

**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

**December 12, 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. November 14, 2007 TAC Meeting Minutes
(Attachment 5)**

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

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

**6. Draft 2009-2015 State Transportation Improvement Program (STIP)
(Attachment 6, 6A, 6B, 6C, 6D, 6E)**

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 6. NCDOT's summary document of the differences between the 2007-2013 STIP and the draft 2009-2015 STIP are included as Attachment 6A. A more detailed analysis of the changes for highway, bridge, and bicycle/pedestrian projects in the DCHC MPO is included as Attachment 6B. Two maps displaying these changes for funded projects are provided as Attachment 6C.

At the November 14, 2007 TAC meeting, the TAC approved the Regional Priority List for transit, bicycle/pedestrian, and highway projects and directed the TCC to bring back combined lists by division for use in the one-on-one meetings with NCDOT. The final Regional Priority List is included as Attachment 6D. The TCC is working on the combined lists and expects to bring a recommendation to the TAC at the January TAC meeting.

LPA staff are working with NCDOT to schedule the one-on-one meetings for the two divisions with multiple TAC members. The one-on-one meetings are an opportunity for TAC members and staff to meet with NCDOT board members and staff to discuss funding requests for the TIP. There will be two separate meetings, one for Division 5 and one for Division 7. These meetings

will likely be held in mid to late January 2008. In preparation for these meetings, the TAC should begin developing a list of flagged issues. For example, the funding of the East End Connector with Loop funding will likely be a flagged issue for Division 5. Additional information regarding the status of statewide Loop funding in the TIP is provided in Attachment 6E.

TAC Action: Review the DCHC MPO supplement to the draft 2009-2015 STIP. Discuss issues to be flagged for the one-on-one meetings in January.

7. Job Access Reverse Commute (JARC) and New Freedom (NF) Call for Projects
(Attachment 7, 7A)

Ellen Beckmann, LPA Staff

Pierre Osei-Owusu, DATA Staff

The MPO receives an annual allocation of Job Access Reverse Commute (JARC) and New Freedom (NF) funds. JARC is targeted for improving transportation for low income populations and NF is targeted at persons with disabilities. Last year, the MPO held a Call for Projects in March and selected projects for funding in June 2007. This year's Call for Projects would allocate the MPO's remaining FY 2005 and FY 2006 appropriations and the full FY 2007 appropriation – approximately \$183,222 for JARC and \$170,467 for NF. The FY 2007 appropriation will not be known until February or March 2008. Since these are federal funds, the funding is based on the federal fiscal year (October through September).

In order to provide applicants and the MPO more time to submit and review applications, the TCC recommends that the Call for Projects be opened in December 2007 with an application deadline of February 28, 2008. A complete recommended schedule is included in Attachment 7. The TCC also recommends a few changes to the selection process outlined in Attachment 7.

In addition, the Federal Transit Administration (FTA) requires a Program Management Plan (PMP) for administration of the JARC and NF funds. As the designated recipient of the MPO's funds, DATA prepared this document (Attachment 7A). Once approved by the TAC, it will be sent to FTA for approval.

TCC Recommendation: That the TAC approve the Program Management Plan (PMP) and that the TAC approve the schedule and changes to the application process for the Call for Projects for the MPO's remaining FY 2005 and FY 2006 JARC and NF appropriations and the full FY 2007 JARC and NF appropriation.

TAC Action: Approve the Program Management Plan (PMP) and approve the schedule and changes to the application process for the Call for Projects for the MPO's remaining FY 2005 and FY 2006 JARC and NF appropriations and the full FY 2007 JARC and NF appropriation.

8. Safe Routes to School Demonstration Program Funds
(Attachment 8, 8A)

Dale McKeel, LPA Staff

NCDOT has issued a call for applications for Safe Routes to Schools (SRTS) Demonstration Program Funds. Only agencies and organizations that participated in an NCDOT-sponsored Safe Routes to Schools workshop are eligible to apply. In order to apply, a resolution of support from an MPO must be obtained and attached to the application (Attachment 8). The City of Durham, Town of Chapel Hill, and Town of Carrboro are eligible and may be applying for funds. A brief description of the application from Durham is included as Attachment 8A. A description of the Chapel Hill and Carrboro applications will be provided at the TAC meeting.

TCC Recommendation: That the TAC adopt a resolution of support to be attached to SRTS demonstration program applications from City of Durham, Town of Chapel Hill, and Town of Carrboro (Attachment 8).

TAC Action: Adopt a resolution of support to be attached to SRTS demonstration program applications from City of Durham, Town of Chapel Hill, and Town of Carrboro (Attachment 8).

9. Election of Chair and Vice-Chair for 2008

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. Eric Hallman and Becky Heron were appointed to the nominating committee.

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: Elect a Chair and Vice-Chair for 2008.

10. 2008 TAC/TCC Meeting Schedule

(Attachment 10)

Mark Ahrendsen, TCC Chair

The meeting schedule for the upcoming calendar year is adopted at the last TAC meeting of every year. Attachment 10 lists the proposed TAC and TCC meeting schedule for 2008.

TAC Action: Approve the 2008 TAC and TCC meeting schedule.

REPORTS:

**11. Report from the TAC Chair
Alice Gordon, TAC Chair**

TAC Action: Receive Report from TAC Chair

**12. Report from Staff
(Attachment 12)
Felix Nwoko, LPA Staff**

TAC Action: Receive Report from Staff

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

TAC Action: Receive Report from TCC Chair

**14. NCDOT Report
(Attachment 14)
Wally Bowman, Division 5 – NCDOT
Mike Mills, Division 7 – NCDOT**

TAC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS

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

**16. NC General Assembly Joint Legislative Transportation Oversight Committee Members and Meeting Notice
(Attachment 16)**

**17. NC General Assembly 21st Century Transportation Committee Authorization
(Attachment 17)**

**18. City of Charlotte 2008 Transportation Legislative Priorities
(Attachment 18)**

Adjourn

Next meeting: January 9, 2008

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.
11/14/07	Develop a strategy for pursuing regional bicycle routes between MPO jurisdictions. Include public input and identify funding sources.	<u>In Progress</u>
11/14/07	Develop a combined mode 2009-2015 TIP regional priority list by division with costs.	<u>In Progress</u>

TRANSPORTATION ADVISORY COMMITTEE

November 14, 2007

MINUTES OF MEETING

The Transportation Advisory Committee met on November 14, 2007, in the Council Committee Room on the second floor of Durham City Hall. The following attended:

- **Diane Catotti City of Durham
- **Mark Chilton Town of Carrboro
- **Alice Gordon Orange County (TAC Chair)
- **Eric Hallman Town of Hillsborough
- **Ed Harrison Town of Chapel Hill
- **Becky Heron Durham County (TAC Vice-Chair)
- **George Lucier Chatham County
- *Ellen Reckhow Durham County
- *Bill Strom Triangle Transit Authority
- **Mike Woodard City of Durham
- Mark Ahrendsen City of Durham /Transportation
- Ellen Beckmann City of Durham/Transportation
- David Bonk Town of Chapel Hill
- Wally Bowman NCDOT – Division 5 Engineer
- Andy Henry City of Durham/Transportation
- John Hodges-Copple Triangle JCOG
- John Hunsinger NCDOT, Division 7 Engineer
- Denese Lavender NCDOT/PTD
- Karen Lincoln Orange County Planning
- Dale McKeel City of Durham/Transportation
- Adena Messinger Town of Carrboro
- Toyia Smith NCDOT, Division 7
- John Tallmadge Triangle Transit Authority

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

Everyone offered congratulations on the results of the election.

PRELIMINARIES:

Adjustments to the Agenda

38 There were no adjustments to the agenda.

39 **Public Comments**

40 There were no public comments.

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

42 There were no comments regarding the Directives to Staff.

43 **ACTION ITEMS:**

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

45 Alice Gordon made an amendment to the October 10, 2007 TAC Meeting Minutes on
46 line 200. It should read “Ms. Gordon attended the APTA conference and reported on some of
47 the conference highlights.”

48 A motion was made by Mike Woodard and seconded by Diane Catotti to approve the
49 October 10, 2007 TAC Meeting Minutes with the amendment above. The motion carried
50 unanimously.

51 **7-Year Travel Demand Management Plan (Attachment 6, 6A, and 6B)**

52 John Hodges-Copple highlighted some items regarding the 7-Year Travel Demand
53 Management Plan, along with the attachments. The recommendation is to approve the 7-Year
54 Travel Demand Management Plan. The Planning & Administration has shifted from NCDOT to
55 TJCOG and will begin in January 2008.

56 Becky Heron asked if CAMPO has a TDM program and John Hodges-Copple stated
57 CAMPO has one; but it is not as developed as DCHC. So, their funding contribution will
58 increase significantly. There is no TDM ordinance in the CAMPO area.

59 Ellen Reckhow stated she is pleased to see a plan; but she hoped we would recommend a
60 region-wide ordinance. Ms. Reckhow doesn't feel the plan goes far enough. TDM is the most
61 cost-effective strategy.

62 John Tallmadge stated that the plan makes the Emergency Ride Home program easier
63 and it combines the UNC hospital and UNC programs. The TDM Emergency Ride Home
64 program will still have the local logo and face.

65 Ellen Reckhow asked if there will be an attempt to get Wake County to enact a TDM
66 ordinance. John Tallmadge stated that the plan recommendation is to involve Wake County. All
67 the funding is to go towards service delivery rather than policy advocacy. We are going to try to
68 get the service delivery done first and then figure out who is responsible for the policy issues.

69 Mike Woodard asked why there is such a funding discrepancy between DCHC and
70 CAMPO. John Hodges-Copple stated it is due to the number of hot spots. There are more in the
71 DCHC MPO. Otherwise, it is a 60/40 split. The plan took the current funding in the hot spots
72 and carried it forward. The UNC program has been funded at a higher level than other hot spots.
73 It is going to be up to the MPO to approve the hot spot funds.

74 Ed Harrison stated what he sees in the hot spot funding projection is a reduction for UNC
75 and downtown Chapel Hill. He doesn't understand what is changing that we would need less
76 money to provide services. John Hodges-Copple stated that the FY08 budget includes service
77 delivery and ordinance enforcement. In later years, it is split out making it appear that service is
78 going down.

79 A motion was made by Diane Catotti and seconded by Becky Heron to approve the 7-
80 Year Transportation Demand Management Plan and defer identification of the MPO's share of

81 the funding of the program until the STP-DA and CMAQ funding is considered. The motion
82 carried unanimously.

83 **2009-2015 Transportation Improvement Program (TIP) – Regional Priority List**
84 **(Attachment 7, 7A, 7B, 7C, 7D, 7E, and 7F)**

85
86 Ellen Beckmann provided an introduction for the 2009-2015 Transportation
87 Improvement Plan (TIP) – Regional Priority List, along with the attachments.

88 A handout with comments from the Durham Planning Commission was distributed to
89 TAC members. Some revisions were made based on the October TAC comments, as well as,
90 public comments.

91 Ellen Beckmann stated that staff will be scheduling one-on-one meetings with NCDOT in
92 early 2008. We will also use the regional priority list for these meetings and to craft our
93 metropolitan transportation improvement program.

94 On the Transit list we added many transit projects to reflect what transit operators have
95 requested from NCDOT in the draft STIP. Points were added for expansion buses, as requested
96 by Chapel Hill. The list was reordered; primarily by year.

97 On the Bicycle/Pedestrian list we did not reorder these projects from the draft list; but
98 instead added some factors that TAC could consider in addition to the points. We also added
99 citizen suggested projects with points at the end, but these are not integrated into the list.

100 Diane Catotti asked why we did not include costs on bike/ped projects and highway, but
101 included in transit. Ms. Catotti stated it would be helpful. Citizens always ask us “how far down
102 the pipeline is this project.”

103 Ms. Catotti asked what the cost of the Holloway Street sidewalk was and is it possible
104 that we can use bond money for this project. Ellen stated part of it will be done as part of the
105 East End Connector from US 70 to Miami Blvd.

106 Bill Strom asked why the Bolin Creek Greenway did not receive points as it has local
107 bond money. David Bonk stated that it could be that this particular section does not have local
108 bond money, even though this identifies the entire length.

109 Ed Harrison stated that he is puzzled at the methodology and how the ranking has
110 changed for transit. Mr. Harrison also stated that the Pope Road project should have \$15,000 in
111 escrow from rezoning process.

112 Ellen Beckmann stated that the Durham transit project ranked #20 moved to twelve and
113 the Chapel Hill transit project ranked #14 moved to 27 because the Durham project was in 2009;
114 whereas the Chapel Hill project is in 2010. Transit projects were re-ordered by year first.

115 There were no changes to the highway list from the October TAC meeting and no
116 additional public comments.

117 Becky Heron asked what we are going to get for \$1 million on the TTA Planning
118 Assistance. John Tallmadge stated that the figure is a placeholder figure to be able to start if the
119 STAC and the MPOs determine that TTA should do alternative analysis on a corridor that comes
120 out of the LRTP recommendation. Ms. Heron asked how long it will stay a placeholder. Mr.
121 Tallmadge stated that until the STAC finishes and makes a report to the MPOs and a decision is
122 made. Ms. Heron asked how this is going to affect the funds that become available in the future.
123 Mark Ahrendsen stated it depends on the funding source and amount available. This list shows
124 priority.

125 Diane Catotti asked if all the funds in 2009 will go to the first two projects, or will some
126 go to the first two projects, then some to other projects. David Bonk stated that we want to get
127 STP funds used for transit projects. Mostly, we are using transit funds that we control, and that
128 is not part of the equity formula.

129 Ed Harrison wonders if the bike/pedestrian projects should have regional connectivity
130 applied to them. There are some with regional connections.

131 George Lucier asked if there is a handout showing criteria as to how points are assigned.
132 Ellen Beckmann stated it is attachment 7F. But, this doesn't reflect changes to transit since the
133 last TAC meeting.

134 George Lucier asked is there anything that includes future growth in the criteria and
135 suggests adding this in the next version. Mr. Lucier asked who assigned the year of the project
136 and Ellen Beckmann stated the transit operators.

137 Becky Heron wants to know if local jurisdictions have bond money for any projects, can
138 they use state funds on other projects. Should we show how much bond money is available?

139 Mark Chilton stated that bond money shows local commitment and importance, so we should
140 fund these projects first. Alice Gordon suggests revisiting the criteria earlier than two years.

141 Eric Hallman with Hillsborough wants to reprogram funds, but is afraid they will lose all
142 funding.

143 A motion was made by Mike Woodard and seconded by Bill Strom to approve the transit
144 funding, attachment 7A. Diane Catotti has concern about partial transit funding. Mark
145 Ahrendsen stated they might give partial funding. So, we will have the opportunity to comment
146 in the draft STIP. The motion carried unanimously.

147 Mark Chilton suggested on the bike/pedestrian projects that they switch #10 and #15;
148 combine #13 and #39; and combine the three (#22, #46 #47) Hillsborough Road (Old NC 86)
149 projects. Diane Catotti asked why split these projects. Ellen Beckmann replied that this is the
150 way that these projects were submitted by the local jurisdictions.

151 Becky Heron stated that on Erwin Road and other sections, don't do them piecemeal.
152 There is a lot of recreational activity along Erwin and NC 751. Also, Dearborn Drive has a lot of
153 kids and it is a safety hazard.

154 Diane Catotti asked how we can get from Chapel Hill to downtown Durham. It appears
155 by Erwin, Cornwallis, etc. Maybe we need to map a connection that is the easiest and cheapest
156 and make these a priority.

157 Ellen Reckhow stated that the bigger issue is to find more resources. Ed Harrison wants
158 the criteria to be more explicit.

159 Ed Harrison suggested switching #20 and #41. Dale McKeel stated that #41 might be
160 built as part of the Smith Level Road.

161 Mark Chilton stated we need to coordinate a Carrboro/Chatham route. Are we going to
162 make a combined division list so we can pursue STP funding? Carrboro has bike/pedestrian
163 projects ahead of our highway projects.

164 Diane Catotti wants to see mapping of routes that cross jurisdictional lines, like the
165 highways. Ellen Reckhow suggested taking one year of highway funds and do all the
166 bike/pedestrians projects to help catch up.

167 Mark Ahrendsen stated it is difficult to compare sidewalk projects and highway projects
168 in a quantitative manner. At one-on-one meetings, we will pull out the list during dialogue with
169 the NCDOT Board Member to ask for these projects.

170 Alice Gordon would like to switch #30 near Cedar Ridge High School and elementary
171 school with #16. Eric Hallman stated that the Town has already committed funds to the Nash
172 Street sidewalk and does not want to move it.

173 Becky Heron asked if we have a sense of costs and Dale McKeel stated we used a cost-
174 estimating tool from NCDOT. Alice Gordon stated the bike/pedestrians project switches
175 include: Carrboro wants to switch #10 and #15; Chapel Hill wants to switch #20 and #41.

176 A motion was made by George Lucier and seconded by Mike Woodard to approve the
177 bike/pedestrian projects as listed in attachment 7B with a change in Carrboro, switching #10 and
178 #15; and Chapel Hill switching #20 and #41; on #24, the wording "Pope only" should be
179 removed. The motion passed with Becky Heron opposing. Becky Heron's opposition was
180 because she wanted to move #13 to #19 to accommodate Cornwallis Road.

181 An amendment was made to the motion above by Mark Chilton and seconded by Eric
182 Hallman to combine #13 and #39 into one Erwin Road project, rank it as #19 and move what is
183 currently known as #19, Cornwallis Road to #13. The motion failed by a 4/4 vote.

184 Mark Ahrendsen stated we can put projects together for holistic approach as we request
185 funds at the one-on-one meetings. This list is individual projects. Diane Catotti wants to pursue
186 what Mark proposes. Mark Ahrendsen said the bike/pedestrian subcommittee can look at it.
187 Becky Heron stated that we need to talk to Ken Spaulding to make road combinations happen.

188 A motion was made by Diane Catotti and seconded by Mike Woodard to refer this to the
189 TCC bike/ped subcommittee for further consideration including a possible charrette to look at
190 the overall regional routes for priority including public input to create route maps and priority
191 projects; achieve regional and internal connectivity; and look at different funding. Becky Heron
192 stated to make sure the TAC is notified of the meeting. The motion carried unanimously.

193 A motion was made by Diane Catotti and seconded by Mike Woodard to approve
194 attachment 7C, Highway Projects.

195 Mark Chilton suggests switching #3 and #5. There needs to be discussion between
196 Carrboro and Chapel Hill regarding this project. Diane Catotti suggested switching #7 and #9.
197 Ellen Reckhow asked why Triangle Parkway is even on this list. It has been pulled as a toll road
198 so why is it in here. Ellen Beckmann stated there is still gap funding. The Triangle Parkway
199 needs to be the last Durham project #24. Alice Gordon suggested switching #13 and #6; #6 to
200 #26; #26 to #13.

201 Wally Bowman is concerned that citizens haven't seen these large changes that override
202 the methodology. The Triangle Parkway is significant. Diane Catotti stated that she doesn't
203 hear much from the citizens for the Triangle Parkway compared to Martin Luther King, Jr.;
204 Fayetteville, and NC 55. George Lucier suggested switching #25 and #15; #15 and #20; and #20
205 and #25.

206 Becky Heron asked if the toll gap funds will compete with other projects and Mark
207 Ahrendsen stated that yes it will.

208 Ellen Reckhow urged members not to put the Triangle Parkway at the bottom of the list
209 since the East End Connector is part of that package of support. Ellen suggested moving it from
210 #7 to #12. This matches the local priority. Diane Catotti stands with switching #7 and # 24
211 since other projects have greater travel demand and accident rate.

