE IT RESOLVED by the Orange County Board of Commissioners that the Board is concerned that the methodology used to rank local projects, specifically that used for ranking bicycle and pedestrian projects, does not accurately reflect the importance of all connectivity issues, and staff should revise future quantitative priority ranking methodology to better address how criteria points are awarded for connectivity.

BE IT FURTHER RESOLVED by the Orange County Board of Commissioners that Orange County's projects in the Regional Priority List should reflect the priority of those projects in the local priority list.

Upon motion of Commissioner Nelson, seconded by Commissioner Quinn, the foregoing resolution was adopted this the 23 day of October, 2007.

I, Donna Baker, Clerk to the Board of Commissioners for the County of Orange, North Carolina, DO HEREBY CERTIFY that the foregoing is a true copy of so much of the proceedings of said Board at a meeting held on October 23, 2007, as relates in any way to the adoption of the foregoing and that said proceedings are recorded in the minutes of said Board.

WITNESS my hand and the seal of said County, this 24 day of October, 2007.



Donna Baker
Clerk to the Board of Commissioners

From: Grossman, Jan [Jan.Grossman@DOWREICHHOLD.COM]
Sent: Wednesday, September 26, 2007 8:12 AM
To: Beckmann, Ellen
Subject: 2009-2015 Bicycle Project Ranking

I use my bicycle for transportation, shopping, recreation etc. and wish to comment on some of the bicycle projects listed in your 2009-2015 plan.

#35 You list NC 86 as a “collector” road and not an “arterial”. I don’t understand this designation. Route 86 is a major road between Chapel Hill and Hillsborough and is a direct route for cyclists. Connectivity is listed as a “1” however this road is on the county’s list for adding a bike lane and this bike lane would continue the existing one coming from Chapel Hill.

#46 Old NC86 is also a very heavily traveled route for cars and cyclists between Carrboro and Hillsborough. Why is this listed as a “collector” (not arterial) road? This one got a “0” on connectivity and yet it is on OC’s list of roads requesting a bike lane. It is the most direct route between Carrboro and Hillsborough and is used extensively by bicycle commuters. How much more “connection” does a road need to get a higher rating?

#47 Same comments as #46 about connectivity. It appears that you recognize the Old 86 is an “arterial” for this section.

#48 To consider Eubanks Rd as a “local” is pretty humorous. This is a major cut through road between Old NC86 and MLK Blvd/ I40. This section is having a new school and soccer park being built and the CH Town Operations Center sends tons of vehicles past here every day. That’s not to mention the traffic to the Recycling Center and the County Landfill. Concerning “connectivity”, this road is a major route for cyclists to get from Old 86 to roads east of New 86. The cyclists go east on Eubanks and then take the bike lane on Millhouse. They can cross New 86 and continue on Mt Sinai Rd.

Jan Grossman
1222 Blackwood Mountain Road
Chapel Hill, NC 27516

From: Linda Huff [yoshimom28@earthlink.net]
Sent: Friday, October 05, 2007 12:27 PM
To: Beckmann, Ellen
Subject: Draft Regional Priority List BikePed

Dear Ms. Beckmann,

I just perused the BikePed plan and I would be interested to know why there are no proposed bike lanes or foot paths for the Northern Tier of Durham County. We are desperate for such things. There is no way to walk anywhere out here without risk of being hit by a car, even if you just want to visit the corner convenience store or attend your church. The communities of Bahama and Rougemont have a dense enough population to justify the creation of a network of paths or sidewalks.

Biking on the country roads is possible but north of Horton Rd. on 501 and north of Latta Rd. on Guess Rd. there is no safe way to commute into town. There should be bike lanes on the main corridors into Durham.

Until recently Hill Forest existed as a place for families to walk dogs, bike or ride their horses. However now, NC State University has decided to assess fees for the non-academic users of this resource.

For a family of 4 to bike in the forest together will cost \$400 (\$100 per person) a year. To walk it will cost \$80 (\$20 per person). It is not clear if they offer a compilation permit for those wanting to engage in multiple activities. But the fees are so high as to discourage use by the residents of this area whose incomes are modest.

These factors combine to condemn people to their cars and give them no access to simple forms of exercise or the pleasure of getting from point to point on their own steam.

We would appreciate very much attention to these concerns in planning for pedestrian and bike ways.

Respectfully,

Linda H. Smith
Planning Commission
Mangum Township

From: duke.meredith@gmail.com on behalf of Meredith A. Barrett
[meredith.barrett@duke.edu]

Sent: Wednesday, October 10, 2007 1:21 PM

To: Beckmann, Ellen

Subject: Bike and pedestrian plan

Dear Ms. Beckmann,

Thank you for requesting input on the Durham Transportation Improvement Plan. As someone who bikes and walks frequently, I have noticed a number of areas in need of improvement. I was glad to see that the stretch of Moreene Road from Erwin to Neal is a priority, as many students and faculty would potentially use that route to bike into Duke campus if it were safer. The addition of bike and pedestrian access there would be essential for this transition to take place.

I would also like to nominate Sparger Road, in between Hillsborough and Cole Mill Roads. I bike frequently on this road, but feel that it is extremely dangerous without a shoulder. I have also seen families, women with strollers, and young children walking alongside Sparger. Motorists drive very fast on this road, and pedestrians are in a considerable amount of danger. This area is residential, but the nearest bus stop (the #11) is located on Hillsborough Road at the Food Lion. Therefore, anyone who needs to commute using public transportation is forced to risk injury on Sparger Road.

Thank you for your consideration. I would be happy to speak further about this.

Sincerely,

Meredith A. Barrett

--

Meredith A. Barrett
PhD student; Duke University Program in Ecology
Box 90328, Nicholas School of the Environment
Durham, NC 27708
meredith.barrett@duke.edu
Office: BioSci 311
Cell: 919. 423. 6195

From: Charlotte Clark [cclark@duke.edu]
Sent: Wednesday, October 10, 2007 1:54 PM
To: Beckmann, Ellen
Subject: Hwy 751?
Hi Ellen:

