

**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

**January 9, 2008
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. December 12, 2007 TAC Meeting Minutes
(Attachment 5)**

A copy of the December 12, 2007 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the December 12, 2007 TAC meeting.

**6. CMAQ and STP-DA Call for Projects
(Attachment 6, 6A, 6B, 6C, 6D)
Ellen Beckmann, LPA Staff
Dale McKeel, LPA Staff**

The primary purpose of the Congestion Mitigation and Air Quality Improvement Program (CMAQ) is to fund projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and small particulate matter (PM-10) which reduce transportation related emissions. Funds are allocated to MPO's based on the severity of nonattainment and the population of the MPO.

According to NCDOT records, DCHC currently has programmed \$4,786,952 of a total \$9,332,400 allocation, leaving a balance of \$4,545,448. The first year that there are CMAQ funds available for programming is FY 2009. NCDOT has suggested that the MPO submit CMAQ projects for funding (FY 2009 –2012) through the normal TIP process. In order to document the air quality benefits and receive project approval, a completed CMAQ application will need to be submitted for each CMAQ project.

Chapel Hill Transit, DATA, and Triangle J COG submitted applications for CMAQ funds (Attachment 6, 6A, 6B, and 6C). A summary of these applications is in Attachment 6D. The TCC recommends funding all four proposals using CMAQ funds as outlined in Attachment 6D. The CMAQ funding will be included in the final FY 2009-2015 MTIP and STIP.

STP-DA Projects have also been solicited. Due to the similarities, STP-DA and CMAQ projects are being considered jointly. The TCC recommends that CMAQ funds be used for transit projects since calculating the air quality benefits of transit projects is more straightforward than for bicycle and pedestrian projects. Air quality benefits do not need to be calculated for STP-DA. Accordingly, the TCC will recommend funding more bicycle and pedestrian projects with STP-DA. The TCC is currently developing a complete proposal for STP-DA that will be brought to a future TAC meeting.

TCC Recommendation: That the TAC approve CMAQ funding as outlined in Attachment 6D.

TAC Action: Approve CMAQ funding as outlined in Attachment 6D.

7. 2009-2015 Transportation Improvement Program – Regional Priority List
(Attachment 7, 7A)
Ellen Beckmann, LPA Staff

The TAC approved the 2009-2015 Transportation Improvement Program (TIP) Regional Priority List at the TAC meeting on November 14, 2007. The lists were adopted as three separate lists by mode – transit, bicycle/pedestrian, and highway. The TAC requested that staff work on developing combined lists by division for the January TAC meeting. These combined lists will be used for the one-on-one meetings with NCDOT in early 2008.

Durham County staff created a recommended combined list for Division 5 (Attachment 7), and Orange County staff created a recommended combined list for Division 7 (Attachment 7A). Since funding is limited and the MPO's Regional Priority List is extensive, the combined lists only include the top 15 priority projects in each division. The relative order of the projects in the transit, bicycle/pedestrian, and highway lists was maintained in the combined lists. For example, the #1 highway project is ranked higher than the #2 highway project in the combined list. The TCC reviewed and recommended that the TAC adopt both lists.

TCC Recommendation: That the TAC adopt the combined Regional Priority Lists by Division (Attachment 7 and 7A).

TAC Action: Adopt the combined Regional Priority Lists by Division (Attachment 7 and 7A).

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

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

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. In preparation for these meetings, the TAC should develop a list of flagged issues. At the December TAC meeting, the TAC provided comments on the list of flagged issues. LPA staff have suggested some additional flagged issues. A draft list of flagged issues for each division meeting is Attachment 8C and 8D.

In addition, the TAC is asked to release the DCHC MPO supplement to the draft 2009-2015 STIP (Attachment 8) as the draft MTIP for public comment and to schedule a public hearing at the February TAC meeting. The MPO has customarily done this to ensure that the public has one document to provide comment on and to minimize confusion. LPA staff expect there to be several changes made to the draft STIP based on local priorities and schedules. NCDOT is also holding a series of public comment meetings on the STIP in January and February (Attachment 8E). Two of the meetings are in the DCHC MPO: 1) Division 7 is on February 20, 2008, 2:00pm to 4:00pm at the Southern Human Services Campus in Chapel Hill, and; 2) Division 5 is on February 21, 2008, 2:00pm to 4:00pm, in Council Chambers in Durham City Hall.

TCC Recommendation: That the TAC release the draft 2009-2015 STIP as the draft 2009-2015 MTIP for public comment and schedule a public hearing at the February TAC meeting.

TAC Action: A) Release the draft 2009-2015 STIP as the draft 2009-2015 MTIP for public comment and schedule a public hearing at the February TAC meeting. B) Review the list of flagged issues for the one-on-one meetings in January. Provide further input if needed.

9. Safe Routes to School – Action Plan Service Awards and Non-Infrastructure Grant Program

(Attachment 9, 9A, 9B, 9C, 9D)
Dale McKeel, LPA Staff

NCDOT has issued a call for applications for Safe Routes to Schools (SRTS) Action Plan Service Awards. These awards are designed to assist communities or schools that want to start a Safe Routes to School Program. Rather than a monetary award, this program provides the selected schools or communities with a knowledgeable consultant to assist in preparing a Safe Routes to School Action Plan. The Action Plans will document needed infrastructure improvements, as well as educational, enforcement, and encouragement activities to increase the number of children engaging in active travel to school.

In order to apply, a resolution of support from an MPO must be obtained and attached to the application (Attachment 9). Orange County and Carrboro are applying for this program. A brief description of the application from Orange County is included as Attachment 9A, and a brief description of the application from Carrboro is included as Attachment 9B.

NCDOT has also issued a call for application for Safe Routes to Schools Non-Infrastructure Grants. These cost reimbursement grants are available to local and regional governments, schools and school districts, and non-profit organizations interested in promoting and encouraging active travel to school. The grants are specifically designed to fund educational, encouragement, and enforcement programs for schools where it is already safe for children to walk or ride bikes to school. The grants will range from \$10,000 to \$50,000 each. Programs funded with this grant must be completed within a year of the notice to proceed.

Triangle Tomorrow has applied for a \$50,000 grant for a “Don’t Be Idle” Challenge (Attachment 9D). In order to apply, a resolution of support from the DCHC MPO must be obtained (Attachment 9C).

TCC Recommendation: A) That the TAC adopt the resolution endorsing Orange County and the Town of Carrboro’s applications for the Safe Routes to School Action Plan Service Awards (Attachment 9). B) That the TAC adopt the resolution endorsing Triangle Tomorrow’s application for the Safe Routes to School Non-Infrastructure Grant Program (Attachment 9C).

TAC Action: A) Adopt the resolution endorsing Orange County and the Town of Carrboro’s applications for the Safe Routes to School Action Plan Service Awards (Attachment 9). B) Adopt the resolution endorsing Triangle Tomorrow’s application for the Safe Routes to School Non-Infrastructure Grant Program (Attachment 9C).

REPORTS:

10. Report from the TAC Chair

Alice Gordon, TAC Chair

TAC Action: Receive Report from TAC Chair

11. Report from Staff

(Attachment 11)

Felix Nwoko, LPA Staff

TAC Action: Receive Report from Staff

12. Report from the TCC Chair

Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

13. NCDOT Report

(Attachment 13)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS

14. Recent News Articles and Updates
(Attachment 14)

15. Letter from DCHC MPO regarding U-3804 (Hillandale Road widening)
(Attachment 15)

16. Letter from DCHC MPO regarding U-4763B (Triangle Parkway)
(Attachment 16)

Adjourn

Next meeting: February 13, 2008

TAC Directives to Staff

06/11/03 – 12/31/06 (Pending/In Progress/On Going)

01/01/07 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
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)
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.
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>
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>
08/09/06	Follow up with the BPAC and DATA Boards regarding public involvement for MPO activities.	<u>In Progress:</u>

10/11/06	Provide information on if a municipality can accelerate resurfacing using local funding.	<u>In Progress</u>
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>Completed:</u> See Attachment 7 and 7A of 1/09/08 TAC Agenda.
12/12/07	Provide a presentation and update on the 21 st Century Transportation Committee	<u>In Progress</u>
12/12/07	Send a letter to NCDOT regarding U-3804 Hillandale Road widening using similar language as the Durham Board of County Commissioners.	<u>Completed:</u> See Attachment 15 of 1/09/08 TAC Agenda.

TRANSPORTATION ADVISORY COMMITTEE

December 12, 2007

MINUTES OF MEETING

The Transportation Advisory Committee met on December 12, 2007, in the Council

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

- **Mayor William V. “Bill” Bell City of Durham
- **Kevin Foy Town of Chapel Hill
- **Alice Gordon Orange County (TAC Chair)
- **Eric Hallman Town of Hillsborough
- *Ed Harrison Town of Chapel Hill
- **Becky Heron Durham County (TAC Vice-Chair)
- *Ellen Reckhow Durham County
- **Mike Woodard City of Durham

- **Voting Member
- *Alternate or Non-Voting Member

- Mark Ahrendsen City of Durham/Transportation
- Jamal Alavi NCDOT, Transportation Planning Branch
- Ellen Beckmann City of Durham/Transportation
- David Bonk Town of Chapel Hill
- Andy Henry City of Durham/Transportation
- John Hodges-Copple Triangle JCOG
- Mike Kneis NCDOT – Division 5 Engineer
- Karen Lincoln Orange County Planning
- Tom McCurdy Resident, 1915 Hillock Place, Durham, NC
- Dale McKeel City of Durham/Transportation
- Adena Messinger Town of Carrboro
- Priya Nimbole City of Durham/Transportation
- Felix Nwoko City of Durham/Transportation
- Xiaodan Qiu City of Durham/Transportation
- Brian Rhodes City of Durham/Transportation
- Jill Stark FHWA

Alice Gordon, TAC Chair called the meeting to order at 9:14 a.m. and the Roll Call was conducted.

PRELIMINARIES:

Adjustments to the Agenda

39 Mark Ahrendsen introduced new staff members to the TAC. Xiaodan (Dawn) Qiu, Priya
40 Nimbole are both with the City of Durham/Transportation Division and Jamal Alavi is with
41 NCDOT, Transportation Planning Branch.

42 Mark stated there are additional handouts from the Town of Chapel Hill and the Town of
43 Carrboro regarding Safe Routes to School Demonstration Grant funding request. It will be
44 discussed as part of Agenda Item 8.

45 **Public Comments**

46 Tom McCurdy, a resident of 1915 Hillock Place, Durham, North Carolina and an EPA
47 employee discussed the impacts of the Triangle Parkway on access to the EPA's campus on
48 T.W. Alexander Drive in Research Triangle Park. After discussion, he suggested several
49 solutions such as; installing a traffic light at the EPA exit to allow left onto Hopson Road and
50 maintaining the current NC-147 exit onto T.W. Alexander. With flexible schedules, EPA's p.m.
51 peak is more spread out than the a.m. peak. The employees are very concerned about the way to
52 access EPA during and after construction of the Triangle Parkway.

53 Alice Gordon asked staff to take this under advisement and bring back a report at the
54 January TAC meeting.

55 Becky Heron and Ed Harrison suggested that someone send a letter stating the concerns.
56 Mark Ahrendsen stated we do have a board member on the N.C. Turnpike Authority.

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

58 There were no comments regarding the Directives to Staff.

59 **ACTION ITEMS:**

60 **November 14, 2007 TAC Meeting Minutes (Attachment 5)**

61 A motion was made by Kevin Foy and seconded by Mike Woodard to approve the
62 November 14, 2007 TAC Meeting Minutes. The motion carried unanimously.

63 **Draft 2009-2015 State Transportation Improvement Program (STIP) (Attachment 6, 6A,**
64 **6B, 6C, 6D, and 6E)**

65
66 Mark Ahrendsen provided an introduction for the Draft 2009-2015 State Transportation
67 Improvement Program (STIP), along with the attachments.

68 Ellen Beckmann went through the major changes to the Draft 2009-2015 State
69 Transportation Improvement Program (STIP).

70 Becky Heron and Ellen Reckhow asked why the NC-147 bottleneck does not get priority;
71 but the I-540 bottleneck gets urgent funding. Mark Ahrendsen stated that is part of reason for
72 the discussion today. TAC members are to flag the items they would like to comment on with
73 the NCDOT at the one-on-one meetings in late January or early February.

74 Mike Woodard stated that the Hillandale Road design needs to be reviewed. The East
75 End Connector needs funds and Alston Avenue needs design review.

76 Kevin Foy stated there is a Mason Farm Road relocation project on the STIP and the
77 Town of Chapel Hill didn't ask for it. UNC says they haven't initiated it. We need to find out
78 what it is and who requested it.

79 Ellen Reckhow asked how much of the cost for the East End Connector was due to delay
80 of the project by two years. Mark Ahrendsen stated staff will raise this question, as well as, the
81 actual cost projections.

82 Kevin Foy stated that Morgan Creek has been delayed a year and it still shows FY 2008.
83 Mark Ahrendsen stated was in 2007 in the adopted 2007-2013 TIP.

84 Eric Hallman stated EB-4980; Pedestrian Bridge over I-40 has no information on it.

85 Ellen Beckmann stated staff will check to see when the feasibility study is scheduled to begin.

86 Alice Gordon wants the date of the study and cost as it serves two schools.

87 Alice Gordon stated that the sidewalk project near Southern Village from Culbreth Road
88 to Smith Level Road is not in the TIP. This project would serve two schools.

89 Ellen Reckhow stated the Hillandale and Alston projects show a need for sensitive
90 design. We need to prepare an approach or strategy to influence the design. Mark Ahrendsen
91 stated that Hillandale Road is still in the early environmental phase and is out for comment. On
92 Alston Avenue, there are still outstanding design issues to the point that an item is going before
93 City Council to reconsider support of the project. They are to consider reallocating the funds to
94 another priority project at the December 20, 2007 work session.