212 A motion was made by Mark Chilton and seconded by Ed Harrison to switch #3 and #5;
213 switch #7 and #9; switch #13 and #6; #6 to #26; #26 to #13 and switch #25 and #15; #15 and
214 #20; and #20 and #25. The motion was withdrawn.

215 A motion was made by Mark Chilton and seconded by Diane Catotti to switch #3 and #5;
216 switch #12 and #7 ; #19 and #12; and #7 and #19; switch #13 and #6; #6 to #26; #26 to #13 and
217 switch #25 and #15; #15 and #20; and #20 and #25. The motion carried unanimously.

218 Staff is to compile a list for each division with cost by the January 2008 TAC meeting.

219 **Draft 2009-2015 State Transportation Improvement Program (STIP) (Attachment 8, 8A,**
220 **8B, and 8C)**

221
222 Mark Ahrendsen provided an introduction for the Draft 2009-2015 State Transportation
223 Improvement Program (STIP), along with the attachments.

224 Alice Gordon asked if this item can be put on the December agenda and still be timely
225 and Mark stated yes. Alice Gordon stated that we need to prioritize the projects with what
226 information is still needed.

227 Ed Harrison stated that in attachment 8B, page 1 of 4, the Mason Farm Feasibility Study
228 (FS-0307A); the cost shown is \$23.1 million. The Town of Chapel Hill would like the TAC to
229 have this item removed from the TIP. The Town of Chapel Hill does not want it released with
230 this item on it. Ellen Beckmann stated that the draft STIP has already been released and we
231 could add this comment to the discussion at the one-on-one meetings.

232 Alice Gordon stated that we need to have this on the December TAC agenda for
233 discussion for the one-on-one meetings. Mark Ahrendsen stated we need all other comments as
234 well.

235 Diane Catotti stated that she wanted to note the obvious concern about the push back in
236 funding on the East End Connector. She understands there is a funding gap. Mark Ahrendsen
237 stated that we will be asking for more information from NCDOT as to where are the Highway
238 Trust Funds are going. We want to know if other Highway Trust Fund projects have slipped two
239 years. Wally Bowman, NCDOT Engineer, stated they have been asked the same question by the
240 board members. Ken Spaulding is also very concerned and the answer that was provided was
241 that there are not enough funds to go around in the Highway Trust Fund money for loops.

242 Anything that was funded in 2010 and earlier stayed; but everything after 2010 slipped from two
 243 to three years. It was statewide.

244 Ellen Reckhow stated that the Alston Avenue project slipped a year. Where are we with
 245 the design issues? Mark Ahrendsen stated there is discussion at the City level about the project
 246 as a whole; whether to move forward or not. We have met with the neighborhood
 247 representatives and it will be coming back to the City Council for feedback prior to coming back
 248 to the TAC within the next couple of months. Ellen Reckhow and Mike Woodard support
 249 deleting this project because there are higher priority projects. Mike Woodard asked when the
 250 slippage will end.

251 **Election of Chair and Vice-Chair for 2008 – Appointment of Nominating Committee**

252 Alice Gordon stated that Becky Heron and Eric Hallman will be on the nominating
 253 committee for the Election of Chair and Vice-Chair for 2008 – Appointment of Nominating
 254 Committee.

255 **REPORTS FROM STAFF:**

256 **Report from the TAC Chair**

257 Alice Gordon stated that there is concern that counties will have the responsibility for
 258 roads in their jurisdictions. We need to watch the legislative commission.

259 **Report from Staff (Attachment 11)**

260 The Report from Staff is attached for review.

261 **Report from the TCC Chair**

262 The STAC will be meeting tomorrow and again in December. They anticipate
 263 completing the work in January 2008.

264 The work with the Ad Hoc Advisory Committee is continuing and there is a community
265 meeting scheduled for December 10, 2007 from 4 p.m. until 7 p.m. at Orange Grove Missionary
266 Baptist Church on the East End Connector project.

267 There is a pre-hearing open house and design public hearing on December 4, 2007 at the
268 School of Science and Math for the Hillandale Road widening project. The open house is 4:30
269 p.m. to 6:30 p.m. and there will be a presentation and hearing at 7 p.m.

270 The public meeting held last evening for the American Tobacco Trail and the bridge
271 crossing I-40 was very successful. The public provided good feedback.

272 **NCDOT Report (Attachment 13)**

273 In the concern for time, Wally Bowman, NCDOT Division 5 Engineer, addressed
274 questions. Ed Harrison stated the TAC will want information on traffic control for the US 15-
275 501 project and want a lot of public information. Becky Heron stated “Deer” signs are needed at
276 the roundabout on NC 751, Cornwallis Road and Kerley Road. Diane Catotti appreciates the
277 resurfacing of Old Chapel Hill Road and Cornwallis and Erwin Road. Wally Bowman thanked
278 the DCHC MPO for the letter of appreciation on the I-40 project.

279 Wally stated that there are statewide funds for the Safe Routes to School. Our division is
280 receiving \$200,000 this year and \$230,000 next year. The funds are for all seven counties.
281 There will be an information call for projects. It is to promote bicycle and pedestrians, not for
282 improvements for bus or car drop offs. Diane Catotti suggested adding additional funds for
283 SRTS to the legislative agenda and asked that this be put on the JCCPC January agenda. Diane
284 Catotti asked if the NCDOT is considering use of the new pavement design instead of curb-and-
285 gutter. Wally will check with Tom Norman.

286 John Hunsinger, NCDOT Division 7 Engineer, provided an update on projects. There are
 287 four turn lanes on NC 54 in the Carrboro-Chapel Hill area that are funded by small construction
 288 or other funding. Estes Drive (widening for bicyclists) is currently underway and will be
 289 completed this year. The grinding and resealing project on I-40 has been delayed until January
 290 2009 because of a change in scope. The Superstreet is 66% complete.

291 **INFORMATIONAL ITEMS:**

292 **Recent News Articles and Updates (Attachment 14)**

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

294 **Federal Register Notice on Redesignation of Raleigh-Durham-Chapel Hill 8 Hour Ozone**
 295 **Nonattainment Area to Attainment for Ozone (Attachment 15)**

296 The Federal Register Notice on Redesignation of Raleigh-Durham-Chapel Hill 8 Hour
 297 Ozone Nonattainment Area to Attainment for Ozone is attached for review.
 298

299 **Letter from TCC to EPA re Proposed Ozone Standards – October 15, 2007 Report on the**
 300 **Impact of the EPA’s Proposed Ozone Standards (Attachment 16 and 16A)**

301 The letter from TCC to EPA re Proposed Ozone Standards – October 15, 2007 Report on
 302 the Impact of the EPA’s Proposed Ozone Standards is attached for review.
 303

304 **Letter from MPO to NCDOT re I-40 Repairs – October 24, 2007 (Attachment 17)**

305 The letter from the MPO to NCDOT re I-40 Repairs – October 24, 2007 is attached for
 306 review.

307 **Adjournment**

308 There being no further business of the Transportation Advisory Committee, the meeting
 309 adjourned at 12:35 p.m.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 12/12/07 Attachment 6

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	"DELIVERABLE STIP"					"DEVELOPMENTAL STIP"					"UNFUNDED"	
						FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FUTURE YEARS			
INTERSTATE PROJECTS																	
I-40 ORANGE	I-4716	I-85 TO DURHAM COUNTY LINE. GRIND AND RESEAL JOINTS. (11 MILES)	1725	225	IMPM C	1500											
STRATEGIC HIGHWAY CORRIDOR					DIVISION PROJECT - PLANNING/DESIGN IN PROGRESS												
I-40 DURHAM	I-5104	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). (1 MILE)	3900		IM		R	100									
					IM				C	3800							
STRATEGIC HIGHWAY CORRIDOR					UNDER CONSTRUCTION (OPEN TO TRAFFIC)												
I-40 DURHAM ORANGE	I-3306	I-85 IN ORANGE COUNTY TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM COUNTY. ADD ADDITIONAL LANES. (20.7 MILES)	128452	81452	IM												
					NHS												
					A I-85 TO DURHAM COUNTY LINE. B ORANGE COUNTY LINE TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM - UNDER CONSTRUCTION.												
STRATEGIC HIGHWAY CORRIDOR					UNDER CONSTRUCTION (OPEN TO TRAFFIC)												
I-85 DURHAM	I-0306*	ORANGE COUNTY LINE TO EAST OF MIDLAND TERRACE ROAD ON I-85 AND EAST OF CHEEK ROAD ON US 70 BYPASS. WIDEN TO EIGHT LANES, US 15-501 TO US 70 AND ADD LIGHTING. (9.7 MILES)	270352	270352													
STRATEGIC HIGHWAY CORRIDOR					PLANNING/DESIGN IN PROGRESS												
I-85 ORANGE	I-0305*	I-40 AT HILLSBOROUGH TO DURHAM COUNTY LINE. WIDEN TO SIX LANES AND RECONSTRUCT INTERCHANGES AND STRUCTURES. (7.5 MILES)	161907	1800	NHS												
					NHS										R	960 A	
					IM											M	359
					NHS											M	538
					IM											C	158000
					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												
I-85 DURHAM	I-4743*	I-85, US 70 TO SR 1632 (RED MILL ROAD), 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.												

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 12/12/07 Attachment 6

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	FISCAL YEARS									
						<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 NC 540 DURHAM WAKE	R-2000*	NORTHERN WAKE FREEWAY, NC 55 WEST OF MORRISVILLE TO US 64 EAST NEAR KNIGHTDALE. FREEWAY 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, US 158, US 220, US 421, NC 68 CASWELL GUILFORD ORANGE ROCKINGHAM	R-4403	NATIONAL HIGHWAY SYSTEM GUARD-RAIL REHABILITATION. UPGRADE SUB-STANDARD GUARDRAIL, END TREATMENTS AND BRIDGE ANCHOR UNITS.	1068	1068											
DIVISION PROJECT - UNDER CONSTRUCTION															
NC 54 SR 1973 DURHAM	R-2904	NC 54, SR 1999 (DAVIS DRIVE) TO SR 1959 (MIAMI BOULEVARD) AND SR 1973 (PAGE ROAD), NC 54 TO I-40. WIDEN TO MULTI-LANES AND REPLACE RAILROAD STRUCTURE. (1.1 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 DURHAM WAKE	R-2906	US 64 IN WAKE COUNTY TO SR 1121 (CORNWALLIS ROAD) IN DURHAM COUNTY. WIDEN TO MULTI-LANES. (13 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

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ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	"DELIVERABLE STIP"			FISCAL YEARS					"UNFUNDED"	
						FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FUTURE YEARS	
RURAL PROJECTS															
SR 1004 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 ORANGE	R-3438	HILLSBOROUGH WESTERN BYPASS, US 70 TO NC 57. TWO LANES ON NEW LOCATION. (2.9 MILES)	7450		STP										R 200 C 7250
SR 1009 (SOUTH CHURTON STREET) ORANGE	R-2825	I-40 TO ENO RIVER. WIDEN TO MULTI-LANES AND WIDEN BRIDGE NO. 240 OVER SOUTHERN RAILROAD. (1.8 MILES)	19300		STP										R 4400 C 14900
URBAN PROJECTS															
VARIOUS DURHAM	U-4729	CONGESTION MANAGEMENT STUDY FOR DURHAM COUNTY.	100	100											
IN PROGRESS															
VARIOUS CHATHAM DURHAM ORANGE	U-5023	DURHAM-CHAPEL HILL-CARRBORO (DCHC) DA FUNDS - RESERVED FOR FUTURE PROGRAMMING.	12700		STPDA								C 6350	C 6350	
VARIOUS CHATHAM DURHAM 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	C 273	
IN PROGRESS															
CARRBORO 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
PLANNING/DESIGN IN PROGRESS															
CHAPEL HILL ORANGE	U-4008	US 15-501/ERWIN ROAD. INTERSECTION IMPROVEMENT.	6220	6220											
STRATEGIC HIGHWAY CORRIDOR UNDER CONSTRUCTION															

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 12/12/07 Attachment 6

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ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	"DELIVERABLE STIP"			FISCAL YEARS					"UNFUNDED"	
						FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FUTURE YEARS	
URBAN PROJECTS															
CHAPEL HILL ORANGE	U-449	REAL-TIME TRANSPORTATION INFORMATION SYSTEM.	1248	1248											
IN PROGRESS															
CHAPEL HILL DURHAM ORANGE	U-4704	CHAPEL HILL-CARRBORO COMPUTERIZED TRAFFIC SIGNAL SYSTEM.	5000		STP		C	4550							
					C		C	450							
PLANNING/DESIGN IN PROGRESS															
CARRBORO CHAPEL HILL ORANGE	U-2805	SR 1777 (HOMESTEAD ROAD), SR 1834 (HIGH SCHOOL ROAD) TO NC 86. WIDEN TO MULTI-LANES. (1.4 MILES)	10600	300	STP										R 4000
					STP										C 6300
CHAPEL HILL CARRBORO ORANGE	U-2909	SR 1780 (ESTES DRIVE), SR 1772 (GREENSBORO STREET) TO NC 86. WIDEN TO MULTI-LANES. (1.7 MILES)	7600	1000	STP										R 1600
					STP										C 5000
DURHAM CHAPEL HILL CHATHAM DURHAM ORANGE	U-3475	DCHC UNIFIED PLANNING WORK PROGRAM - SPECIAL PROJECTS SUPPLEMENT.	3317	1032	STPDA	PE	1148	PE	380						
					O	PE	287	PE	95						
										PE	300				
										PE	75				
IN PROGRESS															
CHAPEL HILL ORANGE	U-3306	SR 1733 (WEAVER DAIRY ROAD), NC 86 TO SR 1734 (ERWIN ROAD). CORRIDOR UPGRADE, PART ON NEW LOCATION. (2.8 MILES)	15966	4925	STP		M	241							
					STP				C	4692					
					STPDA				C	566					
					C				C	142					
RIGHT OF WAY IN PROGRESS															
CHAPEL HILL ORANGE	U-0624	NC 86 (SOUTH COLUMBIA STREET), SR 1906 PUREFOY ROAD) TO SR 1902 (MANNING DRIVE). CORRIDOR UPGRADE TO INCLUDE BICYCLE LANES. (0.7 MILE)	6660	3010	STP		C	3650							
RIGHT OF WAY IN PROGRESS															
CHAPEL HILL ORANGE	U-4725A	EIGHTEEN (18) EXPANSION BUSES.	2088	2088											
FUNDS TRANSFERRED TO PROJECT TD-4711D FOR CHAPEL HILL TRANSIT MAINTENANCE FACILITY															

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING 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 DURHAM	U-4720*	US 70, LYNN ROAD TO THE PROPOSED NORTHERN DURHAM PARKWAY. (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 DURHAM	U-4446	NC 147 (DURHAM FREEWAY), I-40 TO I-85. INSTALL ITS INFRASTRUCTURE IMPROVEMENTS.	1502	1502												
STRATEGIC HIGHWAY CORRIDOR			UNDER CONSTRUCTION													
DURHAM DURHAM	U-2405	M. L. KING, JR. PARKWAY AND NC 55. CONSTRUCT INTERCHANGE.	25800		STP											
					STP											
STRATEGIC HIGHWAY CORRIDOR			FEASIBILITY STUDY RE-EVALUATION IN PROGRESS													
DURHAM DURHAM WAKE	U-4721*	NORTHERN DURHAM PARKWAY, I-540 TO ROXBORO ROAD. (COORDINATE 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 DURHAM	U-4722*	US 501 (ROXBORO ROAD), US 501 BYPASS (DUKE STREET) TO SR 1640 (GOODWIN 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 DURHAM	U-4445	NC 147 (DURHAM FREEWAY), NEAR ALSTON AVENUE. CONSTRUCT PEDESTRIAN BRIDGE OVER NC 147 AND REMOVE EXISTING SUBSTANDARD PEDESTRIAN BRIDGE.	2000	2000												
STRATEGIC HIGHWAY CORRIDOR			UNDER CONSTRUCTION													
DURHAM CHAPEL HILL DURHAM ORANGE	U-2807	US 15-501, SR 1010 (FRANKLIN STREET) IN CHAPEL HILL TO US 15-501 BYPASS IN DURHAM. MAJOR CORRIDOR UPGRADE. (3.8 MILES)	124653	1653	STP											
					STP											
STRATEGIC HIGHWAY CORRIDOR																
DURHAM DURHAM	U-4009	SR 1126 (SERVICE ROAD) PARALLEL TO US 15-501. RELOCATE EXISTING SERVICE ROAD. (0.3 MILE)	5683	3633	S	C	1850									
					O	C	200									
STRATEGIC HIGHWAY CORRIDOR			UNDER CONSTRUCTION													

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	"DELIVERABLE STIP"			FISCAL YEARS					"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), SOUTH OF SR 2112 (METHODIST STREET) TO NORTH OF SR 1960 (BETHESDA AVENUE). WIDEN TO FIVE LANES TO PROVIDE CENTER TURN LANE. (0.7 MILE)	6627	150	STPDA	M	34								
DURHAM					S(M)	M	9								
					STPDA	R	2827								
					S(M)	R	707								
					STP			C	2900						
PLANNING/DESIGN IN PROGRESS															
DURHAM	U-4010	NC 98 (HOLLOWAY STREET), EAST OF US 70 TO EAST OF JUNCTION ROAD. WIDEN FOR CENTER TURN LANE. (0.3 MILE)	6241	6241											
DURHAM															
UNDER CONSTRUCTION															
DURHAM	U-2831B	BRIGGS AVENUE EXTENSION, RIDDLE ROAD TO SR 1951 (SO-HI DRIVE). TWO LANES ON MULTI-LANE RIGHT OF WAY. (1 MILE)	10685	6185	S										R 1200
DURHAM					S										C 3300
PROJECT U-2831A - COMPLETE															
HILLSBOROUGH	U-3808	ELIZABETH BRADY ROAD EXTENSION, SOUTH OF US 70 BUSINESS TO NORTH OF US 70 BYPASS AT SR 1002 (ST. MARY'S ROAD). MULTI-LANES WITH A NEW CROSSING OF ENO RIVER. (1.4 MILES)	24730	400	STP					R	2995				
ORANGE					STP					M	535				
					STP							C	6934	C	6933
													C	6933	
PLANNING/DESIGN IN PROGRESS															
HILLSBOROUGH	U-3436	SR 1148 (ENO MOUNTAIN ROAD) AND SR 1192 (MAYO STREET) AT SR 1006 (ORANGE GROVE ROAD). REALIGN INTERSECTION AND MAKE SAFETY IMPROVEMENTS.	2350		STP										R 600
ORANGE					STP										C 1750
RESEARCH	U-4763B	NEW ROUTE - TRIANGLE PARKWAY, I-540 TO I-40. MULTI-LANE FACILITY ON NEW LOCATION. (3.5 MILES)	174703	6703	O	R	20900								
TRIANGLE PARK					O	C	47100		C	51900		C	48100		
DURHAM															
WAKE															
STRATEGIC HIGHWAY CORRIDOR															
PLANNING/DESIGN IN PROGRESS - NORTH CAROLINA TURNPIKE AUTHORITY PROJECT															