I live right off 751 near Duke Campus, and recently reviewed the new bike/ped transportation plans. I had seen an earlier draft and thought that the plans contained (at some point in the priority list) plans for sidewalks on Academy (Hwy 751) near campus (south of campus towards University). However, now I don't see them on the list. Can you clarify for me what the status is of such sidewalks? Thanks so much!
Charlotte Clark

~~~~~  
Charlotte Clark  
Duke University  
Nicholas School of the Environment and Earth Sciences  
[cclark@duke.edu](mailto:cclark@duke.edu)

**From:** john.knowles@duke.edu  
**Sent:** Wednesday, October 10, 2007 1:40 PM  
**To:** Beckmann, Ellen  
**Subject:** Fwd: [Profsecond] Want to make Durham more bike friendly?

I just received this email and cannot make the meeting tonight. I bike to school everyday and there are places on Erwin road where I fear for my life. Please make Durham as bike friendly as possible, especially where people do bike. Curbs are a problem for me and I don't know why bike stands are above curbs, but that is probably not your area of concern. Also the intersection of Erwin and LaSalle seems very dangerous to pedestrians.

I just thought I would put in my two cents.

John

--

John English Knowles  
Master of Environmental Management Candidate 2007 Nicholas School of the  
Environment and Earth Sciences Duke University Durham, NC, USA C +1-980-253-  
7803

**From:** Aaron Stoertz [astoertz@gmail.com]  
**Sent:** Wednesday, October 10, 2007 3:40 PM  
**To:** Beckmann, Ellen  
**Subject:** Sparger Rd Should Be a Priority  
Hi Ellen,

I'm writing with a bit of business regarding the transportation forum tonight. Sparger Road may soon be the scene of a tragic pedestrian accident in the coming years if something is not done as soon as possible about widening the roadway. With the huge amount of development that's taken place on Durham's northwestern edge, Sparger Road has become a major access point for the 85-Hillsborough Rd interchange; the 15-501/Hillsborough Rd intersection; and the Erwin Rd to Chapel Hill route. I routinely see and experience close calls between pedestrians and cars on Sparger, particularly on the bridge spanning the interstate highway. Of note, many children and families use Sparger Road to walk to the shopping center on Hillsborough or to catch the number 11 bus to go into Durham. There's no choice on much of the road but to walk inside the white line.

Will it take a stroller being knocked off the bridge onto Interstate 85 to do something? I've seen it almost happen.

Thanks for your efforts-- I know you're doing a great job.

All best,  
Aaron Stoertz

--

Aaron Stoertz  
919-924-2410

**From:** Alison Appling [alison.appling@gmail.com]

**Sent:** Wednesday, October 10, 2007 8:37 PM

**To:** Beckmann, Ellen

**Subject:** TAC bike & ped priority list

Hi Ellen,

It looks like I missed the TAC meeting, but I just got word of the regional priority lists. The bike lane whose absence I notice most is on Main Street in Durham, especially from 9th Street down toward Brightleaf Square. I know I'm just one cyclist of many, but I would like to cast my vote for that stretch, especially since I don't see it on the priority list. I think a bike lane there would greatly increase bikability in that part of Durham.

Thanks,

Alison

**From:** jesse.leddick@duke.edu  
**Sent:** Wednesday, October 10, 2007 8:40 PM  
**To:** Beckmann, Ellen  
**Subject:** Comments on Transportation

Hi Ellen,

I am a graduate student at Duke University, and just wanted to encourage the city to focus on bike and pedestrian transportation improvements. In particular, increasing the number and safety of bicycle lanes is incredibly important, especially within areas where commuting is feasible and would reduce traffic. It would help reduce greenhouse gas emissions and increase feelings of community and safety, which I have found particularly lacking in many areas.

Thank you for your time, and appreciate your consideration.

Jesse Leddick

Candidate for Master of Environmental Management &  
Master of Forestry  
Nicholas School of the Environment, Duke University

**From:** laura.bozzi@duke.edu  
**Sent:** Wednesday, October 10, 2007 9:34 PM  
**To:** Beckmann, Ellen  
**Subject:** 2009-2015 Transportation Improvement Program

Ms. Beckmann,

I write to comment on the bike/pedestrian portion of the 2009-2015 Transportation Improvement Program. As a graduate student at Duke who commutes between Watts-Hillandale neighborhood and the West Campus of Duke, I didn't notice routes on the priority list that would affect my bicycle commuting very much. But I strongly support any and all improvements made to the bicycling and pedestrian routes in the area. I'm glad to see action in this area and I strongly support the use of funds for this reason.

Thanks for your time,  
Laura Bozzi  
1118 1/2 Iredell St. Durham

**From:** julie.demeester@duke.edu  
**Sent:** Thursday, October 11, 2007 10:16 AM  
**To:** Beckmann, Ellen  
**Subject:** bike lanes

Hi Ellen,

I just got an email about the TAC meeting, and I see I'm a day late. I just want to reiterate my STRONG desire to move the Morreene Rd project to a higher priority. I live 2 miles from work, but I don't feel safe biking on Morreene Rd, hence I use my car. Moreene has a lot of traffic and no shoulders. There are a high number of students that would commute by bike on Moreene Rd to Duke University if it were safer. I know I'm late, but I wanted to add my thoughts.

Thanks,

Julie DeMeester

**From:** Anna Osland [aosland@email.unc.edu]  
**Sent:** Monday, October 15, 2007 4:26 PM  
**To:** McKeel, Dale; Beckmann, Ellen  
**Subject:** bike lane on 15th street bridge in Durham

Hi Ellen and Dale,

I wanted to email and share my concern about the 15th Street/Anderson bridge. This bridge is one of few connectors that cross 147 to allow residents of Watts-Hillandale and Old West Durham access to Duke. I recently was hit by a car near the intersection of 15th Street and Main while biking home from Duke. Thankfully I was not hurt, but I would hate for someone to be injured biking. I know many bikers use this bridge to access Duke and feel that it should be added as a priority to the list of areas where bike lanes are added. I see on the website that the 2009-2015 Transportation Improvement Program sites do not include the 15th Street/Anderson area, but if it is not too late, I would like to see it added on there.

I got your names of the Durham MPO website. Please let me know if there is someone at the City of Durham that I should be emailing.

Thanks for your help.

Anna Osland  
2404 Englewood Ave.  
Durham, NC 27705

**From:** Scott Carter [carterjs@us.ibm.com]  
**Sent:** Tuesday, October 23, 2007 11:55 AM  
**To:** Beckmann, Ellen  
**Subject:** Opportunity for Public Comment on Transportation Priorities

Dear Ellen,

The Woodcroft Community Association Board of Directors has reviewed the draft Regional Priority List for the 2009-2015 Transportation Improvement Program (TIP) and would like to submit the following comments.

We would like to propose a new project to add bike lanes on Woodcroft Parkway from Hope Valley Road (NC 751) to Fayetteville Road through Woodcroft. We would like to promote Woodcroft as a bike-friendly neighborhood. The American Tobacco Trail and the future Third Fork Creek Trail intersect with Woodcroft Parkway. Bike lanes on Woodcroft Parkway would provide a good connector between these two trails. Woodcroft Parkway has many areas of limited sight distance for drivers. The narrow lanes and cars that travel over the 35 mph speed limit make the road hazardous to bicyclists. The Woodcroft walking trail along Woodcroft Parkway is not designed for bicycle traffic and is often crowded with pedestrians, joggers, dog-walkers, and strollers. We realize that Woodcroft Parkway is a City street and that this may not be a state funded TIP project. We ask that the DCHC MPO and the City of Durham consider all sources of potential local, state, or federal funding for this project.

We would also like to express our support for the bicycle and pedestrian improvements proposed for Hope Valley Road, Carpenter Fletcher Road, and Alston Avenue in south Durham as these projects will help increase bicycle and pedestrian accessibility from our neighborhood to other nearby destinations such as South Square and Research Triangle Park. We also support the transit capital projects proposed by DATA and TTA to maintain and expand service. Woodcroft has many bus commuters that take the TTA and DATA transit routes that run through Woodcroft. The Woodcroft Community Association is actually working with TTA to install an improved bus shelter and sidewalks on Woodcroft Parkway near the American Tobacco Trail.

Thank-you for your consideration of these comments.

Scott Carter  
President, Woodcroft Community Association



**D U R H A M**

## **Bicycle & Pedestrian Advisory Commission**

Durham Transportation Division ■ 101 City Hall Plaza ■ Durham, NC 27701

October 23, 2007

RE: 2009-2015 Transportation Improvement Plan Regional Priority List

Dear Durham-Chapel Hill-Carrboro MPO Transportation Advisory Committee,

The Durham Bicycle and Pedestrian Advisory Commission (BPAC) has reviewed the MPO's draft regional Transportation Improvement Plan (TIP) priority list. Our suggested ranking of Durham bike and pedestrian projects is listed below. Key considerations in the list were the ranking in the draft, projects that are already funded or partially-funded and rankings in Durham's adopted pedestrian and bicycle plans.

| Suggested Durham Rank | Project Name                                       | Draft TIP Rank | Rank in Plans                | Notes                                          |
|-----------------------|----------------------------------------------------|----------------|------------------------------|------------------------------------------------|
| 1                     | Cornwallis Rd (Roxboro to Chapel Hill Rd)-Bike/Ped | 1              | DW-A, BP-23, Over 25% funded | Project should extend west to Chapel Hill Road |
| 2                     | Morreene Rd (Erwin to Neal)-Bike/Ped               | 6              | DW-B, BP-11, Over 25% funded | Lifted in rank as it is mostly funded.         |
| 3                     | Fayetteville Rd (Cornwallis to Nelson)-Bike/Ped    | 4              | DW-B, BP-2                   |                                                |
| 4                     | Avondale Dr (Roxboro to Geer)-Bike/Ped             | 7              | DW-A,                        |                                                |

|    |                                                   |    |                              |                                                                                                                                                                                                                                                                                                                          |
|----|---------------------------------------------------|----|------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5  | University Dr (Garrett to Hope Valley)-Bike/Ped   | 8  | DW-A, BP-31                  | This segment would serve as a bike/ped extension to the Old Durham/Chapel Hill Road project (TIP #EB-4707).                                                                                                                                                                                                              |
| 6  | Erwin Rd (Cameron Blvd to Anderson)-Bike/Ped      |    | DW-B , BP-5                  | This segment would be a bike connection to developing apartments and restaurants along Erwin to 9 <sup>th</sup> Street (via existing bike lanes) and the new Central Campus. Sidewalk could be improved on both sides and missing segments filled in. Improvement to pedestrian crossings at hospital could be included. |
| 7  | Hillandale Rd (I-85 to NC147)-Bike/Ped            | 11 | DW-B, BP-38, Over 10% funded | This segment is partially funded.                                                                                                                                                                                                                                                                                        |
| 8  | Club Blvd (Ruffin to Geer)-Bike/Ped               | 12 | DW-A; BP-12                  |                                                                                                                                                                                                                                                                                                                          |
| 9  | Dearborn Dr (Club to Old Oxford)-Bike/Ped         | 17 | DW-A,                        |                                                                                                                                                                                                                                                                                                                          |
| 10 | Cornwallis Rd (Erwin to Chapel Hill Rd)-Bike/Ped  | 19 | DW-B, BP-18                  | This segment would augment the developing Cornwallis east-west bike/ped corridor (TIP #U-4724)                                                                                                                                                                                                                           |
| 11 | Carpenter-Fletcher (Woodcroft to Alston)-Bike/Ped | 44 | DW-B, Over 10% funded        | Segment lifted in rank as it is partially funded, and would serve as a good bike/ped connection between Woodcroft/Woodlake and RTP                                                                                                                                                                                       |
| 12 | Holloway St (Lynn to Miami)- Ped                  | 21 | DW-B,                        |                                                                                                                                                                                                                                                                                                                          |
| 13 | Hope Valley Rd (Roxboro to 15-501) Bike/Ped       | 25 | DW-A, BP-17                  |                                                                                                                                                                                                                                                                                                                          |
| 14 | Cheek Rd (Geer to                                 | 26 | DW-A;                        |                                                                                                                                                                                                                                                                                                                          |

|    |                                                                   |    |                |                                                                                                                                                                                                             |
|----|-------------------------------------------------------------------|----|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|    | Hardee)-<br>Bike/Ped                                              |    |                |                                                                                                                                                                                                             |
| 15 | Alston Ave<br>(Car Fletcher<br>to Sedwick)-<br>Bike/Ped           | 37 | DW-A;          |                                                                                                                                                                                                             |
| 16 | NC54<br>(Barbee<br>Chapel to<br>Fayetteville<br>Rd.)-<br>Bike/Ped |    | BP-<br>25&26   | This segment would provide a bike/ped connection between Chapel Hill, the American Tobacco Trail, and RTP. Durham Bike Plan recommends an additional sidepath between Leigh Farm Road and Hope Valley Road. |
| 17 | Erwin Rd<br>(Orange Co<br>line to 751)-<br>Bike/Ped               | 39 | BP-45          |                                                                                                                                                                                                             |
| 18 | Cook Rd<br>(Fayetteville<br>to MLK<br>Blvd)-<br>Bike/Ped          | 29 | DW-B           |                                                                                                                                                                                                             |
| 19 | Sedwick Rd<br>(Grandale to<br>Alston)-<br>Bike/Ped                | 45 | DW-B,<br>BP-50 |                                                                                                                                                                                                             |

(Key- DW= Durham Walks Pedestrian Plan; BP= Comprehensive Bicycle Plan)

We thank you for this opportunity to review and comment on the draft priority list. Please do not hesitate to contact us if you have any questions about our requests or comments.

Sincerely,



Daniel Clever  
Chair  
Durham Bicycle and Pedestrian Advisory Commission

**DURHAM-CHAPEL HILL-CARRBORO MPO  
METHODOLOGY FOR RANKING  
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM  
PRIORITY PROJECT REQUESTS (FY 2009-2015)**

## **INTRODUCTION**

The purpose of the Regional Priority List is to facilitate determination of the region's project priorities to be used in development of a fiscally constrained Transportation Improvement Program (TIP). SAFETEA-LU calls for a TIP development process that documents a methodology for ranking project requests, reflects local and metropolitan goals, and addresses mobility, environmental and air quality goals.

## **OBJECTIVE**

The methodology outlined below is designed to address multi-modal transportation needs and to ensure regional balance through the use of specific technical criteria. The Technical Coordinating Committee (TCC) will use the methodology to develop a draft Regional Priority List. This draft Priority List is to be used as a starting point or a reference base by the Transportation Advisory Committee (TAC) for the approval of a final Regional Priority List.

The TAC may reorder projects at its discretion to promote jurisdictional and geographical balance, or based upon the TAC members' knowledge of the urban area and the policies of their communities.

Therefore, the TCC will make its technical recommendation on a draft Priority List based on the methodology described in this document, and the TAC will then be afforded the opportunity to make any changes it deems appropriate.

## **METHODOLOGY GOALS**

- Produce a program of projects (or project priorities) which satisfies MPO, local and state goals, and addresses SAFETEA-LU policies of system preservation, operational efficiency in the movement of people and goods, multi/inter-modalism, and air quality mandates.
- Be simple enough for project-level analysis without requiring unnecessary data collection.
- Be understandable by the general public.

## **PROCEDURE FOR RANKING PROJECTS**

### **1. Goal Setting For Regional Priority List**

Since the Regional Priority List should be a subset of the DCHC MPO Long Range Transportation Plan (LRTP), the goals for the regional priority list are the same as the DCHC MPO goals and objectives in the 2030 LRTP.

### **2. Ranking Criteria**

The screening criteria for project ranking fall into four broad groups:

- a. Regional Goals - How well does the project meet the adopted regional goals? Is the project an element of the current long-range plan? Does it implement community objectives (for the intrastate system, does it meet NCDOT mobility objectives)? Does the project have a broad base of local support?
- b. Cost Effectiveness - How much benefit does the project offer compared to the estimated cost?
- c. Timing Factor - Is timing a critical element for the project (one-time opportunity)? Will the opportunity to do the project be lost if it is not in the current priority cycle?
- d. Specific Project Merits - How many points does a project receive using scoring criteria?

## **APPLICATION OF THE METHODOLOGY**

1. There are three separate ranking methodologies based on the primary mode of transportation: 1) highway; 2) bicycle and pedestrian; and 3) transit. ITS, TSM, and TDM projects would be included in whichever mode best fits the specific project. The three ranking methodologies are independent of each other. Points for different modes are on different scales and are not comparable.
2. Local jurisdictions may elect to use the ranking methodology to create their local priority lists but are not required to do so. When the local priority lists are submitted to the MPO, local jurisdictions are requested to provide project information and, in some cases, award points in categories. Some point categories can only be applied by the MPO once all projects have been submitted and evaluated.
3. The TCC first examines the consistency in which local jurisdictions have responded to the project criteria. If the criteria are not applied consistently, the TCC can agree to change some criteria responses for consistency among all projects.
4. Project criteria points are weighted and totaled for each project request using the three modal ranking methodologies outlined on pages 7 through 10 of this document.
3. Projects receiving the same number of project criteria points are ordered by the local ranking. If the local ranking is also the same (for example, Orange-1 vs. Chapel Hill-1), then the project with the most additional local rankings will be ranked higher. If the projects also have the same number of additional local rankings, then the project with the highest additional local ranking will be ranked higher.
4. The draft Regional Priority List will consist of three modal priority lists: 1) highway; 2) bicycle and pedestrian; and 3) transit. Projects with the highest number of project criteria points are selected first – taking into consideration local priority rankings, geographical balance, and a mixture of project types.
5. The draft Regional Priority List is then forwarded to the TAC, as the TCC's recommended project priorities for the urban area.
6. The TAC will use the draft Regional Priority List as a starting point for the creation of the final Regional Priority List. The TAC may wish to combine the three modal lists into one comprehensive list. If this is done, it is important to note that the points are not comparable across different modes.

## **MODAL RANKING METHODOLOGIES IN DETAIL**

## **Highway**

All seven point categories are weighted equally. A maximum of four points can be received for each point category. After roadway projects are ranked, the projects will be sorted by estimated cost into two lists so that high cost and low cost projects can be considered separately.

1. *Travel Demand* - This category awards points to projects based on the level of travel demand. For road projects, travel demand is measured by the volume to capacity (V/C) ratio based on the 2035 socio-economic data on the existing plus committed network. For new road facilities in which traffic counts are not available, volumes on a parallel existing facility may be used. Projects must have a V/C ratio of at least 0.80 to receive points. All projects with a V/C greater than 0.80 will be divided equally into four quartiles based on V/C ratio. Assigning points by quartile will ensure that points are distributed evenly and that projects are compared relative to each other. Traffic signal systems, Intelligent Transportation Systems (ITS), and Transportation Demand Management (TDM) projects receive four points because these projects reduce congestion system-wide.

Local jurisdictions are asked to provide the V/C ratio for their local priorities. MPO staff will divide the projects into quartiles and award points.

2. *Safety (Accidents/100 Million Vehicle Miles)* - Safety points are awarded to projects with reported accident rates significantly greater than statewide averages for urban road segments – the statewide average is 330 to 370 accidents per 100 million vehicle miles (or, 330-370 ACC/100 MVM). Projects must have an accident rate of at least 300 ACC/100 MVM to receive points. All projects with an accident rate of at least 300 ACC/100 MVM will be divided equally into four quartiles based on accident rate. Assigning points by quartile will ensure that points are distributed evenly and that projects are compared relative to each other. Traffic signal systems, Intelligent Transportation Systems (ITS), and Transportation Demand Management (TDM) projects receive four points because these projects improve safety system-wide.

Local jurisdictions are asked to provide the accident rate for their local priorities. MPO staff will divide the projects into quartiles and award points.

3. *Environmental Impacts – natural environment* - Points are awarded based on the impact on wetlands, streams, wildlife habitat, parks, and air quality.

The MPO will provide local jurisdictions a base map of environmental areas. Local jurisdictions are asked to apply the ranking methodology based on a GIS analysis.

4. *Community Impacts* – Points are awarded based on the impact on neighborhoods and communities.

Local jurisdictions are asked to apply the ranking methodology based on a GIS analysis.

5. *Environmental Justice* - Points are awarded based on the impact on low-income and minority populations. This item is designed to penalize projects that may have negative impacts on low income areas or federally recognized disadvantaged groups.

The MPO will provide local jurisdictions a base map that indicates which Transportation Analysis Zones have a high percentage of minority and low income populations. Local jurisdictions are asked to apply the ranking methodology based on a GIS analysis.

6. *Funding Status in the Transportation Improvement Program (TIP)* - Points are awarded to projects based on the percentage of the total project cost that is funded in the currently adopted Transportation Improvement Program (TIP), or if the project has postyear status in the TIP.

Local jurisdictions are asked to provide funding status and apply the ranking methodology.

7. *Benefits to Other Modes of Transportation or Deployment of New Technology* – Points are awarded to projects based on how they benefit other modes of transportation and deploy new technology (carpool, transit, bicycle, pedestrian, ITS, and TDM). For example, a road widening that adds additional travel lanes, bicycle lanes, and sidewalks on a transit route would benefit 3 other modes.

Local jurisdictions are asked to describe the benefits and apply the ranking methodology.

### **Bicycle and Pedestrian**

All eight point categories are weighted equally. A maximum of three points can be received for each point category.

1. *Street Classification* - This category awards points to projects based on the type of road the bicycle and pedestrian facility is provided on. Off-road greenways are based on the parallel or alternate roadways. More points are provided for higher classification facilities to reflect the safety hazard for bicyclists and pedestrians on larger busier roadways. The street classification should be taken from the Federal Functional Classification maps on the NCDOT website.

Local jurisdictions are asked to provide the street classification and apply the ranking methodology.

2. *Right-of-Way Availability* – This category awards points to projects based on the right-of-way available for the project. Right-of-way should be estimated based on the local jurisdiction's best knowledge of the area. Extensive research into property deeds is not required.

Local jurisdictions are asked to provide an estimate of right-of-way and apply the ranking methodology.

3. *Travel Demand* – This category awards points to projects based on the proximity to schools, colleges, major retail centers, transit routes, and major employment centers. The bicycle and pedestrian project travel demand worksheet will be used to assign interim points for each project. Projects will be divided equally into four quartiles based on the interim points. Final points will be assigned by quartile to ensure that points are distributed evenly and that projects are compared relative to each other.

The interim points are assigned using two different tables for bicycle/multi-use paths and pedestrian projects to reflect the different travel times and accessibility of the two modes. The numbers of land uses or amenities within the specified distance for the project are recorded on the worksheet. The worksheet multiplies the number of land uses by the appropriate points and total points are calculated by the worksheet. The land uses considered are schools (public or private elementary, middle, or high schools), colleges and universities, major retail centers (major as defined by the local jurisdiction), major employment centers (major as defined by the local

jurisdiction), and transit routes. If a project includes both bicycle and pedestrian improvements, the travel demand points are added together for a total.

Local jurisdictions are asked to provide the number of land uses served by the project in the travel demand worksheet. MPO staff will divide the projects into quartiles and award final points.

4. *Environmental Impacts – natural environment* - Points are awarded based on the impact on wetlands, streams, wildlife habitat, parks, and air quality.

The MPO will provide local jurisdictions a base map of environmental areas. Local jurisdictions are asked to apply the ranking methodology based on a GIS analysis.

5. *Community Impacts* – Points are awarded based on the impact on neighborhoods and communities. Population density should also be considered for the benefits to the community. The MPO will provide local jurisdictions a map of population density.

Local jurisdictions are asked to apply the ranking methodology based on a GIS analysis.

6. *Environmental Justice* - Points are awarded based on the impact on low-income and minority populations. This item is designed to reward projects that may have positive impacts on low income areas or federally recognized disadvantaged groups. Most bicycle and pedestrian projects directly benefit neighborhoods by increasing accessibility and safety. If negative impacts are expected, the project will not receive points.

The MPO will provide local jurisdictions a base map that indicates which Transportation Analysis Zones have a high percentage of minority and low income populations. Local jurisdictions are asked to apply the ranking methodology based on a GIS analysis.

7. *Connectivity to Existing Bicycle and Pedestrian Facilities* - Points are awarded based on if projects connect to existing bicycle and pedestrian facilities. This will reward projects that extend the existing bicycle and pedestrian network. Projects will be divided equally into four quartiles based on the number of connections. Final points will be assigned by quartile to ensure that points are distributed evenly and that projects are compared relative to each other.

Local jurisdictions are asked to provide a list of facilities that the project will connect. MPO staff will divide the projects into quartiles and award final points.

8. *Funding Status in the Transportation Improvement Program (TIP)* - Points are awarded to projects based on the percentage of the total project cost that is funded in the currently adopted Transportation Improvement Program (TIP), or if the project has postyear status in the TIP.

Local jurisdictions are asked to provide funding status and apply the ranking methodology.

## **Transit**

Transit projects are awarded points based on seven categories. A maximum of four points can be received for each point category. Essential services is weighted double the other point categories. Most projects will not receive points in every category because transit projects often have specific purposes.

After transit projects are ranked, the projects will be sorted into two lists for short- and long-term needs. These lists should correspond to what is shown as funded (short-term) and unfunded (long-term) in the TIP.

1. *Expansion of Existing Routes* - Projects that expand existing routes are awarded points based on travel demand on the existing route as is measured by the vehicle crowding or load factor. The load factor used will be the average daily riders divided by the product of the peak vehicle pullout and the average vehicle capacity. The load factor is calculated separately for bus and paratransit vehicles. Projects will be divided equally into four quartiles based on the load factor. Final points will be assigned by quartile to ensure that points are distributed evenly and that projects are compared relative to each other.

Local jurisdictions are asked to provide the load factor. MPO staff will divide the projects into quartiles and award points.

2. *Regional Connectivity* – Projects receive points based on the number of connections to other transit systems. The transit systems considered are: DATA, Chapel Hill Transit, TTA, Orange Public Transit, Duke University Transit, Chatham Transit Network (must connect in Chatham County), and Capital Area Transit (CAT). These are the fixed route systems in the MPO with the exception of the Chatham Transit Network because Chatham County does not have a fixed route service.

Local jurisdictions are asked to apply the ranking methodology.

3. *Essential Services* – Projects receive points based on if the project provides funds to maintain the current level of transit service. This category will award points for maintenance projects and replacement vehicles. This point category is weighted double to reflect the importance of maintaining the existing system.

Local jurisdictions are asked to apply the ranking methodology.

4. *Enhancement of Existing Service of New Service* – Projects receive points based on the estimated increase in new riders. For new service, this should be based on surveys or other market research. For enhancements of existing service (bus shelters, ITS projects, etc.), this should be based on studies of similar projects. Jurisdictions are expected to document and justify their estimates. Projects will be divided equally into four quartiles based on the number of new riders. Final points will be assigned by quartile to ensure that points are distributed evenly and that projects are compared relative to each other.

Local jurisdictions are asked to provide the number of new riders anticipated. MPO staff will divide the projects into quartiles and award points.

5. *Funding Status in the Transportation Improvement Program (TIP)* - Points are awarded to projects based on the percentage of the total project cost that is funded in the currently adopted Transportation Improvement Program (TIP), or if the project has post year status in the TIP.

Local jurisdictions are asked to provide funding status and apply the ranking methodology.

6. *Environmental Impacts – natural environment* - Points are awarded based on the impact on wetlands, streams, wildlife habitat, parks, and air quality.

The MPO will provide local jurisdictions a base map of environmental areas. Local jurisdictions are asked to apply the ranking methodology based on a GIS analysis.

7. *Community Impacts* – Points are awarded based on the impact on neighborhoods and communities.

Local jurisdictions are asked to apply the ranking methodology based on a GIS analysis.

## **OBSERVATIONS**

The order of transit priorities could vary significantly from year to year if anticipated funding sources are reduced or eliminated by Congress.

- Mandates (e.g., the American's with Disabilities Act) may take precedence when programming projects from the Regional Priority List in the TIP.
- The fiscal constraints of programming projects in the TIP may result in the programming of less expensive, lower ranked projects.
- Some lower ranking projects may be implemented earlier than a higher ranked, large project due to the time constraints associated with a more complex project (i.e., major investment studies, preparing environmental documents, designing the project, right-of way acquisition, etc.).
- The significance of ranking more than 25 projects is minimal, at best due, to the availability of project funds.

|   | <b>RANKING CRITERIA (MEASURES)</b>                                                                                    | <b>SCORE (points)</b> | <b>Category Weight</b> |
|---|-----------------------------------------------------------------------------------------------------------------------|-----------------------|------------------------|
| 1 | <b><i>Travel Demand</i></b>                                                                                           |                       | 1                      |
|   | <b>2035 volume to capacity ratio (v/c) on existing or parallel roadway</b>                                            |                       |                        |
|   | Traffic Signal System, TDM, ITS Projects                                                                              | 4                     |                        |
|   | First quartile of ranked projects, v/c >0.80                                                                          | 4                     |                        |
|   | Second quartile of ranked projects, v/c >0.80                                                                         | 3                     |                        |
|   | Third quartile of ranked projects, v/c >0.80                                                                          | 2                     |                        |
|   | Fourth quartile of ranked projects, v/c >0.80                                                                         | 1                     |                        |
|   | v/c <= 0.80                                                                                                           | 0                     |                        |
| 2 | <b><i>Safety</i></b>                                                                                                  |                       | 1                      |
|   | <b>Accident rate (accidents/100 million VMT)</b>                                                                      |                       |                        |
|   | Traffic Signal System, TDM, ITS Projects                                                                              | 4                     |                        |
|   | First quartile of ranked projects, Accident Rate >300 accidents/100 million VMT                                       | 4                     |                        |
|   | Second quartile of ranked projects, Accident Rate >300 accidents/100 million VMT                                      | 3                     |                        |
|   | Third quartile of ranked projects, Accident Rate >300 accidents/100 million VMT                                       | 2                     |                        |
|   | Fourth quartile of ranked projects, Accident Rate >300 accidents/100 million VMT                                      | 1                     |                        |
|   | Accident Rate <=300 accidents/100 million VMT                                                                         | 0                     |                        |
| 3 | <b><i>Environmental Impacts - natural environment</i></b>                                                             |                       | 1                      |
|   | <b>Based air quality impacts and GIS analysis including wetlands, stream crossings, wildlife habitat, parks, etc.</b> |                       |                        |
|   | No negative or adverse impacts or positive impact                                                                     | 4                     |                        |
|   | Low negative or adverse impacts                                                                                       | 3                     |                        |
|   | Medium negative or adverse impacts                                                                                    | 2                     |                        |
|   | Medium-High negative or adverse impacts                                                                               | 1                     |                        |
|   | High negative or adverse impacts no mitigation                                                                        | 0                     |                        |
| 4 | <b><i>Community Impacts</i></b>                                                                                       |                       | 1                      |
|   | <b>Based on GIS analysis including proximity to neighborhoods</b>                                                     |                       |                        |
|   | No negative or adverse impacts or positive impact                                                                     | 4                     |                        |
|   | Low negative or adverse impacts                                                                                       | 3                     |                        |
|   | Medium negative or adverse impacts                                                                                    | 2                     |                        |
|   | Medium-High negative or adverse impacts                                                                               | 1                     |                        |
|   | High negative or adverse impacts no mitigation                                                                        | 0                     |                        |
| 5 | <b><i>Environmental Justice</i></b>                                                                                   |                       | 1                      |
|   | <b>Based on GIS analysis of low-income and minority areas (TAZ)</b>                                                   |                       |                        |
|   | Positive impact                                                                                                       | 4                     |                        |
|   | No negative or adverse impacts                                                                                        | 3                     |                        |
|   | Low negative or adverse impacts                                                                                       | 2                     |                        |
|   | Medium negative or adverse impacts                                                                                    | 1                     |                        |
|   | High negative or adverse impacts                                                                                      | 0                     |                        |
| 6 | <b><i>Funding Status in TIP</i></b>                                                                                   |                       | 1                      |
|   | Partially funded in current TIP cycle at least 25% of total cost (construction & ROW)                                 | 4                     |                        |
|   | Partially funded in current TIP cycle at least 10% of total cost (construction & ROW)                                 | 3                     |                        |
|   | Partially funded in current TIP cycle at least 5% of total cost (construction & ROW)                                  | 2                     |                        |
|   | Partially funded in post year (construction & ROW)                                                                    | 1                     |                        |
|   | Not programmed in TIP                                                                                                 | 0                     |                        |
| 7 | <b><i>Benefits to Other Modes of Transportation or Deployment of New Technology</i></b>                               |                       | 1                      |
|   | Any 4 or more modes (Carpool, transit, bike, pedestrian, ITS, TDM)                                                    | 4                     |                        |
|   | Any 3 modes (Carpool, transit, bike, pedestrian, ITS, TDM)                                                            | 3                     |                        |
|   | Any 2 modes (Carpool, transit, bike, pedestrian, ITS, TDM)                                                            | 2                     |                        |
|   | Any 1 mode (Carpool, transit, bike, pedestrian, ITS, TDM)                                                             | 1                     |                        |
|   | No other modes                                                                                                        | 0                     |                        |

**BIKE/PED**

|   | <b>RANKING CRITERIA (MEASURES)</b>                                                                                                          | <b>SCORE<br/>(points)</b> | <b>Category<br/>Weight</b> |
|---|---------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|----------------------------|
| 1 | <b><i>Street Classification of Roadway or Parallel Roadway for Off-Road Facilities</i></b>                                                  |                           | 1                          |
|   | Arterial                                                                                                                                    | 3                         |                            |
|   | Collector                                                                                                                                   | 2                         |                            |
|   | Local                                                                                                                                       | 1                         |                            |
| 2 | <b><i>Right-of-Way Availability</i></b>                                                                                                     |                           | 1                          |
|   | Adequate right-of-way available                                                                                                             | 3                         |                            |
|   | Some right-of-way available                                                                                                                 | 2                         |                            |
|   | Much right-of-way needed                                                                                                                    | 1                         |                            |
|   | Major barriers to right-of-way acquisition                                                                                                  | 0                         |                            |
| 3 | <b><i>Travel Demand</i></b>                                                                                                                 |                           | 1                          |
|   | <b>Based on proximity to schools, colleges, parks, major retail centers, transit, and major employment centers (see attached worksheet)</b> |                           |                            |
|   | First quartile of ranked projects                                                                                                           | 3                         |                            |
|   | Second quartile of ranked projects                                                                                                          | 2                         |                            |
|   | Third quartile of ranked projects                                                                                                           | 1                         |                            |
|   | Fourth quartile of ranked projects                                                                                                          | 0                         |                            |
| 4 | <b><i>Environmental Impacts - natural environment</i></b>                                                                                   |                           | 1                          |
|   | <b>Based air quality impacts and GIS analysis including wetlands, stream crossings, wildlife habitat, parks, etc.</b>                       |                           |                            |
|   | High positive impact                                                                                                                        | 3                         |                            |
|   | Medium positive impact                                                                                                                      | 2                         |                            |
|   | Low positive impact                                                                                                                         | 1                         |                            |
|   | Negative impact                                                                                                                             | 0                         |                            |
| 5 | <b><i>Community Impacts</i></b>                                                                                                             |                           | 1                          |
|   | <b>Based on GIS analysis including proximity to neighborhoods</b>                                                                           |                           |                            |
|   | High positive impact                                                                                                                        | 3                         |                            |
|   | Medium positive impact                                                                                                                      | 2                         |                            |
|   | Low positive impact                                                                                                                         | 1                         |                            |
|   | Negative impact                                                                                                                             | 0                         |                            |
| 6 | <b><i>Environmental Justice</i></b>                                                                                                         |                           | 1                          |
|   | <b>Based on GIS analysis of low-income and minority areas (TAZ)</b>                                                                         |                           |                            |
|   | High positive impact                                                                                                                        | 3                         |                            |
|   | Medium positive impact                                                                                                                      | 2                         |                            |
|   | Low positive impact                                                                                                                         | 1                         |                            |
|   | Negative impact                                                                                                                             | 0                         |                            |
| 7 | <b><i>Connectivity to Existing Bicycle and Pedestrian Facilities</i></b>                                                                    |                           | 1                          |
|   | First quartile of ranked projects                                                                                                           | 3                         |                            |
|   | Second quartile of ranked projects                                                                                                          | 2                         |                            |
|   | Third quartile of ranked projects                                                                                                           | 1                         |                            |
|   | Fourth quartile of ranked projects                                                                                                          | 0                         |                            |
| 8 | <b><i>Funding Status in TIP</i></b>                                                                                                         |                           | 1                          |
|   | Partially funded in current TIP cycle at least 25% of total cost (construction & ROW)                                                       | 3                         |                            |
|   | Partially funded in current TIP cycle at least 10% of total cost (construction & ROW)                                                       | 2                         |                            |
|   | Partially funded in post year (construction & ROW)                                                                                          | 1                         |                            |
|   | Not programmed in TIP                                                                                                                       | 0                         |                            |

## BIKE/PED TRAVEL DEMAND WORKSHEET

### For Bicycle Projects or Multi-Use Trails

A project will receive points based on its proximity to the following land uses:

|          |                          | Proximity       |                |                  |               | Total Points |
|----------|--------------------------|-----------------|----------------|------------------|---------------|--------------|
|          |                          | # within 1 mile | 2 points per # | # within 2 miles | 1 point per # |              |
| Land Use | Schools                  |                 | 0              |                  | 0             |              |
|          | Colleges                 |                 | 0              |                  | 0             |              |
|          | Parks                    |                 | 0              |                  | 0             |              |
|          | Major Retail Centers     |                 | 0              |                  | 0             |              |
|          | Major Employment Centers |                 | 0              |                  | 0             |              |
|          | Transit Routes           |                 | 0              |                  | 0             |              |
| Total    |                          |                 | 0              | +                | 0             | 0            |

### For Pedestrian Projects

A project will receive points based on its proximity to the following land uses:

|          |                          | Proximity         |                |                   |               | Total Points |
|----------|--------------------------|-------------------|----------------|-------------------|---------------|--------------|
|          |                          | # within 1/4 mile | 2 points per # | # within 1/2 mile | 1 point per # |              |
| Land Use | Schools                  |                   | 0              |                   | 0             |              |
|          | Colleges                 |                   | 0              |                   | 0             |              |
|          | Parks                    |                   | 0              |                   | 0             |              |
|          | Major Retail Centers     |                   | 0              |                   | 0             |              |
|          | Major Employment Centers |                   | 0              |                   | 0             |              |
|          | Transit Routes           |                   | 0              |                   | 0             |              |
| Total    |                          |                   | 0              | +                 | 0             | 0            |

Projects will be ranked by total points and categorized into quartiles.

The final points for this travel demand will be based on the quartile.

|                                    | Points |
|------------------------------------|--------|
| First quartile of ranked projects  | 3      |
| Second quartile of ranked projects | 2      |
| Third quartile of ranked projects  | 1      |
| Fourth quartile of ranked projects | 0      |

**TRANSIT**

|   | <b>RANKING CRITERIA (MEASURES)</b>                                                                                    | <b>SCORE (points)</b> | <b>Category Weight</b> |
|---|-----------------------------------------------------------------------------------------------------------------------|-----------------------|------------------------|
| 1 | <b><i>Expansion of Existing Routes</i></b>                                                                            |                       | 1                      |
|   | <b>Vehicle crowding (load factor) on a specific route (daily riders/peak vehicle capacity)</b>                        |                       |                        |
|   | First quartile of ranked projects                                                                                     | 4                     |                        |
|   | Second quartile of ranked projects                                                                                    | 3                     |                        |
|   | Third quartile of ranked projects                                                                                     | 2                     |                        |
|   | Fourth quartile of ranked projects                                                                                    | 1                     |                        |
| 2 | <b><i>Regional Connectivity</i></b>                                                                                   |                       | 1                      |
|   | <b>Connections to other transit systems</b>                                                                           |                       |                        |
|   | Provides 4 or more connections                                                                                        | 4                     |                        |
|   | Provides 3 connections                                                                                                | 3                     |                        |
|   | Provides 2 connections                                                                                                | 2                     |                        |
|   | Provides 1 connection                                                                                                 | 1                     |                        |
|   | Does not provide a connection                                                                                         | 0                     |                        |
| 3 | <b><i>Essential Services (maintenance or replacement vehicles)</i></b>                                                |                       | 2                      |
|   | Provides an essential service to maintain the current level of transit service                                        | 4                     |                        |
|   | Does not provide an essential service                                                                                 | 0                     |                        |
| 4 | <b><i>Enhancement of Existing Service or New Service</i></b>                                                          |                       | 1                      |
|   | <b>Estimated number of new riders</b>                                                                                 |                       |                        |
|   | First quartile of ranked projects                                                                                     | 4                     |                        |
|   | Second quartile of ranked projects                                                                                    | 3                     |                        |
|   | Third quartile of ranked projects                                                                                     | 2                     |                        |
|   | Fourth quartile of ranked projects                                                                                    | 1                     |                        |
| 5 | <b><i>Funding Status in TIP</i></b>                                                                                   |                       | 1                      |
|   | Partially funded in current TIP cycle at least 25% of total cost                                                      | 4                     |                        |
|   | Partially funded in current TIP cycle at least 10% of total cost                                                      | 3                     |                        |
|   | Partially funded in current TIP cycle at least 5% of total cost                                                       | 2                     |                        |
|   | Partially funded in post year                                                                                         | 1                     |                        |
|   | Not programmed in TIP                                                                                                 | 0                     |                        |
| 6 | <b><i>Environmental Impacts - natural environment</i></b>                                                             |                       | 1                      |
|   | <b>Based air quality impacts and GIS analysis including wetlands, stream crossings, wildlife habitat, parks, etc.</b> |                       |                        |
|   | High positive impact                                                                                                  | 4                     |                        |
|   | Medium positive impact                                                                                                | 3                     |                        |
|   | Low positive impact                                                                                                   | 2                     |                        |
|   | Low negative impact                                                                                                   | 1                     |                        |
|   | High Negative impact                                                                                                  | 0                     |                        |
| 7 | <b><i>Community Impacts</i></b>                                                                                       |                       | 1                      |
|   | <b>Based on GIS analysis including proximity to neighborhoods</b>                                                     |                       |                        |
|   | High positive impact                                                                                                  | 4                     |                        |
|   | Medium positive impact                                                                                                | 3                     |                        |
|   | Low positive impact                                                                                                   | 2                     |                        |
|   | Low negative impact                                                                                                   | 1                     |                        |
|   | High Negative impact                                                                                                  | 0                     |                        |

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 11/14/07 Attachment 8

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

| ROUTE/CITY<br>COUNTY                                                                                                                                        | ID<br>NUMBER | LOCATION / DESCRIPTION<br>(LENGTH)                                                                                                                                                             | TOTAL<br>PROJ<br>COST<br>(THOU) | PRIOR<br>YEARS<br>COST<br>(THOU) | FUNDING<br>SOURCE                                                                  | "DELIVERABLE STIP" |         |         |   |     |   |      |  | "DEVELOPMENTAL STIP" |  |         |         |         | "UNFUNDED" |         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|----------------------------------|------------------------------------------------------------------------------------|--------------------|---------|---------|---|-----|---|------|--|----------------------|--|---------|---------|---------|------------|---------|
|                                                                                                                                                             |              |                                                                                                                                                                                                |                                 |                                  |                                                                                    | FY 2008            | FY 2009 | FY 2010 |   |     |   |      |  |                      |  | FY 2011 | FY 2012 | FY 2013 | FY 2014    | FY 2015 |
| INTERSTATE PROJECTS                                                                                                                                         |              |                                                                                                                                                                                                |                                 |                                  |                                                                                    |                    |         |         |   |     |   |      |  |                      |  |         |         |         |            |         |
| I-40<br>ORANGE                                                                                                                                              | I-4716       | I-85 TO DURHAM COUNTY LINE. GRIND<br>AND RESEAL JOINTS. (11 MILES)                                                                                                                             | 1725                            | 225                              | IMPM                                                                               | C                  | 1500    |         |   |     |   |      |  |                      |  |         |         |         |            |         |
| STRATEGIC HIGHWAY CORRIDOR                                                                                                                                  |              |                                                                                                                                                                                                |                                 |                                  |                                                                                    |                    |         |         |   |     |   |      |  |                      |  |         |         |         |            |         |
| DIVISION PROJECT - PLANNING/DESIGN IN PROGRESS                                                                                                              |              |                                                                                                                                                                                                |                                 |                                  |                                                                                    |                    |         |         |   |     |   |      |  |                      |  |         |         |         |            |         |
| I-40<br>I-540<br>DURHAM                                                                                                                                     | I-5104       | I-540/I-40 INTERCHANGE IMPROVEMENTS.<br>ADD LANE ON I-540 WESTBOUND<br>COLLECTOR-DISTRIBUTOR TO I-40<br>AND ADD AUXILIARY LANE ON<br>I-40 WESTBOUND, I-540 TO SR 1973<br>(PAGE ROAD). (1 MILE) | 3900                            |                                  | IM                                                                                 |                    |         |         | R | 100 |   |      |  |                      |  |         |         |         |            |         |
|                                                                                                                                                             |              |                                                                                                                                                                                                |                                 |                                  | IM                                                                                 |                    |         |         |   |     | C | 3800 |  |                      |  |         |         |         |            |         |
| STRATEGIC HIGHWAY CORRIDOR                                                                                                                                  |              |                                                                                                                                                                                                |                                 |                                  |                                                                                    |                    |         |         |   |     |   |      |  |                      |  |         |         |         |            |         |
| I-40<br>DURHAM<br>ORANGE                                                                                                                                    | I-3306       | I-85 IN ORANGE COUNTY TO NC 147 (BUCK<br>DEAN FREEWAY) IN DURHAM COUNTY.<br>ADD ADDITIONAL LANES. (20.7 MILES)                                                                                 | 128452                          | 81452                            | IM                                                                                 |                    |         |         |   |     |   |      |  |                      |  |         |         |         |            |         |
|                                                                                                                                                             |              |                                                                                                                                                                                                |                                 |                                  | NHS                                                                                |                    |         |         |   |     |   |      |  |                      |  |         |         |         |            |         |
|                                                                                                                                                             |              |                                                                                                                                                                                                |                                 |                                  | A I-85 TO DURHAM COUNTY LINE.                                                      |                    |         |         |   |     |   |      |  |                      |  |         |         | C       | 18800      | A       |
|                                                                                                                                                             |              |                                                                                                                                                                                                |                                 |                                  | B ORANGE COUNTY LINE TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM - UNDER CONSTRUCTION. |                    |         |         |   |     |   |      |  |                      |  |         |         | C       | 28200      | A       |