95 Alice Gordon stated that project I-4716 has been moved to FY 2009 and is not reflected
96 as FY 2009 in Attachment 6B. The citizens are complaining about the I-40 noise.

97 Alice Gordon stated at the January 9, 2008 meeting, staff will provide an updated priority
98 list.

99 Ellen Reckhow stated staff needs to get data together such as; traffic counts, SE data
100 forecasts, and turning movements to be used at the one-on-one meetings with NCDOT. The
101 current three lane cross-section for Hillandale Road may be okay if better designed. It needs to
102 work for the neighborhoods as well.

103 Kevin Foy stated that Bolin Creek Greenway appears to only be the Town of Carrboro's
104 part. Ellen Beckmann stated staff will check on make sure the Town of Chapel Hill section is
105 included.

106 Mayor Bell asked where Fayetteville Road from Woodcroft to Riddle Road is in the
107 STIP. Mark Ahrendsen stated it is not in the STIP, but is in the TIP priority list.

108 Mark Ahrendsen stated staff will bring back a preliminary list of issues and projects for
109 each division based upon the priority list and the comments provided today. TAC will have an
110 opportunity to review and make changes at the TAC January meeting before the NCDOT one-
111 on-one meetings.

112 **Job Access Reverse Commute (JARC) and New Freedom (NF) Call for Projects**
113 **(Attachments 7 and 7A)**

114
115 Ellen Beckmann provided an introduction and update on the Job Access Reverse
116 Commute (JARC) and New Freedom (NF) Call for Projects, along with the attachments.

117 Becky Heron stated she hopes somehow we can get the cost of providing human services
118 transportation down because it is really hurting our human service agencies. We need to look
119 seriously at the cost and make sure we are getting the most for our money. Ms. Heron would
120 like to know what is happening with the transportation study. Ellen Reckhow stated the delay is
121 due to the consultant; they have had a change in personnel.

122 Ellen Reckhow asked if DATA is still providing service to Briar Creek and stated we
123 should have criteria that a shopping center should provide good access and shelters for bus
124 riders. Ms. Reckhow stated it is an embarrassment that Briar Creek wants to move the bus stops
125 off the property. Ms. Reckhow also stated that the shopping center needs to provide good access
126 if we provide service using the grant funds.

127 Ed Harrison is concerned that the schedule will not allow the Town to include
128 JARC/New Freedom in the budget. David Bonk stated there is not much time to tighten the
129 schedule and meet the application process goals.

130 Ellen Reckhow wants amenities to be considered in the application. Ellen Beckmann
131 stated it could be included in the application under Program Effectiveness. Mark Ahrendsen
132 stated that we need to be careful because if the bus system pulls the service because the employer
133 doesn't provide proper access and facilities and it will hurt the riders.

134 A motion was made by Kevin Foy and seconded by Becky Heron to approve the Program
135 Management Plan (PMP) and schedule for the call for projects and instruct staff to consider
136 Ellen Reckhow's concerns about transit access putting in language that accommodates the
137 concerns but gives flexibility. The motion carried unanimously.

138 **Safe Routes to School Demonstration Program Funds (Attachment 8 and 8A)**

139 Alice Gordon stated that a request for Safe Routes to School Demonstration Program
140 Funds was distributed by the Town of Chapel Hill and the Town of Carrboro at the beginning of
141 the meeting.

142 A motion was made by Kevin Foy and seconded by Becky Heron to adopt a resolution to
143 support all of the applications. The motion carried unanimously.

144 **Election of Chair and Vice-Chair for 2008**

145 Becky Heron, a representative of the nominating committee provided a recommendation
146 for the Chair and Vice-Chair for 2008. Ms. Heron stated that Eric Hallman and she met and
147 would like to nominate Alice Gordon as Chair and Mike Woodard as Vice-Chair.

148 A motion was made by Becky Heron and seconded by Kevin Foy to nominate Alice
149 Gordon as Chair and Mike Woodard as Vice-Chair for 2008. The motion carried unanimously.

150 A motion was made by Kevin Foy and seconded by Eric Hallman to elect Alice Gordon
151 as Chair and Mike Woodard as Vice-Chair for 2008. The motion carried unanimously.

152 **2008 TAC/TCC Meeting Schedule (Attachment 10)**

153 A motion was made by Kevin Foy and seconded by Becky Heron to approve the 2008
154 TAC/TCC Meeting Schedule for 2008. The motion carried unanimously.

155 Alice Gordon stated staff needs to poll the TAC for the joint meeting dates.

156 **REPORTS:**

157 **Report from the TAC Chair**

158 Alice Gordon stated the STAC currently has a list of eighteen projects and they have not
159 formally adopted that list for the 2035 plan. They will be meeting on January 11, 2008 all day to
160 try to identify some projects that can be completed between now and 2020. They are meeting at
161 the McKimmon Center.

162 Alice Gordon stated we need to monitor the 21st Century Transportation Committee and
163 asked staff to provide a presentation and update to the TAC on the progress of this group.

164 Ellen Reckhow stated that both the League of Municipalities and the Association of
165 County Commissioners are involved and are monitoring the meeting. Ms. Reckhow suggested
166 staff working with them.

167 Becky Heron stated the cities are lobbying for counties taking over secondary roads.
168 Ellen Reckhow stated that is okay if there will be new revenue; but not using property taxes.

169 **Report from Staff (Attachment 12)**

170 Felix Nwoko stated that in February or March of 2008 staff will provide a detailed
171 presentation on the major projects.

172 **Report from the TCC Chair**

173 Mark Ahrendsen stated staff have been discussing the 21st Century Committee with
174 colleagues in Charlotte, Greensboro, and Raleigh regarding some of the TAC concerns. There
175 was a community meeting on the East End Connector project held earlier this week. It went well

176 with approximately 175 citizens attending. There was a lot of NCDOT staff; along with the
177 consultant and they provided excellent 3-D visuals. Ellen Reckhow stated we should use more
178 of this software. There was also a hearing last week on Hillandale Road widening project. Ellen
179 Reckhow asked if the TAC will provide comments and Mark Ahrendsen stated if the TAC would
180 like staff can prepare something to submit. The deadline for comments is January 5th. Alice
181 Gordon suggested that the TCC Chair and the TAC Chair prepare a letter.

182 A motion was made by Mike Woodard and seconded by Mayor Bell to authorize the
183 TAC Chair and the TCC Chair to prepare a letter about the Hillandale Road widening project
184 using similar language that the Board of County Commissioners adopted. The motion carried
185 unanimously.

186 **NCDOT Report (Attachment 14)**

187 Mike Kneis, NCDOT Division 5 Engineer, provided an update on projects. Mayor Bell
188 asked for the status of the signal system. Mark Ahrendsen stated it is ours. The contractor has
189 completed the work and NCDOT accepted the project just before Thanksgiving. Durham is now
190 maintaining the signal system.

191 Ed Harrison stated they need storage capacity at Farrington Road and NC-54. There are
192 25-30 minute waits.

193 Ellen Reckhow asked if I-85 will be complete this week. Mike Kneis stated they are
194 working on the punch list items; but due to the weather he is not sure. Ms. Reckhow asked it
195 they are going to remove debris in the breakdown lane. Mike Kneis stated he will check.

196 There was no representation from NCDOT, Division 7.

197 **INFORMATION ITEMS:**

198 **Recent News Articles and Update (Attachment 15)**

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

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

202
203 The NC General Assembly Joint Legislative Transportation Oversight Committee
204 Members and Meeting Notice is attached for review.

205 **NC General Assembly 21st Century Transportation Committee Authorization (Attachment**
206 **17)**

207 The NC General Assembly 21st Century Transportation Committee Authorization is
208 attached for review.

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

210 The City of Charlotte 2008 Transportation Legislative Priorities is attached for review.

211 **Adjournment**

212 There being no further business of the Transportation Advisory Committee, a motion was
213 made by Mayor Bell and seconded by Mike Woodard to adjourn the meeting at 11:07 a.m. The
214 motion carried unanimously.

CMAQ Application

Project Sponsor: Town of Chapel Hill

Project Description: The Town of Chapel Hill proposes to fund the purchase of 2 new hybrid electric articulated transit buses to reduce headways during peak hours along the Martin Luther King Jr. Blvd. corridor. The Town proposes to fund the purchase of equipment to provide service and funding of a portion of the operating cost of the service.

General Project Eligibility		
1. Is the project in one, or more of North Carolina's nonattainment or maintenance counties? (CHECK ALL THAT APPLY) (*Partial Counties)		
<input type="checkbox"/> Cabarrus	<input type="checkbox"/> Davidson	<input type="checkbox"/> Edgecombe
<input type="checkbox"/> Gaston	<input type="checkbox"/> Haywood*	<input type="checkbox"/> Lincoln
<input type="checkbox"/> Orange	<input type="checkbox"/> Swain*	<input type="checkbox"/> Union
<input type="checkbox"/> Person	<input type="checkbox"/> Rowan	<input type="checkbox"/> Wake
<input type="checkbox"/> Catawba	<input type="checkbox"/> Davie	<input type="checkbox"/> Forsyth
<input type="checkbox"/> Granville	<input type="checkbox"/> Iredell*	<input type="checkbox"/> Mecklenburg
<input type="checkbox"/> Chatham*	<input type="checkbox"/> Durham	<input type="checkbox"/> Franklin
<input type="checkbox"/> Guilford	<input type="checkbox"/> Johnston	<input type="checkbox"/> Nash
2. Is the project type generally eligible? (CHECK ALL THAT APPLY)		
<input type="checkbox"/> Transportation activities in the North Carolina Maintenance Plan	<input type="checkbox"/> Bicycle and pedestrian facilities and programs	<input type="checkbox"/> Intermodal freight
<input type="checkbox"/> Extreme low-temperature cold start program	<input checked="" type="checkbox"/> Travel demand management	<input type="checkbox"/> Planning and project development activities
<input type="checkbox"/> Public-private partnerships	<input type="checkbox"/> Outreach and ridesharing activities	<input type="checkbox"/> Motor vehicle inspection and maintenance programs (see question 8)
<input type="checkbox"/> Alternative fuel programs	<input type="checkbox"/> Telecommuting	<input type="checkbox"/> Magnetic levitation transportation technology program
<input type="checkbox"/> Traffic flow improvements (includes ITS see question 11)	<input type="checkbox"/> Fare/Fee subsidy programs (see question 10)	<input type="checkbox"/> Experimental pilot projects
Transportation Control Measures as defined in the Clean Air Act		
<input checked="" type="checkbox"/> programs for improved transit (see question 8)	<input type="checkbox"/> traffic flow improvement programs that achieve emission reductions	<input type="checkbox"/> programs to control extended idling of vehicles
<input type="checkbox"/> reducing emissions from extreme cold-start conditions	<input type="checkbox"/> employer sponsored programs to permit flexible work schedules	<input type="checkbox"/> trip reduction ordinances
<input type="checkbox"/> employer based transportation management plans – including incentives (see question 8)	<input checked="" type="checkbox"/> programs to limit or reduce vehicle use in downtown areas or other areas of emission concentration	<input type="checkbox"/> restriction of certain roads or lanes to, or construction of such roads or lanes of use by, passenger bus or HOV
<input type="checkbox"/> fringe and transportation corridor parking facilities serving multiple-occupancy vehicles	<input type="checkbox"/> programs for the provision of all forms of high-occupancy, shared ride services	<input type="checkbox"/> program for secured bicycle storage facilities and other facilities including bicycle lanes, for the convenience of bicyclists in both public and private areas.
<input type="checkbox"/> programs to limit portions of road surfaces or certain sections of metropolitan areas to the use of non-motorized vehicles or pedestrian use, both as to time and place	<input type="checkbox"/> programs for new construction and major reconstruction of paths, tracks or areas solely for use by pedestrians or other non-motorized means of transportation when economically feasible and in the public interest (requires USDOT consultation with the Department of Interior. See question 9)	<input checked="" type="checkbox"/> programs or ordinances to facilitate non-automobile travel, provision or utilization of mass transit, and to generally reduce the need for SOV travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity

Improved (increased) transit service

New facilities associated with a service increase

New vehicles used **to replace existing vehicles**

Operating assistance for new service (limit three years see question 8)

Fare subsidies as part of a program to limit exceedances of NAAQS

Emissions Criteria

3. What are the annual expected emissions before and after project completion?

Pollutant	Annual Emissions before implementation	Annual emissions after implementation	Difference
Carbon Monoxide	11,560 kg	.98 kg	11,559 kg
Volatile Organic Compounds	635 kg	9 kg	625 kg
Oxides of Nitrogen	476 kg	226 kg	269 kg

4. The emissions estimate is quantitative qualitative.

5. Briefly, describe the method used to estimate the emissions reduction.

See attached documents, Emissions Reduction Methods, and Financial and Emissions Spreadsheet.

Financial Information

6. Estimated Project Cost (Total life of the project)

Federal Share (CMAQ)	Local Match (20% minimum)	Total \$	Expected Project Life (Years) ³
\$1,758,955	\$577,392	\$2,506,349	

Note: Total cost includes 10% state match for capital component.

7. What is the source(s) of the matching funds? The Town of Chapel Hill and State of North Carolina

8. For agencies seeking operating assistance, how will the program be funded after year three? The Town of Chapel Hill will providing continuing operating assistance.

Miscellaneous

9. For construction of trails, has the Department of Interior been contacted?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/a
10. Is the fare/fee subsidy program part of a broad program to reduce emissions?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/a
11. Will the ITS project conform to the National ITS architecture?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" type="checkbox"/> N/a

12. Supporting Information (Please provide a list of any supporting information e.g., complete emissions calculations, assumptions, letters of support. Use extra sheets as necessary.)