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						FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FUTURE YEARS	
URBAN PROJECTS															
RESEARCH TRIANGLE PARK DURHAM WAKE	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							
					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 ORANGE	FS-0307A	RELOCATED MASON FARM ROAD, NC 86 (SOUTH COLUMBIA STREET) TO US 15-501.	23100		O										R 13900 C 9200
STRATEGIC HIGHWAY CORRIDOR															
FEASIBILITY STUDY - COMPLETE															
FEDERAL BRIDGE PROJECTS															
US 70 BUSINESS DURHAM	B-3638	CAMPUS DRIVE. REPLACE BRIDGE NO. 316	1355	120	FA			R	260						
					FA					C	975				
US 70 BYPASS ORANGE	B-4962	ENO RIVER. REPLACE BRIDGE NO. 46	3300		FA							R	300		C 3000
					FA										
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 DURHAM	B-4109	MUD CREEK. REPLACE BRIDGE NO. 120	1115	265	NFA	C	850								
RIGHT OF WAY IN PROGRESS															
SR 1402 DURHAM	B-3169	CREEK. REPLACE BRIDGE NO. 158	724	174	FA	C	550								
RIGHT-OF-WAY IN PROGRESS															
SR 1561 ORANGE	B-4592	ENO RIVER. REPLACE BRIDGE NO. 64	1805	200	NFA	R	80								
					NFA			C	1525						

* INDICATES INTRASTATE PROJECT

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ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	<u>"DELIVERABLE STIP"</u>			FISCAL YEARS					<u>"UNFUNDED"</u>	
						FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FUTURE YEARS	
FEDERAL BRIDGE PROJECTS															
SR 1616 DURHAM	B-4110	MOUNTAIN CREEK. REPLACE BRIDGE NO. 5	1594	1594											
UNDER CONSTRUCTION															
SR 1616 DURHAM	B-4943	SANDY CREEK. REPLACE BRIDGE NO. 20	1100		NFA							R	100		
					NFA								C	1000	
SR 1730 ORANGE	B-4218	NEW HOPE CREEK. REPLACE BRIDGE NO. 108	1008	258	NFA	C	750								
RIGHT OF WAY IN PROGRESS															
SR 1839 WAKE	B-3528	SYCAMORE CREEK. REPLACE BRIDGE NO. 429	1810	510	NFA	C	1300								
RIGHT OF WAY IN PROGRESS															
MITIGATION PROJECTS															
VARIOUS ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	EE-4907	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 7 PROJECT MITIGATION.	7221	7221											
IN PROGRESS															
VARIOUS CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	EE-4908	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 8 PROJECT MITIGATION.	8756	8756											
IN PROGRESS															

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ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	"DELIVERABLE STIP"					"DEVELOPMENTAL STIP"					"UNFUNDED"	
						FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FUTURE YEARS			
MITIGATION PROJECTS																	
VARIOUS DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	EE-4905	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 5 PROJECT MITIGATION.	5167	5167													
IN PROGRESS																	
BICYCLE AND PEDESTRIAN PROJECTS																	
CARRBORO CHAPEL HILL ORANGE	EB-5021	SR 1780 (ESTES DRIVE), SR 1772 (GREENSBORO STREET) TO SR 1843 (SEAWELL SCHOOL ROAD). ADD PAVED SHOULDERS TO ACCOMMODATE BICYCLES. (0.94 MILE)	480	480													
DIVISION PROJECT - UNDER CONSTRUCTION																	
CARRBORO ORANGE	U-3100B	SR 1107 (OLD FAYETTEVILLE ROAD), NC 54 TO SR 1106 (STROUD LANE). PROVIDE BICYCLE AND PEDESTRIAN FACILITIES AND TRANSIT ACCOMMODATIONS. (0.5 MILE)	1800		S							R	300			C	1500
PROJECT U-3100A COMPLETE - PLANNING/DESIGN IN PROGRESS																	
DURHAM CHAPEL HILL DURHAM ORANGE	EB-4707	SR 2220 (OLD CHAPEL HILL ROAD)-SR 1838 (OLD DURHAM ROAD), SR 1116 (GARRETT ROAD) IN DURHAM COUNTY TO US 15-501 IN ORANGE COUNTY. BICYCLE IMPROVEMENTS. (2.7 MILES)	3828		STPEB			C	400								
					STPDA			C	1371	C	1371						
					O			C	343	C	343						
CHAPEL HILL ORANGE	EB-4710	SEAWELL SCHOOL ROAD BICYCLE IMPROVEMENTS, HOMESTEAD ROAD TO ESTES DRIVE (1.9 MILES)	2000		STPEB											C	2000
COUNTYWIDE ORANGE	EB-3606	BICYCLE ROUTE MAPPING AND SIGNING.	50	50													
IN PROGRESS																	
DURHAM CHATHAM	EB-2921F	AMERICAN TOBACCO RAIL TRAIL. DURHAM COUNTY LINE TO WAKE COUNTY LINE. CONSTRUCT A MULTI-PURPOSE TRAIL.	2392	2392													
UNDER CONSTRUCTION																	

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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						FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FUTURE YEARS	
BICYCLE AND PEDESTRIAN PROJECTS															
SR 1006 ORANGE GROVE ROAD ORANGE	EB-4980	CONSTRUCT PEDESTRIAN BRIDGE OVER I-40.													
SCHEDULED FOR FEASIBILITY STUDY															
CONGESTION MITIGATION PROJECTS															
NC 54 DURHAM	C-4402	I-40 WEST OF NC 751 TO TRIANGLE DRIVE IN RESEARCH TRIANGLE PARK. 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 COUNCIL OF GOVERNMENTS DURHAM ORANGE WAKE	C-4924	TRIANGLE J COUNCIL OF GOVERNMENTS (COG). DEVELOP A FLEXIBLE WORK SCHEDULE FOR EMPLOYEES AND ORGANIZATIONS IN TRIANGLE OZONE NON-ATTAINMENT AREA FOR THREE YEARS.	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 HILLSBOROUGH ORANGE	C-4932A	CONSTRUCT A 125 SPACE PARK AND RIDE LOT. SECTION A: DURHAM-CHAPEL HILL-CARRBORO (DCHC) MPO TO PARTICIPATE IN CONSTRUCTION AND OPERATING ASSISTANCE FOR THREE YEARS FOR A NEW TRANSIT SERVICE.	275			CMAQ	C	22							
						L	C	7							
						CMAQ			O	41	O	41			
						L			O	41	O	41			
DURHAM DURHAM	C-4928	MORREENE ROAD, NEAL ROAD TO ERWIN ROAD. CONSTRUCT BIKE LANES AND SIDEWALKS.	556			CMAQ			C	222	C	222			
						L			C	56	C	56			
DURHAM DURHAM	C-4702	TEN (10) - REPLACEMENT BUSES.	3000			CMAQ			A	3000					
DURHAM DURHAM	C-4929	BICYCLE PARKING PROGRAM. INSTALL BIKE RACKS AT VARIOUS LOCATIONS.	48	32		CMAQ	C	13							
						L	C	3							
IN PROGRESS															

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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						FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FUTURE YEARS	
ENHANCEMENT PROJECTS															
SR 1002 ST. MARY'S ROAD ORANGE	E-4779	ACQUIRE SCENIC CONSERVATION EASEMENTS AT SELECTED LOCATIONS.	194	18	STPE O	A A	141 35								
CARRBORO ORANGE	E-4942	MAIN STREET, CARRBORO POST OFFICE TO NC 54. CONSTRUCT SIDEWALKS.	8	8	UNDER CONSTRUCTION										
CARRBORO ORANGE	E-4781	CONSTRUCT A FIVE-FOOT SIDEWALK ALONG PORTIONS OF WESLEY STREET, HARGRAVES STREET, BREWER LANE AND LANDSCAPE.	93	93	UNDER CONSTRUCTION										
CARRBORO ORANGE	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	UNDER CONSTRUCTION										
CARRBORO ORANGE	E-4780	CONSTRUCT A FIVE-FOOT SIDEWALK ON THE NORTH SIDE OF JONES FERRY ROAD AND LANDSCAPE.	23	23	UNDER CONSTRUCTION										
CHAPEL HILL ORANGE	E-3807B	LOWER BOOKER CREEK GREENWAY. CONSTRUCT BICYCLE/PEDESTRIAN FACILITIES, CONNECT EXISTING SIDE- WALKS AND IMPROVE LANDSCAPING ADJACENT TO US 15-501 BYPASS (FORDHAM BOULEVARD) AND BOOKER CREEK.	350	350	UNDER CONSTRUCTION										
DURHAM DURHAM	E-4924	CLUB BOULEVARD, OVAL DRIVE TO OAKLAND AVENUE AT THE INTERSECTIONS OF WEST CLUB BOULEVARD WITH OVAL DRIVE AND OAKLAND AVENUE. CONSTRUCT A PEDESTRIAN MEDIAN AND A REFUGE ISLAND.	95	95	UNDER CONSTRUCTION										
DURHAM DURHAM	E-4529	WEST POINT ON THE ENO PARK TO PENNY'S BEND NATURE RESERVE. CONSTRUCT OFF-ROAD MULTI-USE TRAIL.	569	569	UNDER CONSTRUCTION										

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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						FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FUTURE YEARS								
ENHANCEMENT PROJECTS (LOCAL PROJECTS)																						
VARIOUS CHATHAM DURHAM ORANGE	U-4726	DCHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION.	4460	210	STPDA	C	200	C	200	C	500	C	500	C	500	C	500	C	500			
					O	C	50	C	50	C	125	C	125	C	125	C	125	C	125			
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS - IN PROGRESS																						
CARRBORO ORANGE	EL-4828	MORGAN CREEK GREENWAY (WEST). SMITH LEVEL ROAD TO UNIVERSITY LAKE. CONSTRUCT GREENWAY.	600		STPDA	C	480															
					O	C	120															
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS																						
CARRBORO CHAPEL HILL ORANGE	EL-4995	DRY CREEK GREENWAY.	700		STPDA	C	560															
					O	C	140															
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS																						
CARRBORO ORANGE	EL-4994	BOLIN CREEK GREENWAY.	738		STPDA	C	590															
					O	C	148															
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY TOWN																						
CHAPEL HILL ORANGE	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															
					STPDA	C	640															
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS																						
CHAPEL HILL ORANGE	EL-5022	UPPER BOOKER CREEK GREENWAY.	720		STPDA							C	576									
					O							C	144									
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS																						
DURHAM DURHAM	EL-4999	BICYCLE AND PEDESTRIAN TRAILS IN DURHAM AND DURHAM COUNTY. ACQUISITION OF RAIL CORRIDORS AND CONSTRUCTION.																				
PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY - PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS																						

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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						FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FUTURE YEARS	
ENHANCEMENT PROJECTS (LOCAL PROJECTS)															
DURHAM	EL-2921E	AMERICAN TOBACCO RAIL TRAIL. NC 54 TO CHATHAM COUNTY LINE. CONSTRUCT A MULTI-PURPOSE TRAIL.	4762		DP		C	246		C	246				
DURHAM					HP		C	1118		C	1118				
					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 ROAD TO UNIVERSITY DRIVE. BIKE AND PEDESTRIAN FEATURES.	2270		STPDA		C	1816							
DURHAM					O		C	454							
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS															
HAZARD ELIMINATION PROJECTS															
I-40	W-5125	EAST OF NC 147. INSTALL MEDIAN BARRIER. (0.25 MILE)	83		HES		C	83							
DURHAM															
STRATEGIC HIGHWAY CORRIDOR															
I-540, SR 3097	W-4814	I-540, I-40 EASTWARD TO EAST OF US 1 (CAPITAL BOULEVARD) AND SR 3097 (AVIATION PARKWAY), TERMINAL BOULEVARD NORTHWARD TO SR 1644 (GLOBE ROAD). INSTALL MILLED RUMBLE STRIPS ON THE INSIDE AND OUTSIDE PAVED SHOULDERS.	195	195											
AVIATION PARKWAY															
DURHAM															
WAKE															
UNDER CONSTRUCTION															
US 501	SF-4905A	SR 1601 (MOORES MILL ROAD)-SR 1468 (QUAIL ROOST FARM ROAD). INSTALL TRAFFIC SIGNAL.	98	98											
DURHAM															
DIVISION PROJECT - UNDER CONSTRUCTION															
NC 57	SF-4907C	INSTALL CENTER TRAFFIC ISLANDS WITH STOP SIGNS AND MAKE SIGHT DISTANCE IMPROVEMENTS.	166		HES	R	50								
NC 157					HES	C	116								
ORANGE															
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 CHURCH ROAD). INSTALL TRAFFIC SIGNAL AND LEFT TURN LANE.	146		HES	R	6								
CHATHAM					HES	C	140								

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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						FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FUTURE YEARS	
PASSENGER RAIL PROJECTS															
CARRBORO ORANGE	Z-4007B	SR 1927 (BREWER ROAD) IN CARRBORO AT NORFOLK SOUTHERN RAILWAY CROSSING 735 179M. SAFETY IMPROVEMENTS.	95	95											
FUNDED - CONSTRUCTION NOT AUTHORIZED															
DURHAM DURHAM	P-3802	STATION CONSTRUCTION.	3000		CMAQ										C 3000
PUBLIC TRANSPORTATION PROJECTS															
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TA-4818	REPLACEMENT BUSES. 17 - FY 2009 15 - FY 2011 11 - FY 2012	14620		FED L STAT		CP CP CP	4624 578 578							
									CP CP CP	4080 510 510	CP CP CP	2992 374 374			
UNFUNDED PROJECT															
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TA-4994	PARATRANSIT FLEET REPLACEMENT.	32		FEDU L STAT		CP CP CP	26 3 3							
UNFUNDED PROJECT															
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TA-4993	PARATRANSIT FLEET EXPANSION.	67		FEDU L STAT		CP CP CP	53 7 7							
UNFUNDED PROJECT															
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TA-4992	VANPOOL FLEET EXPANSION.	890		FEDU L		CP CP	712 178							
UNFUNDED PROJECT															
TRIANGLE TRANSIT AUTHORITY DURHAM WAKE	TD-4944	I-40 BUS BYPASS SHOULDER PROJECT.	800		FEDU L STAT		CP CP CP	640 80 80							
UNFUNDED PROJECT															

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING 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 AUTHORITY DURHAM ORANGE WAKE	TE-4903	ALTERNATIVES ANALYSIS FOR MAJOR TRANSIT CORRIDOR PROJECT.	2000		L		CP 500	CP 500							
					STAT		CP 500	CP 500							
UNFUNDED PROJECT															
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE	TE-4706B	FIXED GUIDEWAY PROJECT FOR US 15-501 PRELIMINARY ENGINEERING AND DESIGN.	2749		FED								CP 1649		
					L								CP 550		
					STAT								CP 550		
UNFUNDED PROJECT															
CHAPEL HILL ORANGE	C-4931	PROVIDE SHARED FEEDER SERVICE TO AREAS NOT RECEIVING REGULAR BUS SERVICE. CMAQ FUNDS TO BE TRANSFERRED TO FTA.	52	24	CMAQ	O 14									
					L	O 14									
UNFUNDED PROJECT															
CHAPEL HILL ORANGE	C-4930	PURCHASE 1 HYBRID ELECTRIC BUSES. CMAQ FUNDS TO BE TRANSFERRED TO FTA.	588		CMAQ	CP 470									
					L	CP 118									
UNFUNDED PROJECT															
CHAPEL HILL ORANGE	TA-4726	REPLACEMENT BUSES. 12 - FY 2009 8 - FY 2010 16 - FY 2011 6 - FY 2012 17 - FY 2013 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 ORANGE	TA-4979	REPLACEMENT VANS. 7 - FY 2010 4 - FY 2011	377		FED			CP 168				CP 160			
					L			CP 34				CP 15			
UNFUNDED PROJECT															
CHAPEL HILL ORANGE	TA-4748	REPLACEMENT VANS. 1 - FY 2008 8 - FY 2009 1 - FY 2010 4 - FY 2011 1 - FY 2012 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															

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 12/12/07 Attachment 6

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

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

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING 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																
DURHAM COUNTYWIDE DURHAM	TD-4945	PARK AND RIDE LOT IN NORTHERN DURHAM.	1176		FEDU		CP 940									
					L		CP 118									
					STAT		CP 118									
UNFUNDED PROJECT																
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TG-4821	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS - SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLE, ETC.	8000		FUZ	CP 800	CP 800	CP 800	CP 800	CP 800	CP 800	CP 800	CP 800	CP 800		
					L	CP 200	CP 200	CP 200	CP 200	CP 200	CP 200	CP 200	CP 200	CP 200		
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TP-4732	PLANNING ASSISTANCE---UPWP. TOTAL PROJECT COST SHOWN.	8000		FUZ	PL 800	PL 800	PL 800	PL 800	PL 800	PL 800	PL 800	PL 800	PL 800		
					L	PL 100	PL 100	PL 100	PL 100	PL 100	PL 100	PL 100	PL 100	PL 100		
					STAT	PL 100	PL 100	PL 100	PL 100	PL 100	PL 100	PL 100	PL 100	PL 100		
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TT-4911	ITS PROJECT - REAL TIME PASSENGER INFORMATION PROJECT.	700		FED				CP 560							
					L				CP 140							
UNFUNDED PROJECT																

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

PROJECT	COUNTY	ROUTE/CITY	DESCRIPTION	COMMENTS
I-0914B	VANCE 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 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 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 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 LAWNSDALE 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, LAWNSDALE 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 DURHAM	CHAPEL HILL	CHAPEL HILL-CARRBORO COMPUTERIZED TRAFFIC SIGNAL SYSTEM.	BASED ON PRIORITY NEEDS, CONSTRUCTION ACCELERATED FROM FY 11 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 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 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

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
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
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Change in Cost 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
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
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Change in Cost and Schedule

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	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

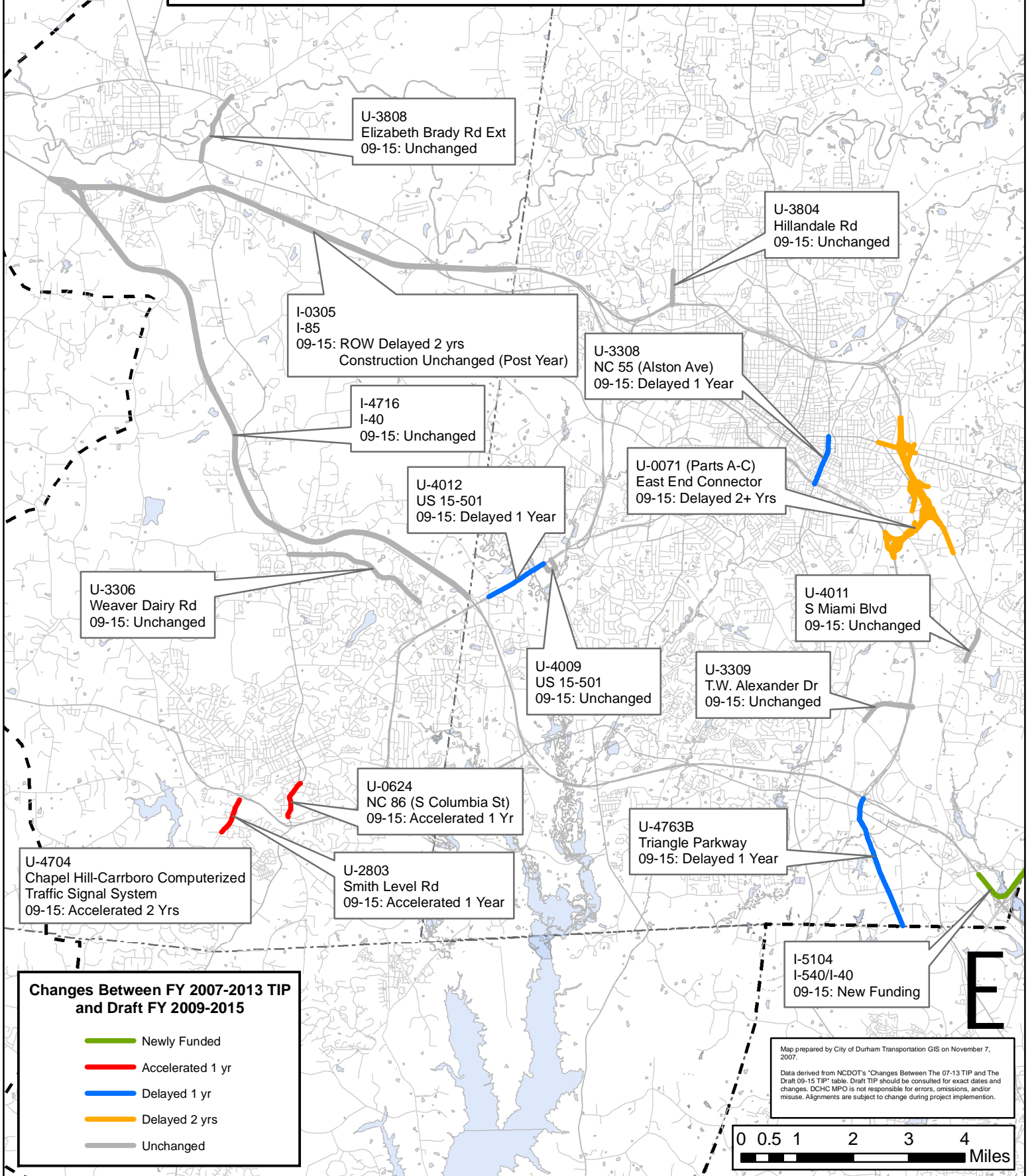
Division	Project #	Route	Description	Total Cost		Year Begin Construction
				2008-2015	2008-2015	2008-2015
5	I-0306	I-85	Orange County line to East of Midland Terrace Road.	270,352		under construction
7	R-4403	various	National Highway System Guardrail Rehabilitation.	1,068		under construction
5	R-2904	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