| STRATEGIC HIGHWAY CORRIDOR                                                                                                                                  |              |                                                                                                                                                                                                |                                 |                                  |                                                                                    |                    |         |         |   |     |   |      |  |                      |  |         |         |         |            |         |
| I-85<br>DURHAM                                                                                                                                              | I-0306*      | ORANGE COUNTY LINE TO EAST<br>OF MIDLAND TERRACE ROAD ON<br>I-85 AND EAST OF CHEEK ROAD<br>ON US 70 BYPASS. WIDEN TO<br>EIGHT LANES, US 15-501 TO US 70<br>AND ADD LIGHTING. (9.7 MILES)       | 270352                          | 270352                           |                                                                                    |                    |         |         |   |     |   |      |  |                      |  |         |         |         |            |         |
| STRATEGIC HIGHWAY CORRIDOR                                                                                                                                  |              |                                                                                                                                                                                                |                                 |                                  |                                                                                    |                    |         |         |   |     |   |      |  |                      |  |         |         |         |            |         |
| UNDER CONSTRUCTION (OPEN TO TRAFFIC)                                                                                                                        |              |                                                                                                                                                                                                |                                 |                                  |                                                                                    |                    |         |         |   |     |   |      |  |                      |  |         |         |         |            |         |
| I-85<br>ORANGE                                                                                                                                              | I-0305*      | I-40 AT HILLSBOROUGH TO DURHAM<br>COUNTY LINE. WIDEN TO SIX LANES<br>AND RECONSTRUCT INTERCHANGES<br>AND STRUCTURES. (7.5 MILES)                                                               | 161907                          | 1800                             | NHS                                                                                |                    |         |         |   |     |   |      |  |                      |  |         |         |         |            |         |
|                                                                                                                                                             |              |                                                                                                                                                                                                |                                 |                                  | NHS                                                                                |                    |         |         |   |     |   |      |  |                      |  |         |         |         |            |         |
|                                                                                                                                                             |              |                                                                                                                                                                                                |                                 |                                  | IM                                                                                 |                    |         |         |   |     |   |      |  |                      |  |         |         |         |            |         |
|                                                                                                                                                             |              |                                                                                                                                                                                                |                                 |                                  | NHS                                                                                |                    |         |         |   |     |   |      |  |                      |  |         |         |         |            |         |
|                                                                                                                                                             |              |                                                                                                                                                                                                |                                 |                                  | IM                                                                                 |                    |         |         |   |     |   |      |  |                      |  |         |         |         |            |         |
|                                                                                                                                                             |              |                                                                                                                                                                                                |                                 |                                  | A SR 1006 NEAR HILLSBOROUGH TO EAST OF SR 1709.                                    |                    |         |         |   |     |   |      |  |                      |  |         |         |         |            |         |
|                                                                                                                                                             |              |                                                                                                                                                                                                |                                 |                                  | B EAST OF SR 1709 TO DURHAM COUNTY LINE.                                           |                    |         |         |   |     |   |      |  |                      |  |         |         |         |            |         |
| STRATEGIC HIGHWAY CORRIDOR                                                                                                                                  |              |                                                                                                                                                                                                |                                 |                                  |                                                                                    |                    |         |         |   |     |   |      |  |                      |  |         |         |         |            |         |
| PLANNING/DESIGN IN PROGRESS                                                                                                                                 |              |                                                                                                                                                                                                |                                 |                                  |                                                                                    |                    |         |         |   |     |   |      |  |                      |  |         |         |         |            |         |
| DURHAM<br>DURHAM                                                                                                                                            | I-4743*      | I-85, US 70 TO SR 1632 (RED MILL ROAD),<br>EXIT 182. ADD LANES. (6.4 MILES)                                                                                                                    |                                 |                                  |                                                                                    |                    |         |         |   |     |   |      |  |                      |  |         |         |         |            |         |
| 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. |              |                                                                                                                                                                                                |                                 |                                  |                                                                                    |                    |         |         |   |     |   |      |  |                      |  |         |         |         |            |         |

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 11/14/07 Attachment 8

|                                                                                                                                 |              |                                                                                                                                                                                | TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK |                                  |                   |                                                                                                               |         |         |                             |         |         |         |         |                   |  |
|---------------------------------------------------------------------------------------------------------------------------------|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------|----------------------------------|-------------------|---------------------------------------------------------------------------------------------------------------|---------|---------|-----------------------------|---------|---------|---------|---------|-------------------|--|
|                                                                                                                                 |              |                                                                                                                                                                                | FISCAL YEARS                                               |                                  |                   |                                                                                                               |         |         |                             |         |         |         |         |                   |  |
| ROUTE/CITY<br>COUNTY                                                                                                            | ID<br>NUMBER | LOCATION / DESCRIPTION<br>(LENGTH)                                                                                                                                             | TOTAL<br>PROJ<br>COST<br>(THOU)                            | PRIOR<br>YEARS<br>COST<br>(THOU) | FUNDING<br>SOURCE | <u>"DELIVERABLE STIP"</u>                                                                                     |         |         | <u>"DEVELOPMENTAL STIP"</u> |         |         |         |         | <u>"UNFUNDED"</u> |  |
|                                                                                                                                 |              |                                                                                                                                                                                |                                                            |                                  |                   | FY 2008                                                                                                       | FY 2009 | FY 2010 | FY 2011                     | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS      |  |
| RURAL PROJECTS                                                                                                                  |              |                                                                                                                                                                                |                                                            |                                  |                   |                                                                                                               |         |         |                             |         |         |         |         |                   |  |
| I-540<br>NC 540<br>DURHAM<br>WAKE                                                                                               | R-2000*      | NORTHERN WAKE FREEWAY, NC 55<br>WEST OF MORRISVILLE TO US 64<br>EAST NEAR KNIGHTDALE. FREEWAY<br>ON NEW LOCATION. (29 MILES)                                                   | 757500                                                     | 757500                           |                   |                                                                                                               |         |         |                             |         |         |         |         |                   |  |
|                                                                                                                                 |              |                                                                                                                                                                                |                                                            |                                  | AA                | NC 55 WEST OF MORRISVILLE TO RESEARCH TRIANGLE PARK EAST LIMITS - UNDER CONSTRUCTION (OPEN TO TRAFFIC).       |         |         |                             |         |         |         |         |                   |  |
|                                                                                                                                 |              |                                                                                                                                                                                |                                                            |                                  | AB                | RESEARCH TRIANGLE PARK EAST LIMITS TO SOUTHWEST OF I-40 - UNDER CONSTRUCTION (OPEN TO TRAFFIC).               |         |         |                             |         |         |         |         |                   |  |
|                                                                                                                                 |              |                                                                                                                                                                                |                                                            |                                  | AC                | SOUTHWEST OF I-40 TO I-40 - UNDER CONSTRUCTION (OPEN TO TRAFFIC).                                             |         |         |                             |         |         |         |         |                   |  |
|                                                                                                                                 |              |                                                                                                                                                                                |                                                            |                                  | AD                | TOLL PLAZA BETWEEN NC 55 AND NC 54 - PLANNING IN PROGRESS. NORTH CAROLINA TURNPIKE AUTHORITY PROJECT.         |         |         |                             |         |         |         |         |                   |  |
|                                                                                                                                 |              |                                                                                                                                                                                |                                                            |                                  | BA                | I-40 TO NORTHEAST OF I-40 - COMPLETE.                                                                         |         |         |                             |         |         |         |         |                   |  |
|                                                                                                                                 |              |                                                                                                                                                                                |                                                            |                                  | BB                | NORTHEAST OF I-40 TO SOUTHWEST OF LUMLEY ROAD - COMPLETE.                                                     |         |         |                             |         |         |         |         |                   |  |
|                                                                                                                                 |              |                                                                                                                                                                                |                                                            |                                  | BD                | SOUTHWEST OF LUMLEY ROAD TO NORTHEAST OF LUMLEY ROAD - COMPLETE.                                              |         |         |                             |         |         |         |         |                   |  |
|                                                                                                                                 |              |                                                                                                                                                                                |                                                            |                                  | BE                | NORTHEAST OF LUMLEY ROAD TO NORTHEAST OF US 70 - COMPLETE.                                                    |         |         |                             |         |         |         |         |                   |  |
|                                                                                                                                 |              |                                                                                                                                                                                |                                                            |                                  | CA                | NORTHEAST OF US 70 TO SOUTHWEST OF SR 1826 (RAY ROAD) - COMPLETE.                                             |         |         |                             |         |         |         |         |                   |  |
|                                                                                                                                 |              |                                                                                                                                                                                |                                                            |                                  | CB                | SOUTHWEST OF SR 1826 (RAY ROAD) TO EAST OF NC 50 - COMPLETE.                                                  |         |         |                             |         |         |         |         |                   |  |
|                                                                                                                                 |              |                                                                                                                                                                                |                                                            |                                  | D                 | EAST OF NC 50 TO WEST OF SR 2000 (FALLS OF NEUSE ROAD) - COMPLETE.                                            |         |         |                             |         |         |         |         |                   |  |
|                                                                                                                                 |              |                                                                                                                                                                                |                                                            |                                  | EA                | WEST OF SR 2000 (FALLS OF NEUSE ROAD) TO EAST SR 2013 (GRESHAM LAKE ROAD) - COMPLETE.                         |         |         |                             |         |         |         |         |                   |  |
|                                                                                                                                 |              |                                                                                                                                                                                |                                                            |                                  | EB                | EAST OF SR 2013 (GRESHAM LAKE ROAD) TO EAST OF US 1 - COMPLETE.                                               |         |         |                             |         |         |         |         |                   |  |
|                                                                                                                                 |              |                                                                                                                                                                                |                                                            |                                  | F                 | EAST OF US 1 TO SOUTH OF SR 2215 (BUFFALOE ROAD) - UNDER CONSTRUCTION (OPEN TO TRAFFIC).                      |         |         |                             |         |         |         |         |                   |  |
|                                                                                                                                 |              |                                                                                                                                                                                |                                                            |                                  | G                 | SOUTH OF SR 2215 (BUFFALOE ROAD) TO US 64 EAST NEAR KNIGHTDALE - UNDER CONSTRUCTION (OPEN TO TRAFFIC).        |         |         |                             |         |         |         |         |                   |  |
| STRATEGIC HIGHWAY CORRIDOR                                                                                                      |              |                                                                                                                                                                                |                                                            |                                  |                   |                                                                                                               |         |         |                             |         |         |         |         |                   |  |
| US 15-501, US 29,<br>US 158, US 220,<br>US 421, NC 68<br>CASWELL<br>GUILFORD<br>ORANGE<br>ROCKINGHAM                            | R-4403       | NATIONAL HIGHWAY SYSTEM GUARD-<br>RAIL REHABILITATION. UPGRADE<br>SUB-STANDARD GUARDRAIL, END<br>TREATMENTS AND BRIDGE ANCHOR<br>UNITS.                                        | 1068                                                       | 1068                             |                   |                                                                                                               |         |         |                             |         |         |         |         |                   |  |
| DIVISION PROJECT - UNDER CONSTRUCTION                                                                                           |              |                                                                                                                                                                                |                                                            |                                  |                   |                                                                                                               |         |         |                             |         |         |         |         |                   |  |
| NC 54<br>SR 1973<br>DURHAM                                                                                                      | R-2904       | NC 54, SR 1999 (DAVIS DRIVE) TO<br>SR 1959 (MIAMI BOULEVARD) AND<br>SR 1973 (PAGE ROAD), NC 54 TO I-40.<br>WIDEN TO MULTI-LANES AND REPLACE<br>RAILROAD STRUCTURE. (1.1 MILES) | 4283                                                       | 925                              | S                 | C                                                                                                             | 3358    |         |                             |         |         |         |         |                   |  |
| UNDER CONSTRUCTION - PROJECT LET WITH U-4026 - FFY 08 AMOUNT PROGRAMMED REFLECTS PAYBACK TO RESEARCH TRIANGLE FOUNDATION (RTF). |              |                                                                                                                                                                                |                                                            |                                  |                   |                                                                                                               |         |         |                             |         |         |         |         |                   |  |
| NC 55<br>DURHAM<br>WAKE                                                                                                         | R-2906       | US 64 IN WAKE COUNTY TO SR 1121<br>(CORNWALLIS ROAD) IN DURHAM<br>COUNTY. WIDEN TO MULTI-LANES. (13<br>MILES)                                                                  | 65816                                                      | 65816                            |                   |                                                                                                               |         |         |                             |         |         |         |         |                   |  |
|                                                                                                                                 |              |                                                                                                                                                                                |                                                            |                                  | A                 | NORTH OF US 64 TO SOUTH OF NC 540 - UNDER CONSTRUCTION (OPEN TO TRAFFIC).                                     |         |         |                             |         |         |         |         |                   |  |
|                                                                                                                                 |              |                                                                                                                                                                                |                                                            |                                  | C                 | NORTH OF NC 540 IN WAKE COUNTY TO SR 1121 (CORNWALLIS ROAD) IN DURHAM - UNDER CONSTRUCTION (OPEN TO TRAFFIC). |         |         |                             |         |         |         |         |                   |  |

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 11/14/07 Attachment 8

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

| ROUTE/CITY<br>COUNTY                           | ID<br>NUMBER | LOCATION / DESCRIPTION<br>(LENGTH)                                                                                                                        | TOTAL<br>PROJ<br>COST<br>(THOU) | PRIOR<br>YEARS<br>COST<br>(THOU) | FUNDING<br>SOURCE | FISCAL YEARS       |         |         |  |                      |         |         |         | FUTURE YEARS |            |
|------------------------------------------------|--------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|----------------------------------|-------------------|--------------------|---------|---------|--|----------------------|---------|---------|---------|--------------|------------|
|                                                |              |                                                                                                                                                           |                                 |                                  |                   | "DELIVERABLE STIP" |         |         |  | "DEVELOPMENTAL STIP" |         |         |         |              | "UNFUNDED" |
|                                                |              |                                                                                                                                                           |                                 |                                  |                   | FY 2008            | FY 2009 | FY 2010 |  | FY 2011              | FY 2012 | FY 2013 | FY 2014 | FY 2015      |            |
| RURAL PROJECTS                                 |              |                                                                                                                                                           |                                 |                                  |                   |                    |         |         |  |                      |         |         |         |              |            |
| SR 1004<br>DURHAM                              | R-4752A      | SR 2602 (RED MILL ROAD) TO THE MERCK PHAMACEUTICAL PLANT. STRENGTHEN PAVEMENT AND RESURFACE, ADD TURN LANES, AND INSTALL THERMOPLASTIC PAVEMENT MARKINGS. | 900                             | 900                              |                   |                    |         |         |  |                      |         |         |         |              |            |
| DIVISION PROJECT - UNDER CONSTRUCTION          |              |                                                                                                                                                           |                                 |                                  |                   |                    |         |         |  |                      |         |         |         |              |            |
| NEW ROUTE<br>ORANGE                            | R-3438       | HILLSBOROUGH WESTERN BYPASS, US 70 TO NC 57. TWO LANES ON NEW LOCATION. (2.9 MILES)                                                                       | 7450                            |                                  | STP               |                    |         |         |  |                      |         |         |         |              | R 200      |
|                                                |              |                                                                                                                                                           |                                 |                                  | STP               |                    |         |         |  |                      |         |         |         |              | C 7250     |
| SR 1009 (SOUTH<br>CHURTON<br>STREET)<br>ORANGE | R-2825       | I-40 TO ENO RIVER. WIDEN TO MULTI-LANES AND WIDEN BRIDGE NO. 240 OVER SOUTHERN RAILROAD. (1.8 MILES)                                                      | 19300                           |                                  | STP               |                    |         |         |  |                      |         |         |         |              | R 4400     |
|                                                |              |                                                                                                                                                           |                                 |                                  | STP               |                    |         |         |  |                      |         |         |         |              | C 14900    |
| URBAN PROJECTS                                 |              |                                                                                                                                                           |                                 |                                  |                   |                    |         |         |  |                      |         |         |         |              |            |
| VARIOUS<br>DURHAM                              | U-4729       | CONGESTION MANAGEMENT STUDY FOR DURHAM COUNTY.                                                                                                            | 100                             | 100                              |                   |                    |         |         |  |                      |         |         |         |              |            |
| IN PROGRESS                                    |              |                                                                                                                                                           |                                 |                                  |                   |                    |         |         |  |                      |         |         |         |              |            |
| VARIOUS<br>CHATHAM<br>DURHAM<br>ORANGE         | U-5023       | DURHAM-CHAPEL HILL-CARRBORO (DCHC) DA FUNDS - RESERVED FOR FUTURE PROGRAMMING.                                                                            | 12700                           |                                  | STPDA             |                    |         |         |  |                      |         |         | C 6350  | C 6350       |            |
| VARIOUS<br>CHATHAM<br>DURHAM<br>ORANGE         | U-4727       | DURHAM-CHAPEL HILL-CARRBORO URBAN AREA PLANNING (DCHC) ALLOCATION AND UNIFIED WORK PROGRAM - ONGOING ACTIVITIES.                                          | 42728                           | 40000                            | STPDA             | C 273              | C 273   | C 273   |  | C 273                | C 273   | C 273   | C 273   | C 273        |            |
|                                                |              |                                                                                                                                                           |                                 |                                  | O                 | C 68               | C 68    | C 68    |  | C 68                 | C 68    | C 68    | C 68    | C 68         |            |
| IN PROGRESS                                    |              |                                                                                                                                                           |                                 |                                  |                   |                    |         |         |  |                      |         |         |         |              |            |
| CARRBORO<br>ORANGE                             | U-2803       | SR 1919 (SMITH LEVEL ROAD), ROCK HAVEN ROAD TO BRIDGE NO. 88. WIDEN TO MULTI-LANES. (0.6 MILE)                                                            | 5871                            | 471                              | S                 |                    |         |         |  | R 600                |         |         |         |              |            |
|                                                |              |                                                                                                                                                           |                                 |                                  | S                 |                    |         |         |  |                      | C 4800  |         |         |              |            |
| PLANNING/DESIGN IN PROGRESS                    |              |                                                                                                                                                           |                                 |                                  |                   |                    |         |         |  |                      |         |         |         |              |            |
| CHAPEL HILL<br>ORANGE                          | U-4008       | US 15-501/ERWIN ROAD. INTERSECTION IMPROVEMENT.                                                                                                           | 6220                            | 6220                             |                   |                    |         |         |  |                      |         |         |         |              |            |
| STRATEGIC HIGHWAY CORRIDOR UNDER CONSTRUCTION  |              |                                                                                                                                                           |                                 |                                  |                   |                    |         |         |  |                      |         |         |         |              |            |

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 11/14/07 Attachment 8

| TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK                         |              |                                                                                                                                                 |                                 |                                  |                   |                           |         |         |     |                             |         |         |         |         |                   |
|------------------------------------------------------------------------------------|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|----------------------------------|-------------------|---------------------------|---------|---------|-----|-----------------------------|---------|---------|---------|---------|-------------------|
|                                                                                    |              | FISCAL YEARS                                                                                                                                    |                                 |                                  |                   |                           |         |         |     |                             |         |         |         |         |                   |
| ROUTE/CITY<br>COUNTY                                                               | ID<br>NUMBER | LOCATION / DESCRIPTION<br>(LENGTH)                                                                                                              | TOTAL<br>PROJ<br>COST<br>(THOU) | PRIOR<br>YEARS<br>COST<br>(THOU) | FUNDING<br>SOURCE | <u>"DELIVERABLE STIP"</u> |         |         |     | <u>"DEVELOPMENTAL STIP"</u> |         |         |         |         | <u>"UNFUNDED"</u> |
|                                                                                    |              |                                                                                                                                                 |                                 |                                  |                   | FY 2008                   | FY 2009 | FY 2010 |     | FY 2011                     | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS      |
| <u>URBAN PROJECTS</u>                                                              |              |                                                                                                                                                 |                                 |                                  |                   |                           |         |         |     |                             |         |         |         |         |                   |
| CHAPEL HILL<br>ORANGE                                                              | U-449        | REAL-TIME TRANSPORTATION<br>INFORMATION SYSTEM.                                                                                                 | 1248                            | 1248                             |                   |                           |         |         |     |                             |         |         |         |         |                   |
| IN PROGRESS                                                                        |              |                                                                                                                                                 |                                 |                                  |                   |                           |         |         |     |                             |         |         |         |         |                   |
| CHAPEL HILL<br>DURHAM<br>ORANGE                                                    | U-4704       | CHAPEL HILL-CARRBORO<br>COMPUTERIZED TRAFFIC<br>SIGNAL SYSTEM.                                                                                  | 5000                            |                                  | STP               |                           |         |         | C   | 4550                        |         |         |         |         |                   |
|                                                                                    |              |                                                                                                                                                 |                                 |                                  | C                 |                           |         |         | C   | 450                         |         |         |         |         |                   |
| PLANNING/DESIGN IN PROGRESS                                                        |              |                                                                                                                                                 |                                 |                                  |                   |                           |         |         |     |                             |         |         |         |         |                   |
| CARRBORO<br>CHAPEL HILL<br>ORANGE                                                  | U-2805       | SR 1777 (HOMESTEAD ROAD), SR 1834<br>(HIGH SCHOOL ROAD) TO NC 86.<br>WIDEN TO MULTI-LANES. (1.4 MILES)                                          | 10600                           | 300                              | STP               |                           |         |         |     |                             |         |         |         |         |                   |
|                                                                                    |              |                                                                                                                                                 |                                 |                                  | STP               |                           |         |         |     |                             |         |         |         |         |                   |
| CHAPEL HILL<br>CARRBORO<br>ORANGE                                                  | U-2909       | SR 1780 (ESTES DRIVE), SR 1772<br>(GREENSBORO STREET) TO NC 86.<br>WIDEN TO MULTI-LANES. (1.7 MILES)                                            | 7600                            | 1000                             | STP               |                           |         |         |     |                             |         |         |         |         |                   |
|                                                                                    |              |                                                                                                                                                 |                                 |                                  | STP               |                           |         |         |     |                             |         |         |         |         |                   |
| DURHAM<br>CHAPEL HILL<br>CHATHAM<br>DURHAM<br>ORANGE                               | U-3475       | DCHC UNIFIED PLANNING WORK<br>PROGRAM - SPECIAL PROJECTS<br>SUPPLEMENT.                                                                         | 3317                            | 1032                             | STPDA             | PE                        | 1148    | PE      | 380 |                             |         |         |         |         |                   |
|                                                                                    |              |                                                                                                                                                 |                                 |                                  | O                 | PE                        | 287     | PE      | 95  |                             |         |         |         |         |                   |
|                                                                                    |              |                                                                                                                                                 |                                 |                                  |                   |                           |         |         |     | PE                          | 300     |         |         |         |                   |
|                                                                                    |              |                                                                                                                                                 |                                 |                                  |                   |                           |         |         |     | PE                          | 75      |         |         |         |                   |
| IN PROGRESS                                                                        |              |                                                                                                                                                 |                                 |                                  |                   |                           |         |         |     |                             |         |         |         |         |                   |
| CHAPEL HILL<br>ORANGE                                                              | U-3306       | SR 1733 (WEAVER DAIRY ROAD), NC 86<br>TO SR 1734 (ERWIN ROAD). CORRIDOR<br>UPGRADE, PART ON NEW LOCATION. (2.8<br>MILES)                        | 15966                           | 4925                             | STP               |                           |         | M       | 241 |                             |         |         |         |         |                   |
|                                                                                    |              |                                                                                                                                                 |                                 |                                  | STP               |                           |         |         |     | C                           | 4692    |         |         |         |                   |
|                                                                                    |              |                                                                                                                                                 |                                 |                                  | STPDA             |                           |         |         |     | C                           | 566     |         |         |         |                   |
|                                                                                    |              |                                                                                                                                                 |                                 |                                  | C                 |                           |         |         |     | C                           | 142     |         |         |         |                   |
| RIGHT OF WAY IN PROGRESS                                                           |              |                                                                                                                                                 |                                 |                                  |                   |                           |         |         |     |                             |         |         |         |         |                   |
| CHAPEL HILL<br>ORANGE                                                              | U-0624       | NC 86 (SOUTH COLUMBIA STREET),<br>SR 1906 PUREFOY ROAD) TO SR 1902<br>(MANNING DRIVE). CORRIDOR UPGRADE<br>TO INCLUDE BICYCLE LANES. (0.7 MILE) | 6660                            | 3010                             | STP               |                           |         |         | C   | 3650                        |         |         |         |         |                   |
| RIGHT OF WAY IN PROGRESS                                                           |              |                                                                                                                                                 |                                 |                                  |                   |                           |         |         |     |                             |         |         |         |         |                   |
| CHAPEL HILL<br>ORANGE                                                              | U-4725A      | EIGHTEEN (18) EXPANSION BUSES.                                                                                                                  | 2088                            | 2088                             |                   |                           |         |         |     |                             |         |         |         |         |                   |
| FUNDS TRANSFERRED TO PROJECT TD-4711D FOR CHAPEL HILL TRANSIT MAINTENANCE FACILITY |              |                                                                                                                                                 |                                 |                                  |                   |                           |         |         |     |                             |         |         |         |         |                   |

\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 11/14/07 Attachment 8

|                            |              | TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK                                                         |                                 |                                  |                                                                                                                                                             |                           |         |         |  |                             |         | FISCAL YEARS |         |         |                   |         |
|----------------------------|--------------|--------------------------------------------------------------------------------------------------------------------|---------------------------------|----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------|---------|--|-----------------------------|---------|--------------|---------|---------|-------------------|---------|
| ROUTE/CITY<br>COUNTY       | ID<br>NUMBER | LOCATION / DESCRIPTION<br>(LENGTH)                                                                                 | TOTAL<br>PROJ<br>COST<br>(THOU) | PRIOR<br>YEARS<br>COST<br>(THOU) | FUNDING<br>SOURCE                                                                                                                                           | <u>"DELIVERABLE STIP"</u> |         |         |  | <u>"DEVELOPMENTAL STIP"</u> |         |              |         |         | <u>"UNFUNDED"</u> |         |
|                            |              |                                                                                                                    |                                 |                                  |                                                                                                                                                             | FY 2008                   | FY 2009 | FY 2010 |  | FY 2011                     | FY 2012 | FY 2013      | FY 2014 | FY 2015 | FUTURE YEARS      |         |
| <b>URBAN PROJECTS</b>      |              |                                                                                                                    |                                 |                                  |                                                                                                                                                             |                           |         |         |  |                             |         |              |         |         |                   |         |
| DURHAM                     | U-4720*      | US 70, LYNN ROAD TO THE PROPOSED                                                                                   |                                 |                                  |                                                                                                                                                             |                           |         |         |  |                             |         |              |         |         |                   |         |
| DURHAM                     |              | NORTHERN DURHAM PARKWAY.<br>(COORDINATE WITH U-4721) (7.8 MILES)                                                   |                                 |                                  |                                                                                                                                                             |                           |         |         |  |                             |         |              |         |         |                   |         |
| 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. |                           |         |         |  |                             |         |              |         |         |                   |         |
| DURHAM                     | U-4446       | NC 147 (DURHAM FREEWAY), I-40 TO                                                                                   | 1502                            | 1502                             |                                                                                                                                                             |                           |         |         |  |                             |         |              |         |         |                   |         |
| DURHAM                     |              | I-85. INSTALL ITS INFRASTRUCTURE<br>IMPROVEMENTS.                                                                  |                                 |                                  |                                                                                                                                                             |                           |         |         |  |                             |         |              |         |         |                   |         |
| STRATEGIC HIGHWAY CORRIDOR |              |                                                                                                                    |                                 |                                  | UNDER CONSTRUCTION                                                                                                                                          |                           |         |         |  |                             |         |              |         |         |                   |         |
| DURHAM                     | U-2405       | M. L. KING, JR. PARKWAY AND NC 55.                                                                                 | 25800                           |                                  | STP                                                                                                                                                         |                           |         |         |  |                             |         |              |         |         |                   | R 12000 |
| DURHAM                     |              | CONSTRUCT INTERCHANGE.                                                                                             |                                 |                                  | STP                                                                                                                                                         |                           |         |         |  |                             |         |              |         |         |                   | C 13800 |
|                            |              |                                                                                                                    |                                 |                                  |                                                                                                                                                             |                           |         |         |  |                             |         |              |         |         |                   |         |
|                            |              |                                                                                                                    |                                 |                                  | FEASIBILITY STUDY RE-EVALUATION IN PROGRESS                                                                                                                 |                           |         |         |  |                             |         |              |         |         |                   |         |
| DURHAM                     | U-4721*      | NORTHERN DURHAM PARKWAY, I-540                                                                                     |                                 |                                  |                                                                                                                                                             |                           |         |         |  |                             |         |              |         |         |                   |         |
| DURHAM                     |              | TO ROXBORO ROAD. (COORDINATE                                                                                       |                                 |                                  |                                                                                                                                                             |                           |         |         |  |                             |         |              |         |         |                   |         |
| WAKE                       |              | WITH U-4720) (29.4 MILES)                                                                                          |                                 |                                  |                                                                                                                                                             |                           |         |         |  |                             |         |              |         |         |                   |         |
| 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. |                           |         |         |  |                             |         |              |         |         |                   |         |
| DURHAM                     | U-4722*      | US 501 (ROXBORO ROAD), US 501 BYPASS                                                                               |                                 |                                  |                                                                                                                                                             |                           |         |         |  |                             |         |              |         |         |                   |         |
| DURHAM                     |              | (DUKE STREET) TO SR 1640 (GOODWIN<br>ROAD). (4.4 MILES)                                                            |                                 |                                  |                                                                                                                                                             |                           |         |         |  |                             |         |              |         |         |                   |         |
| 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. |                           |         |         |  |                             |         |              |         |         |                   |         |
| DURHAM                     | U-4445       | NC 147 (DURHAM FREEWAY), NEAR                                                                                      | 2000                            | 2000                             |                                                                                                                                                             |                           |         |         |  |                             |         |              |         |         |                   |         |
| DURHAM                     |              | ALSTON AVENUE. CONSTRUCT<br>PEDESTRIAN BRIDGE OVER NC 147 AND<br>REMOVE EXISTING SUBSTANDARD<br>PEDESTRIAN BRIDGE. |                                 |                                  |                                                                                                                                                             |                           |         |         |  |                             |         |              |         |         |                   |         |
| STRATEGIC HIGHWAY CORRIDOR |              |                                                                                                                    |                                 |                                  | UNDER CONSTRUCTION                                                                                                                                          |                           |         |         |  |                             |         |              |         |         |                   |         |
| DURHAM                     | U-2807       | US 15-501, SR 1010 (FRANKLIN STREET)                                                                               | 124653                          | 1653                             | STP                                                                                                                                                         |                           |         |         |  |                             |         |              |         |         |                   | R 25000 |
| CHAPEL HILL                |              | IN CHAPEL HILL TO US 15-501 BYPASS IN                                                                              |                                 |                                  | STP                                                                                                                                                         |                           |         |         |  |                             |         |              |         |         |                   | C 98000 |
| DURHAM                     |              | DURHAM. MAJOR CORRIDOR UPGRADE.                                                                                    |                                 |                                  |                                                                                                                                                             |                           |         |         |  |                             |         |              |         |         |                   |         |
| ORANGE                     |              | (3.8 MILES)                                                                                                        |                                 |                                  |                                                                                                                                                             |                           |         |         |  |                             |         |              |         |         |                   |         |
| STRATEGIC HIGHWAY CORRIDOR |              |                                                                                                                    |                                 |                                  |                                                                                                                                                             |                           |         |         |  |                             |         |              |         |         |                   |         |
| DURHAM                     | U-4009       | SR 1126 (SERVICE ROAD) PARALLEL TO                                                                                 | 5683                            | 3633                             | S                                                                                                                                                           | C                         | 1850    |         |  |                             |         |              |         |         |                   |         |
| DURHAM                     |              | US 15-501. RELOCATE EXISTING SERVICE<br>ROAD. (0.3 MILE)                                                           |                                 |                                  | O                                                                                                                                                           | C                         | 200     |         |  |                             |         |              |         |         |                   |         |
| STRATEGIC HIGHWAY CORRIDOR |              |                                                                                                                    |                                 |                                  | UNDER CONSTRUCTION                                                                                                                                          |                           |         |         |  |                             |         |              |         |         |                   |         |

\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 11/14/07 Attachment 8

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

| ROUTE/CITY<br>COUNTY                                                      | ID<br>NUMBER | LOCATION / DESCRIPTION<br>(LENGTH)                                                                                                                                                                                                              | TOTAL<br>PROJ<br>COST<br>(THOU) | PRIOR<br>YEARS<br>COST<br>(THOU) | FUNDING<br>SOURCE | "DELIVERABLE STIP" |         |         |   |      |   |      |      | "DEVELOPMENTAL STIP" |   |         |         |         | "UNFUNDED" |         |
|---------------------------------------------------------------------------|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|----------------------------------|-------------------|--------------------|---------|---------|---|------|---|------|------|----------------------|---|---------|---------|---------|------------|---------|
|                                                                           |              |                                                                                                                                                                                                                                                 |                                 |                                  |                   | FY 2008            | FY 2009 | FY 2010 |   |      |   |      |      |                      |   | FY 2011 | FY 2012 | FY 2013 | FY 2014    | FY 2015 |
| URBAN PROJECTS                                                            |              |                                                                                                                                                                                                                                                 |                                 |                                  |                   |                    |         |         |   |      |   |      |      |                      |   |         |         |         |            |         |
| DURHAM<br>DURHAM                                                          | U-3309       | SR 2028 (T.W. ALEXANDER DRIVE),<br>SR 1121 (CORNWALLIS ROAD) TO<br>SR 1959 (MIAMI BOULEVARD).<br>WIDEN TO A FOUR LANE DIVIDED<br>FACILITY. (1.7 MILES)                                                                                          | 13728                           | 4684                             | STP               | R                  | 500     | A       |   |      |   |      |      |                      |   |         |         |         |            |         |
|                                                                           |              |                                                                                                                                                                                                                                                 |                                 |                                  | STP               | M                  | 44      | A       |   |      |   |      |      |                      |   |         |         |         |            |         |
|                                                                           |              |                                                                                                                                                                                                                                                 |                                 |                                  | STP               |                    |         |         | C | 4250 | A | C    | 4250 | A                    |   |         |         |         |            |         |
| A SR 1121 (CORNWALLIS ROAD) TO EAST OF NC 147 - RIGHT-OF-WAY IN PROGRESS. |              |                                                                                                                                                                                                                                                 |                                 |                                  |                   |                    |         |         |   |      |   |      |      |                      |   |         |         |         |            |         |
| B EAST OF NC 147 TO SR 1959 (MIAMI BOULEVARD) - COMPLETE.                 |              |                                                                                                                                                                                                                                                 |                                 |                                  |                   |                    |         |         |   |      |   |      |      |                      |   |         |         |         |            |         |