1) Emissions Reduction Methods
2) Financial and Emissions Spreadsheet

Emissions Reductions Methods

Quantitative

Ridership on the NS in the Martin Luther King Jr. Blvd. corridor from the Eubanks Rd. Park and Ride Lot to UNC campus and hospitals is among the highest in the Chapel Hill Transit system, with an estimated average daily ridership of more than 1,500 passengers, or about 750 in each direction, in this segment of the route. In the 2006 service year, buses operated at 10 minute headways in the peak. Because of serious crowding issues, where buses would leave passengers behind, Chapel Hill Transit made changes to the route. By adding higher capacity 60 foot articulated buses which accommodate 87 passengers rather than the 55 a standard 40 foot bus accommodates, some peak hour trips were eliminated while still providing an additional capacity for 185 more passenger trips compared to the 2006 service year. Given budget limitations, this change was the most economically efficient way to increase capacity in the peak, yet it also detracted from the service by increasing headways to 20 minutes. By improving headways back to 10 minute intervals, we expect to improve air quality from several sources:

- 1) Reduction in VMT from new riders utilizing the Eubanks Park and Ride Lot
- 2) Reduction in VMT from new riders who live along Martin Luther King Jr. Blvd.
- 3) Elimination of emissions from standard diesel buses the hybrids will replace

Below we describe the projections and methods used to derive the air quality improvement from these three sources. More detailed calculations can be viewed in the Financial and Emissions Reduction spreadsheet.

1) New riders utilizing the Eubanks Park and Ride Lot

The Eubanks Park and Ride lot has a capacity of 400 spots, but only ~200 spots are utilized on an average day. Other park and ride lots with more frequent headways such as the Friday Center Lot and the NC 54 Lot fill up every day. Given the high desirability of frequent headways, some users of this lot may actually live closer to the Eubanks lot, but choose to drive an extra distance to park at a lot with more frequent headways. Additionally, some potential park and ride users may choose to purchase a parking spot on campus because they perceive that there is no viable park and ride option for them. The excess demand at the NC 54 and Friday Center lots suggests that if the NS service from the Eubanks lot improved its headways some of these park and ride users would travel less distance in their cars to utilize this lot. Additionally, there will be an increase in demand for park and ride services overall as the UNC Campus Master Plan calls for a decrease in the ratio of parking spots to employees.

We estimate that improved service will attract 150 more park and ride users, 75 who live closest to the Eubanks lot, but currently criss-cross commute to one of the other park and ride lots, and 75 who currently drive to campus.

Assuming that the new users of the Eubanks lot would be approaching from I-40, then the distance eliminated would be the distance from Eubanks Rd. and NC-86 to UNC (we assume the intersection of Cameron Ave and Columbia. This distance is 4.1 miles, which is an 8.2 mile roundtrip. Thus, these 75 additional park and ride users amounts to a daily VMT reduction of 615 miles.

Assuming that the existing criss-cross commuters who would be diverted to the Eubanks lot currently travel from I-40 to NC-54, the distance eliminated would be the distance from I-40 and NC-86, to NC-54 and Friday Center Dr. which is 8.75 miles, or a 17.5 roundtrip distance. Fifty less cars traveling this distance over 250 weekdays that Chapel Hill Transit provides service for 3 years amounts to a daily VMT reduction of 1,312.5 miles.

2) New riders who live along the Martin Luther King Jr. Blvd.

Between 2006 and 2007, the average daily ridership for October and November on the NS increased from 2,264 to 2,918 passengers, an increase of 654 passengers or about 29%. Yet, the number of trips originating at the Eubanks Park and Ride lot has remained relatively stable. Thus, there has been an increase in the number of riders who's trips originate along the corridor. Because 29% is an extraordinarily high rate of growth, we assume a 10% increase in riders for each year the new service is provided. We also assume that without the proposed service improvements, there will only be a 5% growth rate per year. The difference between the base increase in ridership compared to the increase if the proposed improvements are implemented amounts to 271 more passenger trips. Assuming a vehicle occupancy rate of 1.1, this means 247 automobile trips on the corridor will be eliminated. Because we cannot accurately project where along the corridor the new riders will come from, we assume a distance of 3 miles from the UNC campus. This takes into account the fact that many more bus lines are available to those who live in the southern part of the corridor (more proximate to campus), so more of the new riders are likely to come from the northern part of the corridor.

We estimate that 1,482 daily VMTs will be reduced by 2009 because of new users in the Martin Luther King Jr. Corridor.

3) Elimination of emissions from standard diesel buses the hybrids will replace

By adding the service proposed, without adding additional buses, the bus spare ratio will decline. The current spare buses are often used as trippers, when a route is overcrowded and needs additional capacity for a short period of time. We assume the new buses will service as trippers an average of 30 miles/day (15/bus). We quantify this emission improvement by deriving a new emission factor by subtracting the emission factor used for the hybrid from the emission factor used for the diesel transit and urban bus category HDDBT. This new factor is used to calculate the reduction from replacing 30 miles/week with hybrid emission rates instead of regular diesel rates.

Total Reductions

By adding the reductions from new park and rider users, new riders along the corridor, and the replacement of diesel buses with hybrid buses, and subtracting the emissions from the bus itself, we find that the net result of our proposed project will be 1.08 kg/day of NOX, 2.5 kg/day of VOCs, and 46.24 kg/day of CO. To calculate emissions from the new hybrid buses, we used emission factors provided by the manufacturer, North American Bus Industries based on a series of emission tests that have been conducted. We use the average emission from the Braunschweig cycle of speeding up and breaking, which has an engine cycle with an average speed most similar to the NS scheduled speed and a maximum speed most similar to the speed limit on Martin Luther King Jr. Blvd. These emission factors are used for both NOX and CO; however, there was no emissions testing data for VOC. Thus, we use the emission factor for the regular diesel HDDBT vehicle category instead.

Qualitative

In addition to the quantitative air quality emissions methods employed above, we provide qualitative reasoning to implement the proposed project as well.

New riders from new growth in the area

Chapel Hill is facing intense development pressure in the northern area of town. A development moratorium enacted in May 2007 is set to expire at the end of January 2008, at which point it is expected that many new development applications will be submitted. The Town is exploring policy options presented by a task force to promote transit-oriented development in this part of town, such as requiring higher levels of density. Additionally, developers are more likely to develop in a transit-supportive way if they view the transit system as viable and successful. With the NS route the major bus line that connects the northern area to downtown, more frequent headways will encourage land use patterns that will allow new residents and employees to travel by bus rather than by car.

VMT Reduction

1) Park and Ride		Number of Cars	Roundtrip Distance	Daily VMT Reduction	
New Users		75	8.2	615	
Criss-Cross Commuters		75	17.5	1312.5	
2) New Riders Who Live in Corridor		Without Project	With Project	Difference	
	Passenger Trips	Passenger Trips	Passenger Trips		
2007	2982	2982			
2008	3131	3131			
2009	3288	3444			
2010	3452	3789			
2011	3625	4167		543	
Passenger Trips	543	Round-Trips	Vehicle Trips	Roundtrip Distance	Daily VMT Reduction
		272	247	6	1629

*2007 ridership figures are average daily ridership Oct.-Nov. 2007 for entire route, not exclusively the MLK segment
 *assumes a 5% increase in the base case and 10% increase for each year of project implementation

3) Use of Hybrid as Tripper, Replacing a Diesel Bus

*assumes an average of one 30 mile roundtrip/day

Emisions	-PR New Users	-PR Criss-Cross	-Live in Corridor	+Hybrid Bus	-Tripper	Net Emissions Reduction
VMT	615	1312.5	1629	131.2	30	
Vehicle Class	LDGV	LDGV	LDGV	HDDBT	HDDBT	
NOX Factor	0.52	0.56	0.52	6.90	2.69	
NOX Change	321.65	728.44	851.97	905.28	80.70	1,077.47
VOC Factor	0.75	0.66	0.75	0.27	0.00	
VOC Change	458.18	866.25	1213.61	34.90	0.00	2,503.13
CO Factor	12.17	14.38	12.17	0.03	1.90	
CO Change	7483.94	18876.38	19823.30	3.94	56.85	46,236.53

*emissions factors for hybrid bus for NOX and CO based on data provided by the manufacturer based on emissions tests performed
 *emissions factors for hybrid bus for VOC same as HDDBT bus category, because no data provided by manufacturer
 *uses an emission factor for tripper emissions reduction that is the difference between the hybrid emission factor and the regular HDDBT emissions factor
 *assumes urban collector emission factor for the Park and Ride new users and new riders in corridor scenario
 *assumes urban highway for the criss-cross commuter scenario

Summary Emission Reductions	Daily, in grams	Daily, in kilograms	Annual, in kilograms
NOX	1,077.47	1.08	269.37
VOC	2,503.13	2.50	625.78
CO	46,236.53	46.24	11,559.13

*assumes 250 service days/year

Change (Annual, in kg)	Before	After	Net Change	
NOX		475.51	226.32	269.37
VOC		634.51	8.72	625.78
CO		11560.12	0.98	11,559.13

*After numbers come from the pollutant changes for the hybrid bus category in the Emissions table *250/1000 to convert to kg/day
 *Net Change numbers come from the summary emissions reductions table
 *Before numbers are the sum of the after and net change numbers

Estimated Project Cost

Capital	\$850,000 per bus	2 buses		\$1,700,000.00
Operating	\$65.21 per operating hour	15 hrs/day	250 service days/year	\$244,538

*Capital cost is for NABI articulated hybrid with GPS and APC upgrades to be purchaed in 2008

Operating Cost Expense (Inflation Adjusted)

Average annual CPI Increase between 2003 and 2006	0.0319	
Operating Cost in 2007 \$	\$244,538	
Operating Cost in 2008 \$	\$252,339	
Operating Cost in 2009 \$	\$260,388	
Operating Cost in 2010 \$	\$268,695	<-- years operating assistance is requested
Operating Cost in 2011 \$	\$277,266	

Funding Split	Capital	Operating 2009	Operating 2010	Operating 2011	Total
Total	\$1,700,000.00	\$260,388	\$268,695	\$277,266	
Federal	\$1,360,000.00	\$195,291	\$134,347	\$69,317	\$1,758,955
State	\$170,000.00	\$0	\$0	\$0	\$170,000
Local	\$170,000.00	\$65,097	\$134,347	\$207,950	\$577,394
					\$2,506,349

CMAQ Application

Project Sponsor *Durham Area Transit Authority*
Project Description

Durham Area Transit Authority requests additional CMAQ funds to purchase and operate two hybrid electric buses in Downtown Durham as a circulator service beginning March 2009 from 8 a.m. - 6 p.m. Monday - Friday.

General Project Eligibility		
<p>1. Is the project in one, or more of North Carolina's nonattainment or maintenance counties? (CHECK ALL THAT APPLY) (*Partial Counties)</p>		
<input type="checkbox"/> Cabarrus	<input type="checkbox"/> Davidson	<input type="checkbox"/> Edgecombe
<input type="checkbox"/> Gaston	<input type="checkbox"/> Haywood*	<input type="checkbox"/> Lincoln
<input type="checkbox"/> Orange	<input type="checkbox"/> Swain*	<input type="checkbox"/> Union
<input type="checkbox"/> Catawba	<input type="checkbox"/> Davie	<input type="checkbox"/> Forsyth
<input type="checkbox"/> Granville	<input type="checkbox"/> Iredell*	<input type="checkbox"/> Mecklenburg
<input type="checkbox"/> Person	<input type="checkbox"/> Rowan	<input type="checkbox"/> Wake
<input type="checkbox"/> Chatham*	<input checked="" type="checkbox"/> Durham	<input type="checkbox"/> Franklin
<input type="checkbox"/> Guilford	<input type="checkbox"/> Johnston	<input type="checkbox"/> Nash
<p>2. Is the project type generally eligible? (CHECK ALL THAT APPLY)</p>		
<input checked="" type="checkbox"/> Transportation activities in the North Carolina Maintenance Plan	<input type="checkbox"/> Bicycle and pedestrian facilities and programs	<input type="checkbox"/> Intermodal freight
<input type="checkbox"/> Extreme low-temperature cold start program	<input type="checkbox"/> Travel demand management	<input type="checkbox"/> Planning and project development activities
<input type="checkbox"/> Public-private partnerships	<input type="checkbox"/> Outreach and ridesharing activities	<input type="checkbox"/> Motor vehicle inspection and maintenance programs (see question 8)
<input type="checkbox"/> Alternative fuel programs	<input type="checkbox"/> Telecommuting	<input type="checkbox"/> Magnetic levitation transportation technology program
<input type="checkbox"/> Traffic flow improvements (includes ITS see question 11)	<input type="checkbox"/> Fare/Fee subsidy programs (see question 10)	<input type="checkbox"/> Experimental pilot projects
<p>Transportation Control Measures as defined in the Clean Air Act</p>		
<input type="checkbox"/> programs for improved transit (see question 8)	<input type="checkbox"/> traffic flow improvement programs that achieve emission reductions	<input type="checkbox"/> programs to control extended idling of vehicles
<input type="checkbox"/> reducing emissions from extreme cold-start conditions	<input type="checkbox"/> employer sponsored programs to permit flexible work schedules	<input type="checkbox"/> trip reduction ordinances
<input type="checkbox"/> employer based transportation management plans – including incentives (see question 8)	<input type="checkbox"/> programs to limit or reduce vehicle use in downtown areas or other areas of emission concentration	<input type="checkbox"/> restriction of certain roads or lanes to, or construction of such roads or lanes of use by, passenger bus or HOV
<input type="checkbox"/> fringe and transportation corridor parking facilities serving multiple-occupancy vehicles	<input type="checkbox"/> programs for the provision of all forms of high-occupancy, shared ride services	<input type="checkbox"/> program for secured bicycle storage facilities and other facilities including bicycle lanes, for the convenience of bicyclists in both public and private areas.
<input type="checkbox"/> programs to limit portions of road surfaces or certain sections of metropolitan areas to the use of non-motorized vehicles or pedestrian use, both as to time and place	<input type="checkbox"/> programs for new construction and major reconstruction of paths, tracks or areas solely for use by pedestrians or other non-motorized means of transportation when economically feasible and in the public interest (requires USDOT consultation with the Department of Interior. See question 9)	<input type="checkbox"/> programs or ordinances to facilitate non-automobile travel, provision or utilization of mass transit, and to generally reduce the need for SOV travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity

Improved (increased) transit service

New facilities associated with a service increase New vehicles used to expand the transit fleet

Operating assistance for new service (limit three years see question 8) Fare subsidies as part of a program to limit exceedances of NAAQS

Emissions Criteria

3. What are the annual expected emissions before and after project completion?

Pollutant	Annual Emissions before implementation	Annual emissions after implementation	Difference
Carbon Monoxide			20,524 Kg/year
Volatile Organic Compounds			1257 Kg/year
Oxides of Nitrogen			874 Kg/year

4. The emissions estimate is quantitative qualitative.

5. Briefly, describe the method used to estimate the emissions reduction.

We used mobile E6 Vehicle classification factor for LDGV on an urban collector street, determined the VMT factor and then the corresponding NOX, VOC, and the CO emissions reduction as a result of the introduction of 2 new hybrid electric buses on one new bus route.