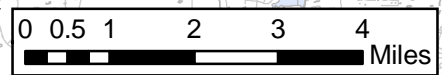
Unchanged Unfunded Projects

Division	Project #	Route	Description	Total Cost	Year Begin Construction
				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

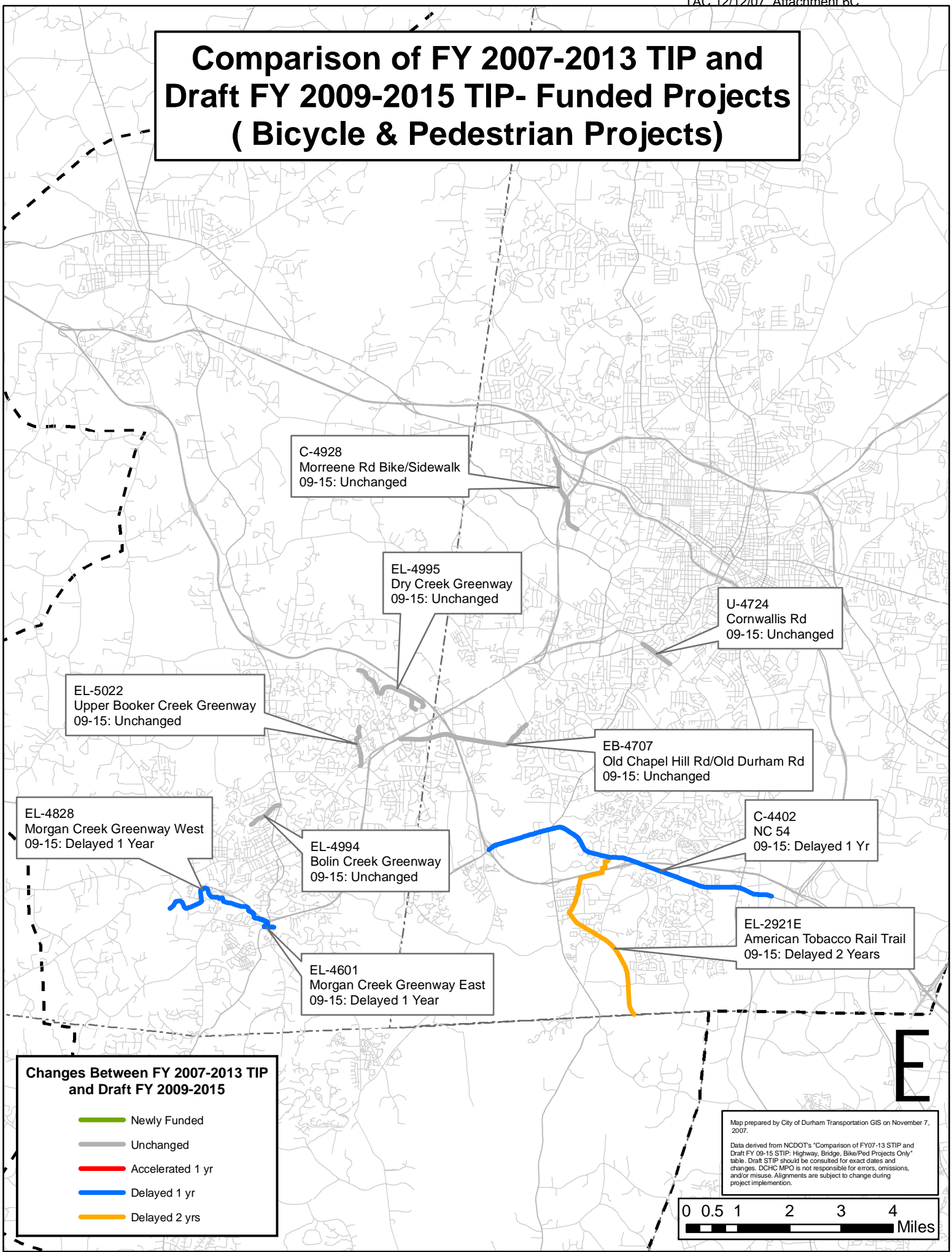
Comparison of FY 2007-2013 TIP and Draft FY 2009-2015 TIP- Funded Projects (Highway Projects)



Map prepared by City of Durham Transportation GIS on November 7, 2007.
 Data derived from NCDOT's "Changes Between The 07-13 TIP and The Draft 09-15 TIP" table. Draft TIP should be consulted for exact dates and changes. DCHC MPO is not responsible for errors, omissions, and/or misuse. Alignments are subject to change during project implementation.



Comparison of FY 2007-2013 TIP and Draft FY 2009-2015 TIP- Funded Projects (Bicycle & Pedestrian Projects)



C-4928
Morreene Rd Bike/Sidewalk
09-15: Unchanged

EL-4995
Dry Creek Greenway
09-15: Unchanged

U-4724
Cornwallis Rd
09-15: Unchanged

EL-5022
Upper Booker Creek Greenway
09-15: Unchanged

EB-4707
Old Chapel Hill Rd/Old Durham Rd
09-15: Unchanged

EL-4828
Morgan Creek Greenway West
09-15: Delayed 1 Year

EL-4994
Bolin Creek Greenway
09-15: Unchanged

C-4402
NC 54
09-15: Delayed 1 Yr

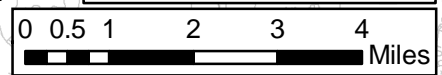
EL-4601
Morgan Creek Greenway East
09-15: Delayed 1 Year

EL-2921E
American Tobacco Rail Trail
09-15: Delayed 2 Years

Changes Between FY 2007-2013 TIP and Draft FY 2009-2015

- Newly Funded
- Unchanged
- Accelerated 1 yr
- Delayed 1 yr
- Delayed 2 yrs

Map prepared by City of Durham Transportation GIS on November 7, 2007.
Data derived from NCDOT's "Comparison of FY07-13 STIP and Draft FY 09-15 STIP: Highway, Bridge, Bike/Ped Projects Only" table. Draft STIP should be consulted for exact dates and changes. DCHC MPO is not responsible for errors, omissions, and/or misuse. Alignments are subject to change during project implementation.



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DCHC MPO
FY 2009-2015 Transportation Improvement Program
Regional Priority List
Adopted November 14, 2007

I. Bicycle and Pedestrian

Regional Priority Number	Project Name and Description	Local Priority Number	TIP Number	TIP Status in Draft FY09-15 STIP	Estimated Cost (\$THOU)
1	Cornwallis Road (S. Roxboro to Chapel Hill Rd.) Bike and Ped	3 - D 3 - DC	U-4724	Partially Funded	1,621
2	Northeast Chatham County Roadway/Ped/Bike Plan	1 - CC		Unfunded	unknown
3	MLK-NC 86 Corridor Bike and Ped	1 - CH		Partially Funded	3,945
4	Fayetteville Rd (Cornwallis to Nelson) Bike and Ped	13 - D 13 - DC		Unfunded	356
5	Bolin Creek Greenway	2 - CH		Partially Funded	493
6	Morreene Road (Erwin to Neal) Bike and Ped	4 - D 4 - DC	C-4928	Partially Funded	1,728
7	Avondale Drive (Roxboro to Geer) Bike and Ped	6 - D 6 - DC		Unfunded	513
8	University Drive (Garrett to Hope Valley) Bike and Ped	14 - D 14 - DC		Unfunded	1,025
9	15 Chapel Hill Intersection Improvements	4 - CH		Unfunded	1,542
10	Old Fayetteville Road (McDougle School to NC 54) Bike and Ped	2 - C	U-3100B	Partially Funded	1,800
11	Hillandale Road (I-85 to NC 147) Bike and Ped	2 - D 2 - DC		Partially Funded	722
12	Club Boulevard (Ruffin to Geer) Bike and Ped	7 - D 7 - DC		Unfunded	2,978
13	Erwin Road (Sage to Durham County Line) Bike and Ped	17 - CH		Unfunded	3,585
14	Fordham (15-501 South to Ephesus Ch) Bike and Ped	18 - CH		Unfunded	5,147
15	Estes Extension (S Greensboro to Carrboro Town Limits) Bike and Ped	1 - C		Unfunded	1,152
16	Nash Street (Faucette Mill to Dimmocks Mill) Sidewalk	3 - H		Partially Funded	640
17	Dearborn Drive (Club to Old Oxford) Bike and Ped	10 - D 10 - DC		Unfunded	2,389
18	Southern Railroad Greenway	10 - CH		Unfunded	370
19	Cornwallis Rd. (Erwin Rd. to Chapel Hill Rd.) Bike and Ped	11 - D 11 - DC		Unfunded	3,204
20	Culbreth Road (Adam Way to Smith Level) Sidewalk	8 - CH		Unfunded	182
21	Holloway Street (Lynn to Miami) Sidewalk	1 - D 1 - DC		Unfunded	992

Regional Priority Number	Project Name and Description	Local Priority Number	TIP Number	TIP Status in Draft FY09-15 STIP	Estimated Cost (\$THOU)
22 (tied)	Estes Drive (Curtis to Franklin) Sidewalk	5 - CH		Unfunded	422
22 (tied)	Old NC 86 (Hillsborough to Homestead) Bike and Ped	5 - C		Unfunded	515
24	Pope Road (Old Durham-Chapel Hill Rd. to Ephesus Church Rd.) & Ephesus Church Road Bike and Ped	6 - CH; 19 - DC		Unfunded	3,526
25	Hope Valley Road (S. Roxboro to US 15-501 Bus) Bike and Ped	9 - D 9 - DC		Unfunded	4,916
26	Cheek Road (Geer to Hardee) Bike and Ped	12 - D 12 - DC		Unfunded	695
27	Country Club Road (South Rd to Raleigh St) Sidewalk	13 - CH		Unfunded	143
28	Bolin Creek Little Creek Greenway	15 - CH		Unfunded	943
29	Cook Rd. (Fayetteville St. to Martin Luther King) Bike and Ped	16 - DC		Unfunded	1,365
30	I-40/Orange Grove Road Pedestrian Bridge	1 - OC; 1 - H	EB-4980	Unfunded	1,000
31	NC 86 (Whitfield to US 70 Bus) Bike Route	2 - H; 3 - OC		Unfunded	933
32	Fordham Pedestrian Overpass	3 - CH		Unfunded	2,261
33	Barbee Chapel Road (NC 54 to Stagecoach) Bike and Ped	9 - CH; 17 - DC		Unfunded	1,759
34	Franklin St./Bolin Creek Greenway Bike and Ped Access	11 - CH		Unfunded	178
35	Fordham (Manning to Carmichael) Sidewalk	14 - CH		Unfunded	98
36	Fordham (Ephesus Ch to Elliott) Sidewalk	7 - CH		Unfunded	175
37	Alston Avenue (Carpenter Fletcher to Sedwick) Bike and Ped	8 - D 8 - DC		Unfunded	2,069
38	Mt.Carmel Church Rd (US 15-501 to Chatham County Line) Bike and Ped	12 - CH		Unfunded	3,662
39	Erwin Rd (Orange County Line to NC 751) Bike and Ped	18 - DC		Unfunded	1,942
40	BPW Club Rd/Westbrook Dr. Greenway	4 - C		Unfunded	5
41	NC 54 Corridor (Fordham to Barbee Chapel) Bike and Ped	19 - CH		Unfunded	1,549
42	Old Mason Farm/Finley Golf Course (NC 54 to Fordham) Bike and Ped	16 - CH		Unfunded	1,793
43	S. Greensboro Street (Main to Merritt Mill) Sidewalks	3 - C		Unfunded	922
44	Carpenter Fletcher Road (Woodcroft to Alston) Bike and Ped	5 - D 5 - DC		Partially Funded	1,267
45	Sedwick Rd. (Grandale to Alston) Bike and Ped	15 - D 15 - DC		Unfunded	2,187

Regional Priority Number	Project Name and Description	Local Priority Number	TIP Number	TIP Status in Draft FY09-15 STIP	Estimated Cost (\$THOU)
46	Old NC 86 (Eubanks to I-40) Bike Lanes	2 - OC		Unfunded	1,130
47	Old NC 86 (Homestead to Eubanks) Bike and Ped	6 - C		Unfunded	2,641
48	Eubanks (Old NC 86 to Rogers) Bike and Ped	7 - C		Unfunded	1,067

II. Transit

Regional Priority Number	Project Name and Description	Year Requested	Local Priority Number or Agency	TIP Number	TIP Status in Draft FY09-15 STIP	Estimated Cost (\$THOU)
1 (tie)	TTA 15 – Replacement Buses	2009	TTA	TA-4818	17 buses unfunded	4,128
1 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2009	TTA	TG-4821	Funded	1,000
1 (tie)	TTA Planning Assistance---UPWP.	2009	TTA	TP-4732	Funded	1,000
4	1 Replacement Van	2009	1 - TTA	TA-4994	Unfunded	33
5	26 Replacement Buses	2009	1 - CH; 1 - C	TA-4726	12 buses unfunded	10,325
6 (tie)	DATA Preventative Maintenance and Routine Capital Items	2009	DATA	TG-4738	Funded	3,018
6 (tie)	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	2009	CHT	TG-4731	Funded	2,336
8	9 Replacement Vans	2009	2 - CH; 2 - C	TA-4748	8 vans unfunded	1,026
9 (tie)	11 Replacement Support Vehicles	2009	3 - CH; 3 - C		Not included	396
9 (tie)	18 Replacement Vans	2009	3 - D 3 - DC		Not included	630
11	2 Replacement Service Trucks	2009	5 - CH; 5 - C		Not included	88
12	12 Hybrid Expansion Buses	2009	1 - D 1 - DC		Not included	5,700
13	Placeholder - Regional Transit Service Phase 2 - Alternatives Analysis	2009, 2010	7 - D; 7 - DC; 26 - C	TE-4706B	Planning and Design for 15-501 Corridor unfunded in 2015	1,000
14	Real Time Passenger Information Project	2009	2 - TTA	TT-4911	Unfunded in 2010	700
15	Vanpool Fleet Expansion - 12 vans	2009	3 - TTA	TA-4992	Unfunded	285
16	2 Expansion Vans	2009	4 - TTA	TA-4993	Unfunded	66
17	Placeholder - Regional Transit Svc. Phase 1 - Alternatives Analysis	2009, 2010	2 - D 2 - DC	TE-4903	Unfunded	1,000
18	6 Expansion Vans	2009	4 - D 4 - DC	TA-4757	Unfunded in 2008	210
19	DATA Passenger Amenities - 75 shelters, 50 benches, 50 trash cans, 50 solar lights	2009	DATA	TG-4958	Unfunded	492
20	Park and Ride Lot 15-501 Corridor - Construction	2009	6 - CH; 6 - C	TD-4710B	Unfunded	2,000

Regional Priority Number	Project Name and Description	Year Requested	Local Priority Number or Agency	TIP Number	TIP Status in Draft FY09-15 STIP	Estimated Cost (\$THOU)
21 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2010	TTA	TG-4821	Funded	1,000
21 (tie)	TTA Planning Assistance---UPWP.	2010	TTA	TP-4732	Funded	1,000
23	12 Replacement Buses	2010	7 - CH; 7 - C	TA-4726	8 buses unfunded	4,210
24 (tie)	DATA Preventative Maintenance and Routine Capital Items	2010	DATA	TG-4738	Funded	3,169
24 (tie)	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	2010	CHT	TG-4731	Funded	2,616
26	6 Replacement Vans	2010	9 - CH; 9 - C	TA-4979 TA-4748	8 vans unfunded	704
27	3 Replacement Support Vehicles	2010	10 - CH; 10 - C	TA-4981	2 vehicles unfunded	110
28	CHT 1 Replacement Service Truck	2010	CHT		Not included	70
29	3 Hybrid Expansion Buses	2010	8 - CH; 8 - C		Not included	1,679
30	Vanpool Fleet Expansion - 19 vans	2010	3 - TTA		Not included	361
31	Park and Ride Lot - Treyburn area - Land Acquisition and Construction	2010	5 - D 5 - DC	TD-4945	Unfunded in 2009	1,175
32 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2011	TTA	TG-4821	Funded	1,000
32 (tie)	TTA Planning Assistance---UPWP.	2011	TTA	TP-4732	Funded	1,000
32 (tie)	TTA 15 - Replacement Buses	2011	TTA	TA-4818	Unfunded	4,946
35	13 Replacement Buses	2011	14 - CH; 14 - C	TA-4726	16 buses unfunded	4,695
36 (tie)	DATA Preventative Maintenance and Routine Capital Items	2011	DATA	TG-4738	Funded	3,169
36 (tie)	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	2011	CHT	TG-4731	Funded	2,930
38	1 Replacement Support Vehicles	2011	13 - CH; 13 - C	TG-4732	2 vehicles unfunded	40
39	3 Diesel Expansion Buses	2011	11 - CH; 11 - C		Not included	1,084
40	Bus Priority at Traffic Signals along 15-501	2011	5 - TTA		Not included	350
41	Park and Ride Lot Expansion - Design and Land Acquisition - NC 54	2011	12 - CH; 12 - C	TD-4909	Unfunded	2,000
42 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2012	TTA	TG-4821	Funded	1,000