| DURHAM<br>DURHAM                                                          | U-3804       | SR 1321 (HILLDALE ROAD), I-85 TO<br>SR 1407 (CARVER STREET). WIDEN<br>TO MULTI-LANES. (0.7 MILE)                                                                                                                                                | 11191                           | 248                              | STP               | R                  | 5614    |         |   |      |   |      |      |                      |   |         |         |         |            |         |
|                                                                           |              |                                                                                                                                                                                                                                                 |                                 |                                  | STP               | U                  | 1429    |         |   |      |   |      |      |                      |   |         |         |         |            |         |
|                                                                           |              |                                                                                                                                                                                                                                                 |                                 |                                  | STP               |                    |         |         |   |      | C | 1950 |      |                      | C | 1950    |         |         |            |         |
| PLANNING/DESIGN IN PROGRESS                                               |              |                                                                                                                                                                                                                                                 |                                 |                                  |                   |                    |         |         |   |      |   |      |      |                      |   |         |         |         |            |         |
| DURHAM<br>DURHAM                                                          | U-0071*      | EAST END CONNECTOR, NC 147 (BUCK<br>DEAN FREEWAY) TO NORTH OF NC 98.<br>MULTI-LANE DIVIDED, PART ON NEW<br>LOCATION. (2.5 MILES)                                                                                                                | 161792                          | 6391                             | T                 |                    |         |         |   |      | R | 6876 |      |                      | R | 6876    |         |         |            |         |
|                                                                           |              |                                                                                                                                                                                                                                                 |                                 |                                  | T                 |                    |         |         |   |      | U | 2877 |      |                      | U | 2877    |         |         |            |         |
|                                                                           |              |                                                                                                                                                                                                                                                 |                                 |                                  | T                 |                    |         |         |   |      |   |      |      |                      | M | 2895    |         |         |            |         |
|                                                                           |              |                                                                                                                                                                                                                                                 |                                 |                                  | T                 |                    |         |         |   |      |   |      |      |                      |   |         |         |         |            |         |
| R 6876                                                                    |              |                                                                                                                                                                                                                                                 |                                 |                                  |                   |                    |         |         |   |      |   |      |      |                      |   |         |         |         |            |         |
| U 2877                                                                    |              |                                                                                                                                                                                                                                                 |                                 |                                  |                   |                    |         |         |   |      |   |      |      |                      |   |         |         |         |            |         |
| M 2895                                                                    |              |                                                                                                                                                                                                                                                 |                                 |                                  |                   |                    |         |         |   |      |   |      |      |                      |   |         |         |         |            |         |
| C 33250                                                                   |              |                                                                                                                                                                                                                                                 |                                 |                                  |                   |                    |         |         |   |      |   |      |      |                      |   |         |         |         |            |         |
| C 33250                                                                   |              |                                                                                                                                                                                                                                                 |                                 |                                  |                   |                    |         |         |   |      |   |      |      |                      |   |         |         |         |            |         |
| C 66500                                                                   |              |                                                                                                                                                                                                                                                 |                                 |                                  |                   |                    |         |         |   |      |   |      |      |                      |   |         |         |         |            |         |
| STRATEGIC HIGHWAY CORRIDOR                                                |              |                                                                                                                                                                                                                                                 |                                 |                                  |                   |                    |         |         |   |      |   |      |      |                      |   |         |         |         |            |         |
| PLANNING/DESIGN IN PROGRESS                                               |              |                                                                                                                                                                                                                                                 |                                 |                                  |                   |                    |         |         |   |      |   |      |      |                      |   |         |         |         |            |         |
| DURHAM<br>DURHAM                                                          | U-4716       | SR 1978 (HOPSON ROAD) AND SR 1980<br>(CHURCH STREET). CONSTRUCT A<br>GRADE SEPARATION, EXTEND CHURCH<br>STREET AND CLOSE CHURCH STREET<br>CROSSING 734 748M OF THE NORFOLK<br>SOUTHERN-NORTH CAROLINA RAILROAD.                                 | 6500                            |                                  | RR                |                    |         |         |   |      |   |      |      |                      |   |         |         | C       | 6500       |         |
| STRATEGIC HIGHWAY CORRIDOR                                                |              |                                                                                                                                                                                                                                                 |                                 |                                  |                   |                    |         |         |   |      |   |      |      |                      |   |         |         |         |            |         |
| DURHAM<br>DURHAM                                                          | U-3308       | NC 55 (ALSTON AVENUE), NC 147<br>(I. L. "BUCK" DEAN FREEWAY) TO<br>US 70 BUS.-NC 98 (HOLLOWAY<br>STREET). WIDEN TO FOUR LANE<br>DIVIDED FACILITY AND REPLACE<br>NORFOLK-SOUTHERN RAILROAD<br>BRIDGES. (1 MILE)                                  | 28886                           | 4545                             | STP               | R                  | 800     |         |   |      |   |      |      |                      |   |         |         |         |            |         |
|                                                                           |              |                                                                                                                                                                                                                                                 |                                 |                                  | STP               |                    |         |         |   |      |   | M    | 241  |                      |   |         |         |         |            |         |
|                                                                           |              |                                                                                                                                                                                                                                                 |                                 |                                  | STP               |                    |         |         |   |      |   |      |      |                      | C | 7767    | C       | 7767    | C          | 7766    |
| STRATEGIC HIGHWAY CORRIDOR                                                |              |                                                                                                                                                                                                                                                 |                                 |                                  |                   |                    |         |         |   |      |   |      |      |                      |   |         |         |         |            |         |
| DURHAM<br>DURHAM                                                          | U-4012       | US 15-501, NORTH OF MT. MORIAH ROAD<br>TO SOUTH OF GARRETT ROAD. ADD AN<br>ADDITIONAL NORTH AND SOUTHBOUND<br>LANE AND CONSTRUCT AN ADDITIONAL<br>RIGHT TURN LANE IN THE SOUTHEAST<br>QUADRANT OF INTERCHANGE AT I-40<br>(EXIT 270). (0.9 MILE) | 14909                           | 7759                             | NHS               | C                  | 7150    |         |   |      |   |      |      |                      |   |         |         |         |            |         |
| STRATEGIC HIGHWAY CORRIDOR                                                |              |                                                                                                                                                                                                                                                 |                                 |                                  |                   |                    |         |         |   |      |   |      |      |                      |   |         |         |         |            |         |
| UNDER CONSTRUCTION                                                        |              |                                                                                                                                                                                                                                                 |                                 |                                  |                   |                    |         |         |   |      |   |      |      |                      |   |         |         |         |            |         |

\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 11/14/07 Attachment 8

|                                                                         |              | TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK |                                 |                                  |                   |                    |         |         |   |       |                      | FISCAL YEARS |         |         |         |              |  |  |   |      |  |
|-------------------------------------------------------------------------|--------------|------------------------------------------------------------|---------------------------------|----------------------------------|-------------------|--------------------|---------|---------|---|-------|----------------------|--------------|---------|---------|---------|--------------|--|--|---|------|--|
| ROUTE/CITY<br>COUNTY                                                    | ID<br>NUMBER | LOCATION / DESCRIPTION<br>(LENGTH)                         | TOTAL<br>PROJ<br>COST<br>(THOU) | PRIOR<br>YEARS<br>COST<br>(THOU) | FUNDING<br>SOURCE | "DELIVERABLE STIP" |         |         |   |       | "DEVELOPMENTAL STIP" |              |         |         |         | "UNFUNDED"   |  |  |   |      |  |
|                                                                         |              |                                                            |                                 |                                  |                   | FY 2008            | FY 2009 | FY 2010 |   |       | FY 2011              | FY 2012      | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS |  |  |   |      |  |
| URBAN PROJECTS                                                          |              |                                                            |                                 |                                  |                   |                    |         |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
| DURHAM                                                                  | U-4011       | SR 1959 (SOUTH MIAMI BOULEVARD),                           | 6627                            | 150                              | STPDA             | M                  | 34      |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
| DURHAM                                                                  |              | SOUTH OF SR 2112 (METHODIST STREET)                        |                                 |                                  | S(M)              | M                  | 9       |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
|                                                                         |              | TO NORTH OF SR 1960 (BETHESDA                              |                                 |                                  | STPDA             | R                  | 2827    |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
|                                                                         |              | AVENUE). WIDEN TO FIVE LANES TO                            |                                 |                                  | S(M)              | R                  | 707     |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
|                                                                         |              | PROVIDE CENTER TURN LANE. (0.7 MILE)                       |                                 |                                  | STP               |                    |         |         | C | 2900  |                      |              |         |         |         |              |  |  |   |      |  |
| PLANNING/DESIGN IN PROGRESS                                             |              |                                                            |                                 |                                  |                   |                    |         |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
| DURHAM                                                                  | U-4010       | NC 98 (HOLLOWAY STREET), EAST                              | 6241                            | 6241                             |                   |                    |         |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
| DURHAM                                                                  |              | OF US 70 TO EAST OF JUNCTION                               |                                 |                                  |                   |                    |         |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
|                                                                         |              | ROAD. WIDEN FOR CENTER TURN                                |                                 |                                  |                   |                    |         |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
|                                                                         |              | LANE. (0.3 MILE)                                           |                                 |                                  |                   |                    |         |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
| UNDER CONSTRUCTION                                                      |              |                                                            |                                 |                                  |                   |                    |         |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
| DURHAM                                                                  | U-2831B      | BRIGGS AVENUE EXTENSION, RIDDLE                            | 10685                           | 6185                             | S                 |                    |         |         |   |       |                      |              |         |         |         |              |  |  | R | 1200 |  |
| DURHAM                                                                  |              | ROAD TO SR 1951 (SO-HI DRIVE). TWO                         |                                 |                                  | S                 |                    |         |         |   |       |                      |              |         |         |         |              |  |  | C | 3300 |  |
|                                                                         |              | LANES ON MULTI-LANE RIGHT OF WAY. (1                       |                                 |                                  |                   |                    |         |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
|                                                                         |              | MILE)                                                      |                                 |                                  |                   |                    |         |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
| PROJECT U-2831A - COMPLETE                                              |              |                                                            |                                 |                                  |                   |                    |         |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
| HILLSBOROUGH                                                            | U-3808       | ELIZABETH BRADY ROAD EXTENSION,                            | 24730                           | 400                              | STP               |                    |         |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
| ORANGE                                                                  |              | SOUTH OF US 70 BUSINESS TO NORTH                           |                                 |                                  | STP               |                    |         |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
|                                                                         |              | OF US 70 BYPASS AT SR 1002                                 |                                 |                                  | STP               |                    |         |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
|                                                                         |              | (ST. MARY'S ROAD). MULTI-LANES                             |                                 |                                  |                   |                    |         |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
|                                                                         |              | WITH A NEW CROSSING OF ENO RIVER.                          |                                 |                                  |                   |                    |         |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
|                                                                         |              | (1.4 MILES)                                                |                                 |                                  |                   |                    |         |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
| PLANNING/DESIGN IN PROGRESS                                             |              |                                                            |                                 |                                  |                   |                    |         |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
| HILLSBOROUGH                                                            | U-3436       | SR 1148 (ENO MOUNTAIN ROAD) AND                            | 2350                            |                                  | STP               |                    |         |         |   |       |                      |              |         |         |         |              |  |  | R | 600  |  |
| ORANGE                                                                  |              | SR 1192 (MAYO STREET) AT SR 1006                           |                                 |                                  | STP               |                    |         |         |   |       |                      |              |         |         |         |              |  |  | C | 1750 |  |
|                                                                         |              | (ORANGE GROVE ROAD). REALIGN                               |                                 |                                  |                   |                    |         |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
|                                                                         |              | INTERSECTION AND MAKE SAFETY                               |                                 |                                  |                   |                    |         |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
|                                                                         |              | IMPROVEMENTS.                                              |                                 |                                  |                   |                    |         |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
| RESEARCH                                                                | U-4763B      | NEW ROUTE - TRIANGLE PARKWAY,                              | 174703                          | 6703                             | O                 | R                  | 20900   |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
| TRIANGLE PARK                                                           |              | I-540 TO I-40. MULTI-LANE FACILITY                         |                                 |                                  | O                 | C                  | 47100   |         | C | 51900 |                      | C            | 48100   |         |         |              |  |  |   |      |  |
| DURHAM                                                                  |              | ON NEW LOCATION. (3.5 MILES)                               |                                 |                                  |                   |                    |         |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
| WAKE                                                                    |              |                                                            |                                 |                                  |                   |                    |         |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
| STRATEGIC HIGHWAY CORRIDOR                                              |              |                                                            |                                 |                                  |                   |                    |         |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |
| PLANNING/DESIGN IN PROGRESS - NORTH CAROLINA TURNPIKE AUTHORITY PROJECT |              |                                                            |                                 |                                  |                   |                    |         |         |   |       |                      |              |         |         |         |              |  |  |   |      |  |

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 11/14/07 Attachment 8

| TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK |              |                                                                                                                                                 |                                 |                                  |                                                                                                           |                    |         |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
|------------------------------------------------------------|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|----------------------------------|-----------------------------------------------------------------------------------------------------------|--------------------|---------|---------|---|------|---|-----|--|----------------------|-----|---------|---------|---------|------------|---------|--------------|---|-----|-------|------|--|--|--|--|--|--|
| FISCAL YEARS                                               |              |                                                                                                                                                 |                                 |                                  |                                                                                                           |                    |         |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
| ROUTE/CITY<br>COUNTY                                       | ID<br>NUMBER | LOCATION / DESCRIPTION<br>(LENGTH)                                                                                                              | TOTAL<br>PROJ<br>COST<br>(THOU) | PRIOR<br>YEARS<br>COST<br>(THOU) | FUNDING<br>SOURCE                                                                                         | "DELIVERABLE STIP" |         |         |   |      |   |     |  | "DEVELOPMENTAL STIP" |     |         |         |         | "UNFUNDED" |         |              |   |     |       |      |  |  |  |  |  |  |
|                                                            |              |                                                                                                                                                 |                                 |                                  |                                                                                                           | FY 2008            | FY 2009 | FY 2010 |   |      |   |     |  |                      |     | FY 2011 | FY 2012 | FY 2013 | FY 2014    | FY 2015 | FUTURE YEARS |   |     |       |      |  |  |  |  |  |  |
| URBAN PROJECTS                                             |              |                                                                                                                                                 |                                 |                                  |                                                                                                           |                    |         |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
| RESEARCH                                                   | U-4026       | SR 1613-SR 1999 (DAVIS DRIVE), SR 3014 (MORRISVILLE-CARPENTER ROAD) IN WAKE COUNTY TO NC 54 IN DURHAM COUNTY. WIDEN TO MULTI-LANES. (5.7 MILES) | 52182                           | 38182                            | S                                                                                                         | C                  | 14000   | B       |   |      |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
| TRIANGLE PARK                                              |              |                                                                                                                                                 |                                 |                                  |                                                                                                           |                    |         |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
| DURHAM                                                     |              |                                                                                                                                                 |                                 |                                  |                                                                                                           |                    |         |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
| WAKE                                                       |              |                                                                                                                                                 |                                 |                                  |                                                                                                           |                    |         |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
|                                                            |              |                                                                                                                                                 |                                 |                                  | A SR 3014 (MORRISVILLE-CARPENTER ROAD) TO SR 1635 (KOPPERS ROAD-MCCRIMMON PARKWAY) - UNDER CONSTRUCTION.  |                    |         |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
|                                                            |              |                                                                                                                                                 |                                 |                                  | B SR 1635 (KOPPERS ROAD-MCCRIMMON PARKWAY) IN WAKE COUNTY TO NC 54 IN DURHAM COUNTY - UNDER CONSTRUCTION. |                    |         |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
| PROJECT LET WITH R-2904                                    |              |                                                                                                                                                 |                                 |                                  |                                                                                                           |                    |         |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
| FEASIBILITY STUDIES                                        |              |                                                                                                                                                 |                                 |                                  |                                                                                                           |                    |         |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
| CHAPEL HILL                                                | FS-0307A     | RELOCATED MASON FARM ROAD, NC 86 (SOUTH COLUMBIA STREET) TO US 15-501.                                                                          | 23100                           |                                  | O                                                                                                         |                    |         |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   | R   | 13900 |      |  |  |  |  |  |  |
| ORANGE                                                     |              |                                                                                                                                                 |                                 |                                  | O                                                                                                         |                    |         |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   | C   | 9200  |      |  |  |  |  |  |  |
| STRATEGIC HIGHWAY CORRIDOR                                 |              |                                                                                                                                                 |                                 |                                  |                                                                                                           |                    |         |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
| FEASIBILITY STUDY - COMPLETE                               |              |                                                                                                                                                 |                                 |                                  |                                                                                                           |                    |         |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
| FEDERAL BRIDGE PROJECTS                                    |              |                                                                                                                                                 |                                 |                                  |                                                                                                           |                    |         |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
| US 70 BUSINESS                                             | B-3638       | CAMPUS DRIVE. REPLACE BRIDGE NO. 316                                                                                                            | 1355                            | 120                              | FA                                                                                                        |                    |         |         | R | 260  |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
| DURHAM                                                     |              |                                                                                                                                                 |                                 |                                  | FA                                                                                                        |                    |         |         |   |      | C | 975 |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
| US 70 BYPASS                                               |              |                                                                                                                                                 |                                 |                                  |                                                                                                           |                    |         |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
| ORANGE                                                     | B-4962       | ENO RIVER. REPLACE BRIDGE NO. 46                                                                                                                | 3300                            |                                  | FA                                                                                                        |                    |         |         |   |      |   |     |  | R                    | 300 |         |         |         |            |         |              |   |     | C     | 3000 |  |  |  |  |  |  |
| SR 1002                                                    |              |                                                                                                                                                 |                                 |                                  |                                                                                                           |                    |         |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
| ORANGE                                                     | B-4216       | STROUDS CREEK. REPLACE BRIDGE NO. 66                                                                                                            | 1125                            | 150                              | FA                                                                                                        |                    |         |         | R | 100  |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
|                                                            |              |                                                                                                                                                 |                                 |                                  |                                                                                                           |                    |         |         |   |      |   |     |  |                      | FA  |         |         |         |            |         |              | C | 875 |       |      |  |  |  |  |  |  |
| SR 1116                                                    |              |                                                                                                                                                 |                                 |                                  |                                                                                                           |                    |         |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
| DURHAM                                                     | B-3450       | NEW HOPE CREEK. REPLACE BRIDGE NO. 217, SANDY CREEK. REPLACE BRIDGE NO. 122.                                                                    | 4986                            | 4986                             |                                                                                                           |                    |         |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
| UNDER CONSTRUCTION                                         |              |                                                                                                                                                 |                                 |                                  |                                                                                                           |                    |         |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
| SR 1303                                                    | B-4109       | MUD CREEK. REPLACE BRIDGE NO. 120                                                                                                               | 1115                            | 265                              | NFA                                                                                                       | C                  | 850     |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
| DURHAM                                                     |              |                                                                                                                                                 |                                 |                                  |                                                                                                           |                    |         |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
| RIGHT OF WAY IN PROGRESS                                   |              |                                                                                                                                                 |                                 |                                  |                                                                                                           |                    |         |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
| SR 1402                                                    | B-3169       | CREEK. REPLACE BRIDGE NO. 158                                                                                                                   | 724                             | 174                              | FA                                                                                                        | C                  | 550     |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
| DURHAM                                                     |              |                                                                                                                                                 |                                 |                                  |                                                                                                           |                    |         |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
| RIGHT-OF-WAY IN PROGRESS                                   |              |                                                                                                                                                 |                                 |                                  |                                                                                                           |                    |         |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
| SR 1561                                                    | B-4592       | ENO RIVER. REPLACE BRIDGE NO. 64                                                                                                                | 1805                            | 200                              | NFA                                                                                                       | R                  | 80      |         |   |      |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |
| ORANGE                                                     |              |                                                                                                                                                 |                                 |                                  | NFA                                                                                                       |                    |         |         | C | 1525 |   |     |  |                      |     |         |         |         |            |         |              |   |     |       |      |  |  |  |  |  |  |

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 11/14/07 Attachment 8

|                                                                                              |              | TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK          |                                 |                                  |                   |                           |         |         |  |  |  | FISCAL YEARS |  |                             |   |     |         |         |                   |         |
|----------------------------------------------------------------------------------------------|--------------|---------------------------------------------------------------------|---------------------------------|----------------------------------|-------------------|---------------------------|---------|---------|--|--|--|--------------|--|-----------------------------|---|-----|---------|---------|-------------------|---------|
| ROUTE/CITY<br>COUNTY                                                                         | ID<br>NUMBER | LOCATION / DESCRIPTION<br>(LENGTH)                                  | TOTAL<br>PROJ<br>COST<br>(THOU) | PRIOR<br>YEARS<br>COST<br>(THOU) | FUNDING<br>SOURCE | <u>"DELIVERABLE STIP"</u> |         |         |  |  |  |              |  | <u>"DEVELOPMENTAL STIP"</u> |   |     |         |         | <u>"UNFUNDED"</u> |         |
|                                                                                              |              |                                                                     |                                 |                                  |                   | FY 2008                   | FY 2009 | FY 2010 |  |  |  |              |  |                             |   |     | FY 2011 | FY 2012 | FY 2013           | FY 2014 |
| <b>FEDERAL BRIDGE PROJECTS</b>                                                               |              |                                                                     |                                 |                                  |                   |                           |         |         |  |  |  |              |  |                             |   |     |         |         |                   |         |
| SR 1616<br>DURHAM                                                                            | B-4110       | MOUNTAIN CREEK.<br>REPLACE BRIDGE NO. 5                             | 1594                            | 1594                             |                   |                           |         |         |  |  |  |              |  |                             |   |     |         |         |                   |         |
| UNDER CONSTRUCTION                                                                           |              |                                                                     |                                 |                                  |                   |                           |         |         |  |  |  |              |  |                             |   |     |         |         |                   |         |
| SR 1616<br>DURHAM                                                                            | B-4943       | SANDY CREEK. REPLACE BRIDGE NO. 20                                  | 1100                            |                                  | NFA               |                           |         |         |  |  |  |              |  |                             | R | 100 |         |         |                   |         |
|                                                                                              |              |                                                                     |                                 |                                  | NFA               |                           |         |         |  |  |  |              |  |                             |   | C   | 1000    |         |                   |         |
| SR 1730<br>ORANGE                                                                            | B-4218       | NEW HOPE CREEK.<br>REPLACE BRIDGE NO. 108                           | 1008                            | 258                              | NFA               | C                         | 750     |         |  |  |  |              |  |                             |   |     |         |         |                   |         |
| RIGHT OF WAY IN PROGRESS                                                                     |              |                                                                     |                                 |                                  |                   |                           |         |         |  |  |  |              |  |                             |   |     |         |         |                   |         |
| SR 1839<br>WAKE                                                                              | B-3528       | SYCAMORE CREEK.<br>REPLACE BRIDGE NO. 429                           | 1810                            | 510                              | NFA               | C                         | 1300    |         |  |  |  |              |  |                             |   |     |         |         |                   |         |
| RIGHT OF WAY IN PROGRESS                                                                     |              |                                                                     |                                 |                                  |                   |                           |         |         |  |  |  |              |  |                             |   |     |         |         |                   |         |
| <b>MITIGATION PROJECTS</b>                                                                   |              |                                                                     |                                 |                                  |                   |                           |         |         |  |  |  |              |  |                             |   |     |         |         |                   |         |
| VARIOUS<br>ALAMANCE<br>CASWELL<br>GUILFORD<br>ORANGE<br>ROCKINGHAM                           | EE-4907      | ECOSYSTEM ENHANCEMENT PROGRAM<br>FOR DIVISION 7 PROJECT MITIGATION. | 7221                            | 7221                             |                   |                           |         |         |  |  |  |              |  |                             |   |     |         |         |                   |         |
| IN PROGRESS                                                                                  |              |                                                                     |                                 |                                  |                   |                           |         |         |  |  |  |              |  |                             |   |     |         |         |                   |         |
| VARIOUS<br>CHATHAM<br>HOKE<br>LEE<br>MONTGOMERY<br>MOORE<br>RANDOLPH<br>RICHMOND<br>SCOTLAND | EE-4908      | ECOSYSTEM ENHANCEMENT PROGRAM<br>FOR DIVISION 8 PROJECT MITIGATION. | 8756                            | 8756                             |                   |                           |         |         |  |  |  |              |  |                             |   |     |         |         |                   |         |
| IN PROGRESS                                                                                  |              |                                                                     |                                 |                                  |                   |                           |         |         |  |  |  |              |  |                             |   |     |         |         |                   |         |

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 11/14/07 Attachment 8

|                                                                                 |              | TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK                                                                                                    |                                 |                                  |                   |                           |         |         |                             |         |         | FISCAL YEARS |         |                   |  |  |  |  |
|---------------------------------------------------------------------------------|--------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|----------------------------------|-------------------|---------------------------|---------|---------|-----------------------------|---------|---------|--------------|---------|-------------------|--|--|--|--|
| ROUTE/CITY<br>COUNTY                                                            | ID<br>NUMBER | LOCATION / DESCRIPTION<br>(LENGTH)                                                                                                                            | TOTAL<br>PROJ<br>COST<br>(THOU) | PRIOR<br>YEARS<br>COST<br>(THOU) | FUNDING<br>SOURCE | <u>"DELIVERABLE STIP"</u> |         |         | <u>"DEVELOPMENTAL STIP"</u> |         |         |              |         | <u>"UNFUNDED"</u> |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   | FY 2008                   | FY 2009 | FY 2010 | FY 2011                     | FY 2012 | FY 2013 | FY 2014      | FY 2015 | FUTURE YEARS      |  |  |  |  |
| MITIGATION PROJECTS                                                             |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
| VARIOUS<br>DURHAM<br>FRANKLIN<br>GRANVILLE<br>PERSON<br>VANCE<br>WAKE<br>WARREN | EE-4905      | ECOSYSTEM ENHANCEMENT PROGRAM<br>FOR DIVISION 5 PROJECT MITIGATION.                                                                                           | 5167                            | 5167                             |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
| IN PROGRESS                                                                     |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
| BICYCLE AND PEDESTRIAN PROJECTS                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
| CARRBORO<br>CHAPEL HILL<br>ORANGE                                               | EB-5021      | SR 1780 (ESTES DRIVE), SR 1772<br>(GREENSBORO STREET) TO SR 1843<br>(SEAWELL SCHOOL ROAD). ADD PAVED<br>SHOULDERS TO ACCOMMODATE<br>BICYCLES. (0.94 MILE)     | 480                             | 480                              |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
| DIVISION PROJECT - UNDER CONSTRUCTION                                           |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
| CARRBORO<br>ORANGE                                                              | U-3100B      | SR 1107 (OLD FAYETTEVILLE ROAD),<br>NC 54 TO SR 1106 (STROUD LANE).<br>PROVIDE BICYCLE AND PEDESTRIAN<br>FACILITIES AND TRANSIT<br>ACCOMMODATIONS. (0.5 MILE) | 1800                            |                                  | S                 |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  | S                 |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |
|                                                                                 |              |                                                                                                                                                               |                                 |                                  |                   |                           |         |         |                             |         |         |              |         |                   |  |  |  |  |

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 11/14/07 Attachment 8

|                                                                                        |              | TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK                                                                                                                                                   |                                 |                                  |                   |                    |         |         |         |                      |         | FISCAL YEARS |         |  |  |  | "UNFUNDED"<br>FUTURE YEARS |
|----------------------------------------------------------------------------------------|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|----------------------------------|-------------------|--------------------|---------|---------|---------|----------------------|---------|--------------|---------|--|--|--|----------------------------|
| ROUTE/CITY<br>COUNTY                                                                   | ID<br>NUMBER | LOCATION / DESCRIPTION<br>(LENGTH)                                                                                                                                                                           | TOTAL<br>PROJ<br>COST<br>(THOU) | PRIOR<br>YEARS<br>COST<br>(THOU) | FUNDING<br>SOURCE | "DELIVERABLE STIP" |         |         |         | "DEVELOPMENTAL STIP" |         |              |         |  |  |  |                            |
|                                                                                        |              |                                                                                                                                                                                                              |                                 |                                  |                   | FY 2008            | FY 2009 | FY 2010 | FY 2011 | FY 2012              | FY 2013 | FY 2014      | FY 2015 |  |  |  |                            |
|                                                                                        |              |                                                                                                                                                                                                              |                                 |                                  |                   |                    |         |         |         |                      |         |              |         |  |  |  |                            |
| BICYCLE AND PEDESTRIAN PROJECTS                                                        |              |                                                                                                                                                                                                              |                                 |                                  |                   |                    |         |         |         |                      |         |              |         |  |  |  |                            |
| SR 1006<br>ORANGE GROVE<br>ROAD<br>ORANGE                                              | EB-4980      | CONSTRUCT PEDESTRIAN BRIDGE<br>OVER I-40.                                                                                                                                                                    |                                 |                                  |                   |                    |         |         |         |                      |         |              |         |  |  |  |                            |
| SCHEDULED FOR FEASIBILITY STUDY                                                        |              |                                                                                                                                                                                                              |                                 |                                  |                   |                    |         |         |         |                      |         |              |         |  |  |  |                            |
| CONGESTION MITIGATION PROJECTS                                                         |              |                                                                                                                                                                                                              |                                 |                                  |                   |                    |         |         |         |                      |         |              |         |  |  |  |                            |
| NC 54<br>DURHAM                                                                        | C-4402       | I-40 WEST OF NC 751 TO TRIANGLE<br>DRIVE IN RESEARCH TRIANGLE PARK.<br>CONSTRUCT ON-ROAD BICYCLE FACILITY.                                                                                                   | 1035                            |                                  | CMAQ              | R                  | 100     |         |         |                      |         |              |         |  |  |  |                            |
|                                                                                        |              |                                                                                                                                                                                                              |                                 |                                  | L                 | R                  | 25      |         |         |                      |         |              |         |  |  |  |                            |
|                                                                                        |              |                                                                                                                                                                                                              |                                 |                                  | CMAQ              |                    |         | C       | 364     | C                    | 364     |              |         |  |  |  |                            |
|                                                                                        |              |                                                                                                                                                                                                              |                                 |                                  | L                 |                    |         | C       | 91      | C                    | 91      |              |         |  |  |  |                            |
| PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS                              |              |                                                                                                                                                                                                              |                                 |                                  |                   |                    |         |         |         |                      |         |              |         |  |  |  |                            |
| TRIANGLE J<br>COUNCIL OF<br>GOVERNMENTS<br>DURHAM<br>ORANGE<br>WAKE                    | C-4924       | TRIANGLE J COUNCIL OF GOVERNMENTS<br>(COG). DEVELOP A FLEXIBLE WORK<br>SCHEDULE FOR EMPLOYEES AND<br>ORGANIZATIONS IN TRIANGLE OZONE<br>NON-ATTAINMENT AREA FOR THREE<br>YEARS.                              | 300                             | 200                              | CMAQ              | N                  | 40      | A       |         |                      |         |              |         |  |  |  |                            |
|                                                                                        |              |                                                                                                                                                                                                              |                                 |                                  | L                 | N                  | 10      | A       |         |                      |         |              |         |  |  |  |                            |
|                                                                                        |              |                                                                                                                                                                                                              |                                 |                                  | CMAQ              | N                  | 40      | B       |         |                      |         |              |         |  |  |  |                            |
|                                                                                        |              |                                                                                                                                                                                                              |                                 |                                  | L                 | N                  | 10      | B       |         |                      |         |              |         |  |  |  |                            |
| 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). |              |                                                                                                                                                                                                              |                                 |                                  |                   |                    |         |         |         |                      |         |              |         |  |  |  |                            |
| IN PROGRESS                                                                            |              |                                                                                                                                                                                                              |                                 |                                  |                   |                    |         |         |         |                      |         |              |         |  |  |  |                            |
| COUNTYWIDE<br>HILLSBOROUGH<br>ORANGE                                                   | C-4932A      | CONSTRUCT A 125 SPACE PARK AND<br>RIDE LOT. SECTION A: DURHAM-CHAPEL<br>HILL-CARRBORO (DCHC) MPO TO<br>PARTICIPATE IN CONSTRUCTION AND<br>OPERATING ASSISTANCE FOR THREE<br>YEARS FOR A NEW TRANSIT SERVICE. | 275                             |                                  | CMAQ              | C                  | 22      |         |         |                      |         |              |         |  |  |  |                            |
|                                                                                        |              |                                                                                                                                                                                                              |                                 |                                  | L                 | C                  | 7       |         |         |                      |         |              |         |  |  |  |                            |
|                                                                                        |              |                                                                                                                                                                                                              |                                 |                                  | CMAQ              |                    |         | O       | 41      | O                    | 41      |              |         |  |  |  |                            |
|                                                                                        |              |                                                                                                                                                                                                              |                                 |                                  | L                 |                    |         | O       | 41      | O                    | 41      |              |         |  |  |  |                            |
| DURHAM<br>DURHAM                                                                       | C-4928       | MORRENE ROAD, NEAL ROAD TO<br>ERWIN ROAD. CONSTRUCT BIKE<br>LANES AND SIDEWALKS.                                                                                                                             | 556                             |                                  | CMAQ              |                    |         | C       | 222     | C                    | 222     |              |         |  |  |  |                            |
|                                                                                        |              |                                                                                                                                                                                                              |                                 |                                  | L                 |                    |         | C       | 56      | C                    | 56      |              |         |  |  |  |                            |
| DURHAM<br>DURHAM                                                                       | C-4702       | TEN (10) - REPLACEMENT BUSES.                                                                                                                                                                                | 3000                            |                                  | CMAQ              |                    |         | A       | 3000    |                      |         |              |         |  |  |  |                            |
| DURHAM<br>DURHAM                                                                       | C-4929       | BICYCLE PARKING PROGRAM. INSTALL<br>BIKE RACKS AT VARIOUS LOCATIONS.                                                                                                                                         | 48                              | 32                               | CMAQ              | C                  | 13      |         |         |                      |         |              |         |  |  |  |                            |
|                                                                                        |              |                                                                                                                                                                                                              |                                 |                                  | L                 | C                  | 3       |         |         |                      |         |              |         |  |  |  |                            |
| IN PROGRESS                                                                            |              |                                                                                                                                                                                                              |                                 |                                  |                   |                    |         |         |         |                      |         |              |         |  |  |  |                            |

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 11/14/07 Attachment 8

|                      |         | TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK                                                                                                                                  |                  |                   |                    |         |         |         |  |  |  |              |                      |         |         |         |         |              |