Financial Information

6. Estimated Project Cost (Total life of the project)
 Federal Share 60% Local Match (40% Total \$2,224,963 Expected Project Life (Years) 12
 (CMAQ) \$ 1,349,338 minimum) \$ 894,623

7. What is the source(s) of the matching funds? Local budget and state matching funds

8. For agencies seeking operating assistance, how will the program be funded after year three?

Miscellaneous

9. For construction of trails, has the Department of Interior been contacted? Yes No N/a

10. Is the fare/fee subsidy program part of a broad program to reduce emissions? Yes No N/a

11. Will the ITS project conform to the National ITS architecture? Yes No N/a

12. Supporting Information (Please provide a list of any supporting information e.g., complete emissions calculations, assumptions, letters of support. Use extra sheets as necessary.)

+

December 19, 2007

MEMORANDUM TO: N.C. Department of Transportation
1554 Mail Service Center
Raleigh, N.C. 27699-1554

FROM: Steve Mancuso, Transit Administrator
Durham, Area Transit Authority
224 North Hoover Road
Durham, NC 27703

Subject: APPLICATION FOR CMAQ FUNDING TO PURCHASE AND OPERATE 2
HYBRID BUSES AS DOWNTOWN DURHAM CIRCULATOR SERVICE

I am pleased to submit this application on behalf of the Durham Area Transit Authority (DATA) for Congestion Mitigation and Air Quality (CMAQ) funding assistance to enable the transit system to purchase and operate two 40' Hybrid buses to expand DATA's current fixed route service in the form of a downtown circulator. The total CMAQ (federal capital at 80%) funding requested for the purchase of the two buses is **\$864,000**, while the CMAQ (federal operating assistance at approximately 42% funding, over three years is **\$485,338**, bringing the total federal funding request for the service to **\$1,349,338**. The two buses would be purchased in FY2009 and operated soon after. Accordingly the funding request is over a one year period and not three years. If approved DATA would initiate immediately purchase and implementation of service.

The Durham Area Transit Authority would be very grateful if this funding request is approved.

Any issues/questions related to this application should be directed to me (x209) or to Pierre Owusu at (919) 560-1535 x 214.

Attachments

Cc: Mark Ahrendsen, DCHC, TAC Chair
Dr. Alice Gordon, TAC Chair

PROPOSAL FOR CMAQ FUNDING TO PURCHASE AND OPERATE 2 HYBRID BUSES

Project Overview

The Durham Area Transit Authority is pleased to submit this application in response to the NCDOT/FTA's recent request for projects to be funded using Congestion Mitigation and Air Quality funds. This proposal is to obtain additional CMAQ funds to be used to purchase two (2) 40' low floor hybrid buses that would enable DATA to provide a Downtown Circulator Service.

Background

The City of Durham is building a downtown bus station, which will be used by DATA and other service providers. The project is scheduled to be completed in March of 2009. DATA plans to operate a downtown bus circulator service as part of the overall Durham downtown renewal. Two buses will connect the bus terminal and several activity centers within the downtown area. Six years ago DATA developed this downtown circulator plan but because of the delay in the station project the circulator service has not been implemented to date. Now that the Durham station is under construction DATA needs to plan and implement the circulator service.

Request for CMAQ Funding for Two Hybrid Buses and operate it

DATA is requesting \$864,000 in Congestion Mitigation and Air Quality (CMAQ) capital assistance (federal share) to purchase two (2) 40' Low-floor Hybrid, and \$581,982 also in federal assistance to operate the buses.

I. Electric Hybrid Buses

The hybrid electric buses are manufactured by the Gillig Corporation. It comes with Allison EP40 electric drive and dual power inverter module. Other specifications of the bus include the following:

- Cummins 04 ISB engine with PM filter
- Allison EP 40 Drive system
- Concentrated AC induction motors
- Dual Power inverter module
- System controllers and a NHVH energy storage and management system
- Dynex I/O multiplex electric system

II. Budget for Hybrid Bus Purchase

The budget for Capital Purchase of:

Two 40' Hybrid buses to be purchased in 2009 @ \$540,000 each = \$1,080,000

Year 1-3

CMAQ-Federal (80%)	State (10%)	Local (10%)	Total Amount
\$864,000	\$108,000	\$108,000	\$1,080,000

The federal share (CMAQ) requested is therefore \$864,000. This amount is requested in one apportionment

CMAQ Operating Assistance Request Calculation

\$73.15 cost per hour *20 hours (2vehicles*10 hrs/day)* 255 days of operation per year * 3 years =\$1,119,195* 1.04% (1 year inflationary factor @4% per year = 1,163,963(combined federal and local share for three years) The shared apportionment comes to 50% federal share and 50% share local over three years as explained below:

Year 1-3	Year 1-3	Year 1-3
CMAQ-Federal (approx 42%)	Local (58%)	Total Amount
\$ 485,338	\$678,625	\$1,163,963

Total Federal (CMAQ) funding requested over three years is \$485,338 in operating assistance. This amount is requested in one single apportionment.

DATA and the State are expected to match the federal amounts in the amount of **\$204,000** for the capital assistance, as required by the funding provision. The local share for the operating funds in the amount of **\$678,625** shall be provided by the City without any state contributions. Also, DATA shall include the operating portion of the service in its annual budget after the three years.

Total Cost (Capital and Operating Assistance combined) for the Downtown Circulator service is \$2,243,963, and the total CMAQ (federal portion) is \$1,349,338

V. OFF-Model Air Quality Analysis for Buses based on 2009 Standards (Mobile E6.Emissions):

The calculation below is for the 2 hybrid-electric Gillig buses. The buses would be 40' powered by the same diesel fuel. However, the emissions reduction would be achieved as a result of the new Allison Drive train technology and improvement of the emission technology for these buses as shown by the Allison Company above. Other standard emission computations are shown below:

- (a) Assumptions:
2 buses operating at 10 hours each per day
- (b) Average passenger expected (using system average) =28 pass/hr/bus
Average passenger miles /trip using 2005 NTD figures = 4.06miles
Total trip per bus =28* 10 =280 pass/day
Auto Occupancy =280/1.1 =255
Vehicle trips =255 * 4.06 =1034/bus* 2 buses = 2067
- (c) VMT =2067

EMISSIONS REDUCTION FACTOR USING LDGV

Pollutant	Estimated Daily VMT Reduction	Peak hour LDGV Emission Factor	Estimated Daily pollutant reduction in grams (VMT* peak hr Emission/1000)	Estimated Yearly Total Pollutant reduction in kilograms (255 days)
Carbon Monoxide CO	2067	12.169grams/mile	25,153 gm/day	6414kgs/year
Volatile Organic Compounds VOC	2067	0.745grams/mile	1540gms/day	393kgs/year
Nitrogen Oxide NOX	2067	0.518grams/mile	1071gms/day	273kgs

The Air Quality (Emissions) Benefits to be derived from the new service are

Total Annual Emissions:

Nitrogen Oxide (NOX)

2 hybrid buses=273kgs

Volatile Organic Compounds (VOC)

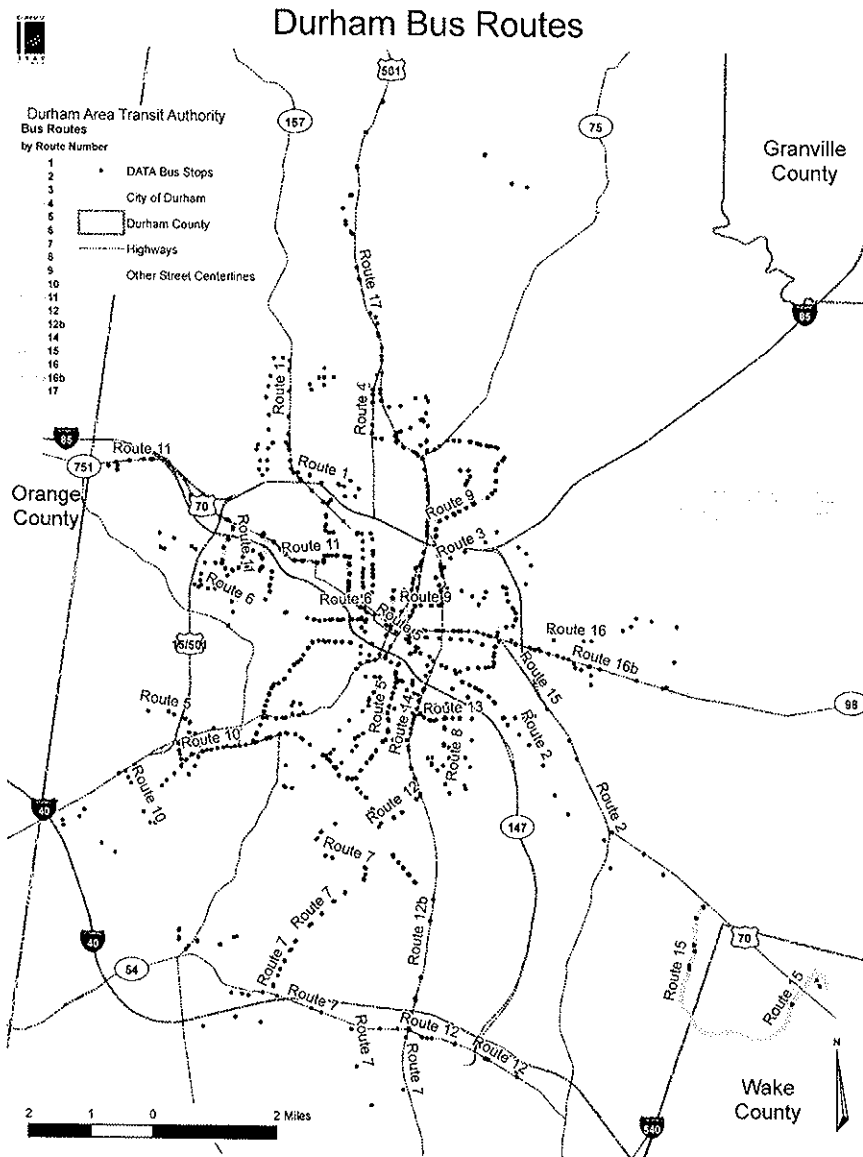
2 hybrid buses 393kgs

Carbon Monoxide Compounds (CO)

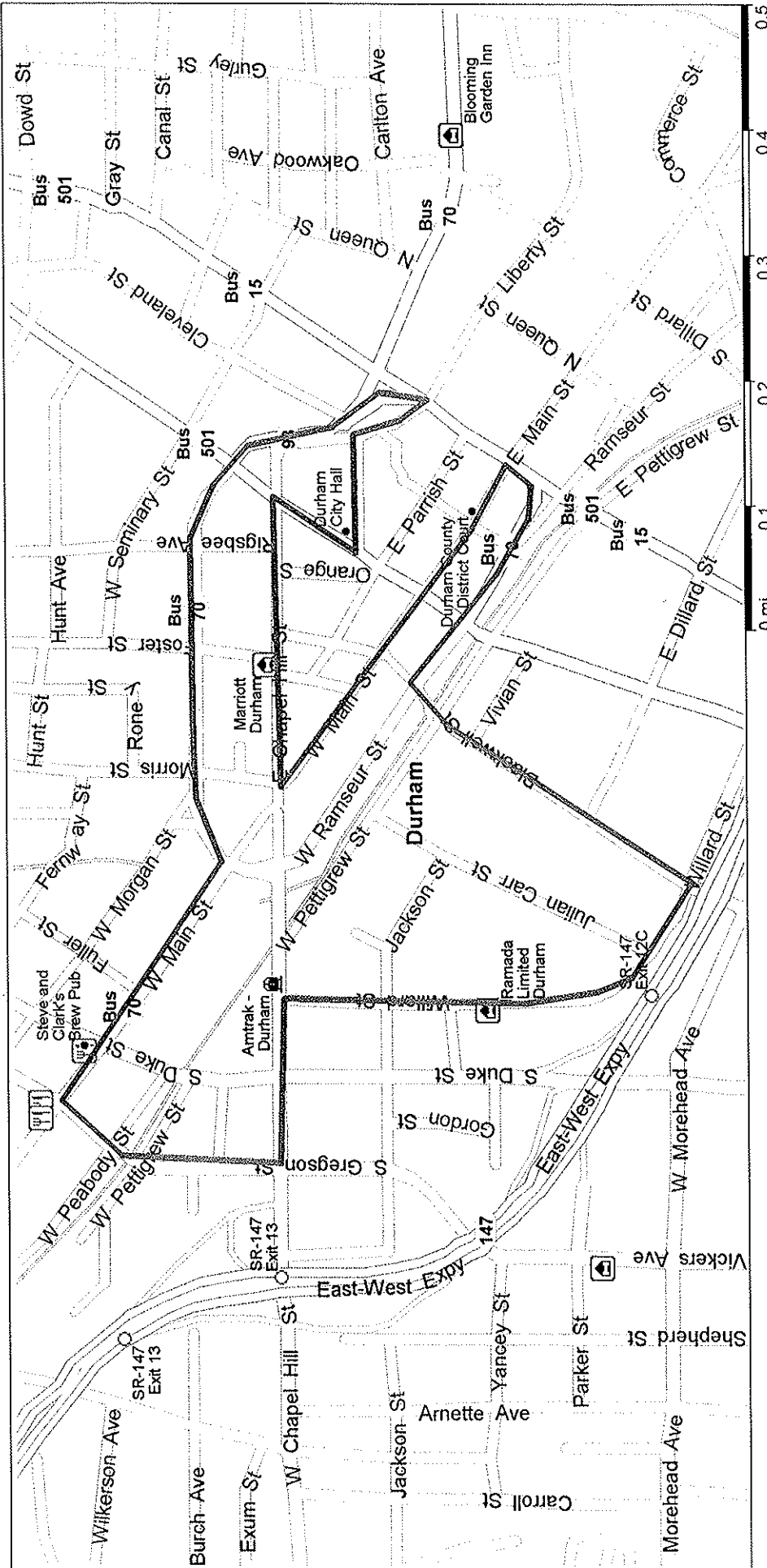
2 hybrid buses 6,414kgs

Project Timetable

The timetable for the implementation of the project will depend upon the award of the funds. This request is for the FY2009 and FY2012 CMAQ appropriation and is anticipated that planning and vehicle procurement related to the service would begin no later 30 days after the award of the funds,



Downtown Circulator CMAQ 2007



CMAQ Application

Project Sponsor *Durham Area Transit Authority*
Project Description

Durham Area Transit Authority requests additional CMAQ funds to enable the system to meet the funding shortfall for the purchase of 5 hybrid buses from a previously approved (05-08) CMAQ grant.