Regional Priority Number	Project Name and Description	Year Requested	Local Priority Number or Agency	TIP Number	TIP Status in Draft FY09-15 STIP	Estimated Cost (\$THOU)
42 (tie)	TTA Planning Assistance---UPWP.	2012	TTA	TP-4732	Funded	1,000
42 (tie)	TTA 11 Replacement Buses	2012	TTA	TA-4818	Unfunded	3,670
45	31 40-foot Hybrid Replacement Buses	2012	6 - D 6 - DC	TA-4757	11 buses unfunded in 2011	14,000
46 (tie)	DATA Preventative Maintenance and Routine Capital Items	2012	DATA	TG-4738	Funded	3,169
46 (tie)	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	2012	CHT	TG-4731	Funded	3,282
48	3 Expansion Buses (2 hybrid 1 diesel)	2012	15 - CH; 15 - C		Not included	1,560
49	Park and Ride Lot Expansion - Construction - NC 54	2012	12 - CH; 12 - C	TD-4909	Unfunded	3,000
50 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2013	TTA	TG-4821	Funded	1,000
50 (tie)	TTA Planning Assistance---UPWP.	2013	TTA	TP-4732	Funded	1,000
52	17 Replacement Buses	2013	16 - CH; 16 - C	TA-4726	Unfunded	6,513
53 (tie)	DATA Preventative Maintenance and Routine Capital Items	2013	DATA	TG-4738	Funded	3,169
53 (tie)	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	2013	CHT		Not included	3,676
55	2 Replacement Service Trucks	2013	18 - CH; 18 - C		Not included	99
56	9 Replacement Vans	2013	19 - CH; 19 - C	TA-4748	8 vans unfunded	1,154
57	11 Replacement Support Vehicles	2013	20 - CH; 20 - C	TG-4732	15 vehicles unfunded	441
58	3 Expansion Buses (2 hybrid 1 diesel)	2013	17 - CH; 17 - C	TA-4995	Unfunded	1,606
59 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2014	TTA	TG-4821	Funded	1,000
59 (tie)	TTA Planning Assistance---UPWP.	2014	TTA	TP-4732	Funded	1,000
59 (tie)	5 Replacement Buses	2014	TTA		Not included	500
62	10 Replacement Buses	2014	22 - CH; 22 - C	TA-4726	Unfunded	3,946
63 (tie)	DATA Preventative Maintenance and Routine Capital Items	2014	DATA	TG-4738	Funded	3,228

Regional Priority Number	Project Name and Description	Year Requested	Local Priority Number or Agency	TIP Number	TIP Status in Draft FY09-15 STIP	Estimated Cost (\$THOU)
63 (tie)	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	2014	CHT		Not included	4,117
65 (tie)	CHT 6 Replacement Vans	2014	CHT		Not included	792
65 (tie)	CHT 3 Replacement Support Vehicles	2014	CHT		Not included	124
65 (tie)	CHT 1 Replacement Service Truck	2014	CHT		Not included	70
68	3 Expansion Buses (2 hybrid 1 diesel)	2014	23 - CH; 23 - C	TA-4995	Unfunded	1,655
69 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2015	TTA	TG-4821	Funded	1,000
69 (tie)	TTA Planning Assistance---UPWP.	2015	TTA	TP-4732	Funded	1,000
71 (tie)	DATA Preventative Maintenance and Routine Capital Items	2015	DATA	TG-4738	Funded	3,339
71 (tie)	CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc.	2015	CHT		Not included	4,611
73	3 Expansion Buses (2 hybrid 1 diesel)	2015	24 - CH; 24 - C	TA-4995	Unfunded	1,704
74	15-501 Bus Route	2015	1 - CC		Not included	unknown
75	Fixed Guideway to Carolina North	2015	25 - C		Not included	unknown

III. Highway

Regional Priority Number	Project Name and Description	Local Priority Number	TIP Number	TIP Status in Draft FY09-15 STIP	Estimated Cost (\$THOU)
1	Transportation Demand Management (TDM)	12 - D 12 - DC		Unfunded	18,251
2	ITS Deployment	11 - D 11 - DC		Unfunded	21,400
3	S. Churton Street Improvements	2 - H, 2 - OC	R-2825	Unfunded	19,260
4	East End Connector	1 - D 1 - DC	U-0071	Partially Funded	198,300
5	Franklin/Main/Merritt Mill/Brewer Intersection	3 - C		Unfunded	688
6	Homestead Road Improvements	1 - CH, 1 - OC, 2 - C	U-2805	Unfunded	3,030
7	MLK Jr. Parkway/Hwy 55 Intersection	2 - D 2 - DC	U-2405	Unfunded	25,800
8	Eno Mt./Mayo St. at Orange Grove Rd. Realignment	4 - H, 5 - OC	U-3436	Unfunded	unknown
9	NC 751 (Phase 1) Widening	9 - D 9 - DC		Unfunded	10,900
10	Seawell School Road Improvements	1 - C; 2 - CH	EB-4710	Unfunded	3,524
11	Elizabeth Brady Rd. Extension	1 - H	U-3808	Partially Funded	23,198
12	Fayetteville Road Widening	4 - D 4 - DC		Unfunded	17,431
13	NC 86 North Widening	3 - OC		Unfunded	unknown
14	Piney Mountain Road Improvements	4 - CH		Unfunded	2,441
15	Jack Bennett/Lystra Rd Safety Improvements	2 - CC		Unfunded	unknown
16	NC 54 (I-40 east to NC 55) Widening	5 - D 5 - DC		Unfunded	75,582
17	Old Oxford Highway Widening	8 - D 8 - DC		Unfunded	31,492
18	Estes Drive Improvements	3 - CH		Unfunded	1,630
19	Triangle Parkway	3 - D 3 - DC	U-4763B	Partially Funded	174,703
20	NC 751 Widening	1 - CC		Unfunded	unknown
21	US 70 (Lynn Rd. to Wake County Line) Convert to Freeway	6 - D 6 - DC	U-4720	Unfunded	101,747
22	NC 54 (I-40 to Barbee-Chapel) Widening	10 - D 10 - DC		Unfunded	32,351
23	Northern Durham Parkway	7 - D 7 - DC	U-4721	Unfunded	131,954
24	US 70 Bypass Widening	3 - H, 4 - OC		Unfunded	unknown

Regional Priority Number	Project Name and Description	Local Priority Number	TIP Number	TIP Status in Draft FY09-15 STIP	Estimated Cost (\$THOU)
25	Perry Harrison School Turn Lanes	4 - CC		Unfunded	unknown
26	Orange Grove Rd. Extension	6 - OC		Unfunded	unknown
27	Western Bypass	5 - H	R-3438	Unfunded	5,300

NCDOT Statement on the Proposed Loop Program in the 2009 – 2015 Draft STIP

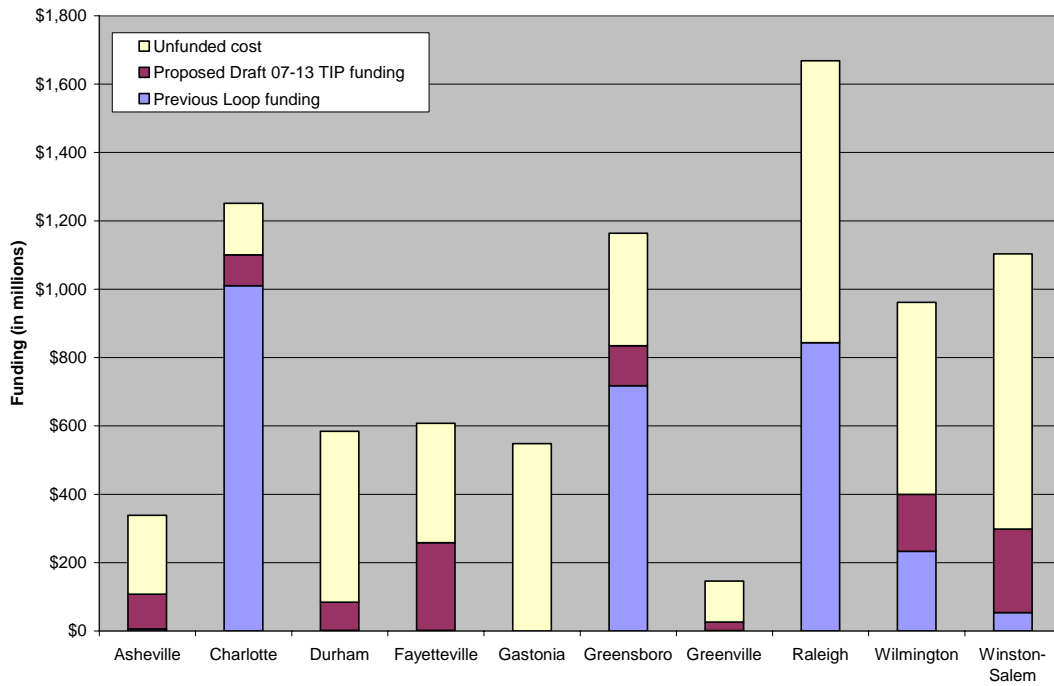
In the Draft 2009-2015 TIP, there were adjustments made to the Loop program schedules. The cost to deliver the loop projects established in the 2007-2013 TIP in the 2008 to 2015 timeframe has increased by over \$250 million. This equates to roughly 1 ½ years of the loop budget, making it necessary to delay loop projects across the state.

After examining the projected costs and budget, it was determined that there were sufficient funds to pay for the project commitments in the years 2008 thru 2010; however, in the years 2011 thru 2015 large annual budget deficits were projected. To attempt to address this deficit fairly, every loop in the state that had construction scheduled to begin between 2011 and 2013 was delayed. Except for Fayetteville, which had a slight reduction, every other City is scheduled to receive funding in the draft program equal to or greater than what was budgeted for them in the 2007 – 2013 TIP.

NCDOT Information on Loop Funding in the 2007-2013 TIP
(LPA Staff is working to get updated information from the draft 2007-2015 STIP)

City	Previous Loop funding	Proposed 07-13 TIP funding	Unfunded cost	Current Total Cost
Asheville	\$6	\$101	\$231	\$338
Charlotte	\$1,010	\$90	\$151	\$1,251
Durham	\$2	\$82	\$500	\$584
Fayetteville	\$2	\$256	\$349	\$607
Gastonia	\$0	\$0	\$548	\$548
Greensboro	\$717	\$117	\$329	\$1,164
Greenville	\$1	\$25	\$120	\$146
Raleigh	\$843	\$0	\$825	\$1,668
Wilmington	\$233	\$167	\$562	\$962
Winston-Salem	\$54	\$244	\$806	\$1,104
TOTAL	\$2,868	\$1,083	\$4,420	\$8,371

Loop funding



MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency

DATE: December 12, 2007

RE: Job Access Reverse Commute and New Freedom Call for Projects

The available funds are from two sources – Job Access/Reverse Commute (JARC) and New Freedom (NF). JARC funds are intended to fund “the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment”. NF funds are intended to provide improved public transportation services and alternatives to public transportation for people with disabilities beyond those required by the Americans with Disabilities Act of 1990 (ADA). Eligible applicants for both programs include state or local governments, private non-profit organizations, and operators of public transportation services including private operators of public transportation services. Funds may be used for planning, capital, or operating costs. Funds can be used to support up to 80 percent for capital projects, and not more than 50 percent for operating assistance. Up to 10 percent of annual funds are permitted to be spent on administration of the program.

As required by the FTA, the DCHC MPO created a Coordinated Public Transportation - Human Services Transportation Plan to guide the selection and funding of future JARC and NF projects. The TAC approved this plan in March 2007. Subsequently, the DCHC MPO solicited proposals for the remaining FY 2005 funds and the FY 2006 funds from transportation providers. Three applications were awarded JARC or NF funds in June 2007. The DCHC MPO did not allocate all of the FY 2005 and FY 2006 funds. The remainder is available for allocation during this year’s Call for Projects.

Call for Projects – Funds Available

FY 2005 JARC and NF Funds

The DCHC MPO received \$152,453 in JARC funds and \$71,878 in NF funds in FY 2005. The MPO allocated \$96, 876 in 2005 JARC funds to DATA to operate service to Brier Creek. The MPO also allocated 10% of 2005 JARC and NF funds to TTA to develop the Coordinated Public Transit - Human Services Transportation Plan.

FY 2006 JARC and NF Funds

The DCHC MPO received \$160,702 in JARC funds and \$71,810 in NF funds in FY 2006. As the designated recipient of the funds for the MPO, DATA received 8% of the FY 2006 JARC and NF funds for administration of the program. Three applications were awarded funding in June 2007:

1. DATA, Chapel Hill Transit, and TTA: Application for Funding Paratransit Functional Assessment Provider – NF – \$17,500
2. DATA: Application for Expansion of the DATA Night Service Hours from 6:00 pm to 7:00 pm – JARC - \$100,000
3. Chapel Hill Transit – Application for Evening Service Extension – JARC - \$50,549

FY 2007 JARC and NF Funds

The FTA will provide the MPO a notice of the funding available for FY 2007 in February or March of 2008. We anticipate that it will be similar to past years' allocation.

The tables below summarize the funds available for the JARC and NF programs for FY 2005, FY 2006 and FY 2007. Past applications were funded using the "oldest" funding available. Funds are available for up to three years.

	FY 2005	FY 2006	FY 2007	Total
JARC Funding Available	\$152,453	\$160,702	\$160,000*	\$473,155*
10% Administration to TTA for Plan Creation in 2006	-\$15,245			-\$15,245
8% Administration to DATA		-\$14,463	-\$12,800*	-\$27,263*
DATA Brier Creek Service	-\$96,876			-\$96,876
DATA Night Service	-\$40,332	-\$59,668		-\$100,000
CHT Night Service		-\$50,549		-\$50,549
Total Remaining JARC	\$0	\$36,022	\$147,200*	\$183,222*
NF Funding Available	\$64,690	\$71,810	\$70,000*	\$206,500*
10% Administration to TTA for Plan Creation in 2006	-\$7,188			-\$7,188
8% Administration to DATA		-\$5,745	-\$5,600*	-\$11,345*
DATA/CHT/TTA Paratransit Functional Assessment Provider	-\$17,500			-\$17,500
Total Remaining NF	\$47,190	\$66,065	\$64,400*	\$170,467*
			*estimated	*estimated

Call for Projects – Schedule

The TCC recommends the following schedule for the Call for Projects:

- 12/12/07 TAC reviews application process and requests that staff solicit for applications
- 12/13/07 - 2/27/08 Solicitation for applications
- Early January Work session for applicants
- 2/28/08 Application deadline
- 3/1/08 – 3/25/08 Review committee scores the applications
- 3/26/08 TCC update (if needed)
- 3/26/08 – 4/16/08 Review committee meets to select projects for recommendation to the TCC
- 4/23/2008 TCC action on review committee recommendations
- 5/14/2008 TAC action on TCC recommendations
- 6/2008 Funding recipients receive notification

Review of Application and Selection Procedures

Several issues arose during the 2007 Call for Projects. The TCC Transit Subcommittee discussed the issues and makes the following recommendations for the 2008 Call for Projects.

In 2007, the transit subcommittee, including representatives from area fixed route and paratransit service providers, reviewed and scored the applications for funding. Since many of the subcommittee members also submitted applications, there was a perceived bias towards local government transportation providers. In order to make the process more objective and more fair to private sector applicants, the TCC Transit Subcommittee discussed the possibility of working with CAMPO to review and score applications. The DCHC MPO TCC Transit Subcommittee could review CAMPO's applications while a CAMPO subcommittee could review DCHC MPO's applications. CAMPO is currently creating their Coordinated Public Transportation-Human Services Transportation Plan and will be developing their application and selection procedures. TTA and the LPA will work with CAMPO to pursue this option.

In 2007, the schedule was very compressed and there were not enough opportunities for private sector applications to get their project ideas and applications reviewed before the submission deadline. The TCC Transit Subcommittee recommends scheduling a work session for applicants in early January. The area fixed route and paratransit providers should attend to work with private sector applicants to identify opportunities for them to supplement and complement public transportation services.

The TCC Transit Subcommittee also recommends adding language to the application to require financial statements certified by an accountant for all non-governmental applications.

Program Management Plan

A Program Management Plan (PMP) is required by FTA to document and describe the methods or processes used by the City of Durham, the designated recipient of the Job Access Reverse Commute (JARC) and New Freedom (NF) funds, to solicit, select, award and administer both JARC and NF funds. DATA developed a PMP for the DCHC MPO (Attachment 7A) and will submit it to FTA after TAC approval. The processes outlined in this document follow the standard procedures for the City of Durham and include the processes in the adopted Coordinated Public Transportation – Human Services Transportation Plan.

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

PROGRAM MANAGEMENT PLAN (PMP) **FOR JOB ACCESS REVERSE COMMUTE (JARC) AND NEW FREEDOM (NF)** **FUNDS**

Background and Overview

In accordance with the Federal Transit Administration's Circular 9050.1, this Program Management Plan (PMP) documents and describes the methods or processes used by the City of Durham; the designated recipient of the Job Access Reverse Commute (JARC) and New Freedom (NF) funds to solicit, select, award and administer both JARC and NF funds. The funds come from the Federal Transit Administration and are awarded through the City of Durham to qualified public and private transportation service providers in the Durham Chapel Hill Carrboro Metropolitan Planning Organization's (DCHC-MPO) urbanized area for the purpose of meeting unmet public transportation and human service needs of residents in the Durham-Chapel Hill-Carrboro area. This plan essentially serves as a guide to the annual project selection and monitoring process. A copy of this plan will be filed with FTA (Region 4) office, and also with the North Carolina Public Transportation Division.

The DCHC-MPO currently heads the development and coordination of the region's public and human service transportation initiatives, as required by the SAFETEA-LU federal legislation, with the goal of helping to improve or enhance transportation services for residents in the Durham, Orange and Chatham County metropolitan area, who may be low income, disabled, seniors, children or transit-dependent through a better coordinated transportation plan. The DCHC-MPO is the planning and administrative entity that oversees all MPO transportation planning functions. Consequently, this body will be responsible for the overall administration of the JARC and NF program.

The primary goal of the Program Management Plan is to increase personal mobility and travel options for those with special transportation needs and to enhance access to transit service through the coordination of existing and future services. FTA has defined the goal of the 5316 Job Access Reverse Commute (JARC) program, in the Circular FTA C 9050.1 JARC, "to improve access to transportation services, to employment, and employment related activities for welfare recipients and eligible low income individuals throughout the country." Toward this goal, FTA provides financial assistance for transportation services planned, designed, and carried out to meet the transportation needs of welfare recipients, and other low-income populations. A Job Access Reverse Commute project is one that transports welfare recipients and eligible low-income individuals to and from jobs and activities related to employment. A reverse commute project is one that takes individuals from urbanized (cities/downtown areas) and non-urbanized areas to suburban employers.

FTA has defined the goal of the 5317 New Freedom program, in the Circular FTA C 9045.1 New Freedom; "to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the workforce and full participation

in society. The New Freedom formula grant program seeks to expand the transportation mobility options available to persons with disabilities beyond the requirement of the Americans with Disabilities Act of 1990.” Toward this goal, FTA provides financial assistance for transportation services planned, designed, and carried out to meet the transportation needs of individuals with disabilities. The 5316 and 5317 program(s) will be administered towards the goals and strategic objectives found in the DCHC MPO Coordinated Public Transportation Human Services Transportation Plan.

Program Purpose and Goals

FTA has defined the goal of the New Freedom program, in *Proposed FTA Circular 9045.1x New Freedom*; “to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the workforce and full participation in society. The New Freedom formula grant program seeks to expand the transportation mobility options available to persons with disabilities beyond the requirement of the Americans with Disabilities Act of 1990.” Toward this goal, FTA provides financial assistance for transportation services planned, designed, and carried out to meet the transportation needs of individuals with disabilities. The § 5317 program will be administered towards the goals and objectives of the DCHC MPO *Coordinated Public Transportation - Human Services Transportation Plan*.