|----------------------|---------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|-------------------|--------------------|---------|---------|---------|--|--|--|--------------|----------------------|---------|---------|---------|---------|--------------|
|                      |         |                                                                                                                                                                                             |                  |                   |                    |         |         |         |  |  |  | FISCAL YEARS |                      |         |         |         |         |              |
| ROUTE/CITY           | ID      | LOCATION / DESCRIPTION                                                                                                                                                                      | TOTAL            | PRIOR             | "DELIVERABLE STIP" |         |         |         |  |  |  |              | "DEVELOPMENTAL STIP" |         |         |         |         | "UNFUNDED"   |
| COUNTY               | NUMBER  | (LENGTH)                                                                                                                                                                                    | PROJ COST (THOU) | YEARS COST (THOU) | FUNDING SOURCE     | FY 2008 | FY 2009 | FY 2010 |  |  |  |              | FY 2011              | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS |
| ENHANCEMENT PROJECTS |         |                                                                                                                                                                                             |                  |                   |                    |         |         |         |  |  |  |              |                      |         |         |         |         |              |
| SR 1002              | E-4779  | ACQUIRE SCENIC CONSERVATION EASEMENTS AT SELECTED LOCATIONS.                                                                                                                                | 194              | 18                | STPE               | A       | 141     |         |  |  |  |              |                      |         |         |         |         |              |
| ST. MARY'S ROAD      |         |                                                                                                                                                                                             |                  |                   | O                  | A       | 35      |         |  |  |  |              |                      |         |         |         |         |              |
| ORANGE               |         |                                                                                                                                                                                             |                  |                   |                    |         |         |         |  |  |  |              |                      |         |         |         |         |              |
|                      |         |                                                                                                                                                                                             |                  |                   |                    |         |         |         |  |  |  |              |                      |         |         |         |         |              |
| CARRBORO             | E-4942  | MAIN STREET, CARRBORO POST OFFICE TO NC 54. CONSTRUCT SIDEWALKS.                                                                                                                            | 8                | 8                 |                    |         |         |         |  |  |  |              |                      |         |         |         |         |              |
| ORANGE               |         |                                                                                                                                                                                             |                  |                   |                    |         |         |         |  |  |  |              |                      |         |         |         |         |              |
| UNDER CONSTRUCTION   |         |                                                                                                                                                                                             |                  |                   |                    |         |         |         |  |  |  |              |                      |         |         |         |         |              |
| CARRBORO             | E-4781  | CONSTRUCT A FIVE-FOOT SIDEWALK ALONG PORTIONS OF WESLEY STREET, HARGRAVES STREET, BREWER LANE AND LANDSCAPE.                                                                                | 93               | 93                |                    |         |         |         |  |  |  |              |                      |         |         |         |         |              |
| ORANGE               |         |                                                                                                                                                                                             |                  |                   |                    |         |         |         |  |  |  |              |                      |         |         |         |         |              |
| UNDER CONSTRUCTION   |         |                                                                                                                                                                                             |                  |                   |                    |         |         |         |  |  |  |              |                      |         |         |         |         |              |
| CARRBORO             | E-4545  | OLD FAYETTEVILLE ROAD, JONES FERRY ROAD TO AUTUMN WOODS APARTMENTS AND CAROLINA SPRING APARTMENTS TO CARRBORO PLAZA PARK AND RIDE LOT. CONSTRUCT SIDEWALK ALONG EAST SIDE.                  | 91               | 91                |                    |         |         |         |  |  |  |              |                      |         |         |         |         |              |
| ORANGE               |         |                                                                                                                                                                                             |                  |                   |                    |         |         |         |  |  |  |              |                      |         |         |         |         |              |
| UNDER CONSTRUCTION   |         |                                                                                                                                                                                             |                  |                   |                    |         |         |         |  |  |  |              |                      |         |         |         |         |              |
| CARRBORO             | E-4780  | CONSTRUCT A FIVE-FOOT SIDEWALK ON THE NORTH SIDE OF JONES FERRY ROAD AND LANDSCAPE.                                                                                                         | 23               | 23                |                    |         |         |         |  |  |  |              |                      |         |         |         |         |              |
| ORANGE               |         |                                                                                                                                                                                             |                  |                   |                    |         |         |         |  |  |  |              |                      |         |         |         |         |              |
| UNDER CONSTRUCTION   |         |                                                                                                                                                                                             |                  |                   |                    |         |         |         |  |  |  |              |                      |         |         |         |         |              |
| CHAPEL HILL          | E-3807B | LOWER BOOKER CREEK GREENWAY. CONSTRUCT BICYCLE/PEDESTRIAN FACILITIES, CONNECT EXISTING SIDEWALKS AND IMPROVE LANDSCAPING ADJACENT TO US 15-501 BYPASS (FORDHAM BOULEVARD) AND BOOKER CREEK. | 350              | 350               |                    |         |         |         |  |  |  |              |                      |         |         |         |         |              |
| ORANGE               |         |                                                                                                                                                                                             |                  |                   |                    |         |         |         |  |  |  |              |                      |         |         |         |         |              |
| UNDER CONSTRUCTION   |         |                                                                                                                                                                                             |                  |                   |                    |         |         |         |  |  |  |              |                      |         |         |         |         |              |
| DURHAM               | E-4924  | CLUB BOULEVARD, OVAL DRIVE TO OAKLAND AVENUE AT THE INTERSECTIONS OF WEST CLUB BOULEVARD WITH OVAL DRIVE AND OAKLAND AVENUE. CONSTRUCT A PEDESTRIAN MEDIAN AND A REFUGE ISLAND.             | 95               | 95                |                    |         |         |         |  |  |  |              |                      |         |         |         |         |              |
| DURHAM               |         |                                                                                                                                                                                             |                  |                   |                    |         |         |         |  |  |  |              |                      |         |         |         |         |              |
| UNDER CONSTRUCTION   |         |                                                                                                                                                                                             |                  |                   |                    |         |         |         |  |  |  |              |                      |         |         |         |         |              |
| DURHAM               | E-4529  | WEST POINT ON THE ENO PARK TO PENNY'S BEND NATURE RESERVE. CONSTRUCT OFF-ROAD MULTI-USE TRAIL.                                                                                              | 569              | 569               |                    |         |         |         |  |  |  |              |                      |         |         |         |         |              |
| DURHAM               |         |                                                                                                                                                                                             |                  |                   |                    |         |         |         |  |  |  |              |                      |         |         |         |         |              |
| UNDER CONSTRUCTION   |         |                                                                                                                                                                                             |                  |                   |                    |         |         |         |  |  |  |              |                      |         |         |         |         |              |

\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 11/14/07 Attachment 8

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

| ROUTE/CITY<br>COUNTY                                                                                             | ID<br>NUMBER | LOCATION / DESCRIPTION<br>(LENGTH)                                                                                                             | TOTAL<br>PROJ<br>COST<br>(THOU) | PRIOR<br>YEARS<br>COST<br>(THOU) | FUNDING<br>SOURCE | "DELIVERABLE STIP" |         |         |   |     |  | "DEVELOPMENTAL STIP" |         |         |         |         |         | "UNFUNDED"   |     |
|------------------------------------------------------------------------------------------------------------------|--------------|------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|----------------------------------|-------------------|--------------------|---------|---------|---|-----|--|----------------------|---------|---------|---------|---------|---------|--------------|-----|
|                                                                                                                  |              |                                                                                                                                                |                                 |                                  |                   | FY 2008            | FY 2009 | FY 2010 |   |     |  |                      | FY 2011 | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS |     |
| ENHANCEMENT PROJECTS (LOCAL PROJECTS)                                                                            |              |                                                                                                                                                |                                 |                                  |                   |                    |         |         |   |     |  |                      |         |         |         |         |         |              |     |
| VARIOUS                                                                                                          | U-4726       | DCHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION.                                                                                             | 4460                            | 210                              | STPDA             | C                  | 200     |         | C | 200 |  | C                    | 500     |         | C       | 500     |         | C            | 500 |
| CHATHAM                                                                                                          |              |                                                                                                                                                |                                 |                                  | O                 | C                  | 50      |         | C | 50  |  | C                    | 125     |         | C       | 125     |         | C            | 125 |
| DURHAM                                                                                                           |              |                                                                                                                                                |                                 |                                  |                   |                    |         |         |   |     |  |                      |         |         |         |         |         |              |     |
| ORANGE                                                                                                           |              |                                                                                                                                                |                                 |                                  |                   |                    |         |         |   |     |  |                      |         |         |         |         |         |              |     |
| PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS - IN PROGRESS                                          |              |                                                                                                                                                |                                 |                                  |                   |                    |         |         |   |     |  |                      |         |         |         |         |         |              |     |
| CARRBORO                                                                                                         | EL-4828      | MORGAN CREEK GREENWAY (WEST). SMITH LEVEL ROAD TO UNIVERSITY LAKE. CONSTRUCT GREENWAY.                                                         | 600                             |                                  | STPDA             | C                  | 480     |         |   |     |  |                      |         |         |         |         |         |              |     |
| ORANGE                                                                                                           |              |                                                                                                                                                |                                 |                                  | O                 | C                  | 120     |         |   |     |  |                      |         |         |         |         |         |              |     |
| PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS                                                        |              |                                                                                                                                                |                                 |                                  |                   |                    |         |         |   |     |  |                      |         |         |         |         |         |              |     |
| CARRBORO                                                                                                         | EL-4995      | DRY CREEK GREENWAY.                                                                                                                            | 700                             |                                  | STPDA             | C                  | 560     |         |   |     |  |                      |         |         |         |         |         |              |     |
| CHAPEL HILL                                                                                                      |              |                                                                                                                                                |                                 |                                  | O                 | C                  | 140     |         |   |     |  |                      |         |         |         |         |         |              |     |
| ORANGE                                                                                                           |              |                                                                                                                                                |                                 |                                  |                   |                    |         |         |   |     |  |                      |         |         |         |         |         |              |     |
| PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS                                                        |              |                                                                                                                                                |                                 |                                  |                   |                    |         |         |   |     |  |                      |         |         |         |         |         |              |     |
| CARRBORO                                                                                                         | EL-4994      | BOLIN CREEK GREENWAY.                                                                                                                          | 738                             |                                  | STPDA             | C                  | 590     |         |   |     |  |                      |         |         |         |         |         |              |     |
| ORANGE                                                                                                           |              |                                                                                                                                                |                                 |                                  | O                 | C                  | 148     |         |   |     |  |                      |         |         |         |         |         |              |     |
| PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY TOWN                                                          |              |                                                                                                                                                |                                 |                                  |                   |                    |         |         |   |     |  |                      |         |         |         |         |         |              |     |
| CHAPEL HILL                                                                                                      | EL-4601      | MORGAN CREEK GREENWAY (EAST). US 15-501-CULBETH ROAD TO SMITH LEVEL ROAD. TEN FOOT MULTI-USE ASPHALT PATH INCLUDING ACCESS TO MERRITT PASTURE. | 872                             | 72                               | O                 | C                  | 160     |         |   |     |  |                      |         |         |         |         |         |              |     |
| ORANGE                                                                                                           |              |                                                                                                                                                |                                 |                                  | STPDA             | C                  | 640     |         |   |     |  |                      |         |         |         |         |         |              |     |
| PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS                                                        |              |                                                                                                                                                |                                 |                                  |                   |                    |         |         |   |     |  |                      |         |         |         |         |         |              |     |
| CHAPEL HILL                                                                                                      | EL-5022      | UPPER BOOKER CREEK GREENWAY.                                                                                                                   | 720                             |                                  | STPDA             |                    |         |         |   |     |  |                      |         |         |         |         |         |              |     |
| ORANGE                                                                                                           |              |                                                                                                                                                |                                 |                                  | O                 |                    |         |         |   |     |  |                      |         |         |         |         |         |              |     |
| PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS                                                        |              |                                                                                                                                                |                                 |                                  |                   |                    |         |         |   |     |  |                      |         |         |         |         |         |              |     |
| DURHAM                                                                                                           | EL-4999      | BICYCLE AND PEDESTRIAN TRAILS IN DURHAM AND DURHAM COUNTY. ACQUISITION OF RAIL CORRIDORS AND CONSTRUCTION.                                     |                                 |                                  |                   |                    |         |         |   |     |  |                      |         |         |         |         |         |              |     |
| DURHAM                                                                                                           |              |                                                                                                                                                |                                 |                                  |                   |                    |         |         |   |     |  |                      |         |         |         |         |         |              |     |
| PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY - PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS |              |                                                                                                                                                |                                 |                                  |                   |                    |         |         |   |     |  |                      |         |         |         |         |         |              |     |

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 11/14/07 Attachment 8

|                                                           |              | TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK |                                 |                                  |                   |                           |         |         |   |                             |         | FISCAL YEARS |         |         |                   |  |  |  |  |  |  |
|-----------------------------------------------------------|--------------|------------------------------------------------------------|---------------------------------|----------------------------------|-------------------|---------------------------|---------|---------|---|-----------------------------|---------|--------------|---------|---------|-------------------|--|--|--|--|--|--|
| ROUTE/CITY<br>COUNTY                                      | ID<br>NUMBER | LOCATION / DESCRIPTION<br>(LENGTH)                         | TOTAL<br>PROJ<br>COST<br>(THOU) | PRIOR<br>YEARS<br>COST<br>(THOU) | FUNDING<br>SOURCE | <u>"DELIVERABLE STIP"</u> |         |         |   | <u>"DEVELOPMENTAL STIP"</u> |         |              |         |         | <u>"UNFUNDED"</u> |  |  |  |  |  |  |
|                                                           |              |                                                            |                                 |                                  |                   | FY 2008                   | FY 2009 | FY 2010 |   | FY 2011                     | FY 2012 | FY 2013      | FY 2014 | FY 2015 | FUTURE YEARS      |  |  |  |  |  |  |
| <b>ENHANCEMENT PROJECTS (LOCAL PROJECTS)</b>              |              |                                                            |                                 |                                  |                   |                           |         |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
| DURHAM                                                    | EL-2921E     | AMERICAN TOBACCO RAIL TRAIL. NC 54                         | 4762                            |                                  | DP                |                           |         |         | C | 246                         |         | C            | 246     |         |                   |  |  |  |  |  |  |
| DURHAM                                                    |              | TO CHATHAM COUNTY LINE. CONSTRUCT                          |                                 |                                  | HP                |                           |         |         | C | 1118                        |         | C            | 1118    |         |                   |  |  |  |  |  |  |
|                                                           |              | A MULTI-PURPOSE TRAIL.                                     |                                 |                                  | STPDA             |                           |         |         | C | 590                         |         | C            | 590     |         |                   |  |  |  |  |  |  |
|                                                           |              |                                                            |                                 |                                  | O                 |                           |         |         | C | 427                         |         | C            | 427     |         |                   |  |  |  |  |  |  |
| PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY CITY   |              |                                                            |                                 |                                  |                   |                           |         |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
| DURHAM                                                    | U-4724       | CORNWALLIS ROAD, SOUTH ROXBORO                             | 2270                            |                                  | STPDA             |                           |         |         | C | 1816                        |         |              |         |         |                   |  |  |  |  |  |  |
| DURHAM                                                    |              | ROAD TO UNIVERSITY DRIVE. BIKE                             |                                 |                                  | O                 |                           |         |         | C | 454                         |         |              |         |         |                   |  |  |  |  |  |  |
|                                                           |              | AND PEDESTRIAN FEATURES.                                   |                                 |                                  |                   |                           |         |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
| PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS |              |                                                            |                                 |                                  |                   |                           |         |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
| <b>HAZARD ELIMINATION PROJECTS</b>                        |              |                                                            |                                 |                                  |                   |                           |         |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
| I-40                                                      | W-5125       | EAST OF NC 147.                                            | 83                              |                                  | HES               |                           |         |         | C | 83                          |         |              |         |         |                   |  |  |  |  |  |  |
| DURHAM                                                    |              | INSTALL MEDIAN BARRIER. (0.25 MILE)                        |                                 |                                  |                   |                           |         |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
| <b>STRATEGIC HIGHWAY CORRIDOR</b>                         |              |                                                            |                                 |                                  |                   |                           |         |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
| I-540, SR 3097                                            | W-4814       | I-540, I-40 EASTWARD TO EAST OF US 1                       | 195                             | 195                              |                   |                           |         |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
| AVIATION PARKWAY                                          |              | (CAPITAL BOULEVARD) AND SR 3097                            |                                 |                                  |                   |                           |         |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
| DURHAM                                                    |              | (AVIATION PARKWAY), TERMINAL                               |                                 |                                  |                   |                           |         |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
| WAKE                                                      |              | BOULEVARD NORTHWARD TO SR 1644                             |                                 |                                  |                   |                           |         |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
|                                                           |              | (GLOBE ROAD). INSTALL MILLED RUMBLE                        |                                 |                                  |                   |                           |         |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
|                                                           |              | STRIPS ON THE INSIDE AND OUTSIDE                           |                                 |                                  |                   |                           |         |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
|                                                           |              | PAVED SHOULDERS.                                           |                                 |                                  |                   |                           |         |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
| <b>UNDER CONSTRUCTION</b>                                 |              |                                                            |                                 |                                  |                   |                           |         |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
| US 501                                                    | SF-4905A     | SR 1601 (MOORES MILL ROAD)-SR 1468                         | 98                              | 98                               |                   |                           |         |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
| DURHAM                                                    |              | (QUAIL ROOST FARM ROAD). INSTALL                           |                                 |                                  |                   |                           |         |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
|                                                           |              | TRAFFIC SIGNAL.                                            |                                 |                                  |                   |                           |         |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
| <b>DIVISION PROJECT - UNDER CONSTRUCTION</b>              |              |                                                            |                                 |                                  |                   |                           |         |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
| NC 57                                                     | SF-4907C     | INSTALL CENTER TRAFFIC ISLANDS WITH                        | 166                             |                                  | HES               | R                         | 50      |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
| NC 157                                                    |              | STOP SIGNS AND MAKE SIGHT DISTANCE                         |                                 |                                  | HES               | C                         | 116     |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
| ORANGE                                                    |              | IMPROVEMENTS.                                              |                                 |                                  |                   |                           |         |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
| US 70                                                     | SF-4907B     | INSTALL RIGHT TURN LANE.                                   | 130                             |                                  | HES               | R                         | 5       |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
| NC 751                                                    |              |                                                            |                                 |                                  | HES               | C                         | 125     |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
| ORANGE                                                    |              |                                                            |                                 |                                  |                   |                           |         |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
| NC 751                                                    | SF-4908I     | INTERSECTION WITH SR 1731 (O'KELLY                         | 146                             |                                  | HES               | R                         | 6       |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
| CHATHAM                                                   |              | CHURCH ROAD). INSTALL TRAFFIC                              |                                 |                                  | HES               | C                         | 140     |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |
|                                                           |              | SIGNAL AND LEFT TURN LANE.                                 |                                 |                                  |                   |                           |         |         |   |                             |         |              |         |         |                   |  |  |  |  |  |  |

## TAC 11/14/07 Attachment 8

## FISCAL YEARS

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

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 11/14/07 Attachment 8

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

| ROUTE/CITY<br>COUNTY                                      | ID<br>NUMBER | LOCATION / DESCRIPTION<br>(LENGTH)                                                                             | TOTAL<br>PROJ<br>COST<br>(THOU) | PRIOR<br>YEARS<br>COST<br>(THOU) | FUNDING<br>SOURCE | FISCAL YEARS              |                |                    |  |                             |                    |                    |         | <u>"UNFUNDED"</u><br>FUTURE YEARS |  |        |
|-----------------------------------------------------------|--------------|----------------------------------------------------------------------------------------------------------------|---------------------------------|----------------------------------|-------------------|---------------------------|----------------|--------------------|--|-----------------------------|--------------------|--------------------|---------|-----------------------------------|--|--------|
|                                                           |              |                                                                                                                |                                 |                                  |                   | <u>"DELIVERABLE STIP"</u> |                |                    |  | <u>"DEVELOPMENTAL STIP"</u> |                    |                    |         |                                   |  |        |
|                                                           |              |                                                                                                                |                                 |                                  |                   | FY 2008                   | FY 2009        | FY 2010            |  | FY 2011                     | FY 2012            | FY 2013            | FY 2014 | FY 2015                           |  |        |
| <b>PASSENGER RAIL PROJECTS</b>                            |              |                                                                                                                |                                 |                                  |                   |                           |                |                    |  |                             |                    |                    |         |                                   |  |        |
| CARRBORO<br>ORANGE                                        | Z-4007B      | SR 1927 (BREWER ROAD) IN CARRBORO<br>AT NORFOLK SOUTHERN RAILWAY<br>CROSSING 735 179M. SAFETY<br>IMPROVEMENTS. | 95                              | 95                               |                   |                           |                |                    |  |                             |                    |                    |         |                                   |  |        |
| FUNDED - CONSTRUCTION NOT AUTHORIZED                      |              |                                                                                                                |                                 |                                  |                   |                           |                |                    |  |                             |                    |                    |         |                                   |  |        |
| DURHAM<br>DURHAM                                          | P-3802       | STATION CONSTRUCTION.                                                                                          | 3000                            |                                  | CMAQ              |                           |                |                    |  |                             |                    |                    |         |                                   |  | C 3000 |
| <b>PUBLIC TRANSPORTATION PROJECTS</b>                     |              |                                                                                                                |                                 |                                  |                   |                           |                |                    |  |                             |                    |                    |         |                                   |  |        |
| TRIANGLE TRANSIT<br>AUTHORITY<br>DURHAM<br>ORANGE<br>WAKE | TA-4818      | REPLACEMENT BUSES.<br>17 - FY 2009<br>15 - FY 2011<br>11 - FY 2012                                             | 14620                           |                                  | FED<br>L<br>STAT  |                           | CP<br>CP<br>CP | 4624<br>578<br>578 |  | CP<br>CP<br>CP              | 4080<br>510<br>510 | 2992<br>374<br>374 |         |                                   |  |        |
| UNFUNDED PROJECT                                          |              |                                                                                                                |                                 |                                  |                   |                           |                |                    |  |                             |                    |                    |         |                                   |  |        |
| TRIANGLE TRANSIT<br>AUTHORITY<br>DURHAM<br>ORANGE<br>WAKE | TA-4994      | PARATRANSIT FLEET REPLACEMENT.                                                                                 | 32                              |                                  | FEDU<br>L<br>STAT |                           | CP<br>CP<br>CP | 26<br>3<br>3       |  |                             |                    |                    |         |                                   |  |        |
| UNFUNDED PROJECT                                          |              |                                                                                                                |                                 |                                  |                   |                           |                |                    |  |                             |                    |                    |         |                                   |  |        |
| TRIANGLE TRANSIT<br>AUTHORITY<br>DURHAM<br>ORANGE<br>WAKE | TA-4993      | PARATRANSIT FLEET EXPANSION.                                                                                   | 67                              |                                  | FEDU<br>L<br>STAT |                           | CP<br>CP<br>CP | 53<br>7<br>7       |  |                             |                    |                    |         |                                   |  |        |
| UNFUNDED PROJECT                                          |              |                                                                                                                |                                 |                                  |                   |                           |                |                    |  |                             |                    |                    |         |                                   |  |        |
| TRIANGLE TRANSIT<br>AUTHORITY<br>DURHAM<br>ORANGE<br>WAKE | TA-4992      | VANPOOL FLEET EXPANSION.                                                                                       | 890                             |                                  | FEDU<br>L         |                           | CP<br>CP       | 712<br>178         |  |                             |                    |                    |         |                                   |  |        |
| UNFUNDED PROJECT                                          |              |                                                                                                                |                                 |                                  |                   |                           |                |                    |  |                             |                    |                    |         |                                   |  |        |
| TRIANGLE TRANSIT<br>AUTHORITY<br>DURHAM<br>WAKE           | TD-4944      | I-40 BUS BYPASS SHOULDER PROJECT.                                                                              | 800                             |                                  | FEDU<br>L<br>STAT |                           | CP<br>CP<br>CP | 640<br>80<br>80    |  |                             |                    |                    |         |                                   |  |        |

\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 11/14/07 Attachment 8

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

| ROUTE/CITY<br>COUNTY                                      | ID<br>NUMBER | LOCATION / DESCRIPTION<br>(LENGTH)                                                                                      | TOTAL<br>PROJ<br>COST<br>(THOU) | PRIOR<br>YEARS<br>COST<br>(THOU) | FUNDING<br>SOURCE | "DELIVERABLE STIP" |         |         |         | FISCAL YEARS |         |         |         |              | "UNFUNDED" |      |    |      |    |      |  |  |  |  |
|-----------------------------------------------------------|--------------|-------------------------------------------------------------------------------------------------------------------------|---------------------------------|----------------------------------|-------------------|--------------------|---------|---------|---------|--------------|---------|---------|---------|--------------|------------|------|----|------|----|------|--|--|--|--|
|                                                           |              |                                                                                                                         |                                 |                                  |                   | FY 2008            | FY 2009 | FY 2010 | FY 2011 | FY 2012      | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS |            |      |    |      |    |      |  |  |  |  |
| PUBLIC TRANSPORTATION PROJECTS                            |              |                                                                                                                         |                                 |                                  |                   |                    |         |         |         |              |         |         |         |              |            |      |    |      |    |      |  |  |  |  |
| TRIANGLE TRANSIT<br>AUTHORITY<br>DURHAM<br>ORANGE<br>WAKE | TE-4903      | ALTERNATIVES ANALYSIS FOR MAJOR<br>TRANSIT CORRIDOR PROJECT.                                                            | 2000                            |                                  | L                 |                    |         | CP      | 500     | CP           | 500     |         |         |              |            |      |    |      |    |      |  |  |  |  |
|                                                           |              |                                                                                                                         |                                 |                                  | STAT              |                    |         | CP      | 500     | CP           | 500     |         |         |              |            |      |    |      |    |      |  |  |  |  |
| UNFUNDED PROJECT                                          |              |                                                                                                                         |                                 |                                  |                   |                    |         |         |         |              |         |         |         |              |            |      |    |      |    |      |  |  |  |  |
| TRIANGLE TRANSIT<br>AUTHORITY<br>DURHAM<br>ORANGE         | TE-4706B     | FIXED GUIDEWAY PROJECT FOR US 15-501<br>PRELIMINARY ENGINEERING AND DESIGN.                                             | 2749                            |                                  | FED               |                    |         |         |         |              |         |         |         | CP           | 1649       |      |    |      |    |      |  |  |  |  |
|                                                           |              |                                                                                                                         |                                 |                                  | L                 |                    |         |         |         |              |         |         |         | CP           | 550        |      |    |      |    |      |  |  |  |  |
|                                                           |              |                                                                                                                         |                                 |                                  | STAT              |                    |         |         |         |              |         |         |         | CP           | 550        |      |    |      |    |      |  |  |  |  |
| UNFUNDED PROJECT                                          |              |                                                                                                                         |                                 |                                  |                   |                    |         |         |         |              |         |         |         |              |            |      |    |      |    |      |  |  |  |  |
| CHAPEL HILL<br>ORANGE                                     | C-4931       | PROVIDE SHARED FEEDER SERVICE TO<br>AREAS NOT RECEIVING REGULAR BUS<br>SERVICE. CMAQ FUNDS TO BE<br>TRANSFERRED TO FTA. | 52                              | 24                               | CMAQ              | O                  | 14      |         |         |              |         |         |         |              |            |      |    |      |    |      |  |  |  |  |
|                                                           |              |                                                                                                                         |                                 |                                  | L                 | O                  | 14      |         |         |              |         |         |         |              |            |      |    |      |    |      |  |  |  |  |
| UNFUNDED PROJECT                                          |              |                                                                                                                         |                                 |                                  |                   |                    |         |         |         |              |         |         |         |              |            |      |    |      |    |      |  |  |  |  |
| CHAPEL HILL<br>ORANGE                                     | C-4930       | PURCHASE 1 HYBRID ELECTRIC BUSES.<br>CMAQ FUNDS TO BE TRANSFERRED TO<br>FTA.                                            | 588                             |                                  | CMAQ              | CP                 | 470     |         |         |              |         |         |         |              |            |      |    |      |    |      |  |  |  |  |
|                                                           |              |                                                                                                                         |                                 |                                  | L                 | CP                 | 118     |         |         |              |         |         |         |              |            |      |    |      |    |      |  |  |  |  |
| UNFUNDED PROJECT                                          |              |                                                                                                                         |                                 |                                  |                   |                    |         |         |         |              |         |         |         |              |            |      |    |      |    |      |  |  |  |  |
| CHAPEL HILL<br>ORANGE                                     | TA-4726      | REPLACEMENT BUSES.<br>12 - FY 2009<br>8 - FY 2010<br>16 - FY 2011<br>6 - FY 2012<br>17 - FY 2013<br>10 - FY 2014        | 26408                           |                                  | FED               |                    |         | CP      | 3890    | CP           | 2700    |         | CP      | 5781         | CP         | 2258 | CP | 4642 | CP | 2739 |  |  |  |  |
|                                                           |              |                                                                                                                         |                                 |                                  | L                 |                    |         | CP      | 422     | CP           | 288     |         | CP      | 624          | CP         | 245  | CP | 503  | CP | 247  |  |  |  |  |
|                                                           |              |                                                                                                                         |                                 |                                  | STAT              |                    |         | CP      | 375     | CP           | 256     |         | CP      | 555          | CP         | 217  | CP | 447  | CP | 219  |  |  |  |  |
| UNFUNDED PROJECT                                          |              |                                                                                                                         |                                 |                                  |                   |                    |         |         |         |              |         |         |         |              |            |      |    |      |    |      |  |  |  |  |
| CHAPEL HILL<br>ORANGE                                     | TA-4979      | REPLACEMENT VANS.<br>7 - FY 2010<br>4 - FY 2011                                                                         | 377                             |                                  | FED               |                    |         |         |         | CP           | 168     |         | CP      | 160          |            |      |    |      |    |      |  |  |  |  |
|                                                           |              |                                                                                                                         |                                 |                                  | L                 |                    |         |         |         | CP           | 34      |         | CP      | 15           |            |      |    |      |    |      |  |  |  |  |
| UNFUNDED PROJECT                                          |              |                                                                                                                         |                                 |                                  |                   |                    |         |         |         |              |         |         |         |              |            |      |    |      |    |      |  |  |  |  |
| CHAPEL HILL<br>ORANGE                                     | TA-4748      | REPLACEMENT VANS.<br>1 - FY 2008<br>8 - FY 2009<br>1 - FY 2010<br>4 - FY 2011<br>1 - FY 2012<br>8 - FY 2013             | 1559                            |                                  | FED               | CP                 | 36      | CP      | 288     | CP           | 36      |         | CP      | 144          | CP         | 37   | CP | 704  |    |      |  |  |  |  |
|                                                           |              |                                                                                                                         |                                 |                                  | L                 | CP                 | 5       | CP      | 36      | CP           | 5       |         | CP      | 18           | CP         | 5    | CP | 88   |    |      |  |  |  |  |
|                                                           |              |                                                                                                                         |                                 |                                  | STAT              | CP                 | 5       | CP      | 36      | CP           | 5       |         | CP      | 18           | CP         | 5    | CP | 88   |    |      |  |  |  |  |
| UNFUNDED PROJECT                                          |              |                                                                                                                         |                                 |                                  |                   |                    |         |         |         |              |         |         |         |              |            |      |    |      |    |      |  |  |  |  |

\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 11/14/07 Attachment 8

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

| ROUTE/CITY<br>COUNTY           | ID<br>NUMBER | LOCATION / DESCRIPTION<br>(LENGTH)                                                                                                                                      | TOTAL<br>PROJ<br>COST<br>(THOU) | PRIOR<br>YEARS<br>COST<br>(THOU) | FUNDING<br>SOURCE | "DELIVERABLE STIP" |         |         |    | "DEVELOPMENTAL STIP" |         |         |         |         |              | "UNFUNDED" |      |      |  |  |  |
|--------------------------------|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|----------------------------------|-------------------|--------------------|---------|---------|----|----------------------|---------|---------|---------|---------|--------------|------------|------|------|--|--|--|
|                                |              |                                                                                                                                                                         |                                 |                                  |                   | FY 2008            | FY 2009 | FY 2010 |    | FY 2011              | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS |            |      |      |  |  |  |
| PUBLIC TRANSPORTATION PROJECTS |              |                                                                                                                                                                         |                                 |                                  |                   |                    |         |         |    |                      |         |         |         |         |              |            |      |      |  |  |  |
| CHAPEL HILL<br>ORANGE          | TA-4995      | EXPANSION BUSES.<br>3 - FY 2013<br>3 - FY 2014<br>3 - FY 2015                                                                                                           | 4131                            |                                  | FEDU              |                    |         |         |    |                      |         |         | CP      | 1201    | CP           | 1147       | CP   | 1147 |  |  |  |
|                                |              |                                                                                                                                                                         |                                 |                                  | L                 |                    |         |         |    |                      |         |         | CP      | 130     | CP           | 103        | CP   | 103  |  |  |  |
|                                |              |                                                                                                                                                                         |                                 |                                  | STAT              |                    |         |         |    |                      |         |         | CP      | 116     | CP           | 92         | CP   | 92   |  |  |  |
| UNFUNDED PROJECT               |              |                                                                                                                                                                         |                                 |                                  |                   |                    |         |         |    |                      |         |         |         |         |              |            |      |      |  |  |  |
| CHAPEL HILL<br>ORANGE          | TA-4981      | SEDANS/WAGONS/4X4 - 2.                                                                                                                                                  | 60                              |                                  | FED               |                    |         |         |    |                      | CP      | 48      |         |         |              |            |      |      |  |  |  |
|                                |              |                                                                                                                                                                         |                                 |                                  | L                 |                    |         |         |    |                      | CP      | 12      |         |         |              |            |      |      |  |  |  |
| UNFUNDED PROJECT               |              |                                                                                                                                                                         |                                 |                                  |                   |                    |         |         |    |                      |         |         |         |         |              |            |      |      |  |  |  |
| CHAPEL HILL<br>ORANGE          | TD-4909      | PARK AND RIDE LOT EXPANSION NC 54.<br>DESIGN AND LAND ACQUISITION FY 2011<br>CONSTRUCTION FY 1012.                                                                      | 4000                            |                                  | FED               |                    |         |         |    |                      |         |         | CP      | 1600    | CP           | 1600       |      |      |  |  |  |
|                                |              |                                                                                                                                                                         |                                 |                                  | L                 |                    |         |         |    |                      |         |         | CP      | 200     | CP           | 200        |      |      |  |  |  |
|                                |              |                                                                                                                                                                         |                                 |                                  | STAT              |                    |         |         |    |                      |         |         | CP      | 200     | CP           | 200        |      |      |  |  |  |
| UNFUNDED PROJECT               |              |                                                                                                                                                                         |                                 |                                  |                   |                    |         |         |    |                      |         |         |         |         |              |            |      |      |  |  |  |
| CHAPEL HILL<br>ORANGE          | TD-4710A     | PARK AND RIDE LOT. DESIGN AND<br>LAND ACQUISITION - FY 2008.                                                                                                            | 375                             |                                  | FBUS              | CP                 | 301     |         |    |                      |         |         |         |         |              |            |      |      |  |  |  |
|                                |              |                                                                                                                                                                         |                                 |                                  | L                 | CP                 | 37      |         |    |                      |         |         |         |         |              |            |      |      |  |  |  |
|                                |              |                                                                                                                                                                         |                                 |                                  | STAT              | CP                 | 37      |         |    |                      |         |         |         |         |              |            |      |      |  |  |  |
| UNFUNDED PROJECT               |              |                                                                                                                                                                         |                                 |                                  |                   |                    |         |         |    |                      |         |         |         |         |              |            |      |      |  |  |  |
| CHAPEL HILL<br>ORANGE          | TD-4710B     | PARK AND RIDE LOT.<br>CONSTRUCTION - FY 2009.                                                                                                                           | 2000                            |                                  | FEDU              |                    |         |         | CP | 1600                 |         |         |         |         |              |            |      |      |  |  |  |
|                                |              |                                                                                                                                                                         |                                 |                                  | L                 |                    |         |         | CP | 200                  |         |         |         |         |              |            |      |      |  |  |  |
|                                |              |                                                                                                                                                                         |                                 |                                  | STAT              |                    |         |         | CP | 200                  |         |         |         |         |              |            |      |      |  |  |  |
| UNFUNDED PROJECT               |              |                                                                                                                                                                         |                                 |                                  |                   |                    |         |         |    |                      |         |         |         |         |              |            |      |      |  |  |  |
| CHAPEL HILL<br>ORANGE          | TG-4732      | REPLACEMENT SUPPORT VEHICLES.<br>2 - FY 2008<br>2 - FY 2011<br>3 - FY 2012<br>15 - FY 2013                                                                              | 818                             |                                  | FEDU              | CP                 | 34      |         |    |                      |         |         | CP      | 38      | CP           | 70         | CP   | 514  |  |  |  |
|                                |              |                                                                                                                                                                         |                                 |                                  | L                 | CP                 | 8       |         |    |                      |         |         | CP      | 9       | CP           | 17         | CP   | 128  |  |  |  |
| UNFUNDED PROJECT               |              |                                                                                                                                                                         |                                 |                                  |                   |                    |         |         |    |                      |         |         |         |         |              |            |      |      |  |  |  |
| CHAPEL HILL<br>ORANGE          | TG-4731      | PREVENTIVE MAINTENANCE,<br>ASSOCIATED CAPITAL MAINTENANCE<br>ITEMS, ROUTINE CAPITAL ITEMS--OFFICE<br>AND SHOP EQUIPMENT, PASSENGER<br>AMENITIES, SERVICE VEHICLES, ETC. | 13250                           |                                  | FUZ               | CP                 | 1669    |         | CP | 1869                 |         | CP      | 2093    | CP      | 2344         | CP         | 2626 |      |  |  |  |
|                                |              |                                                                                                                                                                         |                                 |                                  | L                 | CP                 | 417     |         | CP | 467                  |         | CP      | 523     | CP      | 586          | CP         | 656  |      |  |  |  |

\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 11/14/07 Attachment 8

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

| ROUTE/CITY<br>COUNTY           | ID<br>NUMBER | LOCATION / DESCRIPTION<br>(LENGTH)                                                                                                                | TOTAL<br>PROJ<br>COST<br>(THOU) | PRIOR<br>YEARS<br>COST<br>(THOU) | FUNDING<br>SOURCE | "DELIVERABLE STIP" |         |         |      | "DEVELOPMENTAL STIP" |         |         |         |         | "UNFUNDED"   |    |      |