General Project Eligibility		
1. Is the project in one, or more of North Carolina's nonattainment or maintenance counties? (CHECK ALL THAT APPLY) (*Partial Counties)		
<input type="checkbox"/> Cabarrus	<input type="checkbox"/> Davidson	<input type="checkbox"/> Edgecombe
<input type="checkbox"/> Gaston	<input type="checkbox"/> Haywood*	<input type="checkbox"/> Lincoln
<input type="checkbox"/> Orange	<input type="checkbox"/> Swain*	<input type="checkbox"/> Union
<input type="checkbox"/> Wake	<input type="checkbox"/> Wayne	<input type="checkbox"/> Yadkin
<input type="checkbox"/> Chatham*	<input checked="" type="checkbox"/> Durham	<input type="checkbox"/> Franklin
<input type="checkbox"/> Catawba	<input type="checkbox"/> Davie	<input type="checkbox"/> Forsyth
<input type="checkbox"/> Granville	<input type="checkbox"/> Iredell*	<input type="checkbox"/> Mecklenburg
<input type="checkbox"/> Guilford	<input type="checkbox"/> Johnston	<input type="checkbox"/> Nash
<input type="checkbox"/> Rowan		
2. Is the project type generally eligible? (CHECK ALL THAT APPLY)		
<input checked="" type="checkbox"/> Transportation activities in the North Carolina Maintenance Plan	<input type="checkbox"/> Bicycle and pedestrian facilities and programs	<input type="checkbox"/> Intermodal freight
<input type="checkbox"/> Extreme low-temperature cold start program	<input type="checkbox"/> Travel demand management	<input type="checkbox"/> Planning and project development activities
<input type="checkbox"/> Public-private partnerships	<input type="checkbox"/> Outreach and ridesharing activities	<input type="checkbox"/> Motor vehicle inspection and maintenance programs (see question 8)
<input type="checkbox"/> Alternative fuel programs	<input type="checkbox"/> Telecommuting	<input type="checkbox"/> Magnetic levitation transportation technology program
<input type="checkbox"/> Traffic flow improvements (includes ITS see question 11)	<input type="checkbox"/> Fare/Fee subsidy programs (see question 10)	<input type="checkbox"/> Experimental pilot projects
Transportation Control Measures as defined in the Clean Air Act		
<input type="checkbox"/> programs for improved transit (see question 8)	<input type="checkbox"/> traffic flow improvement programs that achieve emission reductions	<input type="checkbox"/> programs to control extended idling of vehicles
<input type="checkbox"/> reducing emissions from extreme cold-start conditions	<input type="checkbox"/> employer sponsored programs to permit flexible work schedules	<input type="checkbox"/> trip reduction ordinances
<input type="checkbox"/> employer based transportation management plans – including incentives (see question 8)	<input type="checkbox"/> programs to limit or reduce vehicle use in downtown areas or other areas of emission concentration	<input type="checkbox"/> restriction of certain roads or lanes to, or construction of such roads or lanes of use by, passenger bus or HOV
<input type="checkbox"/> fringe and transportation corridor parking facilities serving multiple-occupancy vehicles	<input type="checkbox"/> programs for the provision of all forms of high-occupancy, shared ride services	<input type="checkbox"/> program for secured bicycle storage facilities and other facilities including bicycle lanes, for the convenience of bicyclists in both public and private areas.
<input type="checkbox"/> programs to limit portions of road surfaces or certain sections of metropolitan areas to the use of non-motorized vehicles or pedestrian use, both as to time and place	<input type="checkbox"/> programs for new construction and major reconstruction of paths, tracks or areas solely for use by pedestrians or other non-motorized means of transportation when economically feasible and in the public interest (requires USDOT consultation with the Department of Interior. See question 9)	<input type="checkbox"/> programs or ordinances to facilitate non-automobile travel, provision or utilization of mass transit, and to generally reduce the need for SOV travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity

Improved (increased) transit service

New facilities associated with a service increase New vehicles used to expand the transit fleet

Operating assistance for new service (limit three years see question 8) Fare subsidies as part of a program to limit exceedances of NAAQS

Emissions Criteria

3. What are the annual expected emissions before and after project completion?

Pollutant	Annual Emissions before implementation	Annual emissions after implementation	Difference
Carbon Monoxide			20,524 Kg/year
Volatile Organic Compounds			1257 Kg/year
Oxides of Nitrogen			874 Kg/year

4. The emissions estimate is quantitative qualitative.

5. Briefly, describe the method used to estimate the emissions reduction.

We used mobile E6 Vehicle classification factor for LDGV on an urban collector street, determined the VMT factor and then the corresponding NOX, VOC, and the CO emissions reduction as a result of the introduction of the new hybrid electric buses.

Financial Information

6. Estimated Project Cost (Total life of the project)
 Federal Share 80% Local Match (20% minimum) \$ 397,995 Total \$ 497,494 Expected Project Life (Years) 12

7. What is the source(s) of the matching funds? Local budget and state matching funds

8. For agencies seeking operating assistance, how will the program be funded after year three?

Miscellaneous

9. For construction of trails, has the Department of Interior been contacted? Yes No N/a

10. Is the fare/fee subsidy program part of a broad program to reduce emissions? Yes No N/a

11. Will the ITS project conform to the National ITS architecture? Yes No N/a

12. Supporting Information (Please provide a list of any supporting information e.g., complete emissions calculations, assumptions, letters of support. Use extra sheets as necessary.)

December 18, 2007

MEMORANDUM TO: N.C. Department of Transportation
1554 Mail Service Center
Raleigh, N.C. 27699-1554

FROM: Steve Mancuso, Transit Administrator
Durham, Area Transit Authority
1907 Fay Street
Durham, NC 27704

Subject: Request for additional CMAQ funding to enable DATA meet the funding shortfall for the purchase of 5 Hybrid Buses from a previously approved (2005-2008) CMAQ program

I am pleased to submit this application on behalf of the Durham Area Transit Authority (DATA) for Congestion Mitigation and Air Quality (CMAQ) funding assistance to enable DATA complete the purchase of 5 hybrid buses partially funded by a prior (2005-2008) CMAQ program. The amount needed in order to meet the shortfall is \$397,995 (federal portion). This shortfall has come about because of the increase in the price of a Hybrid bus beyond the amount originally quoted in the previous funding request. DATA is now preparing to procure these buses. Three years ago, DATA was approved by the FTA and NCDOT for CMAQ funds in the amount of \$2,202,506 (total funds) for the purchase of 5 hybrid buses. The estimated price provided for a unit price of a hybrid bus at that time was approximately \$440,000. The federal portion of the amount was \$1,762,005. Currently the price per bus is \$540,000, and DATA would need a total of \$2,700,000 to purchase all 5 buses. Therefore, in order for DATA to purchase all 5 vehicles previously approved by the 2005-2008 CMAQ program, an additional amount of \$497,494 representing the total shortfall and \$397,995 as the federal share of the shortfall is being requested from the FY09-FY12 CMAQ funding appropriation. The five hybrid buses are to be used to expand service on the DATA fixed route system.

The attached proposal is in response to the recent (November 2007) memo published by the Division of Planning and Environmental Services of the North Carolina Department of Transportation calling for Congestion Mitigation Air Quality (CMAQ) Projects. This proposal has been prepared following the guidelines set forth in the project announcement.

The Durham Area Transit Authority would be very grateful if this funding request is approved.

Any issues/questions related to this application should be directed to me (x209) or to Pierre Owusu at (919) 560-1535 x 214.

Attachments

Cc: Mark Ahrendsen, DCHC, TCC Chair
Dr. Alice Gordon, DCHC, TAC Chair

PROPOSAL FOR ADDITIONAL CMAQ FUNDS TO PURCHASE 5 HYBRID ELECTRIC BUSES

Project Overview

The Durham Area Transit Authority is pleased to submit this application in response to the NCDOT/FTA's recent request for projects to be funded using Congestion Mitigation and Air Quality funds. This proposal is to obtain additional funds to enable DATA purchase 5 hybrid-electric buses previously approved for CMAQ funding.

Background

DATA currently has a fleet of 47 Gillig buses and runs 39 during peak hours along 17 fixed routes. The average daily ridership is 14,000 passengers. For FY 2007 the system carried a total of 4.5 million passengers, making DATA the third largest after Charlotte and Chapel Hill transit systems in the number of transit passengers served in the State of North Carolina. Additionally, DATA is averaging 200,000 new riders each year for the past several years. In spite of the increasing service patronage, DATA currently lacks the number of buses needed to meet daily pull-outs and also expand or improvement service to cope with the increasing demand.

Furthermore, DATA is currently having great difficulty meeting its daily bus pull-out requirement because of defect in 31 of its 47 fleet system. The problem is nationwide affecting several transit systems. Even though this defect is being corrected by the manufacturer, because they are warranty items, it is believed that a more realistic solution would be to replace the entire engine assembly on all 31 buses. Currently, the Federal Transit Administration (FTA) and the North Carolina transportation Association are in discussion to determine how best to resolve the matter. In the mean time this problem has exacerbated the already serious fleet shortage that the DATA transit system has. Therefore any additional units would be extremely helpful.

Three years ago DATA requested for CMAQ funding to purchase 5 hybrid electric buses to expand its fixed route service. That request was approved but due a delay in the release of funds, DATA is just now beginning to access the funds to procure the fleet. The delay has resulted in a price differential between the 2005 price of a hybrid bus and today's (2007) price. The total price difference for the five buses is now \$497,494. The federal portion of the shortfall is \$397,995. Further explanation of this shortfall is provided in the outline below:

Current price for 1 Hybrid Electric bus = \$ 540,000.
Current approved number of buses from prior CMAQ funding =5
Total cost for the 5 buses at current price = \$2,700,000

Apportionment of \$2,700,000 needed to purchase 5 buses:

Federal	@ 80%	of \$2,700,000	=	\$ 2,160,000
State	@ 10%	“ “	=	\$270,000
Local	@ 10%	“ “	=	<u>\$270,000</u>
Total			=	\$2,700,000

Previously (2005) approved CMAQ amount (total) was \$2,202,506

Federal	@80%	of \$2,202,506	=	\$1,762,005
State	@10%	“ “	=	\$220,250
Local	@10%	“ “	=	<u>\$220,251</u>
Total			=	\$2,202,506

Total shortfall in funding from the 2005 approved request and the current price of the 5 buses is:

$$\text{\$2,700,000} - \text{\$2,202,506} = \text{\$497,494 (total funding shortfall)}$$

Shortfall Apportionment:

Federal	@ 80%	of \$497,494	=	\$397,995
State	@10%	“ “	=	\$49,750
Local	@10%	“ “	=	<u>\$49,749</u>
Total				\$497,494

Therefore, DATA is requesting the federal portion of the funding shortfall in the amount of \$397,995 from the current (2009-2012) CMAQ appropriation to enable the transit system purchase the 5 buses approved in the previous (2005) funding request.

I. Budget for Hybrid Bus Purchase

Total Federal (CMAQ) funding requested over three years (2009-2012) with this application is **\$397,995**. The City of Durham and the State of North Carolina are also expected to provide additional matching funds in the amounts of **\$49,749, and \$49,750** respectively, in order to fully cover the funding shortfall.

II. Electric Hybrid Buses

As contained in the previous application, the five hybrid buses are 40' long and are manufactured by the Gillig Corporation in California. The buses come with Allison EP40 electric drive and dual power inverter module (OPIM). Other specifications of the bus include the following:

- Cummins 04 ISB engine with PM filter
- Allison EP 40 Drive system
- Concentrated AC induction motors
- Dual Power inverter module
- System controllers and a NHVH energy storage and management system
- Dynex I/O multiplex electric system

III. Proposed Service for the procurement of the 5 Hybrid buses

A new route # 18 to serve South Alston Avenue, Hwy 54 & 55, Lowe's Grove School Area.