The JARC (Section 5316) grant program is intended to fund the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs, and activities related to their employment. Similarly, the purpose of the NF Program, according to the FTA, is to provide improved public transportation services and alternatives to public transportation, for people with disabilities, beyond those required by the Americans with Disabilities Act of 1990 (ADA).

Roles and Responsibilities

The designated recipient of JARC and New Freedom funds in urbanized areas over 200,000 in population has the principal authority and responsibility for administering these programs. The designated recipient must be officially designated through a process consistent with 49 U.S.C. 5307(a) (2): “an entity designated in accordance with the planning process under Sections 5303, 5304, and 5306, by the chief executive officer of a State, responsible local officials, and publicly owned operators of public transportation, to receive and apportion amounts under Section 5336 that are attributable to transportation management areas identified under Section 5303.” The City of Durham is the designated recipient of both the JARC and New Freedom grants on behalf of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO). On annual bases, DCHC will solicit, receive and select proposals for funding from both private and public transportation providers from across the DCHC-MPO region. Also, the Lead Planning Agency (LPA) of the DCHC MPO will assume the primary responsibilities associated with the competitive selection process, including, but not limited to:

- Notifying eligible local entities of funding availability

- Developing selection criteria
- Determining applicant eligibility
- Selecting projects for funding
- Ensuring that all sub-recipients comply with Federal requirements
- Inclusion of the “selected” projects in the Metropolitan Transportation Improvement Program (MTIP), as well as inclusion in the State Transportation Improvement Program (STIP)

Technical Subcommittee

The DCHC MPO draws upon a technical subcommittee to assist in the development of a variety of materials, including the development and update of the *Coordinated Public Transportation - Human Services Transportation Plan* and project evaluation criteria. The subcommittee represents a wide variety of special needs transportation interests, and is comprised of the following types of agencies:

- Human service transportation providers
- MPO Technical Coordinating Committee – Transit Subcommittee
- County departments of community services
- Transit agencies
- Departments of Social and Health Services

Coordination

JARC and New Freedom funding must be implemented effectively and efficiently. One way to provide quality service under these constraints is to coordinate agencies and projects. As part of the application to the competitive selection process, potential applications will be asked to identify any inter-agency and/or service coordination efforts they have been engaged in, as well as any financial partnership that they may be a part of. These are important portions of the application and have the ability to either negatively impact or increase the chances that a project sponsor will secure JARC and/or New Freedom funding. The MPO Lead Planning Agency will coordinate the planning and implementation of the grant program with the Technical Coordinating Committee (TCC) and the Transportation Advisory Committee (TAC) on all transportation planning and service within the Durham-Chapel Hill-Carrboro region. Likewise, the services related to this program will be coordinated with both public and private providers including taxicabs, retirement communities, Meals-on-Wheels, and university transportation services; public providers such as Chapel Hill Transit, DATA, Triangle Transit Authority, Human Service Agencies and County Community Service agencies.

Eligible Sub-recipients

JARC and NF are formula grant programs for member jurisdictions in the Durham, Chapel Hill–Carrboro Metropolitan Planning Organization. There are four categories of eligible sub-recipients of JARC and New Freedom funds:

- Private non-profit organizations. A non-profit organization is a corporation or association determined by the Secretary of the Treasury to be an organization described by 26 U.S.C. 501(c) which is exempt from taxation under 26 U.S.C. 501(a)

or one which has been determined under State law to be non-profit and for which the designated State agency or urbanized area designated recipient has received documentation certifying the status of the non-profit organization;

- Private for profit organizations;
- State or local governmental authority; and
- Operators of public transportation services, including private operators of public transportation services

Only transportation-related programs that fall within the Metropolitan Planning Area would qualify for funding. As noted above, the funds are open to all state or local government's authorities; private non-profit organizations; private for-profit businesses, and operators of public transportation services including private operators of public transportation services.

Local Share and Local Funding Requirements

According to the FTA, funds can be used to support up to 80 percent (80/20 match) for capital projects, and no more than 50 percent (50/50 match) for projects for operating assistance. Also, the FTA stipulates that fare revenues generated from the service provided may not be used as matching funds for operating grants.

JARC funds may be used to finance capital, planning and operating expenses. The Federal share of eligible capital and planning costs may not exceed 80 percent of the net cost of the activity. The Federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity. Recipients may use up to 10 percent of their apportionment to support program administrative costs including administration, planning, and technical assistance, which may be funded at 100 percent Federal share. The local share of eligible capital and planning costs shall be no less than 20 percent of the net cost of the activity, and the local share for eligible operating costs shall be no less than 50 percent of the net operating costs.

New Freedom funds may be used to finance capital and operating expenses. The Federal share of eligible capital costs may not exceed 80 percent of the net cost of the activity. The Federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity. Recipients may use up to 10 percent of their apportionment to support program administrative costs including administration, planning, and technical assistance, which may be funded at 100 percent Federal share. The local share of eligible capital costs shall be no less than 20 percent of the net cost of the activity, and the local share for eligible operating costs shall be no less than 50 percent of the net operating costs.

FOR BOTH JARC AND NEW FREEDOM FUNDS, ALL OF THE LOCAL SHARE MUST BE PROVIDED FROM SOURCES OTHER THAN FEDERAL DEPARTMENT OF TRANSPORTATION FUNDS.

Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such Health and Human Service or Medicaid.

Some examples of sources of local match which may be used for any or the entire local shares include:

- State or local appropriations;
- Other non-DOT Federal funds that are eligible to be expended for transportation;
- Private donations;
- Revenue from human service contracts;
- Net income generated from advertising and concessions.
- Non-cash share such as donations, volunteered services, or in-kind contributions is eligible to be counted toward the local match as long as the value of each is documented and supported, AND is a cost that would otherwise be eligible under the program.
- Income from contracts to provide human service transportation.

Exceptions to Local Match Requirements for JARC and New Freedom

The federal share is 90% for vehicle-related equipment and facilities required by the Clean Air Act Amendments of 1990 (CAAA) or the Americans with Disabilities Act of 1990 (ADA). It is only the portion of costs associated with meeting these requirements that are eligible for the 90% federal share, not the entire cost of the vehicle or facility, even if that vehicle or facility is purchased for use in service required by the ADA or CAAA. Sponsors wishing to apply for assistance at the higher match ratio should consult the FTA Region 4 offices for further guidance regarding methods of computing this incremental cost. This step must be completed prior to submitting an application for federal assistance to the DCHC MPO.

Local match may be derived from other Federal funds derived from Federal programs that are eligible to be expended for transportation, other than from the DOT programs.

Examples of types of programs that are potential sources of local match for JARC include:

- employment training,
- aging,
- community services,
- vocational rehabilitation services, and
- Temporary Assistance for Needy Families (TANF).

Examples of types of programs that are potential sources of local match for New Freedom include:

- employment training,
- aging,
- medical,
- community services, and
- rehabilitation services.

To be eligible for local match for FTA funds, the other Federal funds must be used for activities included in the total net project costs of the FTA grant. Expenditure of other

Federal funds for transportation outside of the scope of the project cannot be applied as a credit for local match in the FTA grant. Specific program information for other types of Federal funding is available at www.unitedweride.gov.

Project Selection Criteria and Method of Distributing Funds

Projects funds will be awarded through a competitive selection process. The process will begin each year during the winter with a call for projects, receipt of applications by the DCHC-MPO staff, and applications would then be forwarded to the Transit Subcommittee of the DCHC's Technical Coordinating Committee (TCC). The Transit Subcommittee will review and score all applications and make a selection based on the responsiveness of individual applications. Representatives of this subcommittee are very familiar with local human service agencies, the target population documented in the CPT-HSTP, and the transportation issues affecting this target population. After scoring the proposals, the Transit Subcommittee will recommend projects for funding to the TCC. The TCC will review the projects recommended for funding and make further recommendation to the DCHC Technical Advisory Committee (TAC). The TAC will have the final vote on the selection and funding of the recommended projects. The list of approved projects will then be published and submitted to the FTA for funding.

All proposals would reflect public transportation and human service transportation priorities documented in the CPT-HST Plan. The recommended top tier transportation priority needs currently identified by the MPO are listed below:

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

Annual Program of Projects Development and Approval Process

The federal transportation law, SAFETEA-LU, requires that projects receiving funding under the Job Access/Reverse Commute program or the New Freedom program must be “derived from a locally developed, coordinated public transportation - human services transportation plan.” Rather than developing specific strategies, services, or projects for funding, the MPO CPT-HST Plan identifies seven top priority needs to be addressed. This allows the flexibility of applicants to propose strategies for addressing these needs, and puts the MPO in the position of evaluating competing proposals, as required under the federal guidance.

The Project Selection process would be conducted annually, as long as JARC and New Freedom grant funds are available. The solicitation of projects would be announced as early in each calendar year as is feasible, to provide applicants with ample time to develop complete proposals.

All applicants would be required to submit a completed application. Applications would be reviewed and scored by the Transit/TDM Subcommittee of the Transportation Coordinating Committee (TCC). This subcommittee would make funding recommendations to the TCC, who in turn would make final recommendations to the TAC. The criteria recommended for use in evaluation of competing applications are listed in the box at right.

The intent is that the selected projects each year will enable all the stakeholders to cooperatively move toward a coordinated transportation system. This will better serve the needs of all our customers, but particularly those who have traditionally been transportation-disadvantaged.

The TCC would review and make all necessary updates to the program as it deems necessary.

Project Selection Criteria /Application and Scoring

Pursuant to the 5317 program, the LPA shall conduct a competitive selection process for projects seeking FTA- JARC or New Freedom funds apportioned to the DCHC MPO.

All applications must meet the following:

1. The proposed project must be a non-duplicative service or program.
2. Eligible matching funds must be identified and available.
3. The proposed project must be a new or expanded service or program.
4. The primary focus of the proposed service or program must serve the target populations (i.e., persons with low-income for the JARC funds, or persons with disabilities or elders for the New Freedom funds).
5. The project must benefit the Durham – Chapel Hill – Carrboro urbanized area.

Eligible applications will then be evaluated on the following criteria:

1. *Project Need/Goals & Objectives (30%)*
 - Fit with high-priority needs identified in the Coordinated Plan
2. *Quality of the implementation plan (20%)*
3. *Project Budget (15%)*
 - Efficiency (estimated cost per new customer)
 - Financial sustainability beyond grant period
4. *Partnerships and Outreach (20%)*
 - Effectiveness of proposed partnerships
 - Strength of stakeholder support
 - Quality of marketing/outreach plan
 - Geographic range of project benefits
5. *Program Effectiveness and Performance Indicators (10%)*
 - Quality of the evaluation plan
6. *Innovation (5%)*
 - Applicability of innovative ideas elsewhere in region

This competition will occur annually, beginning with the distribution of Federal Fiscal Year. Projects will compete based on scoring of the application based on the following criteria:

1. Project Needs/Goals and Objectives (30%): The project should directly address transportation gaps and/or barriers identified through the MPO Coordinated Public Transportation – Human Services Transportation Plan (CPT-HST). Project application should clearly state the overall program goals and objectives, and demonstrate how the project is consistent with the objectives of the JARC and New Freedom grant programs.

2. Quality of Implementation Plan (20%): For projects seeking funds to support program operations, applicants must provide a well-defined service operations plan, and describe implementation steps and timelines for carrying out the plan. The project application should indicate the number of persons expected to be served, and the number of trips (or other units of service) expected to be provided. The service operations plan should identify key personnel assigned to this project and their qualifications. Project sponsors should demonstrate their institutional capability to carry out the service delivery aspect of the project as described. For projects seeking funds for capital purposes, the applicant must provide a solid rationale for use of JARC and New Freedom funds for this purpose, and demonstrate that no other sources of funds are available or are insufficient to meet this need. Also, provide an implementation plan and timelines for completing the capital project.

3. Project Budget (15%): Projects must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the service beyond the grant period. Proponent shall demonstrate how using this funding leverages resource to the maximum possible extent.

4. Coordination, Partnership and Program Outreach (20%): Proposed projects will be evaluated based on their ability to coordinate with other community transportation and/or social service resources. Applicants should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Project sponsors should also describe how they would promote public awareness of the project.

5. Program Effectiveness and Performance Indicators (10%): The project will be scored based on the project sponsor's ability to demonstrate that the proposed project is the most appropriate match of service delivery to the need, and is a cost-effective approach. Project sponsors should identify clear, measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the service, and steps to be taken if original goals are not achieved. Applicants should describe steps to measure the effectiveness and magnitude of the impact that the project will have on residents.

6. Innovation (5%): The project will be examined to see if it contains new or innovative service concepts or facilities that have the potential for improving access and mobility for the target populations and may have future application elsewhere in the region.

Administration, Planning and Technical Assistance

Designated recipients of JARC and NF funding may utilize up to 10% of each yearly apportionment to support program administrative costs including administration, planning, and technical assistance. This activity may be funded entirely by federal funds and does not require a local match. The City of Durham being the designated recipient will utilize allowable funds up to 10% of the total value of any grant that they administer. These funds will offset the cost of overhead and staff salaries associated with application process, project approval and grant management activities. The designated recipient may make use of the remaining funds from the 10% cap to offset costs related to the ongoing administration of the JARC program in the region. These dollars will be used to support of the competitive selection process and updates to the Coordinated Public Transportation - Human Services Transportation Plan.

The Durham Area Transit Authority (DATA) is the administrator of the funds. Both the JARC and the NF funds will be applied for through DATA's 5703 funding appropriation process on an annual basis, and as part of the normal federal grant application process. Consequently, a grant project ordinance is required and is in the process of being set up with the City of Durham and the finance department to allow the receipt of the JARC and NF funds. Additionally, a pass-through agreement among all parties is required and has been set up. To enable DATA to apply for and manage the funds from year to year, it is in the process of seeking a one-time grant application and disbursement process from the Durham City Council. The process would ensure that elected representatives are fully aware of the intent and purpose of the program and have the opportunity to provide necessary input.

Transfer of funds

There is no authority to transfer JARC or New Freedom funds awarded to the grant recipient or sub-recipients. Upon successful program selection and funds approval by the Durham City Council, the designated recipient would apply for grants and pass-through funds to sub-recipients under the guideline outlined in this PMP and consistent with pass-through agreements.

Private Sector Participation

To the extent possible, the DCHC-MPO would provide equal and adequate access for all public and private transportation and human service providers in the Metropolitan area to enable them apply for the grant, and if qualified, receive funding from the program.

Civil Rights

The City of Durham shall require that sub-recipients recommended for federal funding submit all project appropriate FTA certifications and assurances prior to contract execution and annually thereafter. These include, but are not limited to:

- Standard Assurances

- Nondiscrimination Assurances
- Private Mass Transportation Companies
- Assurance of Nondiscrimination on the Basis of Disability

The City of Durham will not execute any grant contract without having first received these items. The City and NCDOT shall exercise an active oversight role with regard to the equipment procurement process. The MPO shall require that bidding documents for vehicles or other equipment be in compliance with Subpart D, 49 CFR, Part 26. This requirement relates to the purchase of goods and/or services from disadvantaged business enterprises (DBE). Sub-recipients are required to annually report purchases made from DBE vendors and provide a description of their good faith efforts to locate and purchase from DBE vendors.

The DCHC–MPO would ensure that all fund recipients comply with federal civil rights requirements related to the execution of the funded project. The MPO will also ensure that recipients of the funds provide equal access and mobility for any person without regard to race, color or national origin. Consequently, the DCHC-MPO would make certain that projects funded by the grant have in place adequate measures to meet or exceed federal Title Six assurance and DBE goals, and provide fair, equitable service to minority women, children and the elderly population in the course of executing the funds. Also, the DCHC-MPO, in the process of selecting fund recipients, would make sure that potential fund recipients have incorporated minority programs into their proposal and that the disadvantaged population group have been given due consideration and are not harmed by the execution of the project

Section 504 and ADA Reporting

The DCHC-MPO project funding guidelines would guarantee that all program funded by JARC and NF money comply with all Section 504 and ADA rules and regulations. Accordingly, all applicants would be made to certify that their respective projects comply with all applicable rules and regulations related to Section 504 and ADA. Also, program selection would be made with Section 504 and ADA compliance requirements in mind and the level of compliance may influence the selection of a program. Additionally, The DCHC-MPO would require that fund recipients have endorsement from other human service agencies that cater to the needs of ADA clients. Also, any ADA violation by a fund recipient may be ground for termination of the funds. The LPA will notify each grant recipient at the time of the grant award that that allegations made in regards to discrimination in service or employment, including Section 504 and ADA will be reported and investigated. The City Human Relations Department may be contacted by anyone alleging discrimination in service or employment, including Section 504 and ADA. Sub-recipients must be in compliance with Section 504 ADA requirements. Any written complaints alleging discrimination will be referred to Durham Human Relations Department and the NCDOT’s Office of Equal Opportunity.

Program Measures

At the beginning of each program year, and depending on the scope or the emphasis areas chosen by the DCHC-MPO as qualified areas for funding, a set of criteria would be

outlined that would be the basis for selection of projects. As part of the compliance and monitoring process, projects would have reporting benchmarks that must be met in order to stay compliant and be eligible for continuous funding. On a quarterly basis, all fund recipients would provide reports to the fund administrator, and such reports would be compiled and forwarded to the DCHC-MPO for further review and also for filing. Such reports would be required when invoices are submitted for payment by the recipient. Twice a year, the DCHC-MPO would review the benchmarks and make necessary notations as may be required to ensure that the recipients are in full compliance and are also doing what they said they were going to do. Overall the program administration would ensure that:

- All applicants, both public and private, are given equal opportunity to submit application for financial assistance under this program.
- All recipients understand the purpose of the funding program, general reporting standards, and requirements set by the program administrators.
- All recipients and sub-recipients are in compliance with the requirements contained in the provisions of the program, including the provision of all relevant information or reports related to the execution of the program.

Designated Recipient Program Management

The daily monitoring as well as management of the program will be done by the designated recipient, the City of Durham. All procurement emanating from the grant must comply with the established compliance guidelines set by the program. In cases of gross mismanagement, fraud or non-performance of the project, the MPO would set in motion a process to cut off funds, involve the City of Durham's attorneys or do both. In some cases assets acquired with funds from the program may be taken away or transferred to other agencies to ensure that public funds are not wasted but put to proper use.

Additionally the DCHC-MPO would establish the following annual process for managing the program:

- Establish timeline and procedure for announcing, selecting, disbursing funds and monitoring of programs.
- Establish procedure for developing updates and maintaining local standards for compliance with the program.
- Establish internal guidelines for making determinations of compliance with the program, and contract administration.
- Conduct end-of-program assessment to assure that all goals were met and also the program complied with all requirements of the guidelines established.
- Provide avenue for further review, updates or amendments to the local program requirement.

Financial Management and Project Monitoring

The designated recipient, the City of Durham, maintains financial management systems for financial reporting, accounting records, internal controls, and budget controls subject to standards specified in state laws enforced by the State Auditor, the State Office of Financial Management, and the Legislative Transportation Committee. All systems and procedures for financial management are in compliance with 49 CFR 18.20 and the

NCDOT's procedures for incurring and recording expenditures associated with state administration of the § 5317 program.