|--------------------------------|--------------|---------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|----------------------------------|-------------------|--------------------|---------|---------|------|----------------------|---------|---------|---------|---------|--------------|----|------|
|                                |              |                                                                                                                                                   |                                 |                                  |                   | FY 2008            | FY 2009 | FY 2010 |      | FY 2011              | FY 2012 | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS |    |      |
| PUBLIC TRANSPORTATION PROJECTS |              |                                                                                                                                                   |                                 |                                  |                   |                    |         |         |      |                      |         |         |         |         |              |    |      |
| COUNTYWIDE<br>DURHAM           | TJ-4931      | PROVIDE OPERATING ASSISTANCE<br>TO COUNTIES AND COMMUNITY<br>TRANSPORTATION SYSTEMS TO<br>MEET WORK FIRST AND EMPLOYMENT<br>TRANSPORTATION NEEDS. | 64                              |                                  | OAWF              | O                  | 8       | O       | 8    | O                    | 8       | O       | 8       | O       | 8            | O  | 8    |
| COUNTYWIDE<br>DURHAM           | TL-4931      | PROVIDE OPERATING ASSISTANCE<br>FOR ADDITIONAL TRANSPORTATION<br>SERVICES TO THE ELDERLY AND<br>DISABLED.                                         | 760                             |                                  | EDTAP             | O                  | 95      | O       | 95   | O                    | 95      | O       | 95      | O       | 95           | O  | 95   |
| COUNTYWIDE<br>DURHAM           | TR-4931      | PROVIDE MAINTENANCE ASSISTANCE<br>FOR COMMUNITY TRANSPORTATION<br>SYSTEMS TO SERVE THE RURAL<br>GENERAL PUBLIC.                                   | 280                             |                                  | RGP               | O                  | 35      | O       | 35   | O                    | 35      | O       | 35      | O       | 35           | O  | 35   |
| DURHAM<br>DURHAM               | C-4927       | PURCHASE 1 HYBRID ELECTRIC BUS.<br>CMAQ FUNDS TO BE TRANSFERRED TO<br>FTA.                                                                        | 1500                            | 750                              | CMAQ              | CP                 | 587     |         |      |                      |         |         |         |         |              |    |      |
|                                |              |                                                                                                                                                   |                                 |                                  | L                 | CP                 | 163     |         |      |                      |         |         |         |         |              |    |      |
| DURHAM<br>DURHAM               | TA-4923      | 11 - REPLACEMENT BUSES.                                                                                                                           | 3850                            |                                  | FED               |                    |         |         |      |                      |         |         |         |         |              |    |      |
|                                |              |                                                                                                                                                   |                                 |                                  | L                 |                    |         |         |      |                      |         |         |         |         |              |    |      |
|                                |              |                                                                                                                                                   |                                 |                                  | STAT              |                    |         |         |      |                      |         |         |         |         |              |    |      |
|                                |              |                                                                                                                                                   |                                 |                                  |                   |                    |         |         |      |                      |         |         |         |         |              |    |      |
| UNFUNDED PROJECT               |              |                                                                                                                                                   |                                 |                                  |                   |                    |         |         |      |                      |         |         |         |         |              |    |      |
| DURHAM<br>DURHAM               | TA-4757      | 6 - EXPANSION VANS.                                                                                                                               | 226                             |                                  | FED               | CP                 | 180     |         |      |                      |         |         |         |         |              |    |      |
|                                |              |                                                                                                                                                   |                                 |                                  | L                 | CP                 | 23      |         |      |                      |         |         |         |         |              |    |      |
|                                |              |                                                                                                                                                   |                                 |                                  | STAT              | CP                 | 23      |         |      |                      |         |         |         |         |              |    |      |
| UNFUNDED PROJECT               |              |                                                                                                                                                   |                                 |                                  |                   |                    |         |         |      |                      |         |         |         |         |              |    |      |
| DURHAM<br>DURHAM               | TG-4738      | PREVENTIVE MAINTENANCE AND<br>ROUTINE CAPITAL ITEMS, SPARE<br>PARTS, OFFICE AND SHOP EQUIPMENT,<br>PASSENGER AMENITIES, SERVICE<br>VEHICLES, ETC. | 25107                           |                                  | FUZ               | CP                 | 2299    | CP      | 2414 | CP                   | 2535    | CP      | 2535    | CP      | 2582         | CP | 2670 |
|                                |              |                                                                                                                                                   |                                 |                                  | L                 | CP                 | 548     | CP      | 604  | CP                   | 634     | CP      | 634     | CP      | 646          | CP | 668  |
| DURHAM<br>DURHAM               | TG-4958      | PASSENGER AMENITIES - SHELTERS,<br>BENCHES, TRASH CANS, SOLAR LIGHTS.                                                                             | 479                             |                                  | FEDU              |                    |         | CP      | 394  |                      |         |         |         |         |              |    |      |
|                                |              |                                                                                                                                                   |                                 |                                  | L                 |                    |         | CP      | 85   |                      |         |         |         |         |              |    |      |
| UNFUNDED PROJECT               |              |                                                                                                                                                   |                                 |                                  |                   |                    |         |         |      |                      |         |         |         |         |              |    |      |

\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 11/14/07 Attachment 8

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

| ROUTE/CITY<br>COUNTY           | ID<br>NUMBER | LOCATION / DESCRIPTION<br>(LENGTH)       | TOTAL<br>PROJ<br>COST<br>(THOU) | PRIOR<br>YEARS<br>COST<br>(THOU) | FUNDING<br>SOURCE | <u>"DELIVERABLE STIP"</u> |         |         |         | <u>"DEVELOPMENTAL STIP"</u> |         |         |         |              |  |  |  |  |  | <u>"UNFUNDED"</u> |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------------------|--------------|------------------------------------------|---------------------------------|----------------------------------|-------------------|---------------------------|---------|---------|---------|-----------------------------|---------|---------|---------|--------------|--|--|--|--|--|-------------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
|                                |              |                                          |                                 |                                  |                   | FY 2008                   | FY 2009 | FY 2010 | FY 2011 | FY 2012                     | FY 2013 | FY 2014 | FY 2015 | FUTURE YEARS |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PUBLIC TRANSPORTATION PROJECTS |              |                                          |                                 |                                  |                   |                           |         |         |         |                             |         |         |         |              |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| DURHAM COUNTYWIDE<br>DURHAM    | TD-4945      | PARK AND RIDE LOT IN NORTHERN<br>DURHAM. | 1176                            |                                  | FEDU              |                           |         |         | CP      | 940                         |         |         |         |              |  |  |  |  |  |                   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

**DIVISION: 5****CHANGES BETWEEN THE 07-13 TIP AND THE DRAFT 08-15 TIP**

| PROJECT | COUNTY           | ROUTE/CITY    | DESCRIPTION                                                                                                                                                            | COMMENTS                                                                                                                                                              |
|---------|------------------|---------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-0914B | VANCE<br>WARREN  | I-85          | US 158 (MILEPOST 213.5) IN VANCE COUNTY TO VIRGINIA STATE LINE. PAVEMENT REHABILITATION                                                                                | BASED ON PRIORITY NEEDS, CONSTRUCTION FUNDED IN FY 14.                                                                                                                |
| I-4744  | WAKE             | I-40          | SR 1728 (WADE AVENUE, MILEPOST 289) TO I-440/US 1-64 (MILEPOST 293). ADD LANES.                                                                                        | BASED ON PRIORITY NEEDS, RIGHT-OF-WAY FUNDED IN FY 09 AND CONSTRUCTION FUNDED IN FY 10.                                                                               |
| I-5104  | DURHAM           | I-40<br>I-540 | I-540/I-40 INTERCHANGE IMPROVEMENTS. ADD LANE ON I-540 WESTBOUND COLLECTOR-DISTRIBUTOR TO I-40 AND ADD AUXILIARY LANE ON I-40 WESTBOUND, I-540 TO SR 1973 (PAGE ROAD). | BASED ON PRIORITY NEED, RIGHT-OF-WAY FUNDED IN FY 09 AND CONSTRUCTION FUNDED IN FY 10.                                                                                |
| R-2241  | PERSON           | US 501        | US 501 IN ROXBORO TO THE VIRGINIA STATE LINE. WIDEN TO MULTI-LANES, PART ON NEW LOCATION.                                                                              | BASED ON PRIORITY NEEDS, RIGHT-OF-WAY FOR SEGMENT B FUNDED IN FY 15.                                                                                                  |
| R-2257  | GRANVILLE        | US 158        | OXFORD OUTER LOOP, US 158 BUSINESS WEST OF OXFORD TO US 158 BUSINESS EAST OF OXFORD. WIDEN TO MULTI-LANES.                                                             | TO ASSIST IN BALANCING FUNDS, RIGHT-OF-WAY DELAYED FROM FY 10 TO FY 11.                                                                                               |
| R-2814  | WAKE<br>FRANKLIN | US 401        | NORTH OF SR 2044 (LIGON MILL ROAD) TO NC 39 IN LOUISBURG. WIDEN TO MULTI-LANES, SOME NEW LOCATION..                                                                    | BASED ON PRIORITY NEEDS, RIGHT-OF-WAY FOR SEGMENT C FUNDED IN FY 14, AND RIGHT-OF-WAY FOR SEGMENT D FUNDED IN FY 15.                                                  |
| R-3608  | FRANKLIN         | US 401-NC 39  | LOUISBURG, US 401-NC 39 (BICKETT BOULEVARD), NC 56-581 (NASH STREET) TO SR 1229 (MAIN STREET). WIDEN TO MULTI-LANES.                                                   | BASED ON PRIORITY NEEDS, RIGHT-OF-WAY FUNDED IN FY 14 AND CONSTRUCTION FUNDED IN FY 15.                                                                               |
| U-0071  | DURHAM           | DURHAM        | EAST END CONNECTOR, NC 147 (BUCK DEAN FREEWAY) TO NORTH OF NC 98. MULTI-LANE DIVIDED, PART ON NEW LOCATION.                                                            | TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 12 TO FY 14.                                                                                               |
| U-4704  | ORANGE<br>DURHAM | CHAPEL HILL   | CHAPEL HILL-CARRBORO COMPUTERIZED TRAFFIC SIGNAL SYSTEM.                                                                                                               | BASED ON PRIORITY NEEDS, CONSTRUCTION ACCELERATED FROM FY 11 TO FY 09.                                                                                                |
| U-4901  | WAKE             | RALEIGH       | SR 2000 (FALLS OF NEUSE ROAD). WIDEN TO MULTILANES AND REALIGNMENT FROM RAVEN RIDGE ROAD TO NORTH OF NEUSE RIVER INCLUDING NEW STRUCTURE OVER THE NEUSE RIVER.         | TO REFLECT CITY DELIVERY SCHEDULE, RIGHT-OF-WAY FOR SEGMENTS A AND B ACCELERATED FROM FY 09 TO FY 08, AND CONSTRUCTION FOR SEGMENT B ACCELERATED FROM FY 11 TO FY 09. |

**DIVISION: 7****CHANGES BETWEEN THE 07-13 TIP AND THE DRAFT 08-15 TIP**

| PROJECT | COUNTY   | ROUTE/CITY                   | DESCRIPTION                                                                                                                       | COMMENTS                                                                                                                                                              |
|---------|----------|------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-0305  | ORANGE   | I-85                         | I-40 AT HILLSBOROUGH TO DURHAM COUNTY LINE. WIDEN TO SIX LANES AND RECONSTRUCT INTERCHANGES AND STRUCTURES.                       | TO ASSIST IN BALANCING FUNDS, RIGHT-OF-WAY DELAYED FROM FY 10 TO FY 12, AND CONSTRUCTION DELAYED FROM FY 12 TO FY 15.                                                 |
| R-2611  | GUILFORD | SR 1008 (WEST MARKET STREET) | SR 2007 AT COLFAX TO NC 68. WIDEN TO MULTI-LANES.                                                                                 | TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, RIGHT-OF-WAY DELAYED FROM FY 08 TO FY 09 AND CONSTRUCTION DELAYED FROM FY10 TO FY 11.                               |
| U-0624  | ORANGE   | CHAPEL HILL                  | NC 86 (SOUTH COLUMBIA STREET), SR 1906 PUREFOY ROAD) TO SR 1902 (MANNING DRIVE). CORRIDOR UPGRADE TO INCLUDE BICYCLE LANES.       | BASED ON PRIORITY NEEDS, CONSTRUCTION ACCELERATED FROM FY 10 TO FY 09.                                                                                                |
| U-2412  | GUILFORD | GREENSBORO HIGH POINT        | SR 1486-SR 1421 (GREENSBORO-HIGH POINT ROAD), HILLTOP ROAD TO PROPOSED US 311 BYPASS. WIDEN TO MULTI-LANES, PART ON NEW LOCATION. | TO ASSIST IN BALANCING FUNDS, CONSTRUCTION FOR SEGMENT A DELAYED FROM FY 12 TO FY 13, AND CONSTRUCTION FOR SEGMENT B DELAYED FROM FY 11 TO FY 12.                     |
| U-2524  | GUILFORD | GREENSBORO                   | WESTERN LOOP, NORTH OF I-85 TO LAWDALE DRIVE. CONSTRUCT FREEWAY ON NEW LOCATION.                                                  | TO COORDINATE WITH PROJECT U-2412, CONSTRUCTION FOR SEGMENT AE DELAYED FROM FY 11 TO FY 12.                                                                           |
| U-2525  | GUILFORD | GREENSBORO                   | EASTERN LOOP, LAWDALE DRIVE TO NORTH OF I-40/85. CONSTRUCT FREEWAY ON NEW LOCATION.                                               | TO ASSIST IN BALANCING FUNDS, CONSTRUCTION FOR SEGMENT B DELAYED FROM FY 11 TO FY 13.                                                                                 |
| U-2803  | ORANGE   | CARRBORO                     | SR 1919 (SMITH LEVEL ROAD), ROCK HAVEN ROAD TO BRIDGE NO. 88. WIDEN TO MULTI-LANES.                                               | BASED ON PRIORITY NEEDS, CONSTRUCTION ACCELERATED FROM FY 12 TO FY 11.                                                                                                |
| U-2907  | ALAMANCE | BURLINGTON                   | NC 54, NC 100 (MAPLE AVENUE) TO US 70 (CHURCH STREET). WIDEN TO MULTI- LANES WITH CURB AND GUTTER.                                | TO ASSIST IN BALANCING FUNDS, RIGHT-OF-WAY DELAYED FROM FY 12 TO FY 14.                                                                                               |
| U-3109  | ALAMANCE | MEBANE                       | NC 119 RELOCATION, I-85 TO SOUTH OF SR 1918. MULTI-LANES ON NEW LOCATION.                                                         | TO ASSIST IN BALANCING FUNDS, CONSTRUCTION FOR SEGMENT A DELAYED FROM FY 12 TO FY 13.                                                                                 |
| U-3110  | ALAMANCE | ELON                         | NEW ROUTE, US 70 TO NC 100. MULTI-LANES, PART ON NEW LOCATION.                                                                    | BASED ON PRIORITY NEEDS, RIGHT-OF-WAY FOR SEGMENT B ACCELERATED FROM FY 09 TO FY 08, AND CONSTRUCTION FOR SEGMENT B ACCELERATED FROM FY 12 TO FY 10.                  |
| U-3615  | GUILFORD | HIGH POINT                   | SR 1003-SR 1820 (SKEET CLUB ROAD), US 311 TO NC 68 (EASTCHESTER DRIVE). WIDEN TO MULTI-LANES.                                     | TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, RIGHT-OF-WAY FOR SEGMENT B DELAYED FROM FY 07 TO FY 08, AND CONSTRUCTION FOR SEGMENT B DELAYED FROM FY 09 TO FY 10. |

| PROJECT | COUNTY           | ROUTE/CITY  | DESCRIPTION                                                    | COMMENTS                                                                  |
|---------|------------------|-------------|----------------------------------------------------------------|---------------------------------------------------------------------------|
| U-4704  | ORANGE<br>DURHAM | CHAPEL HILL | CHAPEL HILL-CARRBORO<br>COMPUTERIZED TRAFFIC<br>SIGNAL SYSTEM. | BASED ON PRIORITY NEEDS, CONSTRUCTION ACCELERATED FROM FY 11<br>TO FY 09. |

**DIVISION: 8****CHANGES BETWEEN THE 07-13 TIP AND THE DRAFT 08-15 TIP**

| PROJECT | COUNTY     | ROUTE/CITY               | DESCRIPTION                                                                                                                                                            | COMMENTS                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|---------|------------|--------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I-4406  | MONTGOMERY | US 220<br>FUTURE I-73/74 | SOUTH OF STEEDS TO NORTH OF EMERY. UPGRADE TO INTERSTATE STANDARDS.                                                                                                    | TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, RIGHT-OF-WAY DELAYED FROM FY 08 TO FY 10, AND CONSTRUCTION DELAYED FROM FY 10 TO FY 11.                                                                                                                                                                                                                                                                                                       |
| R-0623  | MONTGOMERY | NC 24-27                 | TROY BYPASS, SR 1138 TO EAST OF LITTLE RIVER. FOUR LANES, PART ON NEW LOCATION.                                                                                        | TO ASSIST IN BALANCING FUNDS, RIGHT-OF-WAY DELAYED FROM FY 11 TO FY 12, AND CONSTRUCTION DELAYED FROM FY 13 TO FY 14.                                                                                                                                                                                                                                                                                                                           |
| R-2212  | MOORE      | NC 24-27                 | CARTHAGE BYPASS, SR 1640 TO SR 1653. FOUR LANES ON NEW LOCATION.                                                                                                       | TO ASSIST IN BALANCING FUNDS, RIGHT-OF-WAY DELAYED FROM FY 13 TO FY 14.                                                                                                                                                                                                                                                                                                                                                                         |
| R-2501  | RICHMOND   | US 1                     | SOUTH CAROLINA STATE LINE TO SR 1001. WIDEN TO MULTI-LANES WITH BYPASS OF ROCKINGHAM ON NEW LOCATION. (COORDINATE WITH PROJECT K-3808)                                 | TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, RIGHT-OF-WAY FOR SEGMENT BB DELAYED FROM FY 10 TO FY 11. TO ASSIST IN BALANCING FUNDS, RIGHT-OF-WAY FOR SEGMENT BA DELAYED FROM FY 11 TO POST YEAR, CONSTRUCTION FOR SEGMENT BA DELAYED FROM FY 13 TO POST YEAR, CONSTRUCTION FOR SEGMENT BB DELAYED FROM FY 12 TO FY 13, RIGHT-OF-WAY FOR SEGMENT C DELAYED FROM FY 11 TO FY 13, AND CONSTRUCTION FOR SEGMENT C DELAYED FROM FY 13 TO FY 15. |
| R-2527  | MONTGOMERY | NC 24-27                 | NC 73 TO THE TROY BYPASS. WIDEN TO MULTI-LANES.                                                                                                                        | TO ASSIST IN BALANCING FUNDS, CONSTRUCTION DELAYED FROM FY 13 TO FY 14.                                                                                                                                                                                                                                                                                                                                                                         |
| R-2536  | RANDOLPH   | US 64                    | ASHEBORO SOUTHERN BYPASS, US 64 WEST TO US 64 EAST. FOUR LANE FREEWAY ON NEW LOCATION WITH INTERCHANGES AT US 220, NC 49 AND ZOO ACCESS AT NC 159.                     | TO ASSIST IN BALANCING FUNDS, CONSTRUCTION FOR SEGMENT B DELAYED FROM FY 12 TO FY 13.                                                                                                                                                                                                                                                                                                                                                           |
| U-2702  | RANDOLPH   | ARCHDALE<br>HIGH POINT   | SR 1595 (SURRETT DRIVE), SOUTH OF EDEN TERRACE-CORPORATION DRIVE NORTH TO WEST FAIRFIELD ROAD. WIDEN SURRETT DRIVE TO THREE LANES, IMPROVE GRADE AND DRAINAGE IN AREA. | BASED ON PRIORITY NEEDS, CONSTRUCTION ACCELERATED FROM FY 09 TO FY 08.                                                                                                                                                                                                                                                                                                                                                                          |
| U-3600  | RANDOLPH   | ASHEBORO                 | US 220 BUSINESS (NORTH FAYETTEVILLE STREET), SR 2261 (OLD LIBERTY ROAD) TO US 220 AT US 311. WIDEN TO MULTI-LANES.                                                     | TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN, RIGHT-OF-WAY FOR SEGMENT A DELAYED FROM FY 08 TO FY 09, AND CONSTRUCTION FOR SEGMENT A DELAYED FROM FY 10 TO FY 11.                                                                                                                                                                                                                                                                           |
| U-5102  | SCOTLAND   | LAURINBURG               | SR 1674 (LAUCHWOOD DRIVE), US 501 TO US 15-401 BUSINESS. WIDEN, RESURFACE, AND IMPROVE DRAINAGE.                                                                       | BASED ON PRIORITY NEEDS, CONSTRUCTION FUNDED IN FY 09.                                                                                                                                                                                                                                                                                                                                                                                          |

Comparison of FY 2007-2013 STIP and Draft FY 2009-2015 STIP: Highway, Bridge, Bike/Ped Projects Only

| New Projects |           |             |                                     |                        |           |            |                |           |                         |           |       |             |           |
|--------------|-----------|-------------|-------------------------------------|------------------------|-----------|------------|----------------|-----------|-------------------------|-----------|-------|-------------|-----------|
|              |           |             |                                     | Total Cost (thousands) |           |            | Year Begin ROW |           | Year Begin Construction |           |       | \$ Unfunded |           |
| Division     | Project # | Route       | Description                         | 2007-2013              | 2008-2015 | Difference | 2007-2013      | 2008-2015 | 2007-2013               | 2008-2015 | Delay | 2007-2013   | 2008-2015 |
| 5            | I-5104    | I-40, I-540 | I-540/I-40 Interchange Improvements |                        | 3,900     | 3,900      |                | 2009      |                         | 2010      | new   |             | -         |
| 5            | B-4943    | SR 1616     | Sandy Creek Replace Bridge          | 1,100                  | 1,100     | -          | post year      | 2012      | post year               | 2013      | new   | -           | -         |

|               |       |
|---------------|-------|
| Cost Increase | 3,900 |
|---------------|-------|

| Change in Cost Only |           |                                |                                                                                       |                        |           |            |                |             |                         |                    |       |             |           |
|---------------------|-----------|--------------------------------|---------------------------------------------------------------------------------------|------------------------|-----------|------------|----------------|-------------|-------------------------|--------------------|-------|-------------|-----------|
|                     |           |                                |                                                                                       | Total Cost (thousands) |           |            | Year Begin ROW |             | Year Begin Construction |                    |       | \$ Unfunded |           |
| Division            | Project # | Route                          | Description                                                                           | 2007-2013              | 2008-2015 | Difference | 2007-2013      | 2008-2015   | 2007-2013               | 2008-2015          | Delay | 2007-2013   | 2008-2015 |
| 5                   | R-2906    | NC 55                          | US 64 in Wake County to Cornwallis Rd.                                                | 63,399                 | 65,816    | 2,417      |                |             | under construction      | under construction | 0     | -           | -         |
| 7                   | U-3306    | SR 1733/Weaver Dairy Rd.       | NC 86 to Erwin Rd.                                                                    | 15,591                 | 15,966    | 375        | 2009           | 2009        | 2010                    | 2010               | 0     | -           | -         |
| 5                   | U-4009    | SR 1126/Service Rd.            | Parallel to US 15-501 at Garrett Rd.                                                  | 5,633                  | 5,683     | 50         | in progress    |             | 2008                    | under construction | 0     | -           | -         |
| 5                   | U-3309    | SR 2028/T.W. Alexander Dr.     | Cornwallis Rd to Miami Blvd.                                                          | 13,684                 | 13,728    | 44         | 2008           | 2008        | 2009                    | 2009               | 0     | -           | -         |
| 5                   | U-3804    | SR 1321/Hillandale Rd.         | I-85 to Carver Street                                                                 | 7,748                  | 11,191    | 3,443      | 2008           | 2008        | 2010                    | 2010               | 0     | -           | -         |
| 5                   | U-4011    | SR 1959/S. Miami Blvd.         | South of SR 2112 (Methodist St.) to north of SR 1960 (Bethesda Avenue)                | 5,392                  | 6,627     | 1,235      | 2008           | 2008        | 2009                    | 2009               | 0     | -           | -         |
| 5                   | U-4010    | NC 98/Holloway St.             | East of US 70 to east of Junction Rd.                                                 | 4,710                  | 6,241     | 1,531      |                |             | under construction      | under construction | 0     | -           | -         |
| 7                   | U-3808    | Elizabeth Brady Road Extension | South of US 70 Bus to north of US 70 Bypass at St. Mary's Rd.                         | 23,198                 | 24,730    | 1,532      | 2010           | 2010        | 2012                    | 2012               | 0     | -           | -         |
| 5                   | U-4026    | SR 1613/Davis Dr.              | Morrisville-Carpenter Rd. to NC 54                                                    | 41,335                 | 52,182    | 10,847     |                |             | under construction      | under construction | 0     | -           | -         |
| 7                   | FS-0307A  | Mason Farm Rd.                 | Relocation Feasibility Study                                                          | n/a                    | 23,100    | 23,100     |                | post year   |                         | post year          | 0     | -           | 23,100    |
| 5                   | B-3450    | SR 1116                        | New Hope Creek Replace Bridge Sandy Creek Replace Bridge                              | 4,068                  | 4,986     | 918        | in progress    |             | 2007                    | under construction | 0     | -           | -         |
| 5                   | B-4109    | SR 1303                        | Mud Creek Replace Bridge                                                              | 1,023                  | 1,115     | 92         | 2007           | in progress | 2008                    | 2008               | 0     | -           | -         |
| 7                   | B-4218    | SR 1730                        | New Hope Creek Replace Bridge                                                         | 950                    | 1,008     | 58         | 2007           | in progress | 2008                    | 2008               | 0     | -           | -         |
| 5                   | B-3528    | SR 1839                        | Sycamore Creek Replace Bridge                                                         | 1,837                  | 1,810     | (27)       | 2007           | in progress | 2008                    | 2008               | 0     | -           | -         |
| 7                   | EB-5021   | SR 1780/Estes Dr.              | Greensboro St. to Seawell School Rd. Add paved shoulders to accommodate bicycles      | 650                    | 480       | (170)      |                |             | 2007                    | under construction | 0     | -           | -         |
| 7                   | C-4932A   | Orange County                  | 125 Space Park and Ride Lot.                                                          | 274                    | 275       | 1          |                |             | 2008                    | 2008               | 0     | -           | -         |
| 7                   | E-4781    | Wesley, Hargraves, Brewer      | Construct sidewalk                                                                    | 102                    | 93        | (9)        |                |             | 2007                    | under construction | 0     | -           | -         |
| 7                   | E-4545    | Old Fayetteville Rd.           | Jones Ferry Rd. to Autumn Woods Apts. and Carolina Spring Apts. To Carrboro Plaza P&R | 100                    | 91        | (9)        |                |             | 2007                    | under construction | 0     | -           | -         |
| 7                   | E-4780    | Jones Ferry Rd.                | Construct sidewalk                                                                    | 25                     | 23        | (2)        |                |             | 2007                    | under construction | 0     | -           | -         |

|               |        |
|---------------|--------|
| Cost Increase | 45,426 |
|---------------|--------|

| Change in Cost and Schedule |           |                             |                                                  |                        |           |            |                |             |                         |           |       |             |           |
|-----------------------------|-----------|-----------------------------|--------------------------------------------------|------------------------|-----------|------------|----------------|-------------|-------------------------|-----------|-------|-------------|-----------|
|                             |           |                             |                                                  | Total Cost (thousands) |           |            | Year Begin ROW |             | Year Begin Construction |           |       | \$ Unfunded |           |
| Division                    | Project # | Route                       | Description                                      | 2007-2013              | 2008-2015 | Difference | 2007-2013      | 2008-2015   | 2007-2013               | 2008-2015 | Delay | 2007-2013   | 2008-2015 |
| 7                           | I-0305    | I-85                        | I-40 at Hillsborough to Durham County Line.      | 70,907                 | 161,907   | 91,000     | 2010           | 2012        | post year               | post year | 0     | 67,897      | 158,898   |
| 7                           | U-2803    | SR 1919/Smith Level         | Rock Haven Road to Bridge NO. 88                 | 5,371                  | 5,871     | 500        | 2010           | 2010        | 2012                    | 2011      | -1    | -           | -         |
| 7                           | U-0624    | NC 86/S. Columbia St.       | SR 1906 (Purefoy Rd.) to SR 1902 (Manning Drive) | 5,205                  | 6,660     | 1,455      | 2007           | in progress | 2010                    | 2009      | -1    | -           | -         |
| 5                           | U-0071    | East End Connector          | NC 147 to north of NC 98                         | 99,292                 | 161,792   | 62,500     | 2010           | 2010        | 2012                    | 2014      | 2     | -           | 66,500    |
| 5                           | U-3308    | NC 55/Alston Ave.           | NC 147 to US 70 Bus-NC 98                        | 24,425                 | 28,886    | 4,461      | 2007           | 2008        | 2010                    | 2011      | 1     | -           | -         |
| 5                           | U-4012    | US 15-501                   | N. of Mt. Moriah Rd. to S. of Garrett Rd.        | 14,209                 | 14,909    | 700        | in progress    |             | 2007                    | 2008      | 1     | -           | -         |
| 7                           | EL-4601   | Morgan Creek Greenway East  | US 15-501 Culbeth Rd. to Smith Level Rd          | 889                    | 872       | (17)       |                |             | 2007                    | 2008      | 1     | -           | -         |
| 5                           | EL-2921E  | American Tobacco Rail Trail | NC 54 to Chatham County Line                     | 4,284                  | 4,762     | 478        |                |             | 2007                    | 2009      | 2     | -           | -         |

|                     |         |
|---------------------|---------|
| Cost Increase       | 161,077 |
| Total Cost Increase | 210,403 |

Comparison of FY 2007-2013 STIP and Draft FY 2009-2015 STIP: Highway, Bridge, Bike/Ped Projects Only

Change in Schedule Only

| Division | Project # | Route                      | Description                                                                      | Total Cost (thousands) |           |            | Year Begin ROW |           | Year Begin Construction |           |       | \$ Unfunded |           |
|----------|-----------|----------------------------|----------------------------------------------------------------------------------|------------------------|-----------|------------|----------------|-----------|-------------------------|-----------|-------|-------------|-----------|
|          |           |                            |                                                                                  | 2007-2013              | 2008-2015 | Difference | 2007-2013      | 2008-2015 | 2007-2013               | 2008-2015 | Delay | 2007-2013   | 2008-2015 |
| 7        | U-4704    | Chapel Hill                | Chapel Hill-Carrboro Computerized Traffic Signal System                          | 5,000                  | 5,000     | -          | n/a            | n/a       | 2011                    | 2009      | -2    | -           | -         |
| 5        | U-4763B   | Triangle Parkway           | I-540 to I-40                                                                    | 174,703                | 174,703   | -          | 2007           | 2008      | 2007                    | 2008      | 1     | -           | -         |
| 5        | B-3638    | US 70 Bus/Main St.         | Campus Drive Replace Bridge                                                      | 1,355                  | 1,355     | -          | 2008           | 2009      | 2009                    | 2010      | 1     | -           | -         |
| 5        | C-4402    | NC 54                      | I-40 west of NC 751 to Triangle Drive in RTP. Construct on-road bicycle facility | 1,035                  | 1,035     | -          | 2007           | 2008      | 2008                    | 2009      | 1     | -           | -         |
| 7        | EL-4828   | Morgan Creek Greenway West | Smith Level Rd. to University Lake                                               | 600                    | 600       | -          |                |           | 2007                    | 2008      | 1     | -           | -         |
| 7        | E-4779    | SR 1002 St. Mary's Rd.     | Acquire scenic conservation easements at selected locations                      | 194                    | 194       | -          |                |           | 2007                    | 2008      | 1     | -           | -         |

Unchanged Funded Projects

| Division | Project # | Route                                                            | Description                                         | Total Cost | Year Begin ROW | Year Begin Construction |
|----------|-----------|------------------------------------------------------------------|-----------------------------------------------------|------------|----------------|-------------------------|
|          |           |                                                                  |                                                     | 2008-2015  | 2008-2015      | 2008-2015               |
| 7        | I-4716    | I-40                                                             | I-85 to Durham County Line. Grind and reseal joints | 1,725      | n/a            | 2008                    |
| 7        | B-4216    | SR 1002 - Strouds Creek                                          | Replace bridge No. 66                               | 1,125      | 2009           | 2010                    |
| 5        | B-3169    | SR 1402 - Creek                                                  | Replace bridge No. 158                              | 724        | n/a            | 2008                    |
| 7        | B-4592    | SR 1561 - Eno River                                              | Replace bridge No. 64                               | 1,805      | 2008           | 2009                    |
| 5, 7     | EB-4707   | SR 2220 (Old Chapel Hill Rd.)-SR 1838 (Old Durham Rd.)/US 15-501 | Durham Co. to Orange Co. bicycle improvements       | 3,828      | n/a            | 2009                    |
| 5        | C-4928    | Morreene Rd., Neal Rd./Erwin Rd.                                 | Construct bike lanes and sidewalks                  | 556        | n/a            | 2009                    |
| 5        | C-4702    | Durham County                                                    | 10 Replacement buses                                | 3,000      | n/a            | 2009                    |
| 7        | EL-4995   | Orange County                                                    | Dry Creek Greenway                                  | 700        | n/a            | 2008                    |
| 7        | EL-4994   | Orange County                                                    | Bolin Creek Greenway                                | 738        | n/a            | 2008                    |
| 7        | EL-5022   | Orange County                                                    | Upper Booker Creek Greenway                         | 720        | n/a            | 2011                    |
| 5        | U-4724    | Cornwallis Rd., S. Roxboro Rd./University Dr.                    | Bike and pedestrian feature                         | 2,270      | n/a            | 2009                    |

Comparison of FY 2007-2013 STIP and Draft FY 2009-2015 STIP: Highway, Bridge, Bike/Ped Projects Only

Unchanged Funded Projects Currently Under Construction or In Progress

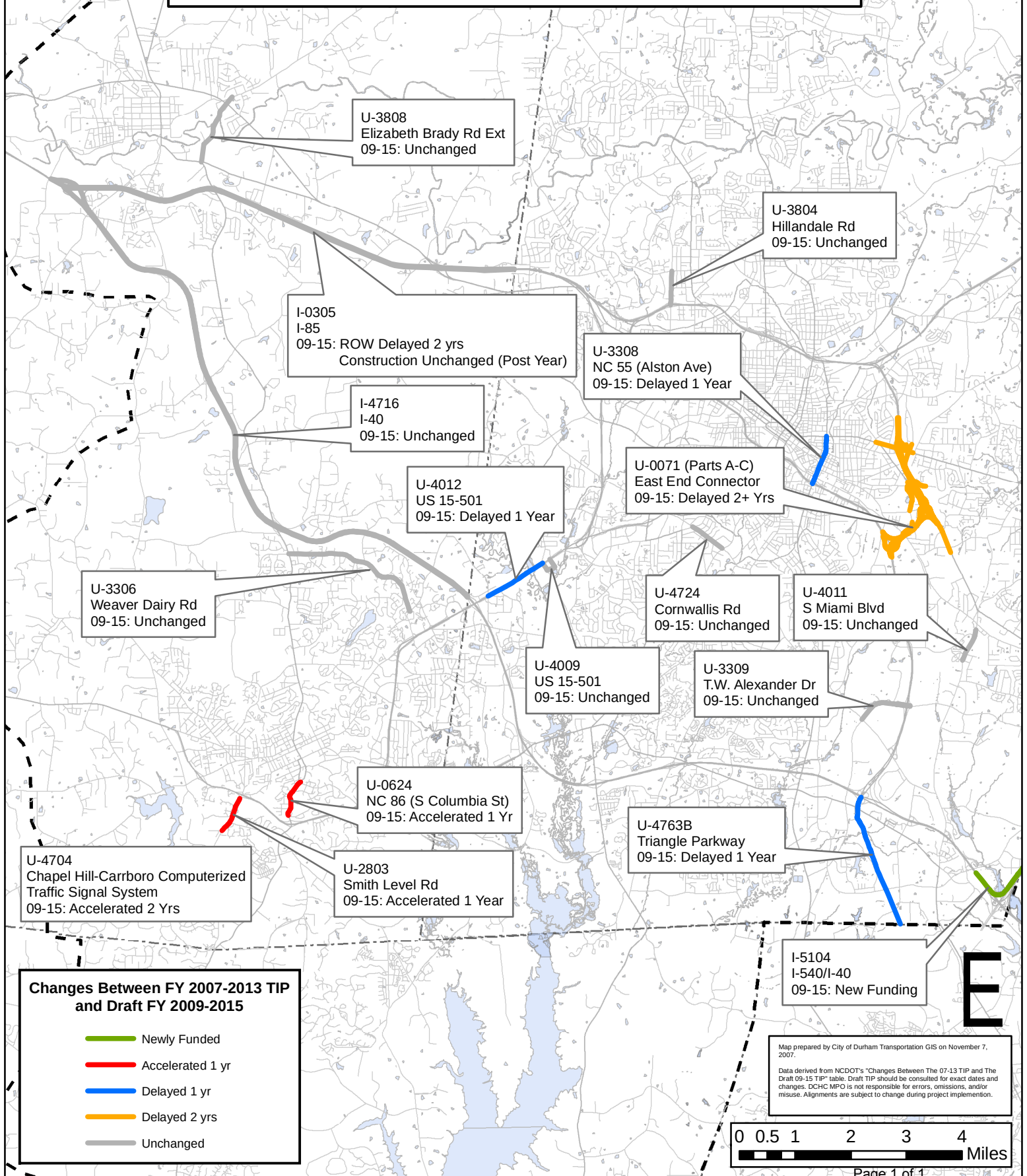
|          |           |                                                         |                                                                                                                 | Total Cost | Year Begin Construction |
|----------|-----------|---------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|------------|-------------------------|
| Division | Project # | Route                                                   | Description                                                                                                     | 2008-2015  | 2008-2015               |
| 5        | I-0306    | I-85                                                    | Orange County line to East of Midland Terrace Road.                                                             | 270,352    | under construction      |
| 7        | R-4403    | various                                                 | National Highway System Guardrail Rehabilitation.                                                               | 1,068      | under construction      |
| 5        | R-2904    | NC 54 & SR 1973/Page Rd.                                | NC 54 Davis Dr. to Miami Blvd., Page Rd. NC 54 to I-40                                                          | 4,283      | under construction      |
| 5        | R-4752A   | SR 1004                                                 | SR 2602 (Red Mill Rd.) to Merck                                                                                 | 900        | under construction      |
| 5        | U-4729    | Durham County                                           | Congestion Management Study                                                                                     | 100        | in progress             |
| 7        | U-4008    | US 15-501/Erwin Rd.                                     | Intersection Improvement                                                                                        | 6,220      | under construction      |
| 7        | U-4449    | Orange County                                           | Real-time transportation information system                                                                     | 1,248      | in progress             |
| 5        | U-4446    | NC 147 (Durham Freeway/I-40 to I-85                     | Install ITS infrastructure                                                                                      | 1,502      | under construction      |
| 5        | U-4445    | NC 147 (Durham Freeway), near Alston Ave.               | Construct pedestrian bridge over NC 147 and remove existing bridge                                              | 2,000      | under construction      |
| 5        | B-4110    | SR 1616 - Mountain Creek                                | Replace Bridge No. 5                                                                                            | 1,594      | under construction      |
| 5        | EB-3606   | Orange County                                           | Bicycle route mapping and signing                                                                               | 50         | in progress             |
| 8        | EB-2921F  | American Tobacco Rail Trail                             | Durham County line to Wake County line                                                                          | 2,392      | under construction      |
| 5, 7     | C-4924    | TJCOG                                                   | Develop flexible work schedule for employees and organizations in Triangle ozone non-attainment area for 3 yrs. | 300        | in progress             |
| 5        | C-4929    | Bicycle Parking Program                                 | Install bike racks at various locations                                                                         | 48         | in progress             |
| 7        | E-4942    | Main St., Carrboro Post Office/NC 54                    | Construct sidewalks                                                                                             | 8          | under construction      |
| 7        | E-3807B   | Lower Booker Creek Greenway                             | Construct bicycle/pedestrian facilities, connect existing sidewalks and improve landscaping                     | 350        | under construction      |
| 5        | E-4924    | Club Blvd., Oval Dr./Oakland Ave                        | Construct a pedestrian median and a refuge island                                                               | 95         | under construction      |
| 5        | E-4529    | West Point on the Eno River/Penny's Bend Nature Reserve | Construct off-road multi-use trail                                                                              | 569        | under construction      |

Comparison of FY 2007-2013 STIP and Draft FY 2009-2015 STIP: Highway, Bridge, Bike/Ped Projects Only

Unchanged Unfunded Projects

|          |           |                                                                                 |                                                                                  | Total Cost | Year Begin Construction         |
|----------|-----------|---------------------------------------------------------------------------------|----------------------------------------------------------------------------------|------------|---------------------------------|
| Division | Project # | Route                                                                           | Description                                                                      | 2008-2015  | 2008-2015                       |
| 5, 7     | I-3306    | I-40                                                                            | I-85 to NC 147. Durham County project under construction.                        | 128,452    | Orange County project post year |
| 5        | I-4743    | I-85                                                                            | US 70 to SR 1632 (Red Mill Rd.)                                                  | n/a        | post year                       |
| 7        | R-3438    | Hillsborough Western Bypass                                                     | US 70 to NC 57                                                                   | 7,450      | post year                       |
| 7        | R-2825    | SR 1009/S. Churton St.                                                          | I-40 to Eno River                                                                | 19,300     | post year                       |
| 7        | U-2805    | SR 1777 (Homestead Rd.)/SR 1834 (High School Rd.)                               | Widen to multi-lanes                                                             | 10,600     | post year                       |
| 7        | U-2909    | SR 1780 (Estes Dr.)/SR 1772 (Greensboro St.)                                    | Widen to multi-lanes                                                             | 7,600      | post year                       |
| 5        | U-2405    | MLK Jr. Parkway/NC 55                                                           | Construct interchange                                                            | 25,800     | post year                       |
| 5,7      | U-2807    | US 15-501 SR 1010 (Franklin St.)/US 15-501 bypass in Durham                     | Major corridor upgrade                                                           | 124,653    | post year                       |
| 5        | U-4720    | US 70                                                                           | Lynn Rd. to the proposed Northern Durham Parkway                                 | n/a        | post year                       |
| 5        | U-4721    | Proposed Northern Durham Parkway                                                | I-540 to Roxboro Rd.                                                             | n/a        | post year                       |
| 5        | U-4722    | US 501 (Roxboro Rd.)                                                            | US 501 bypass (Duke St.) to SR 1640 (Goodwin Rd.)                                | n/a        | post year                       |
| 5        | U-4716    | SR 1978 (Hopson Rd.)/SR 1980 (Church St.)                                       | Construct a grade separation, extend Church St. and close Church St. crossing    | 6,500      | post year                       |
| 5        | U-2831B   | Riddle Rd./SR 1951 (So-Hi Dr.)                                                  | Briggs Ave extension                                                             | 10,685     | post year                       |
| 7        | U-3436    | SR 1148 (Eno Mountain Rd.) and SR 1192 (Mayo St.) at SR 1006 (Orange Grove Rd.) | Realign intersection and make safety improvements                                | 2,350      | post year                       |
| 7        | B-4962    | Eno River                                                                       | Replace Bridge No. 46                                                            | 3,300      | post year                       |
| 7        | U-3100B   | SR 1107 (Old Fayetteville Rd.)                                                  | NC 54 to SR 1106 (Strouds Lane). Bicycle, pedestrian, and transit accommodations | 1,800      | post year                       |
| 7        | EB-4710   | Seawell School Rd.                                                              | Homestead to Estes. Bicycle improvements                                         | 2,000      | post year                       |
| 7        | EB-4980   | SR 1006/Orange Grove Rd. - I-40                                                 | Construct pedestrian bridge                                                      | n/a        | post year                       |

# Comparison of FY 2007-2013 TIP and Draft FY 2009-2015 TIP- Funded Projects (I, U, and R Projects)



## MEMORANDUM

**To:** Transportation Advisory Committee (TAC)  
DCHC MPO

**From:** DCHC MPO Lead Planning Agency

**Date:** November 14, 2007

**Subject:** **Lead Planning Agency (LPA) Staff Report**

---

This memorandum provides a summary status of tasks for projects in the FY 2007-2008 Unified Planning Work Program.

- ✓ Indicates that task is complete.
- Indicates that task is ongoing or not complete.

### **2007-08 Unified Planning Work Program (UPWP) – Projects**

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

- ✓ Draft schedule – August 2006
- ✓ Release SE Data for public comment – January 2007
- ✓ Release Goals and Objectives for public comment – July 2007
- ✓ TAC approve SE Data – September 2007
- ✓ Goals and Objectives – TAC hold public hearing, September 2007, and approve, October 2007.
- TAC review Deficiency Analysis – December 2007.

#### **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 – August 13, 2007

- ✓ City issues contract
- ✓ Notice to proceed

#### **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
- ✓ Request for funding from NCDOT
- ✓ Draft scope of services and Request for Proposals.
- Consultants selection in fall of 2007
- Notice to proceed in January 2008
- Completion of Project expected in Fall of 2008.

#### **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

- Kimley Horn and Associates is the consultant
- Data collection underway
- Steering Committee proposed
- Completion of study expected in January
- Integration in the 2035 LRTP

#### **MPO Collector Street Plan**

- ✓ Supplemental Agreement with Kimley Horn and Associates
- ✓ Data collection underway
- ✓ Completion of study and integration with the 2035 LRTP in Spring 2008

#### **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**

### **Unified Planning Work Program (UPWP) – Continuing Projects**

#### **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 Plan finalized in June 2007.
- ✓ Durham Public Forum - June 21, 2007
- Plan Adoption anticipated occurring during fall 2007. Durham City and Durham County approved on September 19, 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 80% complete.
- Data Collection and field inventory to be completed by fall 2007.
- Level of Service analysis anticipated to be completed by fall 2007.
- Development of CMS performance measures and guidelines likely to be completed in fall 2007.
- Evaluation of congestion management strategies and development of cost-effective mitigation measures expected to be done by fall 2007.
- Draft CMS State of System Report likely to be done in fall 2007.
- Public Comment and local review in fall 2007.
- Adoption anticipated in winter 2008.

#### **Travel Demand Model Update – Model Revision to Incorporate FTA New Start Enhancement**

- ✓ Consultant has been selected to assist the Triangle Regional Model (TRM) Service Bureau at ITRE in the model update.
- ✓ Data collection is complete.
- ✓ Migration of model from Tranplan to TransCad has been completed.
- ✓ Phase 1 (TTA new start model revision) completed in October 2005.
- ✓ Phase II TTA New Start model conversion to TransCad to be completed in August 2006.
- Calibration of 2002 model in TransCad anticipated to be completed in fall 2007.
- Validation of 2002 model against 2005 count data anticipated to be completed in fall 2007.

#### **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 Consistent with SAFETEA-LU**

- ✓ Draft to be ready for fall of 2007.
- ✓ Adopted anticipated in Spring of 2008

### **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
- ✓ Alternative 3 selected as LEDPA – June 19, 2007
- ✓ Ad Hoc Committee Meetings – August 9, 2007, August 27, 2007, September 19, 2007, October 10, 2007, November 7, 2007

| NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 11/1/2007                                                                                                                                  |                          |                       |                                                                                                                                            |                   |              |                              |                             |                |                     |                    |                 |                      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-----------------------|--------------------------------------------------------------------------------------------------------------------------------------------|-------------------|--------------|------------------------------|-----------------------------|----------------|---------------------|--------------------|-----------------|----------------------|
| 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%               | 98.3%           | 12/15/2007           |
| 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) 220-4680 | 12/31/2006          | 100%               | 98.9%           | 11/1/2007            |
| 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%            | 11/1/2007            |
| 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          | 100%               | 96.6%           | COMPLETE             |
| DURHAM                                                                                                                                                                                          | RESURFACING              | PRIMARY               | NC-54 FROM FALCONBRIDGE ROAD TO DRESDEN DRIVE                                                                                              | \$ 318,281.20     | 1.45 miles   | Barnhill Contracting         | Aaron V. Earwood, PE        | (919) 220-4680 | 8/30/2007           | 100%               | 98.1%           | 11/1/2007            |
| DURHAM                                                                                                                                                                                          | RESURFACING              | SECONDARY             | 21 SECTIONS OF SECONDARY ROADS                                                                                                             | \$ 2,795,584.75   | 18.9 miles   | Barnhill Contracting         | Bob Shultes                 | (919) 840-0914 | 9/1/2007            | 100%               | 98.0%           | 11/1/2007            |
| 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 | 9/20/2007           | 85.0%              | 98.1%           | COMPLETE             |
| 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           | 82.0%              | 100.0%          | 12/1/2007            |
| 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           | 19.2%              | 29.7%           | 11/1/2009            |
| 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 | 6/15/2008           | 10.5%              | 10.5%           | 6/15/2008            |
| DURHAM                                                                                                                                                                                          | U-4410DB                 | HOPSON ROAD           | NEW ALIGNMENT OF HOPSON ROAD FROM NC-55 TO LOUIS STEPHENS DRIVE                                                                            | \$ 3,476,305.55   | 0.587 miles  | Thompson Contracting, Inc.   | Phillip R. Johnson, PE, PLS | (919) 733-9499 | 10/1/2008           |                    |                 |                      |
| 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 | \$ 18,810,912.36  | 1.769 miles  | DLB, Inc.                    | Aaron V. Earwood, PE        | (919) 220-4680 | 8/1/2010            |                    |                 |                      |
|                                                                                                                                                                                                 |                          |                       |                                                                                                                                            |                   |              |                              |                             |                |                     |                    |                 |                      |
|                                                                                                                                                                                                 |                          |                       |                                                                                                                                            |                   |              |                              |                             |                |                     |                    |                 |                      |
|                                                                                                                                                                                                 |                          |                       |                                                                                                                                            |                   |              |                              |                             |                |                     |                    |                 |                      |
|                                                                                                                                                                                                 |                          |                       |                                                                                                                                            |                   |              |                              |                             |                |                     |                    |                 |                      |
| NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 11/1/2007                                                                                                                              |                          |                       |                                                                                                                                            |                   |              |                              |                             |                |                     |                    |                 |                      |
| County                                                                                                                                                                                          | TIP #                    | Route                 | Location Description                                                                                                                       | Contract Estimate | Length       |                              | Contact Engineer            | Phone #        | Contract Let Date   |                    |                 |                      |
| DURHAM                                                                                                                                                                                          | B-3169                   | RIVERMONT ROAD        | BRIDGE 158 ON RIVERMONT ROAD                                                                                                               | \$ 550,000.00     | 0.067 miles  |                              | J. MOORE                    | (919) 250-4016 | 1/15/2008           |                    |                 |                      |
| DURHAM                                                                                                                                                                                          | U-2055B                  | NC 55                 | CONSTRUCTION OF TURN LANES AT RIDDLE ROAD AND NC-55                                                                                        |                   |              |                              | B. UPSHAW                   | (919) 220-4600 | spring 2008         |                    |                 |                      |
| DURHAM                                                                                                                                                                                          | U-2055D                  | AVONDALE DRIVE        | CONSTRUCTION OF ROUNDABOUT ON AVONDALE DRIVE                                                                                               |                   |              |                              | B. UPSHAW                   | (919) 220-4600 | spring 2008         |                    |                 |                      |
| DURHAM                                                                                                                                                                                          | B-4109                   | PICKETT ROAD          | BRIDGE OVER MUD CREEK                                                                                                                      | \$ 850,000.00     | 0.078 miles  |                              | D. TAYLOR                   | (919) 250-4016 | 5/20/2008           |                    |                 |                      |
|                                                                                                                                                                                                 |                          |                       |                                                                                                                                            |                   |              |                              |                             |                |                     |                    |                 |                      |
|                                                                                                                                                                                                 |                          |                       |                                                                                                                                            |                   |              |                              |                             |                |                     |                    |                 |                      |
| 12 MONTH TENTATIVE LET LIST MAY BE FOUND ONLINE AT: <a href="http://www.ncdot.org/planning/development/ProjectMgmt/12month/">http://www.ncdot.org/planning/development/ProjectMgmt/12month/</a> |                          |                       |                                                                                                                                            |                   |              |                              |                             |                |                     |                    |                 |                      |
| PROGRESS REPORTS MAY BE FOUND ONLINE AT: <a href="https://apps.dot.state.nc.us/traffictravel/progloc/">https://apps.dot.state.nc.us/traffictravel/progloc/</a>                                  |                          |                       |                                                                                                                                            |                   |              |                              |                             |                |                     |                    |                 |                      |

**ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO**

|        |                   |                                                        |                                                                                                                                                                            |                |                                                                                        |
|--------|-------------------|--------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|----------------------------------------------------------------------------------------|
| 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    | <b>100% complete</b>                                                                   |
| Orange | U-4008 35009.3.2  | US 15-501 & SR1734 (Erwin Rd.)                         | Grading, drainage, paving and intersection improvements (Super Street)                                                                                                     | \$4.98 million | <b>66.31% complete</b>                                                                 |
| Orange | 36945             | SR 1010 (Franklin St.) @ Mallette St.                  | Upgrade traffic signal and install pedestrian signal heads REVISION: Install mast arm                                                                                      | \$110,000.00   | <b>POC pending for compl. by 12/31/07</b>                                              |
| Orange | SF-4907 B 41699.1 | US 70 (Hillsborough Rd.) and NC 751 near Durham        | Install a right turn lane for traffic travelling east on US 70 and turning right onto NC 751                                                                               | \$35,000 PE    | Survey requested                                                                       |
| Orange | SF-4907 C 41698.1 | NC 57 @ NC 157 near Hillsborough                       | Install center traffic islands with stop signs on NC 157                                                                                                                   | \$7,000 PE     | Survey requested                                                                       |
| Orange | SS-4907E 41026.3  | NC 54 @ SR 1952 (White Cross Road)                     | Construct a left turn lane                                                                                                                                                 | \$173,000.00   | <b>Request for quotes 11/5/07</b>                                                      |
| Orange | SS-4907 J 41634.3 | NC 54 and SR 1945 (Neville Rd.)                        | Construct a left turn lane                                                                                                                                                 | \$187,000.00   | <b>Survey complete</b>                                                                 |
| Orange | 41096             | NC 54 @ SR 2016 (Southern Drive)                       | Construct a left turn lane on NC 54 westbound                                                                                                                              | \$200,000.00   | <b>Barrett, Irvin &amp; Jordan Contr., Inc.; available 4/15/08</b>                     |
| 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                                                                  | \$147,500.00   | District design pending                                                                |
| Orange | 41593             | Union Street                                           | Construct 750 feet of sidewalk and a crosswalk to connect Hillsborough Elementary School to SR 1156 (Nash St.)                                                             | \$32,000.00    | Town to construct w/ PE certification                                                  |