This route is intended to provide transit serve to the Hwy 54/55 corridor including Falls Pointe Apartments, Grandview Forest Apartments, Stonestrow Apartments, Glenn Falls Apartments, Federal Express, and other business. Requests for service from residents have come in for the past three years. Service on this route will be every 30 minutes; Monday through Saturday and hourly on Sundays. The total # of service hours will be 32 per day x 6 days (Monday through Saturday) and 13 hours per day x 1 day for Sundays. Please see attached map. The closest route in this corridor is route # 12 which now runs hourly service. The proposed route # 18 and existing route # 12 which will soon be upgraded to a 30 minutes service, will enable the corridor receive 30 minutes service all day. The total number of service hours will be approximately 205 hours per week. Two buses would be needed to run this route.

A new route # 19 to serve Mineral Springs, Wake Forest Hwy, Neal Middle School area.

This new route is intended to serve East Durham, along Hwy 98, Mineral Springs Road, Wake Forest Hwy, serving Oak Grove Elementary school, Grove Park, Sharon Road community, Food Lion, and Neal Middle school area. Service on this route will be every 30 minutes; Monday through Saturday and hourly on Sundays. The total # of service hours will be 32 per day x 6 days (Monday through Saturday) and 13 hours per day x 1 day for Sundays. Please see attached map. Currently there is no service in this area, and the closest bus service is route # 16 along Mineral Springs Road. Therefore this action would add 30 minutes service as well as night service (Monday through Saturday) The total number of hours will be approximately 205 hours per week. Two buses will be used on this route. Please see attached maps for proposed routes.

Summary of Expanded service and Bus Use

Route # 18 will use 2 buses @ 30 minutes headway
 Route # 19 will use 2 buses @ 30 minutes headway
 One bus will be used as spare

IV. Emission Reduction: (Hybrid Bus Purchase)

Emissions reduction information as provided by the manufacturer includes the following:

- Particulate (PM) reduction up to 90%
- Hydrocarbons (HC) up to 90%
- Oxides of Nitrogen, (NOX) up to 50%
- Carbon Monoxide, (CO) up to 90%
- Fuel economy up to 60%
- Overall exhaust emissions reduction up to 90%

Source: Allison Electric Drives, EP 40 System transit bus.

V. OFF-Model Air Quality Analysis for Buses based on 2009 Standards (Mobile E6.Emissions):

The calculation below is for the 4 hybrid-electric Gillig buses. The buses would be 40' powered by the same diesel fuel. However, the emissions reduction would be achieved as a result of the new Allison Drive train technology and improvement of the emission technology for these buses as shown by the Allison Company above. Other standard emission computations are shown below:

- (a) Assumptions for two new bus routes with 2 buses on each route (total 4 buses)
 4 buses operating at 16 hours/bus/ per day
- (b) Average passenger expected (using system average) =28 pass/hr/bus
 Average passenger miles /trip using 2005 NTD figures = 4.06miles
 Total trip per bus =28* 4 =1792 pass trips/day
 Auto Occupancy =1792/1.1 =1629
 Vehicle trips =1629 * 4.06 =6616 VMT
- (c) VMT = 6,614

EMISSIONS REDUCTION FACTOR USING LDGV

Pollutant	Estimated Daily VMT Reduction	Peak hour LDGV Emission Factor	Estimated Daily pollutant reduction in grams (VMT* peak hr Emission/1000)	Estimated Yearly Total Pollutant reduction in kilograms (255 days)
Carbon Monoxide CO	6614	12.169grams/mile	80,486 gm/day	20,524kgs/year

Volatile Organic Compounds VOC	6614	0.745grams/mile	4927gms/day	1,257kgs/year
Nitrogen Oxide NOX	6614	0.518grams/mile	3426gms/day	874kgs

The Air Quality (Emissions) Benefits to be derived from the new service are

Total Annual Emissions:

Nitrogen Oxide (NOX)

2 hybrid buses=**874kgs**

Volatile Organic Compounds (VOC)

2 hybrid buses **1257kgs**

Carbon Monoxide Compounds (CO)

2 hybrid buses **20,524kgs**

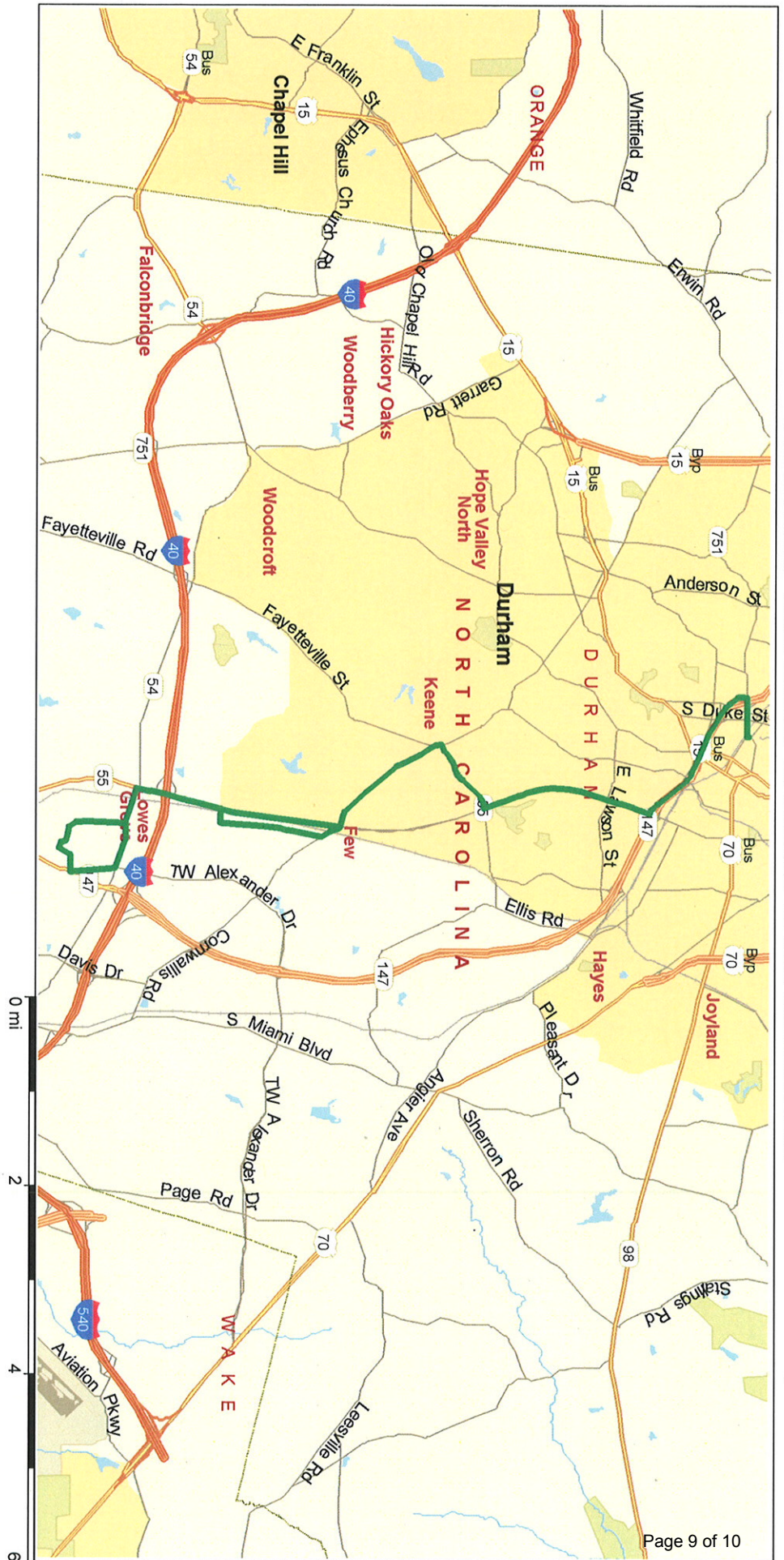
Estimated Useful life of the Project (Bus)

The estimated useful life of the project is 12 years or 500,000 miles.

Project Timetable (Bus)

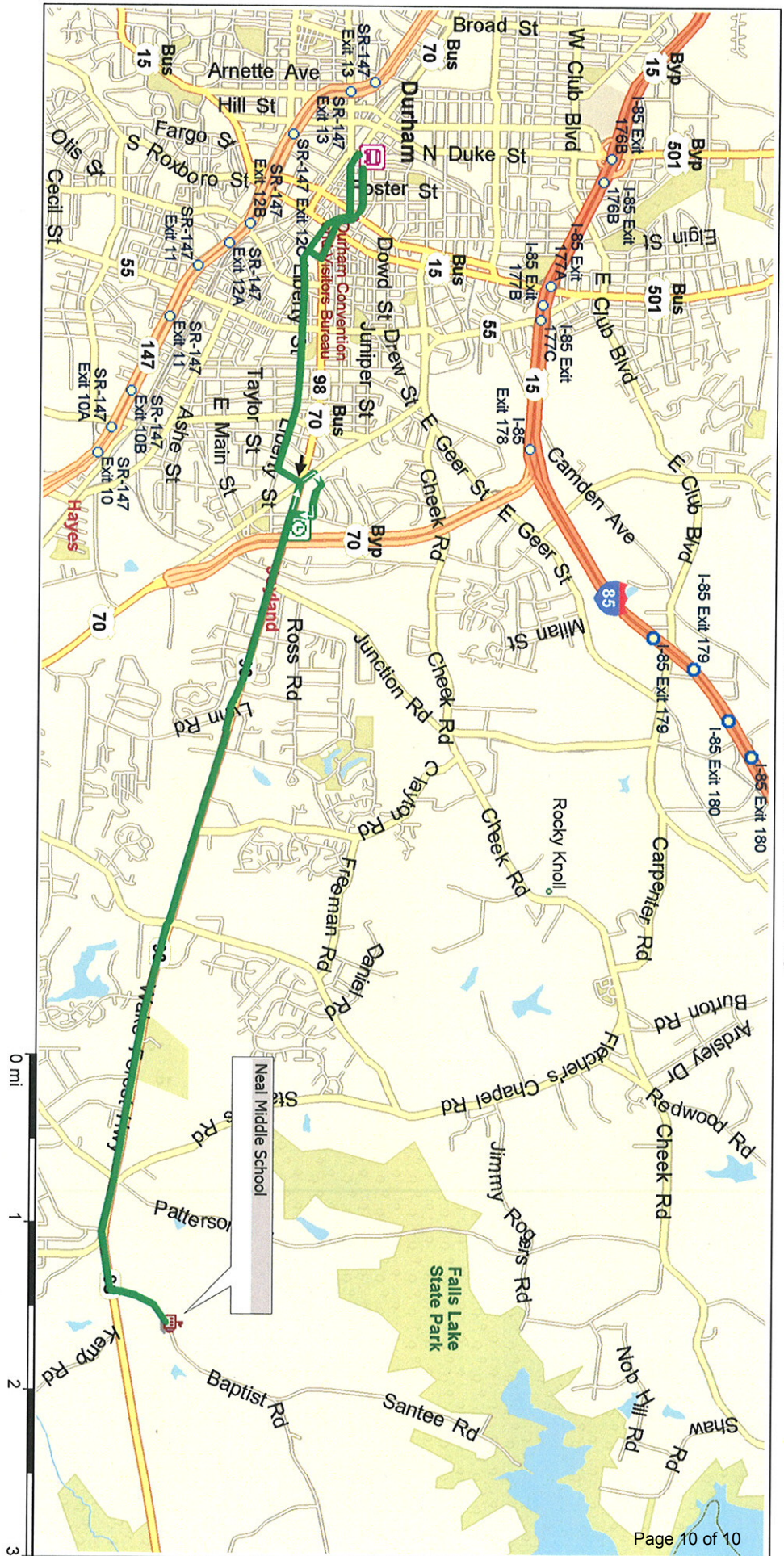
The timetable for the implementation of the project will depend upon the award of the funds. However, this request is for the FY2006 and FY2009 CMAQ funding. It is anticipated that planning and vehicle procurement would begin no later 60 days after the award of the funds and may take up to 18 months for vehicles to be delivered.

CMAQ 2007 New Route 18 Lowe's Grove School Area



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CMAQ 2007 New Route 19



CMAQ Application

Project Sponsor Triangle J Council of Governments
 Project Description Triangle Transportation Demand Management Services

 Transportation Demand Management (TDM) program services

 for employers and organizations in the Triangle ozone non-attainment

 region for a period of four years (2009-12).