- A. Appropriate Expenditures
1. Salaries and payroll additive costs, transportation expenses, and office and other expendable supplies for all work provided in the approved planning work program.
 2. Printing, copying, keypunching, computer processing, mapping and aerial photography costs are required for carrying out the work provided in the planning program.
 3. Purchases of special equipment.
 4. The Employment of Consultants must be in accordance with North Carolina Department of Transportation Consultant Selection Procedures; or procedures approved by NCDOT and FTA. NCDOT must approve the employment of all consultants. All contracts or agreement with consultants or contractors must be submitted to NCDOT. Payments to minority or women owned business must be reported to NCDOT.
 5. Reimbursement of other city agencies, municipalities, counties, regional and state agencies for expenses incurred in conducting work provided for in the planning work program.
 6. Auditing costs associated with fulfilling the requirements of OMB Circular A-128.
- B. Accounting Procedures
1. A separate account should be established for the JARC & New Freedom funds for each fiscal year and all transactions recorded in accordance with acceptable accounting procedures which are approved by NCDOT and FTA. OMB Circular A-102 outlines standards for grantee financial management systems.
 2. The account established for the planning funds will be included in the annual audit of the agency in accordance with OMB Circular A-128.
 3. Time spent for staff services on work provided for in planning work program should be recorded by work task on either standard monthly, weekly, or biweekly time sheets for each individual and filed for audit purposes.
 4. Cost for capital and operating (i.e., transportation, office and other expendable supplies, printing, copying work, keypunching, computer processing, mapping and aerial photography) should be supported by receipts, logs and vouchers as appropriate.
 5. Reimbursement of other city agencies, municipalities, counties, regional and state agencies should be on a basis of vouchers submitted and supported by similar documents as required of the lead agencies. The vouchers should, as a minimum, specify the staff time expended and work task for which the reimbursement is requested.
 6. The total amount of funds specified in the approved JARC and NF program will be the controlling amount for which reimbursement can be

claimed for a given fiscal year. It is recognized that the amount to be spent on each task will vary somewhat from that estimated in the program. Identification of expenditures by work task in a quarterly progress report will ensure that work is being accomplished in accordance with the program and provide guidance in estimating costs for work to be accomplished in succeeding fiscal years.

C. Reimbursement Procedures

Invoices should be submitted to NCDOT-PTD. Sub recipients invoices should be submitted to the designated recipient, the City of Durham. The invoice should indicate the total amount of federal grant funds and matching funds expended during the subject period and the amount being requested for reimbursement. An invoice should include an attached quarterly expenditure report by work task.

D. Quarterly Progress Report Procedures

Quarterly progress reports should be submitted to the MPO Lead Planning Agency (LPA). The quarterly progress report should include a brief narrative report of transportation planning work accomplished by the planning agency and any sub-contractor. The quarterly progress report shall be included with that invoice and expenditures report.

E. Annual Performance Report

An annual performance report is to be submitted with the final planning funds invoice submission for a fiscal year. The written narrative of the performance report should (1) compare work accomplishments to anticipated work goal; (2) discuss progress in meeting schedules; (3) comment on significant task cost overruns/underruns; (4) identify any approved amendments; and (5) discuss any items of interest, i.e. reorganization and personnel changes.

F. Sub-recipients

The aforementioned JARC-NF Funds procedure and requirements apply to sub-recipients. Sub-recipients shall send appropriate materials and documents to the designated recipients, the City of Durham.

Sub-recipient Financial Management

The City of Durham will develop and execute grant pass-through agreements with recipients of JARC and New Freedom funds. All projects related capital and operating assistance expenditures are expected to be incurred locally and reported to NCDOT after the agreements have been executed. All grant agreements for capital projects shall detail the equipment approved for purchase and its intended use. Agreements for operations assistance outline the type of service provided by the sub-recipient, the time period covered by the agreement, and the service area. The City of Durham shall reimburse the

sub-recipient with the federal funds based on the proportions identified on the grant agreement. However, the federal share on any project shall not exceed 80 percent for capital projects and 50 percent for operations projects. Grant expenditures shall be identified in the City of Durham Accounting and financial reporting tool called MUNIS. Also, grant funding and expenditures shall be identified by federal grant number, grant program and sub-recipient grant number. In the case of capital projects, sub-recipients are required to attach copies of vendor invoices to reimbursement requests. In-kind contributions towards the local share of capital project costs are not allowed for JARC and NF funds. Vehicle licensing and insurance are not eligible for reimbursement under a capital project. Sales and use taxes (excluding the local transit portion of sales tax) charged to the sub-recipient for vehicles are eligible for reimbursement. The City of Durham shall also maintain spreadsheets for each sub-recipient. These spreadsheets track project expenditures, amounts charged to each funding source, local matching sources, and project budgets. Additional spreadsheets may be prepared which summarize the total expenditures on each grant.

Audits

Sub-recipients shall provide an audit report to the City of Durham. The City of Durham shall conduct a single audit consistent with the City's audit policies and procedures. NCDOT Auditor is legally responsible for conducting audits of state agencies and local governments, including public transit agencies. These audits comply with *OMB Circular A-133*. Auditor issues reports at the completion of the audits. Sub-recipients who are private non-profit organizations, or private for-profit firms are required to obtain audits of their expenditures and operations annually by an independent audit firm if their agency has expended in excess of \$50,000 in the Federal fiscal year. The audit firm is instructed by the sub-recipient to send a copy of the report to the City of Durham the year after they incur grant-related expenditures. NCDOT's Audit Office shall review the audit reports for compliance with *OMB Circular A-110, A-122, and A-133*. Any questions raised by the Audit Office must be resolved by the sub-recipient and the audit firm preparing the audit report.

Close Out

For internal financial reasons, the City of Durham closes projects several months after reimbursing the sub-recipient for the last of its eligible expenditures. The process is one of the following:

- A. Verification by the City of Durham with the sub-recipient's representative that all project expenditures have been incurred and reimbursed, or
- B. All funding available in the sub-recipient agreement has been reimbursed, or
- C. The project has come to the end of its 2-year term (operating projects).

Capital assistance have a term equivalent to the useful life of the equipment purchased, which may be up to twelve years after acceptance of the equipment. The DCHC-MPO may amend or terminate capital assistance agreements when project equipment is transferred between sub-recipients before its useful life has been reached. Operating assistance agreements have a term of 24 months and are not extended or closed prior to the end date of the agreement.

Procurement

Purchasing equipment under the § 5317 and 5316 programs may be conducted directly by the sub-recipients, with NCDOT oversight or the sub-recipient may participate in NCDOT's coordinated bid process. NCDOT's role is to assure purchases are made competitively and in compliance with federal procurement policies. NCDOT requires that all bid documents and specifications prepared by the sub-recipients be submitted for review and approval prior to seeking bids for vehicles, to assure compliance with federal standards.

Property Management

Legal ownership of all vehicles purchased under the § 5317 and 5316 programs are retained by the transit operators and in the case of private provider, by NCDOT. When titling a vehicle, the private provider sub-recipients are listed as "Registered Owner," responsible for licensing and collision insurance; and NCDOT as "Legal Owner" and loss payee should anything happen to the vehicle. The designated recipient shall design and maintain a database that contains all vehicle inventory records. Reports within this database distinguish between currently owned vehicles and those that have served their useful life and have been released to the sub-recipient. The information in the database shall include, but is not limited to the sub-recipient's name, address and phone number; vehicle year, make, and model; date accepted; included equipment; location; federal grant number and state agreement number; federal percentage share; date last inspected, recorded mileage, and condition; type of funding used for the purchase; and other information used by the City for program review and reporting.

Inventory Reports

Sub-recipients would be required to submit an annual Owned Rolling Stock Inventory. The inventory will include the following information:

- Year/Make/Model
- Vehicle Code
- Vehicle Identification Number
- Agency Vehicle Number
- Condition
- Age
- Remaining Useful Life
- Replacement Cost
- ADA Access
- Seating Capacity
- Fuel Type
- Title

The information obtained from these inventories will become part of the inventory record along with the title and certificate of collision insurance coverage. To ensure that the vehicles are properly maintained, the designated recipient shall randomly review vehicle maintenance records and physically inspects vehicles as part of the on-site visits. These visits are conducted, at a minimum, every other year.

Reporting Requirements

Sub-recipients are required to prepare a variety of reports on a quarterly basis. These include a project narrative, local matching sources used, number of passenger trips provided, vehicle miles traveled, and revenue service hours provided. They are also required to report on an annual basis their efforts in purchasing from DBE vendors and a vehicle condition report.

Vehicle Use Requirements

Vehicle use is restricted to passenger transportation services and only for services for which grant project was approved. Sub-recipients of capital grants for vehicles are expected to attain a minimum of 100 passenger service miles per week, per vehicle; or 100 one-way passenger trips per week per vehicle. Sub-recipients may not transfer the operational control of a vehicle purchased under this program to anyone else without prior written approval from the DCHC-MPO and NCDOT.

Disposition at the End of a Vehicle’s Useful Life

The useful life of public transportation vehicles are listed below. NCDOT will release interest in a vehicle on the anniversary of the equipment’s acceptance, based on the date of acceptance and anticipated useful life. This useful life is determined as follows:

Type of Vehicle Useful Life

Minivans and Vans.....	4 years
Minibuses w/ four wheels.....	5 years
Minibuses, cutaway style, dual rear wheels, wheelbase up to 158”..	6 years
Minibuses, cutaway style, dual rear wheels, wheelbase 159”-181”..	7 years
Buses, GVW, 14,000-19,000 lbs.....	8 years
Buses, GVW, 19,001-27,000 lbs.....	9 years
Buses, GVW, greater than 27,000 lbs.....	12 years

Disposition Prior to the End of the Vehicle’s Useful Life

Sub-recipients may purchase the Federal interest at any time before the expiration of the equipment’s useful life. If this occurs, the sub-recipient shall remit the federal percentage share of the equipment’s current fair market value to the MPO. The fair market value is determined by obtaining an independent appraisal of the equipment. When an accident occurs which eliminates a vehicle from further operations, the MPO receives the insurance proceeds. If the sub-recipient is purchasing a replacement vehicle, the proceeds are forwarded to them upon evidence that the replacement has been received and paid for. Replacement vehicles must be a similar type vehicle and of equal or greater value than the one damaged. If the damaged vehicle is not replaced, the MPO retains the federal percentage share of the equipment and remits the local share to the sub-recipient.

Other Provisions

The DCHC-MPO anticipates only funding projects with categorical exclusions from both the National Environmental Protection Act (NEPA) and the State Environmental Protection Act (SEPA). Therefore, there should be no further documentation necessary. However, should a project be approved that is subject to environmental regulations, the

MPO will ensure that the sub-recipient meets all environmental requirements. If such a project were funded, the MPO would require the sub-recipient to submit all necessary documentation.

Regulations Associated with Vehicle Purchase

The City of Durham will exercise an active oversight role with regard to the equipment procurement process for those grants awarded to the Durham Area Transit Authority (DATA). Sub-recipients are required to submit a “Buy America” provision and certification with their bidding documents for vehicles.

Restriction on Lobbying and Code of Ethics

The MPO requires each sub-recipient to complete FTA’s Certification on Lobbying prior to contract execution. All bids for equipment prepared by these sub-recipients are required to contain this certification as well. The City’s contract with sub-recipients shall require the development and implementation of a written code of ethics. All staff, officers, employees, board members or agents of the sub-recipient are required to comply with the code of ethics. The City of Durham shall verify compliance with this regulation during project monitoring visits.

RESOLUTION TO ENDORSE APPLICATIONS FROM THE DURHAM-CHAPEL HILL-CARRBORO MPO AREA FOR NCDOT SAFE ROUTES TO SCHOOL DEMONSTRATION PROGRAM FUNDS

WHEREAS, the North Carolina Department of Transportation is accepting applications for Safe Routes to Schools Demonstration Program funding; and

WHEREAS, the Safe Routes to Schools Demonstration Program is a grant reimbursement program to funds programs and improvements that can help make bicycling and walking to and from school a safe and healthy transportation alternative; and

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee (DCHC TAC) recognizes the importance of a balanced transportation network to the economic and social well-being of the community; and

WHEREAS, the Town of Carrboro, the Town of Chapel Hill, and the City of Durham within the Durham-Chapel Hill-Carrboro MPO region are submitting applications for Safe Routes to Schools Demonstration Grant Program funding; and

WHEREAS, at its meeting on December 12, 2007, the DCHC TAC voted unanimously to endorse these applications for consideration of funding by NCDOT;

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee endorses the NCDOT Division of Bicycle and Pedestrian Transportation’s Safe Routes to School Demonstration Grant applications from the Town of Carrboro, the Town of Chapel Hill, and the City of Durham.

BE IT FURTHER RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee encourages the continuation and expansion of the North Carolina Department of Transportation’s Safe Routes to School Demonstration Grant to help local governments identify improvements that can help make bicycling and walking to and from school a safe and healthy transportation alternative in North Carolina.

TAC Chair

STATE of: North Carolina
COUNTY of: _____

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

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

Memorandum



CITY OF DURHAM

Date: December 4, 2007
To: DCHC Transportation Advisory Commission
From: Dale McKeel, AICP, Bicycle and Pedestrian Coordinator
Subject: Safe Routes to School Demonstration Project Funding

In April 2005, a Safe Routes to School (SRTS) training course was held at Fayetteville Street Elementary School in Durham. As a result of this training, the N.C. Department of Transportation (NCDOT) has made funding available for programs and improvements that will enable and encourage children to walk and bicycle to Fayetteville Street Elementary School.

City of Durham and Fayetteville Elementary School staffs have reviewed the recommendations developed during the 2005 training and developed an application for funding to be submitted to NCDOT. City staff proposes that an application be made to fund the following projects to enhance bicycling and walking to Fayetteville Street Elementary School:

- Provide educational programs for students and parents at the school and residents of the surrounding neighborhood. These programs would include multi-lingual safety classes for students and parents, bicycle safety training for students, and participation in community meetings to discuss traffic concerns and safety of students walking and bicycling to the school.
- Providing encouragement programs for students and parents. This would include walk to school days in fall and spring to be held in conjunction with week-long health and safety activities, a partnership with the Fayetteville Street Track Club to promote general fitness and good nutrition, and the creation of a walk-a-buddy program. Various incentives and prizes, such as medals, water bottles, and wrist bands, will be a part of this program. This program will also include a student art design contest.
- Construct sidewalks to fill in gaps along the east side of Fayetteville Street between Cornwallis Road and Fayetteville Street Elementary School. This project will include a bridge over a stream; currently pedestrians must walk in the road to cross this stream on the east side.
- Implement a “road diet” on Fayetteville Street in front of the school to change the four-lane street to three lanes. Road diets have been successful at improving safety for bicyclists, pedestrians, and motorists in other locations,

including Duke University Road in Durham. The road diet was proposed during the 2005 SRTS training program at the school and was also recommended in the Durham Comprehensive Bicycle Transportation Plan. Prior to implementing a road diet, city staff will work with residents, businesses, and other community stakeholders to ensure that there is understanding and community support for the road diet concept.

Please let me know if you have questions or need additional information.

DCHC MPO TAC/TCC Meeting Dates 2008

TAC	TCC
<i>09-Jan-08</i>	<i>23-Jan-08</i>
<i>13-Feb-08</i>	<i>27-Feb-08</i>
<i>12-Mar-08</i>	<i>26-Mar-08</i>
<i>09-Apr-08</i>	<i>23-Apr-08</i>
<i>14-May-08</i>	<i>28-May-08</i>
<i>11-June-08</i>	<i>25-June-08</i>
<i>No July TAC meeting</i>	<i>23-July-08</i>
<i>13-Aug-08</i>	<i>27-Aug-08</i>
<i>10-Sept-08</i>	<i>24-Sept-08</i>
<i>08-Oct-08</i>	<i>22-Oct-08</i>
<i>12-Nov-08</i>	<i>26-Nov-08</i>
<i>10-Dec-08</i>	<i>17-Dec-08*</i>

Tentative Joint TAC Meeting Dates

30-April-08

29-Oct-08

***Rescheduled to avoid a holiday.**

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: December 12, 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 approve Targets – January 2007
 - TAC review Deficiency Analysis – January 2008
 - TAC review Land Use Scenarios – February 2008
 - TAC review LRTP Alternatives – March 2008

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 I (TTA new start model revision) completed in October 2005.
- ✓ Phase II TTA New Start model conversion to TransCad to be completed in August 2006.
- Calibration of 2002 model in TransCad anticipated to be completed in 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 2008.

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, December 5, 2007
- Third public meeting December 10, 2007, Orange Grove Missionary Baptist Church

NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 12/1/2007

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	Jeff Allen, PE	(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%	12/15/2007
<i>DURHAM</i>	<i>RESURFACING</i>	<i>PRIMARY</i>	<i>NC-54 FROM FALCONBRIDGE ROAD TO DRESDEN DRIVE</i>	<i>\$ 318,281.20</i>	<i>1.45 miles</i>	<i>Barnhill Contracting</i>	<i>Aaron V. Earwood, PE</i>	<i>(919) 220-4680</i>	<i>8/30/2007</i>	<i>100%</i>	<i>98.1%</i>	<i>COMPLETE</i>
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%	100%	12/7/2007
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	Jeff Allen, PE	(919) 733-9499	11/1/2009	22.3%	33.9%	11/1/2009
<i>DURHAM</i>	<i>I-3306BB</i>	<i>I-40</i>	<i>I-40 FROM ORANGE COUNTY LINE TO NC-147, MILL AND FILL DESIGN-BUILD</i>	<i>\$ 21,749,430.00</i>	<i>10.401 miles</i>	<i>The Lane Construction Corp.</i>	<i>Phillip R. Johnson, PE, PLS</i>	<i>(919) 733-9499</i>	<i>5/10/2008</i>	<i>84.9%</i>	<i>100.0%</i>	<i>COMPLETE</i>
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	14.2%	12.7%	6/15/2008
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	2.8%	3.0%	8/1/2010
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.	Jeff Allen, PE	(919) 733-9499	10/1/2008			

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

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	\$ 223,238.50		B. UPSHAW	(919) 220-4600	spring 2008
DURHAM	U-2055D	AVONDALE DRIVE	CONSTRUCTION OF ROUNDABOUT ON AVONDALE DRIVE	\$ 493,065.78		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: <http://www.ncdot.org/planning/development/ProjectMgmt/12month/>

PROGRESS REPORTS MAY BE FOUND ONLINE AT: <https://apps.dot.state.nc.us/traffictravel/progloc/>

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

County	WBS #	Route	Location Description	Amount	Status
Orange	U-4008 35009.3.2	US 15-501 & SR1734 (Erwin Rd.)	Grading, drainage, paving and intersection improvements (Super Street)	\$4.98 million	66.39% complete; behind schedule
Orange	36945	SR 1010 (Franklin St.) @ Malette St.	Upgrade traffic signal and install pedestrian signal heads REVISION: Install mast arm	\$110,000.00	POC pending for compl. by 12/31/07
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; funding & R/W limited for roundabout
Orange	SF-4907 C 41698.1	NC 57 @ NC157 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	APAC-Atlantic, Thompson Arthur Div. = low bid
Orange	SS-4907 J 41634.3	NC 54 and SR 1945 (Neville Rd.)	Construct a left turn lane	\$187,000.00	DDC PO; Survey compl.; plans underway-need channelization @ U- Haul
Orange	41096	NC 54 @ SR 2016 (Southern Drive)	Construct a left turn lane on NC 54 westbound	\$200,000.00	Barrett, Irvin & Jordan Contr., Inc.; available 4/15/08
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	Crosswalk & wheelchair ramps to be compl. by 12/15/07
Orange	41686	NC 54 @ SR 1102/1951 (Dodson's Crossroads/ Butler Rd.)	Construct left turn lanes in both directions	\$250,000.00	Plans underway
Orange	EB-5021 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. = 100% complete
Orange	7CR.10681.14 7CR.20681.14 7C.068081	4 sections of NC 54 and ramps and 5 sections of secondary roads	Milling, resurfacing, pavement markings, and shoulder reconstruction		Let 1/15/08 Avail. 5/12/08 ICD 8/8/08 Compl. 10/31 /08

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
Orange	I-4716	I-40	Grind and reseal joints on I-40 from I-85 to Durham Co.	\$1.5 million to be revised	Letting to be moved to 1/20/09 to acq. additional funds (\$3 million) for new scope
Orange	B-4218	SR 1730 (Turkey Farm Rd.)	Replace Bridge # 108 over New Hope Creek	\$675,000.00	July 15,2008

U.S. 15-501 Superstreet project finish in sight

BY DANIEL GOLDBERG : The Herald-Sun
dgoldberg@heraldsun.com
Nov 27, 2007

CHAPEL HILL -- Like most construction projects, work on the so-called U.S. 15-501 Superstreet has hardly come along faster than a speeding bullet. Completion is in view, however, and the project is running close to its \$5 million budget, the N.C. Department of Transportation engineer overseeing the project said.