| Orange | 41594             | SR 1010 (W. Main St.) @ NC 54                          | Install pedestrian signal heads and crosswalk markings                                                                                                                     | \$40,000.00    | FA const. pending crosswalk & POC for wheelchair ramps; <b>timing revisions compl.</b> |
| Orange | 41686             | NC 54 @ SR 1102/1951 (Dodson's Crossroads/ Butler Rd.) | Construct left turn lanes in both directions                                                                                                                               | \$250,000.00   | <b>Survey complete</b>                                                                 |
| 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    | <b>100% complete</b>                                                                   |

**ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO**

|                                                          |                      |                                                                           |                                                                                                  |               |                                                                                                              |
|----------------------------------------------------------|----------------------|---------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|---------------|--------------------------------------------------------------------------------------------------------------|
| Orange                                                   | EB-5021<br>41565.3.1 | SR 1780 (Estes Drive) from Hillcrest Dr. to SR 1843 (Seawell School Road) | Add paved shoulders to accommodate bicycles (Widening, milling, guardrail and pavement markings) | \$480,000.00  | S.T. Wooten Corp.<br><b>began const.<br/>10/29/07</b>                                                        |
| <b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b> |                      |                                                                           |                                                                                                  |               |                                                                                                              |
| 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.                                          | \$1.5 million | Letting to be delayed <b>until 1/20/09</b> for scope change; <b>coring &amp; grouting slabs = 85% compl.</b> |
| Orange                                                   | B-4218               | SR 1730 (Turkey Farm Rd.)                                                 | Replace Bridge # 108 over New Hope Creek                                                         | \$675,000.00  | July 15, 2008                                                                                                |

## Prospect of new buses uncertain

By Ray Gronberg, The Herald-Sun  
October 10, 2007 11:31 pm

DURHAM -- Durham and Chapel Hill's bus systems aren't getting enough support from transportation planners when they want money to buy more coaches to add new routes or relieve overcrowding on existing routes, a transit advocate says.

The complaint surfaced Wednesday during a hearing conducted by the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, a group that helps shape the area's funding requests to the state and federal governments.

The group is in the early stages of drafting a new request, and Chapel Hill Town Councilman Ed Harrison noted that administrators had given no weight to the possibility of serving new riders when they evaluated a string of purchase proposals from his town and Durham.

The resultant rankings favored proposals to replace existing buses, but marked down all requests geared toward expanding the number of buses operated by the Durham Area Transit Authority and Chapel Hill Transit.

"The staff needs to figure out a way to reflect our natural ridership and the [potential] ridership on new routes," Harrison said.

Harrison voiced his complaint amid recent grumbling in Durham about the quality of service DATA offers. City Manager Patrick Baker has said the system needs to "be a lot better" than it is today.

That means "a bigger system, one that's more customer friendly than it is right now, and that reaches more places," Baker told DATA's Board of Trustees last week.

Officials based in Durham's Public Works Department do most of the work involved in evaluating funding requests early on.

Their preliminary rankings agree that DATA should replace 31 of its existing buses, but a proposal to buy 12 more to relieve overcrowding on some routes got marked way down despite being the city and county government's top priority.

But the ranking may reflect the reality that the N.C. Department of Transportation hasn't been supporting many requests targeting service expansion.

Bus purchases rely heavily on state and federal subsidies. DOT's current spending plan labels two expansion requests from Durham and another from Chapel Hill as unfunded, meaning there's no telling when the agency will come up with the necessary money.

URL for this article: <http://www.heraldsun.com/durham/4-888558.cfm>

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

## UNC, town team up on green push

**By: Will Robinson**

**Posted: 10/16/07**

Duke's rivalry with the University of North Carolina at Chapel Hill could be moving to the environmental front.

A report released last month by the North Carolina Sierra Club details the efforts of 24 "Cool Cities" across the state to combat global warming. Each of the communities signed the U.S. Mayors Climate Protection Agreement, a commitment to reduce their 1990 greenhouse gas emission levels seven percent by the year 2012.

The publication praised the work of the Chapel Hill community in working to solve global warming through collaboration with the university and the university community.

Doug Crawford-Brown, director of the UNC Institute for the Environment, said town-gown cooperation is typical of UNC students. He added that students are currently involved in a community carbon reduction project to measure the town's greenhouse gas emissions.

"Not only is it characteristic of Chapel Hill, it is [different from] other places," he said. "There aren't many places where a community has this level of resources to work with."

Though Durham is another "Cool City" listed in the report, efforts like those of UNC and the Chapel Hill community have not been replicated in the Bull City.

"In a student body that is as intelligent as the one at Duke, there might be some opportunities to help with what Durham is doing in that realm," said Tom Jensen, conservation campaign coordinator for the North Carolina Sierra Club.

In 2001, UNC students voted to increase their student fees to allow the Chapel Hill transit system to eliminate bus fares. According to the report, the number of bus riders has doubled since the change.

David Bonk, long range planning and transportation coordinator in Chapel Hill, said the UNC student government took the initiative in the bus proposal.

"The point they made was: we will increase our own fee, but we don't want this to be limited to only a few routes that will cover only the university," he said.

Senior Genevieve Cody, Duke Student Government's vice president for community interaction, said DSG has not yet considered taking initiatives similar to the efforts at UNC. She added that Duke students are involved in environmental initiatives through on-campus organizations such as Environmental Alliance.

"We definitely consider what is going on in Durham," she said. "I mean we are a part of Durham, especially when it comes to environmental efforts."

Bonk said he wasn't sure if greenhouse gas reductions or free fares motivated the students. He added, however, that town-gown cooperation could boost environmental efforts.

"I think ultimately [cooperation] will generate the most benefit to a community, but I also understand there is a whole host of reasons why communities decide to go the way they do," Bonk said.

Eben Polk, associate in policy and research in the Nicholas School of the Environment and Earth Sciences, said Duke is analyzing its own greenhouse gas emissions independently of Durham's efforts.

"There is probably not going to be a lot of overlap immediately because campus and the local government are thinking about this differently," he said.

---

© Copyright 2007 The Chronicle

Road Worrier:

Published: Oct 30, 2007 12:30 AM

Modified: Oct 30, 2007 06:02 AM

## ***Not just another road study? Prove it***

Bruce Siceloff, Staff Writer

Maybe they really mean it this time.

Gov. Mike Easley and the leaders of the state House and Senate assembled a "blue-ribbon" panel Monday and asked its 24 members to diagnose the state's transportation problems and figure out how to pay for the solutions.

The 21st Century Transportation Committee is expected to generate some ideas for the General Assembly next spring and to make a final report by the end of 2008. Brad Wilson of Raleigh, chief operating officer of Blue Cross and Blue Shield of North Carolina, will lead the group of political and business leaders.

Wilson's committee will have to establish first that North Carolina's ability to pay for roads, trains and buses really is lagging far behind its needs.

Easley squelched this premise last spring when he labeled "absurd" his own Department of Transportation's predicted \$65 billion shortfall over the next 25 years. Nothing happened to dispel the governor's skepticism, and the legislature declined to approve new transportation money.

This isn't the first time Easley and the legislature have thrown study groups at transportation problems.

In 2005, Easley and DOT created the group N.C. Thinking Ahead! with a similar "creative, innovative" charge. After a year of PowerPoint presentations, polls and public hearings, Thinking Ahead! dropped dead.

DOT stopped calling meetings. The group never even contributed to the proverbial dusty shelf of ignored committee reports.

About that time, the legislature tackled urban mobility problems with a blue-ribbon group that also toured the state and took itself seriously. There was a final report in this case, but no action.

This time it will be different, said Rep. Nelson Cole, a Reidsville Democrat on Wilson's committee.

"I do not think this is just another study," Cole said. "I think this study is going to prove there are other directions we can go in funding transportation and being more responsive to the needs we have out there."

Here are some likely items for the new panel's agenda:

\* Highway Trust Fund transfers: It was a bipartisan decision in 1989 to shift \$170 million each year from the Highway Trust Fund to the state's non-transportation General Fund. That's how much the General Fund lost when the state sales tax on cars was replaced with a similar "highway use tax," which goes to the Highway Trust Fund.

Many Republicans and some Democrats say that halting this transfer would solve DOT's money woes and jump-start the state's road-building engine. Actually, the Triangle's share of this \$170 million would cover only a mile or two of Raleigh freeway (and Durham sidewalk) work.

\* More local authority and financial responsibility: Last year, the legislature gave cities new latitude for spending money to improve state roads. It dropped an old ban that had made North Carolina one of the few states where counties could not build or maintain roads.

Some state officials want local governments to take over secondary roads. Some city officials worry more about freeways, and the fact that urban congestion has no weight in the state's "equity formula" for sharing road money.

\* Different ways to pay: Inflation steadily boosts taxes on sales and wages, but fuel-tax revenue has dropped despite recent increases in the per-gallon rate. Our more efficient cars are burning less gas.

But we keep driving more miles. Members of the new study committee said Monday that they want to explore a per mile tax approach that was pioneered in Oregon and that in the coming year, will be road-tested in the Triangle.

"That would be more in keeping with what the needs of the citizens are -- the people who use the roads are the ones who pay for them," Cole said.

Rep. Becky Carney, a Charlotte Democrat who served on the ill-fated urban mobility panel, will join Cole on the new committee. This time, she said, the public will expect results.

"People want to feel safe on the roads," Carney said. "They want to be able to move around, and they want choices. A lot of times the public is ahead of the policymakers, and I think the public is ahead of us this time."

[bruce.siceloff@newsobserver.com](mailto:bruce.siceloff@newsobserver.com) or (919) 829-4527 Please include your address and daytime phone number. Monitor CROSSTOWN TRAFFIC at [blogs.newsobserver.com/](http://blogs.newsobserver.com/)

© Copyright 2007, The News & Observer Publishing Company

A subsidiary of [The McClatchy Company](http://www.mcclatchy.com)

Published: Nov 01, 2007 12:30 AM

Modified: Nov 01, 2007 05:16 AM

## ***State plans to widen I-40 bottleneck***

### **I-540 ramp also will be unclogged**

Bruce Siceloff, Staff Writer

Two of the Triangle's worst bottlenecks will be loosened by highway construction projects scheduled to start in 2010, according to plans released Wednesday by the state Department of Transportation.

Interstate 40 will be widened from four to six lanes between Wade Avenue and U.S. 1/64. An overstuffed I-540 off-ramp near Research Triangle Park also will be widened.

The draft of the State Transportation Improvement Program for 2009 through 2015 also calls for:

\* Chapel Hill-Carrboro's computerized traffic signal system to be installed starting two years earlier than planned, in 2011.

\* Construction on Durham's East End Connector, joining U.S. 70 and N.C. 147 to form a freeway link between North Durham and Research Triangle Park, to start in 2014, a two-year delay.

\* Construction of twin river bridges on New Falls of Neuse Road, a project managed by the city of Raleigh, to begin in 2009, two years earlier than planned.

The four-mile stretch of I-40 in West Raleigh suffers from the Triangle's worst freeway congestion. It is the only four-lane section of I-40 between Orange and Johnston counties.

The DOT previously proposed to spend \$60 million to make it eight lanes, but state officials had said they didn't have the money.

Wake County leaders suggested making it six lanes instead, hoping the lower cost would allow the work to begin. The DOT now says it will spend \$38.6 million to build two new lanes each way where the wide, grassy median is now.

State and local engineers agree that I-40 will eventually need eight lanes. The DOT's planning and environmental study would account for that, and the existing bridges will be widened now to handle eight lanes in the future.

"That will add about \$1.5 million to the project, but it's a whole lot more cost-effective to do that now," said Wally Bowman, a DOT engineer who oversees work in Wake and six other counties.

Raleigh Mayor Charles Meeker said the I-540 and I-40 improvements will provide limited relief for commuters.

"Those are fairly minor steps," Meeker said. "We pay some \$160 million a year in state and federal gas taxes. We get some back in maintenance, but we're getting nowhere near our fair share in Wake County."

North Raleigh residents who drive the I-540 Outer Loop to RTP have long complained about backups at the exit ramp to westbound I-40. The Outer Loop was extended a few miles southwest of I-40 this year, providing new entry points to RTP, but congestion at the off-ramp did not improve.

Bowman said the DOT will spend \$3.9 million to add a second lane to the off-ramp. The added lane will continue west on I-40 and onto the exit loop to Page Road.

"The growth in that area has far exceeded the traffic forecasts we had when that interchange opened in the mid-1990s," Bowman said. He added that 15 to 25 percent of I-540 commuters continue driving south each morning on the new Loop section, called N.C. 540, instead of taking the I-40 exit.

Meeker said city engineers hope to start building the Neuse River bridges in 2009, but the starting date will depend on how quickly they can obtain permits. An earlier start could make the new bridges available as a detour for traffic on the old Falls of Neuse Road bridge a mile upstream. In a separate project, the DOT plans to close the road in late 2010 for two years while it replaces the old bridge.

Bowman said tight funding has forced construction delays on urban loop projects across the state, prompting the schedule change on Durham's East End Connector.

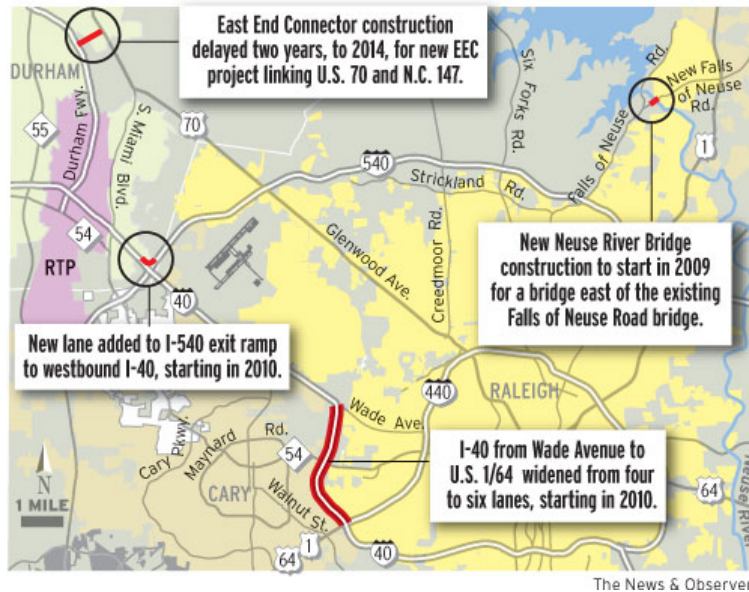
[bruce.siceloff@newsobserver.com](mailto:bruce.siceloff@newsobserver.com) or (919)829-4527

© Copyright 2007, The News & Observer Publishing Company

A subsidiary of [The McClatchy Company](#)

## ROADWORK TO EASE TRAFFIC SQUEEZE

State road-building plans for 2009 to 2015 start improvements on Interstate 40 and Interstate 540 earlier.



The News & Observer

## DOT Officials: Growth Cause of I-40, I-540 Problem

Posted: Nov. 1, 2007

**MORRISVILLE & MDASH**Unexpectedly high growth was the root cause behind the design flaws at the intersection of Interstates 40 and 540, Department of Transportation officials said on Thursday.

Around 25,000 cars are caught each morning in a bottleneck that was created when the DOT opened a 4.5-mile extension of 540, called N.C. Highway 540, between I-40 and N.C. Highway 55.

The new highway was supposed to ease congestion and give drivers more options for getting into Research Triangle Park, but DOT eliminated one of two collector lanes for drivers exiting westbound I-540 onto westbound I-40, and the new highway did not draw off enough cars to keep that from being a major problem.

"It's an obvious mistake," one driver told WRAL. "If you can't see it's a mistake, then there's something wrong."

DOT engineers said the bottleneck is a symptom of trying to build our way out of congestion while growth in the Triangle continues. Design problems occur when growth exceeds traffic estimates that were made when the project was designed, officials said.

"The original project was done in the early '90s," Wally Bowman, a DOT engineer, said. "We project traffic 20 years in advance, and the traffic forecast at that time, based on land use and on land development at that time, was that traffic in that particular ramp area would not be that heavy."

When local municipalities rezone areas, more growth than expected occurs, skewing engineers' numbers, Bowman said.

The DOT has created a draft plan to add an auxiliary lane to westbound I-40 between I-540 and Page Road to accommodate the merging traffic. Right-of-way purchases would be funded in fiscal 2009, and construction would begin the next year and end in 2011 – if no new obstacles emerge, officials cautioned.

"if it's already a bottleneck now. ... What's it going to be doing by 2010?" driver Phyllis Newman said.

DOT designated \$3.8 million for the project in the latest draft of the annual Transportation Improvement Plan, which contains priority highway, ferry and aviation projects statewide over a seven-year period.

Public hearings will be held on the TIP this winter before the plan is presented to the state Board of Transportation for approval next summer.

Reporter: [Julia Lewis](#)

Photographer: [Pete James](#)

Web Editor: [Anne Leake](#)

*Copyright 2007 by WRAL.com. All rights reserved. This material may not be published, broadcast, rewritten or redistributed.*

Published: Nov 01, 2007 12:30 AM

Modified: Nov 01, 2007 05:15 AM

## ***Workers slam DOT in surveys***

### **They griped about favoritism and waste. The agency's head says criticism is constructive**

Benjamin Niolet, Staff Writer

The N.C. Department of Transportation is inefficient, unfocused and inflexible, according to a consultant's report released Wednesday.

The report is based on surveys filled out anonymously by nearly 9,000 employees and on interviews with dozens of state, business and local officials.

The employees said the department wastes money and time because upper managers change priorities, sometimes daily.

They said that projects drift for years, that low-level workers fear political consequences if they express new ideas, and that better leadership could shave years off the time it takes to finish major projects.

"Imagine two guys in a garage full of car parts, with a black curtain that splits the garage in half," said one engineer in the Preconstruction section of the highway division, which handles planning and design, among other functions. "These guys have to build a car by passing notes to each other from either side. That's Preconstruction."

State Transportation Secretary Lyndo Tippet said Wednesday night that the report provides an honest look at the department which will help make it a better organization.

"You don't know how you look until you get your picture took," Tippet said.

The department, which has a \$3.8 billion budget, hired McKinsey & Co., an international management consultant, to evaluate the agency. The department agreed to pay McKinsey \$1.1 million for an evaluation and an additional \$2.5 million for help in making changes. The review came as the department was losing credibility with state legislators, who control funding for the agency.

"What they really need over there is a couple retirement parties," said state Sen. Clark Jenkins, a Tarboro Democrat who spent 10 years on the N.C. Board of Transportation and leads legislative committees that watch over the department and control the purse strings.

The report recommends broad changes in the way the department's managers think, plan and act. It recommends steps to recruit and keep top workers, and it calls for the department to be more transparent and to finish projects faster and more cheaply.

The report also recommends the department work with the legislature to tie new funding to meeting its goals.

Last week, department officials briefed lawmakers on progress toward making changes. The legislators said they were generally pleased with what they heard.

The consultants wrote that the department does have some advantages. Employees are proud to serve and tend to respect their direct supervisors. The department has support from both internal and external leaders to change, according to the report.

Tippet said the consultant has already helped the department find ways to be more efficient that could save \$50 million.

"Our motive from the outset was to take a good organization, which DOT is, in my opinion, and make it better," he said. "I think what we've done with hiring this consultant is something unheard of in state government."

Much of the document is written in a dense, jargon-laden prose. One disclaimer repeated on several pages cautions: "This material, while thorough, does not represent the totality of our transformation capacity building or contribution."

According to the report, another problem the department faces is that department policy keeps salaries low, which makes it difficult to hire or keep talented employees. At one 200-person branch office, nine job candidates in three years turned down job offers because of low salary. Several managers often don't interview individuals with excellent experience and credentials because they know the department can't afford them, according to the report. New engineers see the department as a "back-up employer."

"If we've got cutting-edge civil engineers, then why is it we're not paying them?" Jenkins said. "We pay the doctors. We pay the professors. What are we spending, \$3 billion a year over there?"

### **Politics vs. merit**

Other employees said the department rewards connections. A Division of Motor Vehicles employee said: "The NCDOT is too political. Friends looking after friends. You can come in and do nothing or you can be productive, but it pays the same."

Even before the report's release Wednesday, department officials and state leaders acknowledged that the department suffers from a "silo" mentality, where different sections do not talk to one other. As one

information technology employee said, "There are three different versions of IT, they all fall under different bosses and they are each accountable to different policies."

DOT officials also have previously said, and the report repeats, that the department's employees have no unified vision in terms of goals and direction.

In recent years, Triangle drivers have had reason to complain about the department. A DOT blunder during a 2003 project to widen Interstate 40 required workers to close lanes nightly this year between Durham and Chapel Hill to resurface the road. At night and on weekends, backups extended two to three miles. That mistake was a big factor in the department's decision to hire McKinsey.

Jenkins said the legislature let the department know in February that things needed to change. "Our leadership wasn't inclined, to send any money over there until they changed," Jenkins said.

Despite the consultant's recommendations that the department be transparent and open to help restore public confidence, much of the work by McKinsey was at first done in secret. The department had agreed to keep confidential much of the consultant's work, including its proposal to the state. After The News & Observer published a story about the secrecy, Gov. Mike Easley ordered the department to release contract documents.

[ben.niolet@newsobserver.com](mailto:ben.niolet@newsobserver.com) or (919) 829-4521

© Copyright 2007, The News & Observer Publishing Company

A subsidiary of [The McClatchy Company](#)

## **The Herald-Sun editorial: Welcome accord on new bike path**

We plead guilty to supporting bike lanes, bike trails and pedestrian paths and sidewalks. It doesn't take a visionary to see a future when more people will be seeking alternatives to the internal combustion engine. So we were pleased to see that a deal has been struck to create bike lanes and sidewalks along a section of Old Durham-Chapel Hill Road between Page Road and Garrett Road.

We appreciate the inter-governmental cooperation that led to the agreement and the foresight of all those involved, including the N.C. Department of Transportation and the governments of Durham and Chapel Hill.

As you look around the Triangle, it's clear that more and more folks are biking and walking for recreation, shopping and commuting. They do so for a variety of good reasons, including offsetting the high cost of gasoline and for the health and environmental benefits.

But all those good reasons quickly evaporate if the roads aren't safe. Riding or walking along a highway with no shoulder as trucks whiz by inches away will make even the most diehard alternative transportation advocate rethink the risk-to-benefit ratio.

One of the more dangerous stretches for bikers and walkers is along the route between Durham and Chapel Hill. Which is unfortunate, because both communities have many bikers and walkers. But there's no decent bike path along Old Chapel Hill Road, and 15-501, the main highway, is far too dangerous.

Chapel Hill Town Councilman Ed Harrison should get credit for pushing this idea for many years until an agreement was finally reached last month. Harrison is one of those locals whose interests have always straddled the county line.

The major contributor to the \$3.83 million project will be DOT, which allocated \$400,000, along with \$2.74 million from the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization. Of the remainder, the City of Durham will pick up \$445,640, and the Town of Chapel Hill will pay \$239,960. The

difference in funding is based on the mileage within each municipality. The project is expected to start construction in 2009 and conclude in 2010.

We hope this is a sign that bike lanes and pedestrian paths will play a more major role in future transportation planning.

Published: Nov 07, 2007 12:30 AM

Modified: Nov 07, 2007 05:28 AM



This is a conceptual rendering of the self-propelled diesel rail cars that will be manufactured by United Transit Systems for the Triangle Transit Authority. It shows two cars attached back-to-back in a "married pair." Colors, logo and other details for the actual cars may look different. It's the only image, and only resolution, available today. source: United Transit Systems and Triangle Transit Authority

## ***Rail, buses and how much?***

### **By February, tri-county panel to deliver costly new plan for Triangle transit**

Bruce Siceloff, Staff Writer

More than a year after local leaders called for a fresh look at the Triangle's transit needs, a three-county citizen panel has begun to focus on two competing scenarios for creating a regional network of trains, buses and streetcars.

Leaders of the Special Transit Advisory Commission told city and county officials last week that by February they would deliver a new plan for transit improvements estimated to cost more than \$5 billion over the next three decades.

Between now and February, the 29-member commission is expected to choose between two plans for a mix of bus and rail service that would be phased in over 30 years in 18 corridors across the region.

The group will weigh a 1995 Triangle Transit Authority plan to run diesel rail cars between Raleigh and Durham against a new proposal to combine heavier commuter trains with versatile buses that would alternate between city streets and concrete guideways.

The commission is saving the hardest part of its assignment for last: where to find the money.

"No matter what system we look at, it isn't going to be cheap," George Cianciolo of Chapel Hill, a Duke University pathologist who serves as the group's co-chairman, said at a meeting of elected city and county officials who make up the Triangle's two regional transportation planning boards.

On Tuesday, Mecklenburg County voted overwhelmingly to keep its transit sales tax which helps fund Charlotte Area Transit System's ambitious plans to expand its light rail and buses. The margin of victory stunned even transit supporters. With 96 percent of precincts counted, 70 percent voted against repeal, with 30 percent in favor of stopping the tax.

In the Triangle, rising costs and low ridership forecasts forced TTA last year to shelve its quest to build a 28-mile track for trains that would run several times every hour, 18 hours a day, from Durham through Research Triangle Park to Raleigh.

But the advisory group has not ruled out making TTA's tracks the spine of a rail, bus and streetcar network that could stretch across the region and into neighboring counties.

### **Full menu of options**

Commission members -- 29 business, neighborhood and environmental leaders from Wake, Durham and Orange counties -- will spend the next three months deciding between the familiar TTA rail plan and other options:

- \* Commuters from Selma to Burlington could ride to work on trains that come into the Triangle each morning and reverse direction in the afternoon. The N.C. Railroad, which owns a 317-mile rail corridor from Morehead City to Charlotte, is studying the feasibility of adding commuter trains to tracks used by Amtrak and freight carriers.

- \* Buses, streetcars or light-rail trains could circulate continually through Research Triangle Park and the Triangle's downtown centers, picking up workers and shoppers. Raleigh-Durham International Airport is making plans to extend a transit link from the airport to RTP.

- \* A varied fleet of special buses could be deployed to get the edge on traffic congestion. One option is an exotic breed of bus that has become popular in Germany, Australia and Great Britain.

Curb-guided bus rapid transit uses a rubber-tire bus that travels both on city streets and on narrow paths lined with concrete curbs. The busway is a few inches wider than the vehicle. The bus is fitted with small horizontal wheels to hug the inside of the curb, much like a train clings to its rails.

This scenario, emphasizing commuter trains and curb-guided buses in the region's busy heart, has some elements in common with the version built around TTA's trains. Both plans envision frequent "circulators" for RTP and downtown areas, plus improved bus and commuter train links to outlying towns.

Transportation planners offer comparable capital cost estimates for both approaches, in the range of \$5 billion to \$6.6 billion to build an entire 18-corridor network over 30 years.

### **Plans guide growth**

Though the TTA rail line would be built all at once, the narrow concrete tracks for curb-guided buses could be built in short segments over several years. A 25-foot-wide path could carry bus tracks in both directions, with room for an emergency walkway to be used if a bus was disabled.

Several buses might travel the curbed path from one end of the region to the other, staying out of traffic and passing over busy streets at speeds up to 55 mph, with transit stops along the way. The buses might exit onto city streets to finish the journey on a regular bus route, planners said.

"It's pretty low-tech and kind of foolproof," said Ed Johnson, director of the Capital Area Metropolitan Planning Organization. "It's something like rail but more flexible."

"It can still be built with a permanence in quality and construction, and you've got to think that would influence the land development market."

Advocates of the TTA plan say rail transit would stimulate dense, mixed development to help focus the region's growth along transit corridors. That's an advantage they say bus service cannot match.

"This is not just about transportation -- this is also about land use, and how we're going to grow," said Sig Hutchinson of Raleigh, chairman of the TTA trustees.

Chapel Hill developer Roger Perry, who has included transit facilities in his recent projects, said curb-guided buses could be just as popular with riders -- and developers -- as rail transit lines.

"I would think that the rubber tires wouldn't make much difference," Perry said. "Conventional wisdom says people are more willing to ride a train than a bus. But if it's on a fixed guideway, and it's reliable and it's quick, that seems to mitigate it in my mind."

### **'Can we afford it?'**

Gerry Cohen of Raleigh, a commission member who oversees legislative drafting for the General Assembly, said the group will go beyond TTA's plan for Raleigh-to-Durham service.

"This is a sketch of a plan to serve both the existing population and the growth we're going to have in the entire region, in an environmentally sound fashion," Cohen said. "The next question will be, 'Can we afford it?' but I don't know yet how much it will cost."

That question was on the mind of city and county officials who called for the study.

"We all have grandiose plans, but one of the biggest problems we have is how we're going to manage the funding," said Becky Heron, a Durham County commissioner. "Where are we going to get these dollars that we need -- when we're having so many problems right now even keeping up our existing roads?"

[bruce.siceloff@newsobserver.com](mailto:bruce.siceloff@newsobserver.com) or (919) 829-4527

© Copyright 2007, The News & Observer Publishing Company

A subsidiary of [The McClatchy Company](#)

**Charlotte.com**

Thursday, Nov 8, 2007

Posted on Wed, Nov. 07, 2007

## **Tax supporters, foes surprised by margin of victory**

STEVE HARRISON

Mecklenburg County voters overwhelmingly backed the transit sales tax Tuesday, dismissing an aggressive grass-roots effort to repeal it and endorsing CATS' ambitious plans to expand light rail and buses.

The margin of victory stunned even transit supporters. With all but one precinct counted, 70 percent voted against repeal, with 30 percent in favor of stopping the tax. The number of people voting for repeal -- roughly 37,000 -- fell short of the 48,000 signatures collected that put the tax back on the ballot.

The decision means that the Charlotte Area Transit System will continue collecting the half-cent tax, which generated \$70 million last year, and will continue with its expansive 2030 transit plan.

CATS plans to build a commuter-rail line to the Lake Norman area and to extend the existing light rail northeast to University City. It also wants to build a streetcar through central Charlotte and either a busway or light rail down Independence Boulevard.

Polls in the spring showed voters supported transit in similar numbers to the 1998 vote, which was 58 percent in favor and 42 percent against. By August, that margin had slipped.

But in the two months before the election, transit tax supporters spent heavily with a television and radio blitz that helped widen their margin of victory. They also had the support of numerous public officials, including ex-mayors and leaders in the black community. They urged against repeal.

The Vote Against Repeal Committee, which raised nearly \$600,000, told voters that repealing the transit tax would make traffic congestion worse, hurt the environment and force the city to make cuts in the bus system, which receives 65 percent of the tax. The committee also warned voters that repealing the transit tax would likely result in higher property taxes.

"I think we should have had this 20 years ago," said Jim Sasser, a Charlotte retiree. "I didn't approve of some of the way they handled their finances, but overall, I never had any question about it."

Nancy Gross, a south Charlotte homemaker, voted against school bonds. But she supported the transit tax because it "is hardly noticeable. But if we repealed it, they were going to raise my property taxes."

Throughout Mecklenburg, there has been anger in the past two years over the cost overruns in building the Lynx Blue Line, scheduled to open this month.

Those frustrations often surfaced on talk radio and on the opinion pages of the newspaper, but they weren't enough to swing the election.

The anti-transit tax group, Sensible Charlotte Area Transportation, was disappointed that it had only raised roughly \$12,000 by late October. A successful effort six years earlier to defeat the new uptown arena raised more money.

Former City Council member Don Reid, who helped lead the repeal effort, declined to comment to the Observer.

Former county commissioner Jim Puckett, another repeal leader, couldn't be reached for comment.

When the transit tax was passed in 1998, precincts in African American communities near uptown voted for the tax, with some showing nearly 70 percent in support.

But black support was thought to be harder to come by in 2007. A petition drive that placed the transit tax on the ballot had its highest percentage of signers in black communities, and an Observer poll in August found that African Americans favored repeal.

Results Tuesday, though, showed that a number of black precincts west and northwest of uptown voted against repeal by more than 70 percent.

Annie Cox, who works for a heating and air conditioning firm, said she considered voting for repeal. She voted to keep the tax because losing bus service would hurt low-income people, she said.

In the short-term, CATS will open the Lynx Blue Line in a little more than two weeks -- an event that supporters can celebrate with the repeal effort behind them. And the city must find a replacement for CATS chief executive Ron Tober, who announced in August he is retiring Dec. 21.

"Frankly I'm surprised at the spread right now," said Tober as incomplete results came in Tuesday night. "To have a significant margin -- it's a good feeling. People in the community realize we need to have a good public transportation system."

**Authority:** 33 U.S.C. 1226, 1231; 46 U.S.C. Chapter 701; 50 U.S.C. 191, 195; 33 CFR 1.05–1, 6.04–1, 6.04–6, and 160.5; Pub. L. 107–295, 116 Stat. 2064; Department of Homeland Security Delegation No. 0170.1.

2. Add a new temporary § 165.T14–161 to read as follows:

**§ 165.T14–161 Security Zone; Nawiliwili Harbor, Kauai, HI.**

(a) *Location.* The following land areas, and water areas from the surface of the water to the ocean floor, are a security zone that is activated as described in paragraph (c) of this section, and enforced subject to the provisions of paragraph (d) of this section: All waters of Nawiliwili Harbor, Kauai, shoreward of the Nawiliwili Harbor COLREGS DEMARCATION LINE (See 33 CFR 80.1450), excluding the waters west of a line running from the southeastern most point of the breakwater of Nawiliwili Small Boat Harbor due south to the south shore of the harbor, and excluding the waters from Kalapaki Beach south to a line extending from the western most point of Kukii Point due west to the Harbor Jetty. The land of the jetty south of Nawiliwili Park including the jetty access road, commonly known as Jetty Road, is included within the security zone.

(b) *Effective period.* This section is effective from November 1, 2007, through December 31, 2007. It will be activated for enforcement pursuant to paragraph (c) of this section.

(c) *Enforcement periods.* The zone described in paragraph (a) of this section will be activated for enforcement 60 minutes before the Hawaii Superferry's arrival into the zone and remain activated for 10 minutes after the Hawaii Superferry's departure from the zone. The activation of the zone for enforcement will be announced by marine information broadcast, and by a red flag, illuminated between sunset and sunrise, displayed from Pier One and the Harbor Facility Entrance on Jetty Road.

(d) *Regulations.* (1) Under 33 CFR 165.33, entry by persons or vessels into the security zone created by this section and activated as described in paragraph (c) of this section is prohibited unless authorized by the Coast Guard Captain of the Port, Honolulu or his or her designated representatives. Operation of any type of vessel, including every description of watercraft or other artificial contrivance used, or capable of being used, as a means of transportation on water, within the security zone is prohibited. If a vessel is found to be operating within the security zone without permission of the Captain of the Port, Honolulu, and refuses to leave, the

vessel is subject to seizure and forfeiture.

(2) All persons and vessels permitted in the security zone must comply with the instructions of the Coast Guard Captain of the Port or the designated on-scene-patrol personnel. These personnel comprise commissioned, warrant, and petty officers of the Coast Guard and other persons permitted by law to enforce this regulation. Upon being hailed by an authorized vessel or law enforcement officer using siren, radio, flashing light, loudhailer, voice command, or other means, the operator of a vessel must proceed as directed.

(3) If authorized passage through the security zone, a vessel must operate at the minimum speed necessary to maintain a safe course and must proceed as directed by the Captain of the Port or his or her designated representatives. While underway with permission of the Captain of the Port or his or her designated representatives, no person or vessel is allowed within 100 yards of a the Hawaii Super Ferry when it is underway, moored, position-keeping, or at anchor, unless authorized by the Captain of the Port or his or her designated representatives.

(4) When conditions permit, the Captain of the Port, or his or her designated representatives, may permit vessels that are at anchor, restricted in their ability to maneuver, or constrained by draft to remain within the security zone in order to ensure navigational safety.

(e) *Enforcement officials.* Any Coast Guard commissioned, warrant, or petty officer, and any other person permitted by law, may enforce the regulations in this section.

Dated: September 26, 2007.

**Sally Brice-O'Hara,**

*Rear Admiral, U.S. Coast Guard, Commander, Fourteenth Coast Guard District.*

[FR Doc. 07–4893 Filed 9–28–07; 3:29 pm]

**BILLING CODE 4910–15-P**

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Parts 52 and 81

[EPA–R04–OAR–2007–0601–200730; FRL–8477–2]

### Approval and Promulgation of Implementation Plans and Designation of Areas for Air Quality Planning Purposes; North Carolina; Redesignation of the Raleigh-Durham-Chapel Hill 8-Hour Ozone Nonattainment Area to Attainment for Ozone

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Proposed rule.

**SUMMARY:** On June 7, 2007, the State of North Carolina, through the North Carolina Department of Environment and Natural Resources (NCDENR), submitted a request to redesignate the Raleigh-Durham-Chapel Hill 8-hour ozone nonattainment area to attainment for the 8-hour ozone National Ambient Air Quality Standard (NAAQS); and to approve a State Implementation Plan (SIP) revision containing a maintenance plan for the Raleigh-Durham-Chapel Hill Area. The Raleigh-Durham-Chapel Hill 8-hour ozone nonattainment area (the “Triangle Area”) is comprised of Durham, Franklin, Granville, Johnston, Orange, Person and Wake Counties in their entireties, and Baldwin, Center, New Hope and Williams Townships in Chatham County. In this action, EPA is proposing to approve the 8-hour ozone redesignation request for the Triangle Area. Additionally, EPA is proposing to approve the 8-hour ozone maintenance plan for the Triangle Area, including the motor vehicle emissions budgets (MVEBs) for nitrogen oxides (NO<sub>x</sub>) and an insignificance determination for volatile organic compounds (VOC) emissions from motor vehicles. This proposed approval of North Carolina's redesignation request is based on EPA's determination that North Carolina has demonstrated that the Triangle Area has met the criteria for redesignation to attainment specified in the Clean Air Act (CAA), including the determination that the entire Triangle 8-hour ozone nonattainment area has attained the 8-hour ozone standard. Further, in this action, EPA is also describing the status of its transportation conformity adequacy determination for the new 2008 and 2017 MVEBs for NO<sub>x</sub>, and for the insignificance determination for VOC contribution from motor vehicle emissions to the 8-hour ozone pollution, that are contained in the 8-hour ozone maintenance plan for the Triangle Area.

**DATES:** Comments must be received on or before November 2, 2007.

**ADDRESSES:** Submit your comments, identified by Docket ID No. EPA-R04-OAR-2007-0601, by one of the following methods:

(a) *http://www.regulations.gov*:

Follow the on-line instructions for submitting comments.

(b) *E-mail*: [ward.nacosta@epa.gov](mailto:ward.nacosta@epa.gov).

(c) *Fax*: (404) 562-9019.

(d) *Mail*: EPA-R04-OAR-2007-0601, Regulatory Development Section, Air Planning Branch, Air, Pesticides and Toxics Management Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street, SW., Atlanta, Georgia 30303-8960.

(e) *Hand Delivery or Courier*: Nacosta C. Ward, Regulatory Development Section, Air Planning Branch, Air, Pesticides and Toxics Management Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street, SW., Atlanta, Georgia 30303-8960. Such deliveries are only accepted during the Regional Office's normal hours of operation. The Regional Office's official hours of business are Monday through Friday, 8:30 to 4:30, excluding Federal holidays.

**Instructions:** Direct your comments to Docket ID No. EPA-R04-OAR-2007-0601. EPA's policy is that all comments received will be included in the public docket without change and may be made available online at [www.regulations.gov](http://www.regulations.gov), including any personal information provided, unless the comment includes information claimed to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Do not submit through [www.regulations.gov](http://www.regulations.gov) or e-mail, information that you consider to be CBI or otherwise protected. The [www.regulations.gov](http://www.regulations.gov) Web site is an "anonymous access" system, which means EPA will not know your identity or contact information unless you provide it in the body of your comment. If you send an e-mail comment directly to EPA without going through [www.regulations.gov](http://www.regulations.gov), your e-mail address will be automatically captured and included as part of the comment that is placed in the public docket and made available on the Internet. If you submit an electronic comment, EPA recommends that you include your name and other contact information in the body of your comment and with any disk or CD-ROM you submit. If EPA cannot read your comment due to technical difficulties and cannot contact you for clarification, EPA may not be able to consider your comment.

Electronic files should avoid the use of special characters, any form of encryption, and be free of any defects or viruses. For additional information about EPA's public docket visit the EPA Docket Center homepage at <http://www.epa.gov/epahome/dockets.htm>.

**Docket:** All documents in the electronic docket are listed in the [www.regulations.gov](http://www.regulations.gov) index. Although listed in the index, some information is not publicly available, *i.e.*, CBI or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy form. Publicly available docket materials are available either electronically in [www.regulations.gov](http://www.regulations.gov) or in hard copy at the Regulatory Development Section, Air Planning Branch, Air, Pesticides and Toxics Management Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street, SW., Atlanta, Georgia 30303-8960. EPA requests that if at all possible, you contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to schedule your inspection. The Regional Office's official hours of business are Monday through Friday, 8:30 to 4:30, excluding Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Ms. Nacosta C. Ward of the Regulatory Development Section, in the Air Planning Branch, Air, Pesticides and Toxics Management Division, U.S. Environmental Protection Agency, Region 4, 61 Forsyth Street, SW., Atlanta, Georgia 30303-8960. The telephone number is (404) 562-9140. Ms. Nacosta Ward can be reached via electronic mail at [ward.nacosta@epa.gov](mailto:ward.nacosta@epa.gov).

#### SUPPLEMENTARY INFORMATION:

##### Table of Contents

- I. What Proposed Actions Are EPA Taking?
- II. What Is the Background for EPA's Proposed Actions?
- III. What Are the Criteria for Redesignation?
- IV. Why Is EPA Proposing These Actions?
- V. What Is the Effect of EPA's Proposed Actions?
- VI. What Is EPA's Analysis of the Request?
- VII. What Is EPA's Analysis of North Carolina's Proposed VOC Insignificance Finding and the Proposed Subarea NO<sub>x</sub> MVEBs for the Triangle Area?
- VIII. What Is an Adequacy Determination?
- IX. What Is the Status of EPA's Adequacy Determination for the Proposed Subarea NO<sub>x</sub> MVEBs for the Years 2008 and 2017, and the VOC Insignificance Determination?
- X. Proposed Action on the Redesignation Request and Maintenance Plan SIP Revision Including Proposed Approval

of the 2008 and 2017 Subarea NO<sub>x</sub> MVEBs, and the Proposed VOC Insignificance Determination for the Triangle Area

XI. Statutory and Executive Order Reviews

## I. What Proposed Actions Are EPA Taking?

EPA is proposing to take two related actions, which are summarized below and described in greater detail throughout this notice of proposed rulemaking: (1) To redesignate the Triangle Area to attainment for the 8-hour ozone NAAQS; and (2) to approve North Carolina's 8-hour ozone maintenance plan into the North Carolina SIP, including the associated MVEBs for NO<sub>x</sub> and the VOC insignificance determination. In addition, and related to today's proposed actions, EPA is also notifying the public of the status of EPA's adequacy determination for the Triangle Area subarea<sup>1</sup> NO<sub>x</sub> MVEBs and the insignificance determination for VOC emission contribution from motor vehicles to 8-hour ozone pollution in the Triangle Area.

First, EPA is proposing to determine that the Triangle Area has attained the 8-hour ozone standard, and that the Triangle Area has met the other requirements for redesignation under section 107(d)(3)(E) of the CAA. EPA is now proposing to approve a request to change the legal designation of the Triangle Area from nonattainment to attainment for the 8-hour ozone NAAQS.

Second, EPA is proposing to approve North Carolina's 8-hour ozone maintenance plan for the Triangle Area (such approval being one of the CAA criteria for redesignation to attainment status). The maintenance plan is designed to help keep the Triangle Area in attainment of the 8-hour ozone NAAQS through 2017. Consistent with the CAA, the maintenance plan that EPA is proposing to approve today also includes 2008 and 2017 subarea MVEBs for NO<sub>x</sub>, and an insignificance determination regarding the contribution of VOC emissions from

<sup>1</sup> The term "subarea" refers to the portion of the area, in a nonattainment or maintenance area, for which the MVEB applies. In this case, the "subareas" are established at the county level so this indicates that the MVEBs cover individual counties and also indicates to transportation conformity implementers in this area that there are separate county-level MVEBs for each county in this area. EPA's *Companion Guidance for the July 1, 2004, Final Transportation Conformity Rule: Conformity Implementation in Multi-Jurisdictional Nonattainment and Maintenance Areas for Existing and New Air Quality Standards* explains more about the possible geographical extent of a MVEB, how these geographical areas are defined, and how transportation conformity is implemented in these different geographical areas.

motor vehicles to the ozone pollution in the Triangle Area. Today, EPA is proposing to approve (into the North Carolina SIP) the 2008 and 2017 subarea NO<sub>x</sub> MVEBs and the VOC insignificance determination, that are included as part of North Carolina's maintenance plan for the Triangle Area for the 8-hour ozone NAAQS. The VOC insignificance determination applies to the entire Triangle Area, whereas the NO<sub>x</sub> MVEBs are subarea MVEBs that apply to individual counties within the Triangle Area. Please see Section V of this rulemaking for a listing of the MVEBs for these individual counties.

Third, EPA is also notifying the public of the status of EPA's adequacy process for the newly-established 2008 and 2017 subarea NO<sub>x</sub> MVEBs, and its insignificance determination for VOC for the Triangle Area. The adequacy comment period for the Triangle Area's 2008 and 2017 subarea NO<sub>x</sub> MVEBs, and the VOC insignificance determination began on March 21, 2007, with EPA's posting of the availability of North Carolina's maintenance plan submittal on EPA's Adequacy Web site (<http://www.epa.gov/otaq/stateresources/transconf/currships.htm>). The adequacy comment period for these subarea MVEBs, and the VOC insignificance determination closed on April 20, 2007. No adverse comments were received during the adequacy public comment period. Please see section VIII of this proposed rulemaking for further explanation of this process, and for more details on the MVEBs and the VOC insignificance determination.

Today's notice of proposed rulemaking is in response to North Carolina's June 7, 2007, SIP submittal, which supersedes North Carolina's March 12, 2007, submittal that included a request for parallel processing. The June 7, 2007, submittal requests the redesignation of the Triangle Area, and includes a SIP revision addressing the specific issues summarized above and the necessary elements for redesignation described in section 107(d)(3)(E) of the CAA.

## II. What Is the Background for EPA's Proposed Actions?

Ground-level ozone is not emitted directly by sources. Rather, emissions of NO<sub>x</sub> and VOC react in the presence of sunlight to form ground-level ozone. NO<sub>x</sub> and VOC are referred to as precursors of ozone. The CAA establishes a process for air quality management through the NAAQS.

On July 18, 1997, EPA promulgated a revised 8-hour ozone standard of 0.08 parts per million (ppm). This new standard is more stringent than the

previous 1-hour ozone standard. Under EPA regulations at 40 CFR part 50, the 8-hour ozone standard is attained when the 3-year average of the annual fourth highest daily maximum 8-hour average ambient air quality ozone concentrations is less than or equal to 0.08 ppm (*i.e.*, 0.084 ppm when rounding is considered). (See, 69 FR 23857 (April 30, 2004) for further information.) Ambient air quality monitoring data for the 3-year period must meet a data completeness requirement. The ambient air quality monitoring data completeness requirement is met when the average percent of days with valid ambient monitoring data is greater than 90 percent, and no single year has less than 75 percent data completeness as determined in Appendix I of part 50. Specifically, section 2.3 of 40 CFR part 50, Appendix I, "*Comparisons with the Primary and Secondary Ozone Standards*" states:

The primary and secondary ozone ambient air quality standards are met at an ambient air quality monitoring site when the 3-year average of the annual fourth-highest daily maximum 8-hour average ozone concentration is less than or equal to 0.08 ppm. The number of significant figures in the level of the standard dictates the rounding convention for comparing the computed 3-year average annual fourth-highest daily maximum 8-hour average ozone concentration with the level of the standard. The third decimal place of the computed value is rounded, with values equal to or greater than 5 rounding up. Thus, a computed 3-year average ozone concentration of 0.085 ppm is the smallest value that is greater than 0.08 ppm.

The CAA required EPA to designate as nonattainment any area that was violating the 8-hour ozone NAAQS based on the three most recent years of ambient air quality data. The Triangle 8-hour ozone nonattainment area was designated using 2001–2003 ambient air quality data. The **Federal Register** document making these designations was signed on April 15, 2004, and published on April 30, 2004 (69 FR 23857).

The CAA contains two sets of provisions—subpart 1 and subpart 2—that address planning and control requirements for ozone nonattainment areas. (Both are found in title I, part D.) Subpart 1 (which EPA refers to as "basic" nonattainment) contains general, less prescriptive, requirements for nonattainment areas for any pollutant—including ozone—governed by a NAAQS. Subpart 2 (which EPA refers to as "classified" nonattainment) provides more specific requirements for certain ozone nonattainment areas. Some 8-hour ozone nonattainment areas

are subject only to the provisions of subpart 1. Other 8-hour ozone nonattainment areas are also subject to the provisions of subpart 2. Under EPA's Phase 1 8-hour ozone implementation rule (69 FR 23857) (Phase 1 Rule), signed on April 15, 2004, and published April 30, 2004, an area was classified under subpart 2 based on its 8-hour ozone design value (*i.e.*, the 3-year average of the annual fourth-highest daily maximum 8-hour average ozone concentrations), if it had a 1-hour design value at or above 0.121 ppm (the lowest 1-hour design value in Table 1 of subpart 2). All other areas are covered under subpart 1, based upon their 8-hour ambient air quality design values.

Durham and Wake Counties, and the Dutchville Township portion of Granville County were originally designated as a moderate nonattainment area for the 1-hour ozone standard on November 6, 1991 (56 FR 56694). Durham and Wake Counties, and the Dutchville Township portion of Granville County were redesignated as attainment for the 1-hour ozone standard on April 18, 1994 (59 FR 18300). On April 30, 2004, EPA designated the Triangle Area (of which Durham and Wake Counties, and the Dutchville Township portion of Granville County are a part) as a "basic" 8-hour ozone nonattainment area (see, 69 FR 23857, April 30, 2004). Thus, on June 7, 2007, when North Carolina submitted its final redesignation request, the Triangle Area was classified under subpart 1 of the CAA, and was obligated to meet only the subpart 1 requirements.

Various aspects of EPA's Phase 1 Rule were challenged in court. On December 22, 2006, the U.S. Court of Appeals for the District of Columbia Circuit (D.C. Circuit Court) vacated EPA's Phase 1 Rule (69 FR 23951, April 30, 2004). *South Coast Air Quality Management Dist. (SCAQMD) v. EPA*, 472 F.3d 882 (D.C. Cir. 2006). On June 8, 2007, in response to several petitions for rehearing, the D.C. Circuit Court clarified that the Phase 1 Rule was vacated only with regard to those parts of the Rule that had been successfully challenged. Therefore, the Phase 1 Rule provisions related to classifications for areas currently classified under subpart 2 of title I, part D of the CAA as 8-hour nonattainment areas, the 8-hour attainment dates and the timing for emissions reductions needed for attainment of the 8-hour ozone NAAQS remain effective. The June 8th decision left intact the Court's rejection of EPA's reasons for implementing the 8-hour standard in certain nonattainment areas

under subpart 1 in lieu of subpart 2. By limiting the vacatur, the Court let stand EPA's revocation of the 1-hour standard and those anti-backsliding provisions of the Phase 1 Rule that had not been successfully challenged. The June 8th decision reaffirmed the December 22, 2006, decision that EPA had improperly failed to retain measures required for 1-hour nonattainment areas under the anti-backsliding provisions of the regulations: (1) Nonattainment area New Source Review (NSR) requirements based on an area's 1-hour nonattainment classification; (2) Section 185 penalty fees for 1-hour severe or extreme nonattainment areas; and (3) measures to be implemented pursuant to section 172(c)(9) or 182(c)(9) of the CAA, on the contingency of an area not making reasonable further progress toward attainment of the 1-hour NAAQS, or for failure to attain that NAAQS. The June 8th decision clarified that the Court's reference to conformity requirements for anti-backsliding purposes was limited to requiring the continued use of 1-hour motor vehicle emissions budgets until 8-hour budgets were available for 8-hour conformity determinations, which is already required under EPA's conformity regulations. The Court thus clarified that 1-hour conformity determinations are not required for anti-backsliding purposes.

This section sets forth EPA's views on the potential effect of the Court's rulings on this proposed redesignation action. For the reasons set forth below, EPA does not believe that the Court's rulings alter any requirements relevant to this redesignation action so as to preclude redesignation, and do not prevent EPA from proposing or ultimately finalizing this redesignation. EPA believes that the Court's December 22, 2006, and June 8, 2007, decisions impose no impediment to moving forward with redesignation of the Triangle Area to attainment, because even in light of the Court's decisions, redesignation is appropriate under the relevant redesignation provisions of the CAA and longstanding policies regarding redesignation requests.

With respect to the 8-hour standard, the Court's ruling rejected EPA's reasons for classifying areas under subpart 1 for the 8-hour standard, and remanded that matter to the Agency. Consequently, it is possible that this Area could, during a remand to EPA, be reclassified under subpart 2. Although any future decision by EPA to classify this area under subpart 2 might trigger additional future requirements for the area, EPA believes that this does not mean that redesignation cannot now go forward. This belief is based upon (1) EPA's longstanding policy of evaluating

requirements in accordance with the requirements due at the time the request is submitted and (2) consideration of the inequity of applying retroactively any requirements that might in the future be applied.

First, at the time the redesignation request was submitted, the Triangle Area was classified under subpart 1 and was obligated to meet only subpart 1 requirements. Under EPA's longstanding interpretation of section 107(d)(3)(E) of the CAA, to qualify for redesignation, states requesting redesignation to attainment must meet only the relevant SIP requirements that came due prior to the submittal of a complete redesignation request. September 4, 1992, Calcagni Memorandum ("Procedures for Processing Requests to Redesignate Areas to Attainment," Memorandum from John Calcagni, Director, Air Quality Management Division). See also, Michael Shapiro Memorandum, September 17, 1993, and 60 FR 12459, 12465-66 (March 7, 1995) (Redesignation of Detroit-Ann Arbor, Michigan). See, *Sierra Club v. EPA*, 375 F.3d 537 (7th Cir. 2004) (upholding this interpretation). See, e.g. also, 68 FR 25418, 25424, 25427 (May 12, 2003) (redesignation of St. Louis, Missouri).

Moreover, it would be inequitable to retroactively apply any new SIP requirements that were not applicable at the time the request was submitted. The D.C. Circuit Court has recognized the inequity in such retroactive rulemaking, (*Sierra Club v. Whitman*, 285 F. 3d 63 (D.C. Cir. 2002)), in which the Court upheld a district court's ruling refusing to make retroactive an EPA determination of nonattainment that was past the statutory due date. Such a determination would have resulted in the imposition of additional requirements on the area. The Court stated: "Although EPA failed to make the nonattainment determination within the statutory time frame, *Sierra Club's* proposed solution only makes the situation worse. Retroactive relief would likely impose large costs on the states, which would face fines and suits for not implementing air pollution prevention plans in 1997, even though they were not on notice at the time." *Id.* at 68. Similarly here, it would be unfair to penalize the area by applying to it for purposes of redesignation, additional SIP requirements under subpart 2 that were not in effect at the time it submitted its redesignation request.

With respect to the requirements under the 1-hour standard ozone standard, only the Durham and Wake Counties, and the Dutchville Township portion of Granville County of the

Triangle Area were originally designated as a moderate nonattainment area for the 1-hour ozone standard on November 6, 1991 (56 FR 56694); the remainder of the Triangle Area was designated as attainment. Durham and Wake Counties, and the Dutchville Township portion of Granville County were redesignated as attainment for the 1-hour ozone standard on April 18, 2004 (59 FR 18300). Therefore, the entire Triangle Area was redesignated to attainment of the 1-hour ozone standard prior to its nonattainment designation for the 8-hour ozone standard. As a result, the Triangle Area is considered to be a 1-hour attainment area subject to a CAA section 175A maintenance plan for the 1-hour standard. The D.C. Circuit Court's decisions do not impact redesignation requests for these types of areas, except to the extent that the Court, in its June 8th decision, clarified that for those areas with 1-hour MVEBs in their maintenance plans, anti-backsliding requires that those 1-hour budgets must be used for 8-hour conformity determinations until they are replaced by 8-hour budgets. To meet this requirement, conformity determinations in such areas must comply with the applicable requirements of EPA's conformity regulations at 40 CFR part 93.

First, there are no conformity requirements relevant for the Triangle Area redesignation request, such as a transportation conformity SIP. It is EPA's longstanding policy that it is reasonable to interpret the conformity SIP requirements as not applying for purposes of evaluating a redesignation request under section 107(d) because state conformity rules are still required after redesignation, and Federal conformity rules apply where state rules have not been approved. See, 40 CFR 51.390; see also, *Wall v. EPA*, 265 F.3d 426 (6th Cir. 2001) (upholding EPA's interpretation). See also, 60 FR 62748 (Dec. 7, 1995) (redesignation of Tampa, Florida). Durham and Wake Counties, and the Dutchville Township portion of Granville County, currently have a fully approved 1-hour ozone transportation conformity SIP, which was approved on December 27, 2002 (67 FR 78983).

Second, with regard to the three other anti-backsliding provisions for the 1-hour standard that the D.C. Circuit Court found were not properly retained, Durham and Wake Counties, and the Dutchville Township portion of Granville County comprise an attainment area subject to a maintenance plan for the 1-hour standard, and the NSR, contingency measure (pursuant to section 172(c)(9) or 182(c)(9)), and fee provision

requirements no longer apply to this area because it was redesignated to attainment of the 1-hour standard. As a result, the decisions in *SCAQMD* should not alter any requirements that would preclude EPA from finalizing the redesignation of the Triangle Area to attainment for the 8-hour ozone standard.

As noted earlier, in 2006, the ambient ozone data for the Triangle Area indicated no further violations of the 8-hour ozone NAAQS, using data from the 3-year period of 2004–2006 to demonstrate attainment. As a result, on June 7, 2007, North Carolina requested redesignation of the Triangle Area to attainment for the 8-hour ozone NAAQS. The redesignation request included three years of complete, quality-assured ambient air quality data for the ozone seasons (April 1st until October 31st) of 2004–2006, indicating that the 8-hour ozone NAAQS has been achieved for the entire Triangle Area. Under the CAA, nonattainment areas may be redesignated to attainment if sufficient, complete, quality-assured data is available for the Administrator to determine that the area has attained the standard and the area meets the other CAA redesignation requirements in section 107(d)(3)(E).

### III. What Are the Criteria for Redesignation?

The CAA provides the requirements for redesignating a nonattainment area to attainment. Specifically, section 107(d)(3)(E) of the CAA allows for redesignation providing that: (1) The Administrator determines that the area has attained the applicable NAAQS; (2) the Administrator has fully approved the applicable implementation plan for the area under section 110(k); (3) the Administrator determines that the improvement in air quality is due to permanent and enforceable reductions in emissions resulting from implementation of the applicable SIP and applicable Federal air pollutant control regulations and other permanent and enforceable reductions; (4) the Administrator has fully approved a maintenance plan for the area as meeting the requirements of section 175A; and, (5) the state containing such area has met all requirements applicable to the area under section 110 and part D of the CAA.

EPA provided guidance on redesignation in the General Preamble for the Implementation of Title I of the CAA Amendments of 1990, on April 16, 1992 (57 FR 13498), and supplemented this guidance on April 28, 1992 (57 FR 18070). EPA has provided further

guidance on processing redesignation requests in the following documents:

1. “Ozone and Carbon Monoxide Design Value Calculations,” Memorandum from Bill Laxton, Director, Technical Support Division, June 18, 1990;
2. “Maintenance Plans for Redesignation of Ozone and Carbon Monoxide Nonattainment Areas,” Memorandum from G. T. Helms, Chief, Ozone/Carbon Monoxide Programs Branch, April 30, 1992;
3. “Contingency Measures for Ozone and Carbon Monoxide (CO) Redesignations,” Memorandum from G. T. Helms, Chief, Ozone/Carbon Monoxide Programs Branch, June 1, 1992;
4. “Procedures for Processing Requests to Redesignate Areas to Attainment,” Memorandum from John Calcagni, Director, Air Quality Management Division, September 4, 1992 (hereafter referred to as the “Calcagni Memorandum”);
5. “State Implementation Plan (SIP) Actions Submitted in Response to Clean Air Act (ACT) Deadlines,” Memorandum from John Calcagni, Director, Air Quality Management Division, October 28, 1992;
6. “Technical Support Documents (TSD’s) for Redesignation of Ozone and Carbon Monoxide (CO) Nonattainment Areas,” Memorandum from G. T. Helms, Chief, Ozone/Carbon Monoxide Programs Branch, August 17, 1993;
7. “State Implementation Plan (SIP) Requirements for Areas Submitting Requests for Redesignation to Attainment of the Ozone and Carbon Monoxide (CO) National Ambient Air Quality Standards (NAAQS) On or After November 15, 1992,” Memorandum from Michael H. Shapiro, Acting Assistant Administrator for Air and Radiation, September 17, 1993;
8. “Use of Actual Emissions in Maintenance Demonstrations for Ozone and CO Nonattainment Areas,” Memorandum from D. Kent Berry, Acting Director, Air Quality Management Division, November 30, 1993;
9. “Part D New Source Review (Part D NSR) Requirements for Areas Requesting Redesignation to Attainment,” Memorandum from Mary D. Nichols, Assistant Administrator for Air and Radiation, October 14, 1994; and
10. “Reasonable Further Progress, Attainment Demonstration, and Related Requirements for Ozone Nonattainment Areas Meeting the Ozone National Ambient Air Quality Standard,” Memorandum from John S. Seitz,

Director, Office of Air Quality Planning and Standards, May 10, 1995.

### IV. Why Is EPA Proposing These Actions?

On June 7, 2007, North Carolina requested redesignation of the Triangle 8-hour ozone nonattainment area to attainment for the 8-hour ozone standard. EPA’s evaluation indicates that North Carolina has demonstrated that the Triangle Area has attained the standard and has met the requirements for redesignation set forth in section 107(d)(3)(E) of the CAA. EPA is also announcing the status of its adequacy determination for the 2008 and 2017 subarea NO<sub>x</sub> MVEBs, and the VOC insignificance determination, which are relevant to the requested redesignation.

### V. What Is the Effect of EPA’s Proposed Actions?

EPA’s proposed actions establish the bases upon which EPA may take final action on the issues being proposed for approval today. Approval of North Carolina’s redesignation request would change the legal designation of the Durham, Franklin, Granville, Johnston, Orange, Person and Wake Counties in their entirety, and Baldwin, Center, New Hope and Williams Townships in Chatham County for the 8-hour ozone NAAQS found at 40 CFR part 81. Approval of North Carolina’s request would also incorporate into the North Carolina SIP, a plan for the Triangle Area for maintaining the 8-hour ozone NAAQS in the Area through 2017. This maintenance plan includes contingency measures to remedy future violations of the 8-hour ozone NAAQS. The maintenance plan also establishes subarea NO<sub>x</sub> MVEBs and provides a VOC insignificance determination for the Triangle Area. The following Table identifies the subarea NO<sub>x</sub> MVEBs for the year 2008 and 2017 for this Area.