General Project Eligibility		
1. Is the project in one or more of North Carolina's nonattainment or maintenance counties? (CHECK ALL THAT APPLY) (*Partial Counties)		
<input type="checkbox"/> Cabarrus	<input type="checkbox"/> Davidson	<input type="checkbox"/> Edgecombe
<input type="checkbox"/> Gaston	<input type="checkbox"/> Haywood	<input type="checkbox"/> Lincoln
<input type="checkbox"/> Catawba	<input type="checkbox"/> Davie	<input type="checkbox"/> Forsyth
<input checked="" type="checkbox"/> Chatham*	<input checked="" type="checkbox"/> Durham	<input checked="" type="checkbox"/> Franklin
<input checked="" type="checkbox"/> Granville	<input type="checkbox"/> Iredell*	<input type="checkbox"/> Mecklenburg
<input type="checkbox"/> Guilford	<input checked="" type="checkbox"/> Johnston	<input type="checkbox"/> Nash
	<input checked="" type="checkbox"/> Orange	<input type="checkbox"/> Swain*
	<input type="checkbox"/> Person	<input type="checkbox"/> Union
	<input type="checkbox"/> Rowan	<input checked="" type="checkbox"/> Wake
2. Is the project type generally eligible? (CHECK ALL THAT APPLY)		
<input type="checkbox"/> Transportation activities in the North Carolina Maintenance Plan	<input type="checkbox"/> Bicycle and pedestrian facilities and programs	<input type="checkbox"/> Intermodal freight
<input type="checkbox"/> Extreme low-temperature cold start program	<input checked="" type="checkbox"/> Travel demand management	<input type="checkbox"/> Planning and project development activities
<input checked="" type="checkbox"/> Public-private partnerships	<input checked="" type="checkbox"/> Outreach and ridesharing activities	<input type="checkbox"/> Motor vehicle inspection and maintenance programs (see question 8)
<input type="checkbox"/> Alternative fuel programs	<input checked="" type="checkbox"/> Telecommuting	<input type="checkbox"/> Magnetic levitation transportation technology program
<input type="checkbox"/> Traffic flow improvements (includes ITS see question 11)	<input type="checkbox"/> Fare/Fee subsidy programs (see question 10)	<input type="checkbox"/> Experimental pilot projects
Transportation Control Measures as defined in the Clean Air Act		
<input type="checkbox"/> programs for improved transit (see question 8)	<input type="checkbox"/> traffic flow improvement programs that achieve emission reductions	<input type="checkbox"/> programs to control extended idling of vehicles
<input type="checkbox"/> reducing emissions from extreme cold-start conditions	<input checked="" type="checkbox"/> employer sponsored programs to permit flexible work schedules	<input type="checkbox"/> trip reduction ordinances
<input checked="" type="checkbox"/> employer based transportation management plans – including incentives (see question 8)	<input type="checkbox"/> programs to limit or reduce vehicle use in downtown areas or other areas of emission concentration	<input type="checkbox"/> restriction of certain roads or lanes to, or construction of such roads or lanes of use by, passenger bus or HOV
<input type="checkbox"/> fringe and transportation corridor parking facilities serving multiple-occupancy vehicles	<input type="checkbox"/> programs for the provision of all forms of high-occupancy, shared ride services	<input type="checkbox"/> program for secured bicycle storage facilities and other facilities including bicycle lanes, for the convenience of bicyclists in both public and private areas.
<input type="checkbox"/> programs to limit portions of road surfaces or certain sections of metropolitan areas to the use of non-motorized vehicles or pedestrian use, both as to time and place	<input type="checkbox"/> programs for new construction and major reconstruction of paths, tracks or areas solely for use by pedestrians or other non-motorized means of transportation when economically feasible and in the public interest (requires USDOT consultation with the Department of Interior. See question 9)	<input type="checkbox"/> programs or ordinances to facilitate non-automobile travel, provision or utilization of mass transit, and to generally reduce the need for SOV travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity

Improved (increased) transit service

New facilities associated with a service increase New vehicles used to expand the transit fleet

Operating assistance for new service (limit three years see question 8) Fare subsidies as part of a program to limit exceedances of NAAQS

Emissions Criteria

3. What are the annual expected emissions before and after project completion?

Pollutant	Annual Emissions before implementation	Annual emissions after implementation	Difference (kgs/yr for total program)
Carbon Monoxide			290,892 kg/yr reduction
Volatile Organic Compounds			15,258 kg/yr reduction
Oxides of Nitrogen			11,749 kg/yr reduction

4. The emissions estimate is quantitative qualitative.

5. Briefly, describe the method used to estimate the emissions reduction.

Estimate is based on commute VMT reduction from the Triangle 7-Year TDM Plan prepared by UrbanTrans and emissions data supplied by DENR.

Financial Information

6. Estimated Project Cost (Total life of the project)

Federal Share (CMAQ) \$	Local Match (20% minimum) \$	Total \$	Expected Project Life (Years)
\$2,593,896 (total)	\$5,388,648	\$7,982,544	4 years (2009-12)
\$1,156,721 (DCHC)			
\$1,437,175 (CAMPO)			

7. What is the source(s) of the matching funds? Combination

8. For agencies seeking operating assistance, how will the program be funded after year three?

Miscellaneous

9. For construction of trails, has the Department of Interior been contacted?	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	N/a
10. Is the fare/fee subsidy program part of a broad program to reduce emissions?	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	N/a
11. Will the ITS project conform to the National ITS architecture?	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	N/a

12. Supporting Information (Please provide a list of any supporting information e.g., complete emissions calculations, assumptions, letters of support. Use extra sheets as necessary.)

See attached for additional information and detail. This form includes the full 4-year program costs (but excluding administrative and technology costs which are funded through separate contracts) and the federal CMAQ allocation requests for both MPOs, including total matching funds from other partners, which is the only way to calculate the emissions reduction benefits. The year-by-year CMAQ allocation request reported by MPO is provided in the attached detail.

TDM Emissions Calculations

Line	Daily VMT reduction from 7-year TDM Plan (Table 28 on page 66)																	
1	(Note: 2009-12 4-year amounts for this round of CMAQ funding are highlighted.)																	
2		Year																
3		2008	2009	2010	2011	2012	2013	2014	2015									
4	Hot Spot	Chapel Hill	10,510	10,801	11,100	11,408	11,724	12,049	12,383	12,726								
5		Downtown Raleigh	15,873	16,313	16,765	17,229	17,706	18,197	18,701	19,219								
6		Durham	14,510	14,912	15,325	15,750	16,186	16,634	17,095	17,569								
7		NCSU	2,578	2,649	2,723	2,798	2,876	2,955	3,037	3,121								
8		RTP	17,152	17,627	18,116	18,617	19,133	19,663	20,208	20,768								
9		North Raleigh	21,012	21,594	22,192	22,807	23,439	24,088	24,756	25,442								
10	TOTAL	81,635	83,897	86,221	88,610	91,065	93,588	96,180	98,845									
11	Percent of Target	102.40%	101.90%	101.30%	100.80%	100.20%	99.60%	99.10%	98.50%									
12																		
13	Translation to Annual VMT reduction (daily times:)										250							
14																		
15		Year																
16		2008	2009	2010	2011	2012	2013	2014	2015									
17	Hot Spot	Chapel Hill	2,627,500	2,700,250	2,775,000	2,852,000	2,931,000	3,012,250	3,095,750	3,181,500								
18		Downtown Raleigh	3,968,250	4,078,250	4,191,250	4,307,250	4,426,500	4,549,250	4,675,250	4,804,750								
19		Durham	3,627,500	3,728,000	3,831,250	3,937,500	4,046,500	4,158,500	4,273,750	4,392,250								
20		NCSU	644,500	662,250	680,750	699,500	719,000	738,750	759,250	780,250								
21		RTP	4,288,000	4,406,750	4,529,000	4,654,250	4,783,250	4,915,750	5,052,000	5,192,000								
22		North Raleigh	5,253,000	5,398,500	5,548,000	5,701,750	5,859,750	6,022,000	6,189,000	6,360,500								
23	TOTAL	20,408,750	20,974,250	21,555,250	22,152,500	22,766,250	23,397,000	24,045,000	24,711,250									
24																		
25	Total VMT reduction 2009-15 (7 year period):			159,601,500	VMT reduction for 2009-12 (4 years):			87,448,250										
26																		
27	Emission factors from DENR and VMT from 2007 Conformity Report (g/mi)										2009 AM Peak Daily VMT (2010 for Orange County)							
28								Durham	Orange	Wake	Total	Percent						
29	Description	Pol Name	LDGV	Pol Name	LDGV	Pol Name	LDGV											
30	Rural interstate	NOx	0.562	VOC	0.657	CO	14.547	26,862	528,664	121,701	677,227	5.6%						
31	Rural principal arterial	NOx	0.553	VOC	0.667	CO	14.120	7,207	0	414,545	421,752	3.5%						
32	Rural minor arterial	NOx	0.534	VOC	0.698	CO	13.187	74,284	56,750	350,594	481,628	4.0%						
33	Rural major collector	NOx	0.528	VOC	0.712	CO	12.838	49,797	118,519	252,230	420,546	3.5%						
34	Rural minor collector	NOx	0.526	VOC	0.716	CO	12.761	18,603	51,843	292,842	363,288	3.0%						
35	Rural local	NOx	0.526	VOC	0.716	CO	12.761	135,265	106,483	655,632	897,380	7.5%						
36	Urban interstate	NOx	0.555	VOC	0.664	CO	14.211	785,422	74,527	2,058,115	2,918,064	24.3%						
37	Urban freeway	NOx	0.559	VOC	0.660	CO	14.384	493,130	16,929	530,099	1,040,158	8.7%						
38	Urban principal arterial	NOx	0.523	VOC	0.723	CO	12.594	313,808	118,013	1,070,728	1,502,549	12.5%						
39	Urban minor arterial	NOx	0.523	VOC	0.723	CO	12.594	428,713	115,734	1,137,447	1,681,894	14.0%						
40	Urban collector	NOx	0.518	VOC	0.745	CO	12.169	229,217	19,383	445,129	693,729	5.8%						
41	Urban local	NOx	0.518	VOC	0.740	CO	12.254	274,701	50,238	579,211	904,150	7.5%						
42	Total	NOx	0.537	VOC	0.698	CO	13.306	2,837,009	1,257,083	7,908,273	12,002,365	100.0%						
43																		
44																		
45	7-yr reduction (kg):	NOx	85,773	VOC	111,391	CO	2,123,623											
46	(factor in line 42 times VMT reduced in line 25 divided by 1,000)										Average Annual Reduction (2009-12)							
47	average annual reduction	NOx	12,253	VOC	15,913	CO	303,375		NOx	VOC	CO							
48	2009-12 (4-year) reduction:	NOx	46,996	VOC	61,033	CO	1,163,568		11,749	15,258	290,892							
49	(factor in line 42 times VMT reduced in line 25 divided by 1,000)										2009-12 (4 years)							
50	Total 7-year CMAQ allocation:		\$5,353,585						DCHC CMAQ			\$1,156,721						
51	Total 2009-12 allocation (4 years):		\$2,593,896						CAMPO CMAQ			\$1,437,175						
52	CMAQ expenditure per kg reduced (7 years):	NOx	\$62	VOC	\$48	CO	\$3											
53	CMAQ expenditure per kg reduced (4 years):	NOx	\$55	VOC	\$42	CO	\$2											

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency

DATE: January 9, 2008

RE: Congestion Mitigation and Air Quality (CMAQ) Funding

The primary purpose of the Congestion Mitigation and Air Quality Improvement Program (CMAQ) is to fund projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and small particulate matter (PM-10) which reduce transportation related emissions. Funds are allocated to MPOs based on the severity of nonattainment and the population of the MPO.

According to NCDOT records, DCHC currently has programmed \$4,786,952 of a total \$9,332,400 allocation, leaving a balance of \$4,545,448. The first year that there are CMAQ funds available for programming is FY 2009. NCDOT has suggested that the MPO submit CMAQ projects for funding (FY 2009 –2012) through the normal TIP process. In order to document the air quality benefits and receive project approval, a completed CMAQ application will need to be submitted for each CMAQ project.

Application Summary

Chapel Hill Transit, DATA, and Triangle J COG submitted applications for CMAQ funds (Attachment 6, 6A, 6B, and 6C). The table on the top of page 3 displays the applications received by the MPO. The projects are listed along with the requested funds and the projected air quality benefits in kilograms reduced by pollutant. The maximum federal funding permitted is 80% of the total cost. All applicants requested the maximum funding. The total funds requested was \$4,759,653 which exceeded the funding available, \$4,545,448, by \$214,205.

Chapel Hill Transit and DATA submitted applications for the purchase and operation of two hybrid buses. The costs and air quality benefits differ because the Chapel Hill Transit buses are proposed to be larger articulated buses while the DATA buses are proposed to be standard buses.

DATA also submitted an application to provide additional funding for the purchase of five hybrid buses. Three years ago, DATA was approved to receive \$2,114,406 in federal CMAQ and local match funding to purchase these five buses. DATA is now

ready to procure these buses. However, the unit cost of the buses has risen from \$425,000 to \$510,000 leaving a shortfall of \$497,494.

The application from TJ COG is for the DCHC MPO's share of the regional Travel Demand Management (TDM) program. The DCHC MPO approved the 7-Year TDM plan at the November TAC meeting. CAMPO approved CMAQ funding for their share of the program at their December TAC meeting. TJ COG will begin administering the program this year including soliciting for local service providers in the hot spots.

TCC Recommendation

The TCC recommendation is shown on the second table on the following page. The TCC recommended reducing the federal funding for the two new hybrid bus purchase and operations projects submitted by Chapel Hill Transit and DATA proportionately to make up for the shortfall. The federal funding was decreased by 7% and the local match was increased for both projects. Chapel Hill Transit and DATA can pursue STP-DA funds to make up for the decrease in funding or they can fill the gap with additional local funds.

After the TCC made this recommendation, DATA revised its cost estimate for its purchase and operation of two hybrid buses project increasing the total from \$1.8million to \$2.2million. DATA has proposed funding this increase with additional local funds – possibly contributions from downtown businesses or organizations. The TCC recommendation for the federal share did not change. As a result the federal/local match for this project is now 60/40.

The TCC recommends that the TAC approve funding at the January TAC meeting. TJ COG will begin the TDM program this month and needs to secure the DCHC MPO's share of the project.

CMAQ application summary

Applicant	Description	Funding Request in Application				AQ Benefits (kgs reduced)			
		Federal		Local Match	Year	CO	VOC	NOX	
Chapel Hill Transit	Purchase and Operation of 2 Hybrid Buses	\$ 1,758,955	80%	\$ 439,739	20%	2009-2012	11,559	625	269
DATA	Purchase and Operation of 2 Hybrid Buses	\$ 1,445,982	80%	\$ 361,496	20%	2009-2012	6,414	393	273
DATA	Hybrid Bus Funding Shortfall	\$ 397,995	80%	\$ 99,499	20%	2009-2012	20,524	1,257	874
TJCOG	TDM	\$ 1,156,721	80%	\$ 289,180	20%	2009-2012	290,892	15,258	11,749
Total		\$ 4,759,653							
Funds Available		\$ 4,545,448				2009-2012			
Shortfall		\$ (214,205)							

TCC Funding Recommendation

Applicant	Description	TCC Recommendation for Funding				AQ Benefits (kgs reduced)			
		Federal		Local Match	Year	CO	VOC	NOX	
Chapel Hill Transit	Purchase and Operation of 2 Hybrid Buses	\$ 1,641,394	75%	\$ 557,300	25%	2009-2012	11,559	625	269
DATA	Purchase and Operation of 2 Hybrid Buses*	\$ 1,349,338	60%	\$ 894,623	40%	2009-2012	6,414	393	273
DATA	Hybrid Bus Funding Shortfall	\$ 397,995	80%	\$ 99,499	20%	2009-2012	20,524	1,257	874
TJCOG	TDM	\$ 1,156,721	80%	\$ 289,180	20%	2009-2012	290,892	15,258	11,749
Total		\$ 4,545,448							
Funds Available		\$ 4,545,448				2009-2012			
Shortfall		\$0							

*DATA increased the total project cost for this project from \$1.8M to \$2.2M after the 12/19/07 TCC Meeting.