"We've made some progress," said Resident Engineer Donnie Huffines. "It appears that we're trying to move forward and make the next phase, which is putting in the U-turn patterns.

"The best estimate now [for completing the project] is probably the end of December. That's weather permitting. This time of year it's hard to plan."

Work began on improvements at the busy intersection of U.S. 15-501, Erwin Road and Europa Drive in July 2006 and was scheduled to finish at the end of last month.

Kumar Neppalli, traffic engineer for the Town of Chapel Hill, said DOT and the town agreed that lane closures would be limited to night hours in order to reduce the inconvenience to drivers. That approach spared commuters from longer delays, but slowed down the timetable for completing construction.

Asphalt can't be placed when the temperature falls below 50 degrees, Huffines said. In other words, construction workers haven't been able to do that job during several recent shifts, and overnight temperatures will only fall further from that asphalt threshold as winter advances.

DOT can still install the turns that are expected to improve traffic flow through the area as well as secondary surfaces if workers are unable to place the final pavement and lane markings. Huffines said the department could open the new traffic pattern once traffic signals are operational, coming back to complete the surfacing in the spring.

"The key is to get into the final traffic pattern where it will help some of the flow in that area and it won't be as congested as it is now," Huffines said.

The Superstreet is similar to an elongated traffic circle with traffic signals. An existing signal at the intersection of U.S. 15-501, Erwin Road and Europa Drive will be replaced by four signals that engineers believe will foster better flow.

Drivers no longer will be able to make left turns onto either Erwin or Europa from the highway or drive directly across U.S. 15-501 from one to the other. Instead, commuters will use U-turn points located about 800 feet in either direction from the current intersection.

Neppalli said his office is working closely with DOT to design the timing of the four new traffic signals. Their goal is to set the signals at shorter intervals, moving motorists through the intersection faster.

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Street won't be done till '08

Company to be fined \$800 a day

Mark Schultz and Jesse James DeConto, Staff Writers

CHAPEL HILL - The \$5 million "Superstreet" project at U.S. 15-501 and Erwin Road, which was to be completed Oct. 31, has been delayed until the spring, a state Department of Transportation engineer said Tuesday.

The elongated roundabout, meant to unclog a bottleneck where the highway splits into Fordham Boulevard and Franklin Street, cannot be finished because of cold weather.

"If you put asphalt down now you'll be replacing it in a year," said Jeremy Warren, a DOT engineer who is working on the project. "You won't get a good bond. You'll have chunks coming out of it."

The state will fine Triangle Grading & Paving Inc. of Burlington \$800 a day for missing the deadline, Warren said.

"I'm at a loss for words," Warren said. "It is very frustrating for us. The department as a whole is frustrated."

DOT plan 'defective'

Jack Bailey, chief operating officer for the paving company, said the delay was not unusual for such a project.

The company, which worked on Durham's downtown street improvements, ran into problems with the underground utilities. DOT's plan, including a sewer line that was not where a map put it, was "defective," he said.

The project could be finished sooner if DOT allowed more work during the day when it's warmer, Bailey said. Crews are prohibited from working within 10 feet of the highway during the day, he said.

"We haven't been sitting around doing nothing," he said. "We're bound by working only at night. That's been a real pain in the rear."

More Superstreets?

In previous interviews, DOT officials and local transportation planners said they will be watching the Superstreet to see whether they can duplicate it elsewhere on U.S. 15-501.

As it stands now, six movements are allowed at the intersection. The Superstreet will have three: right turns from Erwin Road and Europa Drive, U-turns at either end, and drivers headed either way on U.S. 15-501.

The fines could shave tens of thousands of dollars off the final cost, but Warren said he couldn't estimate how much because the contractor will argue it could not avoid some of the delay.

"We were told that this was the most difficult intersection in North Carolina," Bailey said. "Some things happen that you just can't account for."

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Median could trouble ailing plaza

By Monica Chen : The Herald-Sun
mchen@heraldsun.com
Dec 5, 2007

DURHAM -- At a meeting about the future of Hillandale Road on Tuesday everyone agreed: Loehmann's Plaza is teetering on the edge.

Since 2003, it's been pummeled by construction on Interstate 85 and the closing in January of its main anchor of more than 20 years, Loehmann's.

The shopping center now has a chance to draw in business and traffic again. Harris Teeter has expressed interest in locating there.

But that lifeline will hinge on help from the N.C. Department of Transportation, and it looks like Loehmann's Plaza could be scuttled again by traffic woes.

In a \$10.9 million project, the DOT is planning to widen Hillandale Road from three lanes to four with a concrete median from north of I-85 to a little beyond Carver Street.

Plans do not call for a traffic signal into the shopping center or cuts in the median to allow for left turns.

That spells trouble for the shopping center, because Harris Teeter will come only if a traffic signal is installed and access provided, said John Amols, a principal with Glenwood Development Co., owner of the center.

"The lifeblood of any shopping center is access," said Amols at a public hearing with the DOT here Tuesday night.

"We're a neighborhood center. It's not like Southpoint where people are sitting in traffic for half an hour to get to Nordstrom," he said, referring to The Streets at Southpoint. "Human nature being what it is, if there's no access, people will just go to another shopping center."

Business owners and residents also are expressing disapproval and disbelief at the DOT plans.

"Where are the customers going to go? Go all the way down to Carver Street and then turn around?" said Angelika Papanikas, owner of Papas Grille. "If they cannot make a left turn here, then they're not going to come here."

But citing increased traffic and a high crash rate in that section of Hillandale Road, DOT engineers say the median is needed.

"A median would be safer than a five-lane section," said engineer Jamille Robbins. "Left-turn movements account for two-thirds of accidents."

The DOT estimates that traffic on Hillandale Road could increase by 33 percent by 2030, from 28,500 vehicles per day now to 37,800 then on Hillandale north of I-85.

Hillandale Road also had a crash rate about 74 percent more than the statewide average for similar roads, according to a DOT study conducted between 2002 and 2005.

Residents and business owners argue the study was conducted when construction on I-85 might have resulted in a higher crash rate for the area. They say no median is needed at all.

David Beischer, vice president of Garden View Realty, the developer of Croasdaile Farm and manager of a nearby office park, collected 356 signatures for a petition to that end.

Citing Guess Road as an example, Beischer said there's no reason why a five-lane road wouldn't work just as well on Hillandale.

"This is not a contextually sensitive design," he said of the DOT plan, and said a right turn lane to the north of Carver Street is also unnecessary and destroys the tree-lined buffers to homes.

The agency will accept public comments on the project through Jan. 4. The DOT has no other public hearing scheduled for Hillandale Road, but that could change, Robbins said Tuesday.

Robbins said Tuesday's hearing was to determine what changes, such as median cuts and a traffic signal, need to occur in the plans.

If things proceed on schedule, right-of-way acquisition would take place in August, with construction to begin in December 2009.

Meanwhile, Croasdaile residents and businesses along the Hillandale corridor are biting their nails, hoping the road improvement will not spell the death of the center.

"We're all talking about the shopping center teetering. Let's hope it teeters closer to Teeter," said Avi Alkon, owner of BookDabbler.

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Triangle Briefs:

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Workshop planned on connector

DURHAM - People interested in plans for the East End Connector, a highway to link the Durham Freeway and U.S. 70, can attend a workshop Monday in Durham.

The workshop will run from 4 to 7 p.m. at Orange Grove Missionary Baptist Church, 505 East End Ave. Officials with the state Department of Transportation say they will consider comments made at the workshop as they refine plans for the project.

The state plans to start acquiring right of way for the project in August 2010. Construction is scheduled to start in August 2012, with a total cost of \$90 million.

The project includes interchanges at the freeway and U.S. 70 and would affect portions of state and municipal streets in eastern Durham. It also includes improvements to U.S. 70 between N.C. 98 (Holloway Street) and Pleasant Drive.

The preferred route would be 3.6 miles long.

General information on the project is available at www.ncdot.org/projects/eastendconnector/ or (800) 734-7062.

Residents may also write, referring to Transportation Improvement Program project No. U-0071, to Beverly Robinson, NCDOT Project Development and Environmental Analysis Branch, 1548 Mail Service Center, Raleigh, NC 27699-1548.

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Joint Legislative Transportation Oversight Committee Non-Standing Committee

DETAILS

- [Meeting notices via email](#)
- Web Site: <http://www.ncleg.net/gascripts/DocumentSites/browseDocSite.asp?nID=33>

MEMBERS

SENATE APPOINTMENTS

- Sen. Samuel Clark Jenkins (Co-Chair)
- Sen. Philip Edward Berger
- Sen. David W. Hoyle
- Sen. Neal Hunt
- Sen. John Hosea Kerr, III
- Sen. Anthony Eden Rand
- Sen. John J. Snow, Jr.
- Sen. Richard Yates Stevens
- Sen. Julia Catherine Boseman (Advisory Member)
- Sen. Larry Shaw (Advisory Member)

HOUSE APPOINTMENTS

- Rep. E. Nelson Cole (Co-Chair)
- Rep. Cary Dale Allred
- Rep. Becky Carney
- Rep. Lorene Thomason Coates
- Rep. James Walker Crawford, Jr.
- Rep. Robert Mitchell Gillespie
- Rep. Ty Harrell
- Rep. Daniel Francis McComas
- Rep. Drew Paschal Saunders
- Rep. Lucy T. Allen (Advisory Member)
- Rep. Earl F. Jones (Advisory Member)



NORTH CAROLINA GENERAL ASSEMBLY
JOINT LEGISLATIVE TRANSPORTATION OVERSIGHT COMMITTEE
LEGISLATIVE BUILDING
RALEIGH NC 27601

Representative Nelson Cole, Co-Chair

Senator Clark Jenkins, Co-Chair

November 7, 2007

MEMORANDUM

TO: Members, Joint Legislative Transportation Oversight Committee

FROM: Co-Chairs: Senator Clark Jenkins, Representative Nelson Cole,

SUBJECT: Meeting Notice

The Joint Legislative Transportation Oversight Committee will meet on the following date:

DAY: Tuesday
DATE: December 11, 2007
TIME: 10:00 AM
LOCATION: Room 1228 Legislative Building

If you have any questions concerning this meeting, please contact Ms. Lisa Hollowell at (919) 733-4910 in the Legislative Fiscal Research Division. If you cannot attend, please contact Dianne Russell, 733-5827 or Carneyla@ncleg.net.

**Marc Basnight
President Pro
Tempore,
North Carolina Senate**



**Joe Hackney
Speaker,
North Carolina
House of
Representatives**

Raleigh, North Carolina 27601-1096

21st Century Transportation Committee

Section 1. The **21st Century Transportation Committee** (hereinafter "Committee") is established by the President Pro Tempore of the Senate and the Speaker of the House of Representatives pursuant to G.S. 120-19.6(a1), Rule 31 of the Rules of the Senate of the 2007 General Assembly, and Rule 26(a) of the Rules of the House of Representatives of the 2007 General Assembly.

Section 2. The Committee consists of the 24 members listed below. The President Pro Tempore of the Senate shall appoint 12 members of the Committee, and 4 of these 12 appointments shall be made upon the recommendation of the Governor. The Speaker of the House of Representatives shall appoint 12 members of the Committee, and 4 of these 12 appointments shall be made upon the recommendation of the Governor.

The Committee shall select its chair upon the recommendation of the Governor. The Committee and the terms of the members shall expire when the Committee submits a final report to the General Assembly. Members serve at the pleasure of the appointing officer.

President Pro Tempore Appointments

Senator David Hoyle
Senator Clark Jenkins
Senator Richard Stevens
Dr. Joseph Monroe, Dean, Guilford County
Mr. Lanny Wilson, New Hanover County
Mr. Billy Sewell, Onslow County
Mr. Stephen Zelnak, Jr., Wake County

The Honorable Richard Blackburn, Ashe County
*The Honorable Terry Bellamy, Buncombe County
*The Honorable Sam Hunt, Alamance County

*The Honorable Allen Joines, Forsyth County

*Mr. Gregory Plemmons, Guilford County

Speaker of the House Appointments

Representative Nelson Cole
Representative Becky Carney
Representative Lorene Coates
Representative Phillip Frye
Representative William C. "Bill" McGee
Representative William L. Wainwright
The Honorable George W. Miller, Jr., Durham County
Ms. Nina Szlosberg, Wake County

*Mr. Charles F. Bowman, Mecklenburg County
*The Honorable Chuck McGrady, Henderson County

*Mr. D. Jordan "Jordy" Whichard, III, Pitt County

**Mr. Brad Wilson, Chair, Wake County

* Recommendation from Governor Michael F. Easley

** Recommendation for appointment as Chair by Governor Easley

Section 3. The Committee shall study the transportation infrastructure needs of the State. The Committee shall study and report on the following:

- (1) Ways to improve the transportation systems of the State in order to promote economic growth and ensure that the State can compete and participate in the global economy.
- (2) Innovative methods to fund the transportation needs of the State, including an examination of traditional and nontraditional methods of financing transportation infrastructure.
- (3) Priorities of the Department of Transportation, including methods to ensure adequate funding for corridors and projects of statewide significance.
- (4) Methods to use new and innovative technology to improve the transportation system.
- (5) Local funding options for transportation.
- (6) Ways to adequately fund road construction to address urban congestion and to improve mobility.
- (7) Methods to spend transportation funds in the most effective and cost efficient manner, including ways to use recycled materials, and reuse and recycle road materials.
- (8) Ways to maintain the continued safety of the current transportation system, including an analysis of the safety and reliability of bridges in the State.
- (9) The appropriate division of responsibility for transportation infrastructure between State and local government and any federal role in providing transportation infrastructure needs.
- (10) An examination of the role of ports, airports, mass transit, rail, and pedestrian and cycling access in providing the transportation needs of the State.
- (11) A review of public transportation needs in urban areas.
- (12) Methods to encourage fuel conservation and energy conservation in North Carolina.
- (13) Any other issues the Committee finds relevant to this study.

Section 4. The Committee shall meet upon the call of the chair. A quorum of the Committee is a majority of its members. No action may be taken except by a majority vote at a meeting at which a quorum is present.

Section 5. The Committee, while in the discharge of its official duties, may exercise all powers provided for under G.S. 120-19 and Article 5A of Chapter 120 of the General Statutes. The Committee may contract for professional, clerical, or consultant services, as provided by G.S. 120-32.02.

Section 6. Members of the Committee shall receive per diem, subsistence, and travel allowance as provided in G.S. 120-3.1, 138-5 and 138-6, as appropriate.

Section 7. The expenses of the Committee shall be considered expenses incurred for the joint operation of the General Assembly. An initial allocation of \$50,000 shall be provided to the Committee from funds appropriated to the General Assembly.

Section 8. The Legislative Services Officer shall assign professional and clerical staff to assist the Committee in its work. The Director of Legislative Assistants of the House of Representatives and the Director of Legislative Assistants of the Senate shall assign clerical support staff to the Committee.

Section 9. The Committee may meet at various locations around the State in order to promote greater public participation in its deliberations. The Legislative Services Commission shall grant adequate meeting space to the Committee in the State Legislative Building or the Legislative Office Building.

Section 10. The Committee may submit an interim report on the results of its study, including any proposed legislation, to the members of the Senate and the House of Representatives, on or before May 1, 2008, by filing a copy of the report with the Office of the President Pro Tempore of the Senate, the Office of the Speaker of the House of Representatives, and the Legislative Library. The Committee shall submit a final report on the results of its study, including any proposed legislation, to the members of the Senate and the House of Representatives, on or before December 31, 2008, by filing a copy of the report with the Office of the President Pro Tempore of the Senate, the Office of the Speaker of the House of Representatives, and the Legislative Library. The Committee shall terminate on December 31, 2008, or upon the filing of its final report, whichever occurs first.

Effective this 29th day of October, 2007



Marc Basnight
President Pro Tempore of the Senate



Joe Hackney
Speaker of the House of Representatives

10/29/07

2008 Transportation Legislative Priorities

Priorities Critical for all Municipalities

1 - *Pursue Innovative Financing for State Roads*

Citizens and businesses are increasingly concerned about congestion and maintenance on state roads like I-77, I-85, Independence Boulevard, I-485, NC51, Freedom Drive and many others. There is over \$1.8B in unfunded road related capital needs on the State road system in Charlotte. We are willing to work with the 21st Century Transportation Committee and legislature to identify acceptable revenue options and innovative financing methods.

2 - *Remove Interstates and US Highways from the Equity Formula*

These roads have high usage by travelers passing through the region and are most important for statewide and interstate freight and travel purposes. They are very expensive to improve and difficult to address through the Equity Formula. For instance, Mecklenburg and Union Counties receive about \$65M per year for roads funding through the Equity Formula. Widening I-77 South alone, between Uptown and I-485 would cost \$650M or more.

3 - *Eliminate Highway Trust Fund Transfers to the General Fund*

In the last budget, the Legislature and Governor committed to eliminate all transfers by 2010. We need to hold them to this commitment. This would free at least \$175M statewide.

4 - *Consider Revenue Source to address Local Road Needs*

All needs are not solely on the State road system. Charlotte identified \$3.57B in needs on its system by 2030 in its TAP. This need is too great to fund through property taxes alone. We are willing to work with the 21st Century Transportation Committee and Legislature to identify acceptable revenue options.

Priorities Critical for Charlotte Region

1 - *Advocate for HOT/Managed Lanes/Turnpike Authority Funding*

A regional study will be completed in early 2008 to identify regional tolling priorities which the Legislature must authorize for study by the Turnpike Authority. In addition, there are opportunities to work with Raleigh, and other communities where toll roads are authorized to identify gap funding (funds beyond those secured through tolls) outside the Equity Formula for roads like the Monroe Bypass/Connector and Garden Parkway. If gap funds for the Monroe project could be identified outside the Equity Formula, it could free up \$185.7M for other road projects in our region.

2 - *Preserve and Protect Transit Matching Funds*

The 25-year plan to implement transit services to support regional sustainability will cost \$8.9B. We are providing our share locally, but are counting on a roughly 25% State match for capital projects and operating support totaling \$2.3B. No ongoing source for the State match currently exists.

3 - *Continue to Improve Street Lighting, Litter and Maintenance Issues on State Roads*

These have been ongoing street maintenance issues, and we want to continue to work with NCDOT staff to address. More funding may be required.

4 - *Create Greater Presence of NCDOT staff in Charlotte*

An office of key decision makers in Charlotte would improve the ability of the NCDOT to understand and meet local needs as well as provide better customer service. Currently, staff, local officials, developers and citizens must go to Albemarle or Raleigh too often to obtain approvals or answers.