TABLE 1.—TRIANGLE SUBAREA NO<sub>x</sub> MVEBS  
[Kilograms per day]

| County         | 2008   | 2017   |
|----------------|--------|--------|
| Chatham .....  | 1,565  | 948    |
| Durham .....   | 13,106 | 4,960  |
| Franklin ..... | 2,048  | 1,139  |
| Graham .....   | 4,649  | 1,714  |
| Johnston ..... | 12,583 | 5,958  |
| Orange .....   | 9,933  | 3,742  |
| Person .....   | 1,359  | 791    |
| Wake .....     | 36,615 | 16,352 |

Approval of North Carolina’s maintenance plan would also result in approval of the subarea NO<sub>x</sub> MVEBs, and the VOC insignificance determination. Additionally, EPA is

notifying the public of the status of its adequacy determination for the 2008 and 2017 subarea NO<sub>x</sub> MVEBs, and its VOC insignificance determination, pursuant to 40 CFR 93.118(f)(1).

#### VI. What Is EPA's Analysis of the Request?

EPA is proposing to make the determination that the Triangle Area has attained the 8-hour ozone standard, and that all other redesignation criteria have been met for the Triangle Area. The basis for EPA's determination for the area is discussed in greater detail below.

#### *Criteria (1)—The Triangle Area Has Attained the 8-Hour Ozone NAAQS*

EPA is proposing to determine that the Triangle Area has attained the 8-hour ozone NAAQS. For ozone, an area may be considered to be attaining the 8-hour ozone NAAQS if there are no violations, as determined in accordance with 40 CFR 50.10 and Appendix I of part 50, based on three complete, consecutive calendar years of quality-assured air quality monitoring data. To attain this standard, the 3-year average of the fourth-highest daily maximum 8-hour average ozone concentrations measured at each monitor within an area over each year must not exceed 0.08 ppm. Based on the rounding convention described in 40 CFR part 50,

Appendix I, the standard is attained if the design value is 0.084 ppm or below. The data must be collected and quality-assured in accordance with 40 CFR part 58, and recorded in the EPA Air Quality System (AQS). The monitors generally should have remained at the same location for the duration of the monitoring period required for demonstrating attainment.

EPA reviewed ozone monitoring data from ambient ozone monitoring stations in the Triangle Area for the ozone season from 2004–2006. This data has been quality assured and is recorded in AQS. The fourth high averages for 2004, 2005 and 2006, and the 3-year average of these values (i.e., design values), are summarized in the following Table:

TABLE 2.—ANNUAL 4TH MAX HIGH AND DESIGN VALUE CONCENTRATION FOR 8-HOUR OZONE FOR THE TRIANGLE AREA  
[In parts per million]

| COUNTY               | Chatham                     | Durham                        | Franklin                      | Granville                | Johnston                        | Person                       | Wake                        |                                 |
|----------------------|-----------------------------|-------------------------------|-------------------------------|--------------------------|---------------------------------|------------------------------|-----------------------------|---------------------------------|
| MONITOR<br>(AIRS ID) | Pittsboro<br>(#37–037–0004) | Duke Street<br>(#37–063–0013) | Franklinton<br>(#37–069–0001) | Butner<br>(#37–077–0001) | West Johnston<br>(#37–101–0002) | Bushy Fork<br>(#37–145–0003) | Millbrook<br>(#37–183–0014) | Fuquay Varina<br>(#37–183–0016) |
| 2004 .....           | 0.068                       | 0.074                         | 0.077                         | 0.081                    | 0.074                           | 0.076                        | 0.075                       | 0.077                           |
| 2005 .....           | 0.079                       | 0.076                         | 0.080                         | 0.085                    | 0.083                           | 0.079                        | 0.082                       | 0.085                           |
| 2006 .....           | 0.066                       | 0.075                         | 0.074                         | 0.075                    | 0.072                           | 0.071                        | 0.078                       | 0.072                           |
| Design Value .....   | 0.071                       | 0.075                         | 0.077                         | 0.080                    | 0.076                           | 0.075                        | 0.078                       | 0.078                           |

As discussed above, the design value for an area is the highest design value recorded at any monitor in the area. Therefore, the design value for the Triangle Area is 0.080 ppm, which meets the standard as described above. As discussed in more detail below, North Carolina has committed to continue monitoring in this area in accordance with 40 CFR part 58. The data submitted by North Carolina provides an adequate demonstration that the Triangle Area has attained the 8-hour ozone NAAQS.

*Criteria (2)—North Carolina has a Fully Approved SIP Under Section 110(k) for the Triangle Area and Criteria (5)—has met all Applicable Requirements Under Section 110 and Part D of the CAA*

Below is a summary of how these two criteria were met.

EPA has determined that North Carolina has met all applicable SIP requirements for the Triangle Area under section 110 of the CAA (general SIP requirements). EPA has also determined that the North Carolina SIP satisfies the criterion that it meet applicable SIP requirements under part D of title I of the CAA (requirements specific to subpart 1 basic 8-hour ozone nonattainment areas) in accordance with section 107(d)(3)(E)(v). In addition, EPA has determined that the SIP is fully approved with respect to all applicable

requirements in accordance with section 107(d)(3)(E)(ii). In making these determinations, EPA ascertained which requirements are applicable to the area and that if applicable, they are fully approved under section 110(k). SIPs must be fully approved only with respect to applicable requirements.

a. The Triangle Area has met all Applicable Requirements Under Section 110 and Part D of the CAA

The September 4, 1992, Calcagni Memorandum (see “Procedures for Processing Requests to Redesignate Areas to Attainment,” Memorandum from John Calcagni, Director, Air Quality Management Division, September 4, 1992) describes EPA's interpretation of section 107(d)(3)(E). Under this interpretation, to qualify for redesignation, states requesting redesignation to attainment must meet only the relevant CAA requirements that come due prior to the submittal of a complete redesignation request. See also, Michael Shapiro Memorandum, (“SIP Requirements for Areas Submitting Requests for Redesignation to Attainment of the Ozone and Carbon Monoxide NAAQS On or After November 15, 1992,” September 17, 1993), and 60 FR 12459, 12465–66 (March 7, 1995) (redesignation of Detroit-Ann Arbor, Michigan). Applicable requirements of the CAA

that come due subsequent to the area's submittal of a complete redesignation request remain applicable until a redesignation is approved, but are not required as a prerequisite to redesignation. See, section 175A(c) of the CAA; *Sierra Club*, 375 F.3d 537; see also, 68 FR 25424, 25427 (May 12, 2003) (redesignation of St. Louis, Missouri).

*General SIP requirements.* Section 110(a)(2) of title I of the CAA delineates the general requirements for a SIP, which include enforceable emissions limitations and other control measures, means, or techniques, provisions for the establishment and operation of appropriate devices necessary to collect data on ambient air quality, and programs to enforce the limitations. General SIP elements and requirements are delineated in section 110(a)(2) of title I, part A of the CAA. These requirements include, but are not limited to, the following: submittal of a SIP that has been adopted by the state after reasonable public notice and hearing; provisions for establishment and operation of appropriate procedures needed to monitor ambient air quality; implementation of a source permit program; provisions for the implementation of part C requirements (Prevention of Significant Deterioration (PSD)) and provisions for the implementation of part D requirements (NSR permit programs); provisions for

air pollution modeling; and provisions for public and local agency participation in planning and emission control rule development.

Section 110(a)(2)(D) requires that SIPs contain certain measures to prevent sources in a state from significantly contributing to air quality problems in another state. To implement this provision, EPA has required certain states to establish programs to address the transport of air pollutants (NO<sub>x</sub> SIP Call, Clean Air Interstate Rule (CAIR)). EPA has also found, generally, that states have not submitted timely SIPs under section 110(a)(1) to meet the interstate transport requirements of section 110(a)(2)(D)(i). However, the section 110(a)(2)(D) requirements for a state are not linked with a particular nonattainment area's designation and classification in that state. EPA believes that the requirements linked with a particular nonattainment area's designation and classifications are the relevant measures to evaluate in reviewing a redesignation request. The transport SIP submittal requirements, where applicable, continue to apply to a state regardless of the designation of any one particular area in the state. Thus, we do not believe that the CAA's interstate transport requirements should be construed to be applicable requirements for purposes of redesignation.

In addition, EPA believes that the other section 110 elements not connected with nonattainment plan submissions and not linked with an area's attainment status are not applicable requirements for purposes of redesignation. The area will still be subject to these requirements after the area is redesignated. The section 110 and part D requirements, which are linked with a particular area's designation and classification, are the relevant measures to evaluate in reviewing a redesignation request. This approach is consistent with EPA's existing policy on applicability (i.e., for redesignations) of conformity and oxygenated fuels requirements, as well as with section 184 ozone transport requirements. See, Reading, Pennsylvania, proposed and final rulemakings (61 FR 53174–53176, October 10, 1996), (62 FR 24826, May 7, 1997); Cleveland-Akron-Loraine, Ohio, final rulemaking (61 FR 20458, May 7, 1996); and Tampa, Florida, final rulemaking at (60 FR 62748, December 7, 1995). See also, the discussion on this issue in the Cincinnati, Ohio redesignation (65 FR 37890, June 19, 2000), and in the Pittsburgh, Pennsylvania redesignation (66 FR 50399, October 19, 2001).

EPA believes that section 110 elements not linked to the area's nonattainment status are not applicable for purposes of redesignation. Any section 110 requirements that are linked to the Part D requirements for 8-hour ozone nonattainment areas are not yet due, since, as explained below, no part D requirements for 8-hour standard became due prior to submission of the redesignation request. Therefore, as discussed above, for purposes of redesignation, they are not considered applicable requirements. Nonetheless, EPA notes it has previously approved provisions in the North Carolina SIP addressing section 110 elements under the 1-hour ozone NAAQS (See, 51 FR 19834, June 3, 1986). EPA believes that the section 110 SIP approved for the 1-hour ozone NAAQS is also sufficient to meet the requirements under the 8-hour ozone NAAQS (as well as satisfying the issues raised by the D.C. Circuit Court in the *SCAQMD* case).

*Part D requirements.* EPA has also determined that the North Carolina SIP meets applicable SIP requirements under part D of the CAA since no requirements became due prior to the submission of the Area's redesignation request. Sections 172–176 of the CAA, found in subpart 1 of part D, set forth the basic nonattainment requirements applicable to all nonattainment areas. Section 182 of the CAA, found in subpart 2 of part D, establishes additional specific requirements depending on the area's nonattainment classification. Subpart 2 is not applicable to the Triangle Area.

*Part D, subpart 1 applicable SIP requirements.* For purposes of evaluating this redesignation request, the applicable part D, subpart 1 SIP requirements for all nonattainment areas are contained in sections 172(c)(1)–(9). A thorough discussion of the requirements contained in section 172 can be found in the General Preamble for Implementation of title I (57 FR 13498). No requirements applicable for purposes of redesignation under part D became due prior to the submission of the redesignation request, and therefore none are applicable to the Area for purposes of redesignation. For example, the requirements for an attainment demonstration that meets the requirements of section 172(c)(1) are not yet applicable, nor are the requirements for Reasonably Achievable Control Technology (RACT) and Reasonably Available Control Measures (RACM) (section 172(c)(1)), reasonable further progress (RFP) (section 172(c)(2)), and contingency measures (section 172(c)(9)).

In addition to the fact that no part D requirements applicable for purposes of redesignation became due prior to submission of the redesignation request and therefore are not applicable, EPA believes it is reasonable to interpret the conformity and NSR requirements as not requiring approval prior to redesignation.

*Section 176 Conformity Requirements.* Section 176(c) of the CAA requires states to establish criteria and procedures to ensure that Federally supported or funded projects conform to the air quality planning goals in the applicable SIP. The requirement to determine conformity applies to transportation plans, programs and projects developed, funded or approved under title 23 of the United States Code (U.S.C.) and the Federal Transit Act (transportation conformity) as well as to all other Federally supported or funded projects (general conformity). State conformity revisions must be consistent with Federal conformity regulations relating to consultation, enforcement and enforceability that the CAA required the EPA to promulgate.

EPA believes it is reasonable to interpret the conformity SIP requirements as not applying for purposes of evaluating the redesignation request under section 107(d) because state conformity rules are still required after redesignation and Federal conformity rules apply where state rules have not been approved. See, *Wall*, 265 F.3d 426 (upholding this interpretation). See also, 60 FR 62748 (December 7, 1995, Tampa, Florida).

*NSR Requirements.* EPA has also determined that areas being redesignated need not comply with the requirement that a NSR program be approved prior to redesignation, provided that the area demonstrates maintenance of the standard without a part D NSR program in effect since PSD requirements will apply after redesignation. The rationale for this view is described in a memorandum from Mary Nichols, Assistant Administrator for Air and Radiation, dated October 14, 1994, entitled "Part D New Source Review (Part D NSR) Requirements for Areas Requesting Redesignation to Attainment." North Carolina has demonstrated that the Triangle Area will be able to maintain the standard without a part D NSR program in effect, and therefore, North Carolina need not have a fully approved part D NSR program prior to approval of the redesignation request. North Carolina's PSD program will become effective in the Triangle Area upon redesignation to attainment. See, rulemakings for Detroit, Michigan (60

FR 12467–12468, March 7, 1995); Cleveland-Akron-Lorraine, Ohio (61 FR 20458, 20469–70, May 7, 1996); Louisville, Kentucky (66 FR 53665, October 23, 2001); Grand Rapids, Michigan (61 FR 31834–31837, June 21, 1996). Thus, the Triangle Area has satisfied all applicable requirements for purposes of redesignation under section 110 and part D of the CAA.

**b. The Triangle Area Has a Fully Approved Applicable SIP Under Section 110(k) of the CAA**

EPA has fully approved the applicable North Carolina SIP for the Triangle Area, under section 110(k) of the CAA for all requirements applicable for purposes of redesignation. EPA may rely on prior SIP approvals in approving a redesignation request, see Calcagni Memorandum at p. 3; *Southwestern Pennsylvania Growth Alliance v. Browner*, 144 F.3d 984, 989–90 (6th Cir. 1998); *Wall*, 265 F.3d 426, plus any additional measures it may approve in conjunction with a redesignation action. See, 68 FR 25426 (May 12, 2003) and citations therein. Following passage of the CAA of 1970, North Carolina has adopted and submitted, and EPA has fully approved at various times, provisions addressing the various 1-hour ozone standard SIP elements applicable in the Triangle Area (59 FR 18300, April 18, 1994; and 69 FR 56163, September 20, 2004).

As indicated above, EPA believes that the section 110 elements not connected with nonattainment plan submissions and not linked to the area's nonattainment status are not applicable requirements for purposes of redesignation. EPA also believes that since the part D requirements applicable for purposes of redesignation did not become due prior to submission of the redesignation request, they also are therefore not applicable requirements for purposes of redesignation.

*Criteria (3)—The air quality improvement in the Triangle Area is due to permanent and enforceable reductions in emissions resulting from implementation of the SIP and applicable Federal air pollution control regulations and other permanent and enforceable reductions*

EPA believes that North Carolina has demonstrated that the observed air quality improvement in the Triangle Area is due to permanent and enforceable reductions in emissions resulting from implementation of the SIP, Federal measures, and other state adopted measures. Additionally, new emissions control programs for fuels and motor vehicles will help ensure a

continued decrease in emissions throughout the region.

**TABLE 3.—TRIANGLE AREA EMISSION REDUCTIONS PROGRAMS**

*Mobile Sources*

- Tier 2 Vehicle Standards
- Heavy Duty Gasoline and Diesel Highway Vehicle Standards

*Nonroad Mobile Sources*

- Large Nonroad Diesel Engines Rule
- Spark Ignition Engines and Recreational Standards

*State and Local Measures*

- Inspection and Maintenance (I/M) Program in Clean Air Bill
- NO<sub>x</sub> SIP Call
- Clean Smokestacks Act
- Opening Burning Ban
- Air Toxics Control Program
- Prevention of Significant Deterioration
- Heavy Duty Diesel Engine Gap Filling Rule

*Criteria (4)—The area has a fully approved maintenance plan pursuant to section 175A of the CAA*

In its request to redesignate the Triangle Area to attainment, North Carolina submitted a SIP revision to provide for the maintenance of the 8-hour ozone NAAQS for at least 10 years after the effective date of redesignation to attainment.

**a. What is required in a maintenance plan?**

Section 175A of the CAA sets forth the elements of a maintenance plan for areas seeking redesignation from nonattainment to attainment. Under section 175A, the plan must demonstrate continued attainment of the applicable NAAQS for at least 10 years after the Administrator approves a redesignation to attainment. Eight years after the redesignation, the State of North Carolina must submit a revised maintenance plan, which demonstrates that attainment will continue to be maintained for the 10 years following the initial 10-year period. To address the possibility of future NAAQS violations, the maintenance plan must contain such contingency measures, with a schedule for implementation as EPA deems necessary to assure prompt correction of any future 8-hour ozone violations. Section 175A of the CAA sets forth the elements of a maintenance plan for areas seeking redesignation from nonattainment to attainment. The Calcagni Memorandum provides additional guidance on the content of a maintenance plan. The Calcagni Memorandum explains that an ozone maintenance plan should address five requirements: the attainment emissions inventory, maintenance demonstration,

monitoring, verification of continued attainment, and a contingency plan. As is discussed more fully below, North Carolina's maintenance plan includes all the necessary components and is approvable as part of the redesignation request.

**b. Attainment Emissions Inventory**

North Carolina selected 2005 as “the attainment year” for the Triangle Area for the purposes of demonstrating attainment of the 8-hour ozone NAAQS. This attainment inventory identifies the level of emissions in the area, which is sufficient to attain the 8-hour ozone standard. North Carolina began development of this attainment inventory by first developing a baseline emissions inventory for the Triangle Area. The year 2005 was chosen as the base year for developing a comprehensive ozone precursor emissions inventory for which projected emissions could be developed for 2008, 2011, 2014, and 2017. Nonroad mobile emissions estimates were based on the EPA's NONROAD2005c model. On-road mobile source emissions were calculated using EPA's MOBILE6.2 emission factors model. The 2005 VOC and NO<sub>x</sub> emissions, as well as the emissions for other years, for the Triangle Area were developed consistent with EPA guidance, and are summarized in Tables 4 and 5 in the following subsection.

**c. Maintenance Demonstration**

The June 7, 2007, final submittal includes a maintenance plan for the Triangle Area. This demonstration:

(i) Shows compliance and maintenance of the 8-hour ozone standard by providing information to support the demonstration that current and future emissions of VOC and NO<sub>x</sub> remain at or below attainment year 2005 emissions levels. The year 2005 was chosen as the attainment year because it is one of the most recent three years (i.e., 2004, 2005, and 2006) for which the Triangle Area has clean air quality data for the 8-hour ozone standard.

(ii) Uses 2005 as the attainment year and includes future emission inventory projections for 2008, 2011, 2014, and 2017.

(iii) Identifies an “out year,” at least 10 years after the time necessary for EPA to review and approve the maintenance plan. Per 40 CFR part 93, subarea NO<sub>x</sub> MVEBs were established for the last year (2017) of the maintenance plan. Additionally, North Carolina chose, through interagency consultation, to establish subarea MVEBs for the year 2008 for NO<sub>x</sub>, and to determine insignificance for VOC for

the Triangle Area. See, section VII below.

(iv) Provides the following actual and projected emissions inventories, in tons

per day (tpd) for the Triangle Area. See, Tables 4 and 5.

TABLE 4.—TRIANGLE AREA EMISSIONS OF VOC  
[Tons per day]

| Source category     | 2005   | 2008   | 2011   | 2014   | 2017   |
|---------------------|--------|--------|--------|--------|--------|
| Point .....         | 12.28  | 13.24  | 14.45  | 15.61  | 16.94  |
| Area .....          | 67.26  | 72.94  | 78.01  | 82.80  | 87.80  |
| Mobile * .....      | 47.47  | 39.71  | 35.13  | 30.24  | 27.18  |
| Nonroad ** .....    | 30.78  | 26.24  | 23.99  | 23.28  | 23.01  |
| Total .....         | 157.79 | 152.13 | 151.58 | 151.93 | 154.93 |
| Safety Margin ..... | N/A    | 5.66   | 6.21   | 5.86   | 2.86   |

\* Calculated using MOBILE 6.2.

\*\* Calculated using NONROAD2005c.

TABLE 5.—TRIANGLE AREA NO<sub>x</sub> EMISSIONS  
[tons per day]

| Source category     | 2005   | 2008   | 2011   | 2014   | 2017   |
|---------------------|--------|--------|--------|--------|--------|
| Point .....         | 38.37  | 33.55  | 34.50  | 35.43  | 35.04  |
| Area .....          | 13.02  | 13.65  | 14.24  | 14.87  | 15.55  |
| Mobile * .....      | 101.68 | 81.66  | 59.00  | 42.78  | 32.59  |
| Nonroad ** .....    | 38.42  | 34.90  | 31.09  | 26.52  | 22.25  |
| Total .....         | 191.49 | 163.76 | 138.83 | 119.60 | 105.43 |
| Safety Margin ..... | N/A    | 27.73  | 52.66  | 71.89  | 86.06  |

\* Calculated using MOBILE 6.2.

\*\* Calculated using NONROAD2005c.

A safety margin is the difference between the attainment level of emissions (from all sources) and the projected level of emissions (from all sources) in the maintenance plan. The attainment level of emissions is the level of emissions during one of the years in which the area met the NAAQS. North Carolina has decided to allocate a portion of the available safety margin to the subarea NO<sub>x</sub> MVEBs for the years 2008 and 2017 for the Triangle Area, and has calculated the safety margin in its submittal. See, Tables 4 and 5, above. This allocation and the resulting available safety margin for the Triangle Area are discussed further in section VII of this proposed rulemaking.

#### d. Monitoring Network

There are currently eight monitors measuring ozone in the Triangle Area. North Carolina has committed in the maintenance plan to continue operation of these monitors in compliance with 40 CFR part 58, and has addressed the requirement for monitoring.

#### e. Verification of Continued Attainment

North Carolina has the legal authority to enforce and implement the requirements of the ozone maintenance plan for the Triangle Area. This includes the authority to adopt,

implement and enforce any subsequent emissions control contingency measures determined to be necessary to correct future ozone attainment problems.

North Carolina will track the progress of the maintenance plan by performing future reviews of actual emissions for the Area using the latest emissions factors, models and methodologies. For these periodic inventories, North Carolina will review the assumptions made for the purpose of the maintenance demonstration concerning projected growth of activity levels. If any of these assumptions appear to have changed substantially, North Carolina will re-project emissions.

#### f. Contingency Plan

The contingency plan provisions are designed to promptly correct a violation of the NAAQS that occurs after redesignation. Section 175A of the CAA requires that a maintenance plan include such contingency measures as EPA deems necessary to assure that the state will promptly correct a violation of the NAAQS that occurs after redesignation. The maintenance plan should identify the contingency measures to be adopted, a schedule and procedure for adoption and implementation, and a time limit for action by the state. A state should also

identify specific indicators to be used to determine when the contingency measures need to be implemented. The maintenance plan must include a requirement that a state will implement all measures with respect to control of the pollutant that were contained in the SIP before redesignation of the area to attainment in accordance with section 175A(d).

In the June 7, 2007, submittal, North Carolina affirms that all programs instituted by the State and EPA will remain enforceable, and that sources are prohibited from reducing emissions controls following the redesignation of the area. The contingency plan included in the submittal provides tracking and triggering mechanisms to determine when contingency measures are needed and a process of developing and adopting appropriate control measures. The primary trigger of the contingency plan will be a violation of the 8-hour ozone NAAQS, or when the three-year average of the fourth-highest value is equal to or greater than 0.085 ppm at any of the Triangle Area monitors. The trigger date will be 60 days from the date that the State observes a fourth-highest value that, when averaged with the two previous ozone seasons' fourth highest values, would result in a three-year average equal to or greater than

0.085 ppm. The secondary trigger will apply where no actual violation of the 8-hour ozone standard has occurred, but where the State finds monitored ozone levels indicating that an ozone NAAQS violation may be imminent. An imminent violation exists where there is a pattern. A pattern will be deemed to exist when there are two consecutive ozone seasons in which the fourth-highest values are 0.085 ppm or greater at a single monitor within the Triangle Area. The trigger date will be 60 days from the date that the State observes a fourth-highest value of 0.085 ppm or greater at a monitor for which the previous season had a fourth-highest value of 0.085 ppm or greater. Similarly, the tertiary trigger is a first alert to a potential air quality problem in the future and will not be an actual violation of the 8-hour ozone standard. The trigger will be activated when a monitor in the Triangle Area has a fourth-highest value of 0.085 ppm or greater, starting the first year after the maintenance plan has been approved. The trigger date will be 60 days from the date that the State observes a fourth-highest value of 0.085 ppm or greater at any monitor.

In the submittal, if there is a measured violation of the 8-hour ozone NAAQS in the Triangle Area, contingency measures would be adopted and implemented as expeditiously as possible, but no later than eighteen to twenty four months after the triggering event. Once the primary or secondary trigger is activated, the proposed schedule for these actions would be as follows:

- NCDENR will begin analyses, including trajectory analyses of high ozone days, and emissions inventory assessment to determine required emission control measures for attaining or maintaining the 8-hour ozone standard;
- By May 1st of the year following the ozone season in which the primary (a violation of the 8-hour ozone NAAQS occurs) or secondary trigger has been activated, NCDENR will complete sufficient analyses to begin adoption of necessary rules for ensuring attainment and maintenance of the 8-hour ozone NAAQS; and
- Rules would become State-effective by the following January 1st, unless legislative review is required.

North Carolina will consider one or more of the following contingency measures to re-attain the standard:

- NO<sub>x</sub> RACT on stationary sources in the Triangle Area;

- Diesel inspection and maintenance program<sup>2</sup>;
- Implementation of diesel retrofits programs, including incentives for performing retrofits; and
- Additional controls in upwind areas.

Once the tertiary trigger is activated, NCDENR will commence analyses including meteorological evaluation, trajectory analyses of high ozone days, and an emissions inventory assessment to understand why a fourth highest exceedance of the standard has occurred. NCDENR will then work with the local awareness program and develop an outreach plan to identify any additional voluntary measures that can be implemented. If the fourth highest exceedance occurs early in the season, NCDENR will work with entities identified in the outreach plan to determine if the measures can be implemented during the ozone season. Otherwise, NCDENR will work with the local air awareness coordinator to implement the plan for the following ozone season.

EPA has concluded that the maintenance plan adequately addresses the five basic components of a maintenance plan: Attainment inventory, maintenance demonstration, monitoring network, verification of continued attainment, and a contingency plan. The maintenance plan SIP revision submitted by North Carolina for the Triangle Area meets the requirements of section 175A of the CAA and is approvable.

#### **VII. What Is EPA's Analysis of North Carolina's Proposed VOC Insignificance Determination and the Proposed Subarea NO<sub>x</sub> MVEBs for the Triangle Area?**

Today's actions address two related elements regarding on-road motor vehicle emissions and the requirement to establish MVEBs. First, EPA is proposing to find that the VOC emission contribution from motor vehicles to 8-hour ozone pollution in the Triangle Area is insignificant. The result of this finding, if finalized, is that North Carolina need not develop an MVEB for

<sup>2</sup> At this time, there is not an approved method for determining emission reductions from a Diesel Inspection and Maintenance program. Therefore, there is no technical basis to award emission credits for a heavy duty diesel inspection and maintenance program in the SIP. However, we do not want to preclude future technical changes that may make awarding such emission credits possible. If it is necessary to implement contingency measures for this area, North Carolina, in coordination with EPA, will evaluate the feasibility of this program as a contingency measure at that time. If a technical basis for emission credits is not available, other contingency measures will need to be implemented.

VOC for the Triangle Area. See below for further information on the insignificance determination. Second, EPA is proposing to approve the subarea NO<sub>x</sub> MVEBs for the Triangle Area.

#### **A. Proposed VOC Insignificance Determination**

In certain instances, the Transportation Conformity Rule allows areas not to establish an MVEB where it is demonstrated that the regional motor vehicle emissions for a particular pollutant/precursor is an insignificant contributor to the air quality problem in an area. The general criteria for insignificance findings can be found in 40 CFR 93.109(k). Insignificance determinations are based on a number of factors, including (1) The percentage of motor vehicle emissions in context of the total SIP inventory; (2) the current state of air quality as determined by monitoring data for that NAAQS; (3) the absence of SIP motor vehicle control measures; and (4) historical trends and future projections of the growth of motor vehicle emissions. EPA's rationale for the providing for insignificance determinations is described in the July 1, 2004, revision to the Transportation Conformity Rule at 69 FR 40004. Specifically, the rationale is explained on page 40061 under the subsection entitled "XXIII. B. Areas With Insignificant Motor Vehicle Emissions." Any insignificance determination under review of EPA is subject to the adequacy and approval process for EPA's action on the SIP.

Through the adequacy and SIP approval process, EPA may find that a SIP demonstrates that regional motor vehicle emissions are an insignificant contributor to the air quality problem for the pollutant/precursor at issue. In the case of the Triangle Area, EPA intends to make its finding as part of EPA's final action on the redesignation request of North Carolina for the Triangle Area. Upon the effective date of EPA's adequacy finding or the publication date of the final rule for this SIP revision (i.e., which includes the VOC insignificance determination), federal regulations waive the regional emissions analysis requirements (for the purpose of transportation conformity implementation) for the relevant pollutant or precursor. Areas with insignificant regional motor vehicle emissions for a pollutant or precursor are still required to make a conformity determination that satisfies other relevant requirements. Additionally, such areas are required to satisfy the regional emissions analysis requirements for pollutants or

precursors for which EPA has not made a finding of insignificance.

The maintenance plan for the Triangle Area, included as part of the SIP revision, contains MVEBs for NO<sub>x</sub> and an insignificance determination for VOC contribution from motor vehicles to the 8-hour ozone pollution in the Triangle Area. As part of the preparation for its redesignation request, North Carolina consulted with the interagency consultation group for the Triangle Area regarding the insignificance determination for VOC. For the purposes of regional emissions analysis, the information provided by North Carolina supports EPA's proposal to determine VOC contribution to 8-hour ozone pollution from motor vehicles in the Triangle Area as insignificant. The information provided by North Carolina to EPA as part of the SIP revision addresses each of the factors listed in 40 CFR 93.109(k), and is summarized below.

The future on-road VOC emissions are projected to be less than 10 percent in the Triangle Area, in the context of the total SIP inventory. According to information provided by North Carolina, biogenic emissions account for approximately 90 percent of the VOC emissions in future years in the Triangle Area. Support for these percentages is found in Figure 4.1.6–3, located in Appendix C.3—Mobile Source Inventory Documentation on pages 4–36 of North Carolina's submittal (available in the Docket for this proposed rulemaking) which also indicates on-road VOC emissions declining by about 50 percent by 2017 and vehicle miles traveled (VMT) going up by about 25 to 30 percent by 2017. In addition, North Carolina conducted a sensitivity analysis (a photochemical model) that indicated that 8-hour ozone levels in the Triangle Area were not impacted by reductions in man-made VOC emissions (i.e., reductions from motor vehicles). Specifically, the photochemical model was run for a 39-day scenario with a modeled 30 percent reduction in man-made VOC emissions. According to the photochemical model, in the year 2009, even with anticipated increases in VMT, the mobile source inventory is still projected to be less than 6 percent of the total inventory for VOC emissions. In comparison, biogenic emissions are expected to account for at least 84 percent of the total inventory for VOC emissions. As discussed in North Carolina's submittal, the biogenic sector is the most abundant source of VOC in North Carolina and accounts for approximately 90 percent of the total VOC emissions statewide. As a result, the information provided by North

Carolina indicates that VOC contribution to 8-hour ozone pollution from motor vehicle emissions is insignificant.

With regard to the factor relating to the absence of motor vehicle control measures in the SIP, EPA considered the existence of an inspection and maintenance (I/M) program in the North Carolina SIP, and its implementation in the individual counties comprising the Triangle Area. The I/M program was not added to the North Carolina SIP as a VOC control measure, but rather, a NO<sub>x</sub> control measure. The I/M program is currently being implemented in all but one of the counties (Person County) in the Triangle Area. Implementation of the I/M program in the Triangle Area began from July 2002 through July 2004, and continues to be ongoing in the Area. In North Carolina's SIP submittal, the State explains that the I/M program was established to achieve additional reductions in NO<sub>x</sub> emissions, and that while there are incidental VOC emission reductions (approximately 2 tons per day in 2005) as a result of implementing this program in the Triangle Area, the program was not implemented to reduce VOC emissions from motor vehicles. As a result, the existence of this program in the SIP for the purpose of NO<sub>x</sub> reductions does not prohibit EPA from finding the VOC contribution to 8-hour ozone pollution from motor vehicles insignificant.

After evaluating the information provided by North Carolina and weighing the factors for the insignificance determination outlined in 40 CFR 93.109(k), particularly the biogenic contribution to the overall VOC inventory, EPA is now proposing to approve North Carolina's determination that the VOC contribution from motor vehicle emissions to the 8-hour ozone pollution for the Triangle Area is insignificant. If this finding is completed through the adequacy process (see Section VIII below) or approved through the final rulemaking on this SIP submission, the insignificance determination should be considered and specifically noted in the transportation conformity document that is prepared for this Area.

#### *B. Proposed Subarea NO<sub>x</sub> MVEBs*

Under the CAA, states are required to submit, at various times, control strategy SIPs and maintenance plans in ozone areas. These control strategy SIPs (reasonable further progress and attainment demonstration, etc.) and maintenance plans create MVEBs for criteria pollutants and/or their precursors to address pollution from cars and trucks. Per 40 CFR part 93, an

MVEB is established for the last year of the maintenance plan. A state may adopt MVEBs for other years as well. The MVEB is the portion of the total allowable emissions in the maintenance demonstration that is allocated to highway and transit vehicle use and emissions. See, 40 CFR 93.101. The MVEB serves as a ceiling on emissions from an area's planned transportation system. The MVEB concept is further explained in the preamble to the November 24, 1993, transportation conformity rule (58 FR 62188). The preamble also describes how to establish the MVEB in the SIP and how to revise the MVEB.

North Carolina, after interagency consultation with the transportation partners for the Triangle Area, has elected to develop county-level subarea MVEBs for NO<sub>x</sub>. North Carolina is developing these MVEBs, as required, for the last year of its maintenance plan, 2017, and for an additional year, 2008. The MVEBs reflect the total on-road emissions for 2008 and 2017, plus an allocation from the available NO<sub>x</sub> safety margin for each year. Under 40 CFR 93.101, the term safety margin is the difference between the attainment level (from all sources) and the projected level of emissions (from all sources) in the maintenance plan. The safety margin can be allocated to the transportation sector; however, the total emissions must remain below the attainment level. These MVEBs and allocation from the safety margin were developed in consultation with the transportation partners and were added to account for uncertainties in population growth, changes in model VMT and new emission factor models. The subarea NO<sub>x</sub> MVEBs for the Triangle Area are defined in Table 6 below.

TABLE 6.—TRIANGLE SUBAREA NO<sub>x</sub> MVEBs\*  
[Kilograms per day]

| County         | 2008   | 2017   |
|----------------|--------|--------|
| Chatham .....  | 1,565  | 948    |
| Durham .....   | 13,106 | 4,960  |
| Franklin ..... | 2,048  | 1,139  |
| Graham .....   | 4,649  | 1,714  |
| Johnston ..... | 12,583 | 5,958  |
| Orange .....   | 9,933  | 3,742  |
| Person .....   | 1,359  | 791    |
| Wake .....     | 36,615 | 16,352 |

\* Includes an allocation from the available NO<sub>x</sub> safety margins (see Table 7).

As mentioned above, North Carolina has chosen to allocate a portion of the available safety margin to the 2008 and 2017 subarea NO<sub>x</sub> MVEBs. The following table identifies the amount of

the NO<sub>x</sub> safety margin that was allotted to the 2008 and 2017 subarea NO<sub>x</sub> MVEBs.

**TABLE 7.—NO<sub>x</sub> SAFETY MARGIN ALLOCATION**  
[Kilograms per day]

| County             | 2008         | 2017         |
|--------------------|--------------|--------------|
| Chatham .....      | 204          | 190          |
| Durham .....       | 1,191        | 827          |
| Franklin .....     | 186          | 190          |
| Graham .....       | 606          | 343          |
| Johnston .....     | 1,144        | 993          |
| Orange .....       | 903          | 624          |
| Person .....       | 177          | 158          |
| Wake .....         | 3,329        | 2,725        |
| <b>Total .....</b> | <b>7,741</b> | <b>6,049</b> |

The total allocation is 7,741 kg/day (8.53 tpd) in 2008 and 6,049 kg/day (6.67 tpd) in 2017 for NO<sub>x</sub>. The remaining NO<sub>x</sub> safety margin after allocation of some of the safety margin to the MVEBs for the Triangle Area is 19.20 tpd in 2008 and 79.39 tpd in 2017.

Through this rulemaking, EPA is proposing to approve the 2008 and 2017 subarea MVEBs for NO<sub>x</sub> for the Triangle Area because EPA has determined that the Area maintains the 8-hour ozone standard with the emissions at the levels of the budgets. As mentioned above, these MVEBs are subarea MVEBs for each individual county in the Triangle Area. Once the new subarea MVEBs for the Triangle Area (the subject of this rulemaking) are approved or found adequate (whichever is done first), they must be used for future conformity determinations.

#### **VIII. What Is an Adequacy Determination?**

As discussed above, the MVEB is the portion of the total allowable emissions in the maintenance demonstration that is allocated to highway and transit vehicle use and emissions. The MVEB concept is further explained in the preamble to the November 24, 1993, transportation conformity rule (58 FR 62188). The preamble also describes how to establish the MVEB in the SIP and how to revise the MVEB. Additionally, the transportation conformity rule (see 93.109(k)) allows for areas not to establish a MVEB for a particular pollutant or precursor if it can be demonstrated that motor vehicle emissions contributions do not significantly contribute to an area's pollution. North Carolina's submittal for this area establishes MVEBs for NO<sub>x</sub> and provides an insignificance determination for VOC contribution.

Under section 176(c) of the CAA, new transportation projects, such as the

construction of new highways, must "conform" to (i.e., be consistent with) the part of the state's air quality plan that addresses pollution from cars and trucks. "Conformity" to the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the NAAQS. If a transportation plan does not "conform," most new projects that would expand the capacity of roadways cannot go forward. Regulations at 40 CFR part 93 set forth EPA policy, criteria, and procedures for demonstrating and assuring conformity of such transportation activities to a SIP. The regional emissions analysis is one, but not the only, requirement for implementing transportation conformity. Transportation conformity is a requirement for nonattainment and maintenance areas. Maintenance areas are areas that were previously nonattainment for a particular NAAQS but have since been redesignated to attainment with a maintenance plan for that NAAQS.

When reviewing submitted "control strategy" SIPs or maintenance plans containing MVEBs, EPA must affirmatively find the MVEB contained therein "adequate" for use in determining transportation conformity. Once EPA affirmatively finds the submitted MVEB is adequate for transportation conformity purposes, that MVEB can be used by state and Federal agencies in determining whether proposed transportation projects "conform" to the SIP as required by section 176(c) of the CAA.

EPA's substantive criteria for determining "adequacy" of an MVEB, including EPA's determination that an MVEB need not be established because of an insignificance determination, are set out in 40 CFR 93.118(e)(4). The process for determining "adequacy" consists of three basic steps: public notification of a SIP submission, a public comment period, and EPA's adequacy finding. This process for determining the adequacy of submitted SIP MVEBs was initially outlined in EPA's May 14, 1999, guidance, "Conformity Guidance on Implementation of March 2, 1999, Conformity Court Decision." This guidance was finalized in the Transportation Conformity Rule Amendments for the "New 8-Hour Ozone and PM<sub>2.5</sub> National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; transportation conformity rule amendments—Response to Court Decision and Additional Rule Change," on July 1, 2004 (69 FR 40004). EPA

follows this guidance and rulemaking in making its adequacy determinations. EPA must also use a similar process to determine the adequacy of an insignificance determination that is submitted by a state as a part of a control strategy SIP or maintenance plan. Additional information on the adequacy process for both MVEBs and insignificance determinations is available in the proposed rule entitled, "Transportation Conformity Rule Amendments: Response to Court Decision and Additional Rule Changes," 68 FR 38974, 38984 (June 30, 2003).

#### **IX. What Is the Status of EPA's Adequacy Determination for the Subarea NO<sub>x</sub> MVEBs for the Years 2008 and 2017, and the VOC Insignificance Determination?**

As discussed earlier, North Carolina's maintenance plan submission includes new county-level subarea NO<sub>x</sub> MVEBs for the Triangle Area for the years 2008 and 2017. Additionally, the maintenance plan included a VOC insignificance determination for the entire Triangle Area, and therefore, no MVEB for VOC is included as part of the SIP revision. EPA reviewed both the NO<sub>x</sub> MVEBs and the VOC insignificance determination through the adequacy process. The North Carolina SIP submission, including the Triangle subarea NO<sub>x</sub> MVEBs and the VOC insignificance determination, was open for public comment on EPA's adequacy Web site on March 21, 2007, found at: <http://www.epa.gov/otaq/stateresources/transconf/currsips.htm>. The EPA public comment period on adequacy of the 2008 and 2017 subarea NO<sub>x</sub> MVEBs, and VOC insignificance determination closed on April 20, 2007. EPA did not receive any comments on the adequacy of the MVEBs or the VOC insignificance determination, nor did EPA receive any requests for the SIP submittal.

EPA intends to make its determination on the adequacy of the 2008 and 2017 subarea NO<sub>x</sub> MVEBs, and the VOC insignificance determination for the Triangle Area for transportation conformity purposes in the final rulemaking on the redesignation of the Triangle Area. If EPA finds the 2008 and 2017 subarea NO<sub>x</sub> MVEBs, and the VOC insignificance determination adequate or approves these MVEBs and the VOC insignificance determination in the final rulemaking action, the new MVEBs for NO<sub>x</sub> must be used, and the VOC insignificance determination should be noted, for future transportation conformity determinations. If the new 2008 and 2017 subarea NO<sub>x</sub> MVEBs are

found adequate, and both the NO<sub>x</sub> MVEBs and the related VOC insignificance determination are approved in the final rulemaking, the NO<sub>x</sub> MVEBs and the VOC insignificance determination will be effective on the date of publication of EPA's final rulemaking in the **Federal Register**. For required regional emissions analysis years that involve the year 2016 or before, the applicable budget for the purposes of conducting transportation conformity will be the new 2008 subarea NO<sub>x</sub> MVEBs for the Triangle Area. For required regional emissions analysis years that involve 2017 or beyond, the applicable budgets will be the new 2017 subarea NO<sub>x</sub> MVEBs. Both the 2008 and 2017 subarea NO<sub>x</sub> MVEBs are defined in section VII of this proposed rulemaking. More detail on the VOC insignificance determination can be found in section VII of this proposed rulemaking as well.

**X. Proposed Action on the Redesignation Request and Maintenance Plan SIP Revision Including Proposed Approval of the 2008 and 2017 Subarea NO<sub>x</sub> MVEBs, and the Proposed VOC Insignificance Determination for the Triangle Area**

EPA is proposing to make the determination that the Triangle Area has met the criteria for redesignation from nonattainment to attainment for the 8-hour ozone NAAQS. Further, EPA is proposing to approve North Carolina's June 7, 2006, SIP submittal including the redesignation request for the Triangle Area. EPA believes that the redesignation request and monitoring data demonstrate that the Triangle Area has attained, and will continue to maintain the 8-hour ozone standard.

EPA is also proposing to approve the maintenance plan for the Triangle Area included as part of the June 7, 2006, SIP revision. The maintenance plan includes subarea NO<sub>x</sub> MVEBs for 2008 and 2017, and a VOC insignificance determination for motor vehicles' contribution to the ozone pollution in this Area, among other requirements. EPA is proposing to approve the 2008 and 2017 subarea NO<sub>x</sub> MVEBs for the Triangle Area because the maintenance plan demonstrates that in light of expected emissions for all other source categories, the Triangle Area will continue to maintain the 8-hour ozone standard. EPA is also proposing to approve the insignificance determination for the VOC contribution from motor vehicle emissions to the 8-hour ozone pollution for the Triangle Area.

Further as part of today's action, EPA is describing the status of its adequacy

determination for the 2008 and 2017 subarea NO<sub>x</sub> MVEBs, and VOC insignificance determination, in accordance with 40 CFR 93.118(f)(1). Within 24 months from the effective date of EPA's adequacy finding for the MVEBs, or the publication date for the final rule for this action, the transportation partners will need to demonstrate conformity to the new subarea NO<sub>x</sub> MVEBs pursuant to 40 CFR 93.104(e) as effectively amended by section 172(c)(2)(E) of the CAA as added by the Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU), which was signed into law on August 10, 2005. Additionally, the transportation partners should note EPA's finding of adequacy and approval for the VOC insignificance determination for future conformity determinations.

**XI. Statutory and Executive Order Reviews**

Under Executive Order 12866 (58 FR 51735, October 4, 1993), this proposed action is not a "significant regulatory action" and therefore is not subject to review by the Office of Management and Budget. For this reason, this action is also not subject to Executive Order 13211, "Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use" (66 FR 28355, May 22, 2001). This proposed action merely proposes to approve state law as meeting Federal requirements and imposes no additional requirements beyond those imposed by state law. Redesignation of an area to attainment under section 107(d)(3)(e) of the CAA does not impose any new requirements on small entities. Redesignation is an action that affects the status of a geographical area and does not impose any new regulatory requirements on sources. Accordingly, the Administrator certifies that this proposed rule will not have a significant economic impact on a substantial number of small entities under the Regulatory Flexibility Act (5 U.S.C. 601 *et seq.*). Because this rule proposes to approve pre-existing requirements under state law and does not impose any additional enforceable duty beyond that required by state law, it does not contain any unfunded mandate or significantly or uniquely affect small governments, as described in the Unfunded Mandates Reform Act of 1995 (Public Law 104-4).

This proposed rule also does not have tribal implications because it will not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the

Federal Government and Indian tribes, as specified by Executive Order 13175 (65 FR 67249, November 9, 2000). This action also does not have Federalism implications because it does not have substantial direct effects on the states, on the relationship between the national government and the states, or on the distribution of power and responsibilities among the various levels of government, as specified in Executive Order 13132 (64 FR 43255, August 10, 1999). This action merely affects the status of a geographical area, does not impose any new requirements on sources, or allow a state to avoid adopting or implementing other requirements and does not alter the relationship or the distribution of power and responsibilities established in the CAA. This proposed rule also is not subject to Executive Order 13045 "Protection of Children from Environmental Health Risks and Safety Risks" (62 FR 19885, April 23, 1997); because it is not economically significant and because the Agency does not have reason to believe that the rule concerns an environmental health risk or safety risk that may disproportionately affect children.

In reviewing SIP submissions, EPA's role is to approve state choices, provided that they meet the criteria of the CAA. In this context, in the absence of a prior existing requirement for the State to use voluntary consensus standards (VCS), EPA has no authority to disapprove a SIP submission for failure to use VCS. It would thus be inconsistent with applicable law for EPA, when it reviews a SIP submission; to use VCS in place of a SIP submission that otherwise satisfies the provisions of the CAA. Redesignation is an action that affects the status of a geographical area but does not impose any new requirements on sources. Thus, the requirements of section 12(d) of the National Technology Transfer and Advancement Act of 1995 (15 U.S.C. 272 note) do not apply. This proposed rule does not impose an information collection burden under the provisions of the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*).

**List of Subjects**

**40 CFR Part 52**

Environmental protection, Air pollution control, Intergovernmental relations, Nitrogen dioxide, Ozone, Reporting and recordkeeping requirements, Volatile organic compounds.

## 40 CFR Part 81

Environmental protection, Air pollution control, National parks, Wilderness areas.

**Authority:** 42 U.S.C. 7401 *et seq.*

Dated: September 25, 2007.

J.I. Palmer, Jr.,

Regional Administrator, Region 4.

[FR Doc. E7-19513 Filed 10-2-07; 8:45 am]

BILLING CODE 6560-50-P

## ENVIRONMENTAL PROTECTION AGENCY

### 40 CFR Part 180

[EPA-HQ-OPP-2007-0546; FRL-8151-6]

### Thiabendazole; Threshold of Regulation Determination

**AGENCY:** Environmental Protection Agency (EPA).

**ACTION:** Proposed rule.

**SUMMARY:** EPA is proposing to establish by rule that there is no need for a tolerance or tolerance exemption under the Federal Food Drug and Cosmetic Act (FFDCA) for the use of the fungicide thiabendazole as a seed treatment on dry peas. This determination is based on EPA's finding that any residues that remain in food from this use will be both non-detectable and below the level of regulatory concern.

**DATES:** Comments must be received on or before December 3, 2007.

**ADDRESSES:** Submit your comments, identified by docket identification (ID) number EPA-HQ-OPP-2007-0546, by one of the following methods:

- **Federal eRulemaking Portal:** <http://www.regulations.gov>. Follow the on-line instructions for submitting comments.

- **Mail:** Office of Pesticide Programs (OPP) Regulatory Public Docket (7502P), Environmental Protection Agency, 1200 Pennsylvania Ave., NW., Washington, DC 20460-0001.

- **Delivery:** OPP Regulatory Public Docket (7502P), Environmental Protection Agency, Rm. S-4400, One Potomac Yard (South Bldg.), 2777 S. Crystal Dr., Arlington, VA. Deliveries are only accepted during the Docket's normal hours of operation (8:30 a.m. to 4 p.m., Monday through Friday, excluding legal holidays). Special arrangements should be made for deliveries of boxed information. The Docket Facility telephone number is (703) 305-5805.

**Instructions:** Direct your comments to docket ID number EPA-HQ-OPP-2007-0546. EPA's policy is that all comments received will be included in the docket

without change and may be made available on-line at <http://www.regulations.gov>, including any personal information provided, unless the comment includes information claimed to be Confidential Business Information (CBI) or other information whose disclosure is restricted by statute. Do not submit information that you consider to be CBI or otherwise protected through [www.regulations.gov](http://www.regulations.gov) or e-mail. The [www.regulations.gov](http://www.regulations.gov) website is an "anonymous access" system, which means EPA will not know your identity or contact information unless you provide it in the body of your comment. If you send an e-mail comment directly to EPA without going through [www.regulations.gov](http://www.regulations.gov), your e-mail address will be automatically captured and included as part of the comment that is placed in the docket and made available on the Internet. If you submit an electronic comment, EPA recommends that you include your name and other contact information in the body of your comment and with any disk or CD-ROM you submit. If EPA cannot read your comment due to technical difficulties and cannot contact you for clarification, EPA may not be able to consider your comment. Electronic files should avoid the use of special characters, any form of encryption, and be free of any defects or viruses.

**Docket:** All documents in the docket are listed in the docket index available in [www.regulations.gov](http://www.regulations.gov). To access the electronic docket, go to <http://www.regulations.gov>, select "Advanced Search," then "Docket Search." Insert the docket ID number where indicated and select the "Submit" button. Follow the instructions on the [www.regulations.gov](http://www.regulations.gov) website to view the docket index or access available documents. Although listed in the index, some information is not publicly available, e.g., CBI or other information whose disclosure is restricted by statute. Certain other material, such as copyrighted material, is not placed on the Internet and will be publicly available only in hard copy form. Publicly available docket materials are available either in the electronic docket at <http://www.regulations.gov>, or, if only available in hard copy, at the OPP Regulatory Public Docket in Rm. S-4400, One Potomac Yard (South Bldg.), 2777 S. Crystal Dr., Arlington, VA. The hours of operation of this Docket Facility are from 8:30 a.m. to 4 p.m., Monday through Friday, excluding legal holidays. The Docket Facility telephone number is (703) 305-5805.

**FOR FURTHER INFORMATION CONTACT:** Susan Stanton, Registration Division

(7505P), Office of Pesticide Programs, Environmental Protection Agency, 1200 Pennsylvania Ave., NW., Washington, DC 20460-0001; telephone number: (703) 305-5218; fax number: (703) 305-0599; e-mail address: [stanton.susan@epa.gov](mailto:stanton.susan@epa.gov).

## SUPPLEMENTARY INFORMATION:

### I. General Information

#### A. Does this Action Apply to Me?

You may be potentially affected by this action if you are an agricultural producer, food manufacturer, or pesticide manufacturer. Potentially affected entities may include, but are not limited to:

- Crop production (NAICS code 111), e.g., agricultural workers; greenhouse, nursery, and floriculture workers; farmers.

- Animal production (NAICS code 112), e.g., cattle ranchers and farmers, dairy cattle farmers, livestock farmers.

- Food manufacturing (NAICS code 311), e.g., agricultural workers; farmers; greenhouse, nursery, and floriculture workers; ranchers; pesticide applicators.

- Pesticide manufacturing (NAICS code 32532), e.g., agricultural workers; commercial applicators; farmers; greenhouse, nursery, and floriculture workers; residential users.

This listing is not intended to be exhaustive, but rather provides a guide for readers regarding entities likely to be affected by this action. Other types of entities not listed in this unit could also be affected. The North American Industrial Classification System (NAICS) codes have been provided to assist you and others in determining whether this action might apply to certain entities. If you have any questions regarding the applicability of this action to a particular entity, consult the person listed under **FOR FURTHER INFORMATION CONTACT**.

#### B. What Should I Consider as I Prepare My Comments for EPA?

1. **Docket.** EPA has established a docket for this action under docket identification (ID) number EPA-HQ-OPP-2007-0546. Publicly available docket materials are available either in the electronic docket at <http://www.regulations.gov>, or, if only available in hard copy, at the Office of Pesticide Programs (OPP) Regulatory Public Docket in Rm. S-4400, One Potomac Yard (South Bldg.), 2777 S. Crystal Dr., Arlington, VA. The hours of operation of this Docket Facility are from 8:30 a.m. to 4 p.m., Monday through Friday, excluding legal holidays. The Docket Facility telephone number is (703) 305-5805.

# DCHC

## DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

### Member Governments

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

October 15, 2007

US Environmental Protection Agency  
Mail Code 6102T  
1200 Pennsylvania Ave., NW.  
Washington, DC 20460

Re: Docket ID No. EPA-HQ-OAR-2005-0172

To Whom It May Concern:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is the long range transportation planning agency in Durham, Orange, and Chatham Counties in the Triangle region of North Carolina. Our entire MPO area is currently classified as non-attainment for ozone. The DCHC MPO respectfully submits the following comments on the EPA's Proposed Rule on the National Ambient Air Quality Standards (NAAQS) for Ozone.

The DCHC MPO applauds the EPA's efforts to protect the environment through the NAAQS for ozone. We also appreciate the efforts of EPA employees in working with local, regional, and state agencies on addressing ozone pollution to achieve a cleaner, healthier environment. The DCHC MPO supports sound decision-making that is based on scientific evidence of the environmental and health impacts of ozone pollution. If the EPA determines that the science supports lowering the NAAQS for ozone, the DCHC MPO is willing to do its part to help reduce pollution from transportation and create a healthier environment.

If the NAAQS for ozone is lowered, the DCHC MPO would like to request that more financial resources be dedicated to helping, local, regional, and state governments reduce transportation emissions to achieve the more stringent standard. The Congestion Mitigation Air Quality (CMAQ) program provides critical funding for transportation projects that help improve air quality. Our MPO uses these funds for projects such as purchasing transit vehicles, building sidewalks and bicycle facilities, and supporting transportation demand management programs. Unfortunately, CMAQ funds are often the first funds to be cut in North Carolina when federal transportation funds are rescinded. The DCHC MPO requests that CMAQ funding be increased and that CMAQ funding be protected from being disproportionately cut by federal rescissions.

The DCHC MPO also requests that the redesignation of non-attainment areas to correspond with a change in the NAAQS for ozone is made on a partial county basis. Partial county designation should take into consideration population densities and the

locations of air pollution sources. The counties surrounding the DCHC MPO generally have low population densities except for the townships nearest the Triangle's urban areas. Programs to reduce ozone pollution in the Triangle non-attainment area will be most successful if we focus on the areas with the highest population densities and the most pollution sources near the urban areas.

Finally, the DCHC MPO would like to reiterate its request that an ozone air quality monitor be located in Orange County. All of Orange County is currently in the non-attainment area, but there is not an ozone air quality monitor in the County. The County is concerned about its air quality and would like to have a monitor installed nearby to ensure adequate monitoring of the entire Triangle non-attainment area. We believe that this would allow us to better inform our citizens of air quality levels and would allow us to better understand the sources of pollution in our area.

The DCHC MPO again appreciates the work of the EPA and its employees in protecting the environment and human health. The DCHC MPO will continue to work with the federal, state, and local governments on achieving the NAAQS for ozone in our area. However, it is critical that any lowering of the NAAQS be accompanied by an increase in resources to address transportation emissions and that subsequent non-attainment area designation and monitoring decisions take into account local concerns.

Sincerely,



Mark Ahrendsen, Chair  
Technical Coordinating Committee

cc: DCHC MPO TAC Members  
DCHC MPO TCC Members  
Brock Nicholson, NCDENR, Division of Air Quality  
Laura Booth, NCDENR, Division of Air Quality  
Mike Abraczinskas, NCDENR, Division of Air Quality

**MEMORANDUM**

**TO:** Transportation Advisory Committee (TAC)  
DCHC MPO

**FROM:** Lead Planning Agency

**DATE:** November 14, 2007

**RE:** Proposed Ozone Standards and the Impact for the DCHC MPO

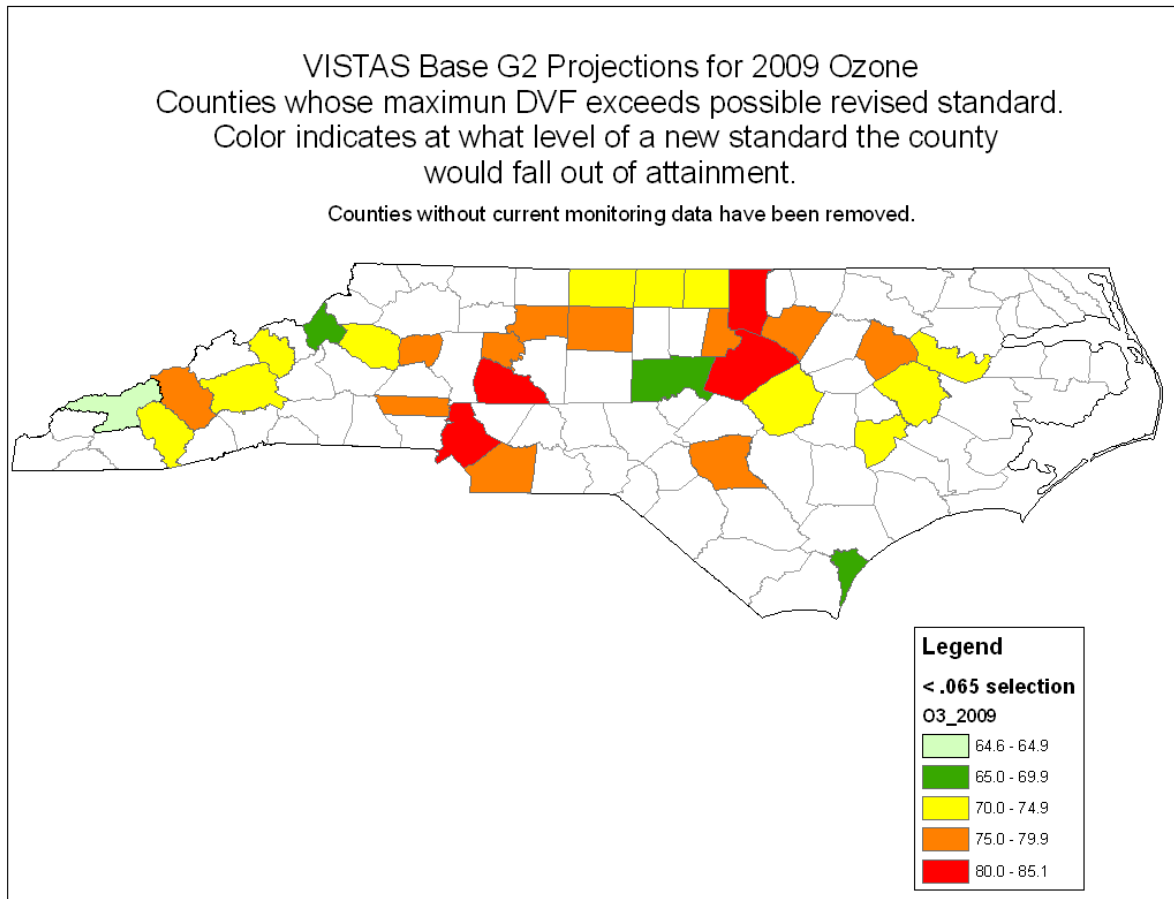
---

This memo provides a summary of the proposed ozone standards and the impact and implication for DCHC MPO. The 1990 Clean Air Act Amendment (CAAA) requires the US Environmental Protection Agency (EPA) to reevaluate the ozone standards every ten (10) years. Accordingly, the June 21, 2007, EPA proposed strengthen the nation's air quality standards for ground-level ozone. The proposed ozone standard is based on the most recent scientific evidence about the health effects of ozone, the primary component of smog. The EPA recommended an ozone standard within a range of 0.070 to 0.075 parts per million (ppm), but also took comments on alternative standards within a range from 0.060 ppm up to the level of the current 8-hour ozone standard, which is 0.08 ppm.

The impetus for the proposed change is public health as stated by EPA Administrator "... ozone can harm people's lungs and EPA is particularly concerned about individuals with asthma or other lung diseases, as well as those who spend a lot of time outside, such as children. Ozone exposure can aggravate asthma, resulting in increased medication use and emergency room visits, and it can increase susceptibility to respiratory infections".

The map below illustrates the counties in North Carolina that would be affected by the proposed changes. The following Q&A is intended to provide some background on what is going on and what the map is trying to say.

## What does this picture mean?



EPA is reviewing the ozone standard for the first time in ten years. President Clinton approved the current ozone standard in 1997. The Clean Air Act requires that EPA review all of the health-based standards for criteria pollutants every ten years.

Based on new scientific data EPA is considering several levels for a revised/amended ozone standard. These levels are 64.6-64.9 parts per billion (ppb), 65-69.9ppb, 70-74.9ppb, 75-79.9 ppb and the current standard 80 – 85 ppb.

## What is a DVF<sup>1</sup>?

The DVF is an estimate of the future ozone value at a monitor site. EPA created this graph by running the urban airshed model for the base year and comparing the results of the model with the 3<sup>rd</sup> highest monitored eight-hour ozone value for the same year. EPA did this to estimate a model calibration or correction factor because an urban airshed model seldom exactly matches monitored data. EPA then ran the urban airshed model for 2009 and applied the correction factor to the model results to estimate the DVF. The colors (lime, green yellow, orange, and red) show the level of the ozone standard at which EPA believes that counties with monitors will violate a proposed standard.

<sup>1</sup> This is a cursory non-technical explanation and may be incomplete.

## **How do I interpret this graph?**

As stated above the colors show how many counties will violate the standard at each proposed level. For example, if the standard is set at 80 ppb then EPA expects monitors in Mecklenburg, Rowan, Wake, etc to violate the standard. If the standard is set at 75 ppb Buncombe, Alexander, Lincoln, Union, Davie, Forsyth, Guilford, Durham, Hoke, Franklin, and Nash Counties would be added to the list of counties violating the ozone standard. If EPA chooses the most stringent standard then they expect monitors in about 30 North Carolina Counties to violate a standard.

## **Do I need to worry if my county is not colored?**

Unfortunately you may still need to worry if your county is not colored on this map. Even though North Carolina has one of the most extensive monitoring networks in the United States not every county has an air quality monitor. Because of this EPA's rules for designating nonattainment areas rely on the metropolitan statistical areas defined by the census. Typically, EPA will try to designate all of the counties in an MSA as nonattainment area if even one monitor in the MSA violates an air quality standard. For example if the standard remains at 80ppb EPA would probably designate Gaston, Mecklenburg, Union, Cabarrus, and Rowan Counties as nonattainment even though most of those counties either are not violating the standard or do not have ozone monitors.

## **What are the impacts and implications for DCHC MPO?**

If the standard is set at 80 ppb it will not affect the MPO i.e., the counties within the MPO would not be nonattainment for ozone. However, they will continue to have the maintenance designation. If the standard is set at 75 ppb Durham would not meet the standard and thus would be designated as nonattainment. Although Orange County does not have a monitor, based on process used the last time, Orange would likely be designated as non-attainment as well. If EPA chooses the most stringent standard then the MPO would not only be designated as a nonattainment area, but more than likely would be tagged as a moderate or severe non-attainment. In this case, the MPO would be required to comply with a stricter model and SIP requirements, particularly inclusion of Control Measures in the SIP and LRTP.



DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

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

October 24, 2007

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

RE: I-40 Repairs

Dear Secretary Tippet:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) would like to express its appreciation to the North Carolina Department of Transportation (NCDOT) for the well-managed and timely repairs made to I-40 over the past year as part of project I-3306. We commend the department for completing these repairs ahead of schedule and with minimal disruption to drivers. The new asphalt overlay on I-40 provides a very smooth ride to motorists. The utilization of night and weekend work minimized the impact on congestion and disruption of traffic patterns.

We are pleased that the North Carolina General Assembly identified funds for the repair work that are not subject to the state equity formula. Again, thank you for the tremendous job on the I-40 repair work. Hopefully there were some positive lessons learned on this project that can be applied to other NCDOT projects throughout the State.

Sincerely,

A handwritten signature in cursive script that reads "Alice M. Gordon".

Alice M. Gordon, Chair  
Durham-Chapel Hill-Carrboro MPO  
Transportation Advisory Committee

Cc: DCHC MPO TAC Members  
Ken Spaulding, NC Board of Transportation  
Nina Szlosberg, NC Board of Transportation  
Wally Bowman, NCDOT, Division 5