The additional funds are proposed to be provided through an increased local match. The TCC recommendation for federal funding was not changed.

The federal funds requested in the original applications (\$4,759,653) was more than the funds available (\$4,545,448).

The TCC recommended decreasing the funding for the two hybrid bus projects proportionately to make up for the shortfall.

The federal funding requested was decreased by approximately 7% for these two projects in the TCC recommendation.

**DCHC MPO Regional Priority List
Division 5 – Durham County**

Top 15 Priority Projects

1. Transportation Demand Management (TDM)
 - Estimated Cost: \$18,251,000
 - Cost shared between DCHC MPO, CAMPO, NCDOT, and local service providers
 - DCHC MPO has recommended CMAQ funding for years 2009-2012
2. Intelligent Transportation System (ITS) Deployment
 - Estimated Cost: \$21,400,000
 - Includes all or part of the following projects:
 - i. Freeway Management on I-40, I-85, US 15-501, US 70, NC 147, Triangle Parkway, and East End Connector
 - ii. Incident Management System
 - iii. Arterial Management
 - iv. Public Transportation ITS on Regional Rail and Buses
 - v. Rail Operation Information Network
 - vi. Advanced Traveler Information System
 - vii. Electronic Toll for Triangle Parkway
 - viii. Emergency Management
 - ix. ITS Data Warehouse and Archive
 - x. Commercial Vehicle ITS
3. U-0071 East End Connector
 - Estimated Cost: \$182,200,000
 - Fully funded for ROW in FY 2010 and Partially funded for Construction in FY 2014 (delayed two years from FY 2012 in the 2007-2013 STIP)
 - Includes Holloway Street Sidewalk Project from US 70 Bypass to N. Miami Blvd. (Bicycle/Pedestrian priority project #10)
4. 2009 Transit Projects
 - Estimated Cost: \$19,262,000
 - All projects requested by DATA and TTA in FY 2009
 - i. TTA – 15 Replacement Buses
 - ii. TTA – Routine Capital Items
 - iii. TTA – Planning Assistance (*placeholder for STAC recommendation*)
 - iv. TTA – 1 Replacement Van
 - v. DATA – Preventative Maintenance and Routine Capital Items
 - vi. DATA – 18 Replacement Vans
 - vii. DATA – 12 Hybrid Buses
 - viii. Regional Transit Service (Durham to Chapel Hill) Alternatives Analysis (*placeholder for STAC recommendation*)
 - ix. TTA/DATA – Real Time Passenger Information Project
 - x. TTA – 12 Expansion Vans for vanpool
 - xi. TTA – 2 Expansion Vans

- xii. Regional Transit Service (Durham to Raleigh) Alternatives Analysis
(*placeholder for STAC recommendation*)
 - xiii. DATA – 6 Expansion Vans
 - xiv. DATA Passenger Amenities
- 5. U-4724 Cornwallis Road (S. Roxboro St. to Chapel Hill Rd.) Bicycle and Pedestrian Project
 - Estimated Cost: \$1,621,000 *cost estimate will be revised*
 - Partially funded with STP-DA in FY 2009
- 6. Fayetteville Road (Cornwallis Rd. to Nelson St.) Bicycle and Pedestrian Project
 - Estimated Cost: \$356,000
 - The City of Durham has submitted a proposal for a Safe Routes to School Project along part of this section of road.
- 7. C-4928 Morreene Road (Erwin Rd. to Neal Rd.) Bicycle and Pedestrian Project
 - Estimated Cost: \$1,728,000
 - Partially funded with CMAQ
 - This project will provide a connection between Duke University and residential neighborhoods.
- 8. U-2405 MLK Jr. Parkway/NC 55 Intersection Feasibility Study
 - Currently identified project is a fully grade separated interchange with a cost of \$25,800,000.
 - Request is for a feasibility study to identify a less expensive alternative project.
- 9. NC 751 Widening Phase I (NC 54 to S. Roxboro St.)
 - Estimated Cost: \$10,900,000
- 10. Fayetteville Road Widening (Woodcroft Parkway to Riddle Rd.)
 - Estimated Cost \$17,431,000
- 11. Avondale Drive (N. Roxboro St. to E. Geer St.) Bicycle and Pedestrian
 - Estimated Cost: \$513,000
- 12. University Drive (Garrett Rd. to Hope Valley Rd.) Bicycle and Pedestrian
 - Estimated Cost: \$1,025,000
 - Along with the bicycle and pedestrian improvements planned for Old Durham-Chapel Hill Road, this route will provide a connection between Chapel Hill and Durham.
- 13. Hillandale Road (I-85 to NC 147) Bicycle and Pedestrian
 - Estimated Cost: \$722,000
 - This project will extend the current sidewalk north providing a connection between Duke University and residential neighborhoods.
- 14. NC 54 Widening (I-40 to NC 55)
 - Estimated Cost: \$17,431,000
- 15. 2010 Transit Projects
 - Estimated Cost: \$6,705,000
 - All projects requested by DATA and TTA in FY 2010
 - i. TTA – Routine Capital Items
 - ii. TTA – Planning Assistance (*placeholder for STAC recommendation*)
 - iii. DATA – Preventative Maintenance and Routine Capital Items

- iv. TTA – 19 Expansion Vans for vanpool
- v. DATA – Park and Ride Lot near Treyburn

All Division 5 Projects Listed by Mode of Transportation in Priority Order

I. Bicycle and Pedestrian

Division 5 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	Fayetteville Rd (Cornwallis to Nelson) Bike and Ped	13 - D 13 - DC		Unfunded	356
3	Morreene Road (Erwin to Neal) Bike and Ped	4 - D 4 - DC	C-4928	Partially Funded	1,728
4	Avondale Drive (Roxboro to Geer) Bike and Ped	6 - D 6 - DC		Unfunded	513
5	University Drive (Garrett to Hope Valley) Bike and Ped	14 - D 14 - DC		Unfunded	1,025
6	Hillandale Road (I-85 to NC 147) Bike and Ped	2 - D 2 - DC		Partially Funded	722
7	Club Boulevard (Ruffin to Geer) Bike and Ped	7 - D 7 - DC		Unfunded	2,978
8	Dearborn Drive (Club to Old Oxford) Bike and Ped	10 - D 10 - DC		Unfunded	2,389
9	Cornwallis Rd. (Erwin Rd. to Chapel Hill Rd.) Bike and Ped	11 - D 11 - DC		Unfunded	3,204
10	Holloway Street (Lynn to Miami) Sidewalk	1 - D 1 - DC		Unfunded	992
11	Pope Road (Old Durham-Chapel Hill Rd. to Ephesus Church Rd.) & Ephesus Church Road Bike and Ped	6 - CH; 19 - DC		Unfunded	3,526
12	Hope Valley Road (S. Roxboro to US 15-501 Bus) Bike and Ped	9 - D 9 - DC		Unfunded	4,916
13	Cheek Road (Geer to Hardee) Bike and Ped	12 - D 12 - DC		Unfunded	695
14	Cook Rd. (Fayetteville St. to Martin Luther King) Bike and Ped	16 - DC		Unfunded	1,365
15	Barbee Chapel Road (NC 54 to Stagecoach) Bike and Ped	9 - CH; 17 - DC		Unfunded	1,759
16	Alston Avenue (Carpenter Fletcher to Sedwick) Bike and Ped	8 - D 8 - DC		Unfunded	2,069
17	Erwin Rd (Orange County Line to NC 751) Bike and Ped	18 - DC		Unfunded	1,942
18	Carpenter Fletcher Road (Woodcroft to Alston) Bike and Ped	5 - D 5 - DC		Partially Funded	1,267
19	Sedwick Rd. (Grandale to Alston) Bike and Ped	15 - D 15 - DC		Unfunded	2,187

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
2	1 Replacement Van	2009	1 - TTA	TA-4994	Unfunded	33
3	DATA Preventative Maintenance and Routine Capital Items	2009	DATA	TG-4738	Funded	3,018
4	18 Replacement Vans	2009	3 - D 3 - DC		Not included	630
5	12 Hybrid Expansion Buses	2009	1 - D 1 - DC		Not included	5,700
6	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
7	Real Time Passenger Information Project	2009	2 - TTA	TT-4911	Unfunded in 2010	700
8	Vanpool Fleet Expansion - 12 vans	2009	3 - TTA	TA-4992	Unfunded	285
9	2 Expansion Vans	2009	4 - TTA	TA-4993	Unfunded	66
10	Placeholder - Regional Transit Svc. Phase 1 - Alternatives Analysis	2009, 2010	2 - D 2 - DC	TE-4903	Unfunded	1,000
11	6 Expansion Vans	2009	4 - D 4 - DC	TA-4757	Unfunded in 2008	210
12	DATA Passenger Amenities - 75 shelters, 50 benches, 50 trash cans, 50 solar lights	2009	DATA	TG-4958	Unfunded	492
13 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2010	TTA	TG-4821	Funded	1,000
13 (tie)	TTA Planning Assistance---UPWP.	2010	TTA	TP-4732	Funded	1,000
14	DATA Preventative Maintenance and Routine Capital Items	2010	DATA	TG-4738	Funded	3,169
15	Vanpool Fleet Expansion - 19 vans	2010	3 - TTA		Not included	361
16	Park and Ride Lot - Treyburn area - Land Acquisition and Construction	2010	5 - D 5 - DC	TD-4945	Unfunded in 2009	1,175
17 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2011	TTA	TG-4821	Funded	1,000
17 (tie)	TTA Planning Assistance---UPWP.	2011	TTA	TP-4732	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)
17 (tie)	TTA 15 - Replacement Buses	2011	TTA	TA-4818	Unfunded	4,946
18	DATA Preventative Maintenance and Routine Capital Items	2011	DATA	TG-4738	Funded	3,169
19	Bus Priority at Traffic Signals along 15-501	2011	5 - TTA		Not included	350
20 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2012	TTA	TG-4821	Funded	1,000
20 (tie)	TTA Planning Assistance---UPWP.	2012	TTA	TP-4732	Funded	1,000
20 (tie)	TTA 11 Replacement Buses	2012	TTA	TA-4818	Unfunded	3,670
21	31 40-foot Hybrid Replacement Buses	2012	6 - D 6 - DC	TA-4757	11 buses unfunded in 2011	14,000
22	DATA Preventative Maintenance and Routine Capital Items	2012	DATA	TG-4738	Funded	3,169
23 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2013	TTA	TG-4821	Funded	1,000
23 (tie)	TTA Planning Assistance---UPWP.	2013	TTA	TP-4732	Funded	1,000
24	DATA Preventative Maintenance and Routine Capital Items	2013	DATA	TG-4738	Funded	3,169
25 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2014	TTA	TG-4821	Funded	1,000
25 (tie)	TTA Planning Assistance---UPWP.	2014	TTA	TP-4732	Funded	1,000
25 (tie)	5 Replacement Buses	2014	TTA		Not included	500
26	DATA Preventative Maintenance and Routine Capital Items	2014	DATA	TG-4738	Funded	3,228
27 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2015	TTA	TG-4821	Funded	1,000
27 (tie)	TTA Planning Assistance---UPWP.	2015	TTA	TP-4732	Funded	1,000
28	DATA Preventative Maintenance and Routine Capital Items	2015	DATA	TG-4738	Funded	3,339

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	East End Connector	1 - D 1 - DC	U-0071	Partially Funded	182,200
4	MLK Jr. Parkway/Hwy 55 Intersection	2 - D 2 - DC	U-2405	Unfunded	25,800
5	NC 751 (Phase 1) Widening	9 - D 9 - DC		Unfunded	10,900
6	Fayetteville Road Widening	4 - D 4 - DC		Unfunded	17,431
7	NC 54 (I-40 east to NC 55) Widening	5 - D 5 - DC		Unfunded	75,582
8	Old Oxford Highway Widening	8 - D 8 - DC		Unfunded	31,492
9	Triangle Parkway	3 - D 3 - DC	U-4763B	Partially Funded	174,703
10	US 70 (Lynn Rd. to Wake County Line) Convert to Freeway	6 - D 6 - DC	U-4720	Unfunded	101,747
11	NC 54 (I-40 to Barbee-Chapel) Widening	10 - D 10 - DC		Unfunded	32,351
12	Northern Durham Parkway	7 - D 7 - DC	U-4721	Unfunded	131,954

**DCHC MPO Regional Priority List
Division 7 – Orange County**

Top 15 Priority Projects

1. 2009 TTA Replacement Vehicles
 - Estimated Cost: \$4,161,000
 - Includes:
 - i. 15 Replacement Buses
 1. Draft STIP includes 17 buses in 2009 (unfunded)
 - ii. 1 Replacement Paratransit Van
2. 2009 Chapel Hill Transit 26 Replacement Buses
 - Estimated Cost: \$10,325,000
 - Draft STIP only includes 12 buses in 2009 (unfunded)
3. Martin Luther King Jr. - NC 86 Corridor (North Street to I-40) Bicycle and Pedestrian
 - Estimated Cost: \$3,945,000
 - Partially funded with \$310,000 STP-DA
4. Bolin Creek Greenway (Martin Luther King Jr. to Umstead Park)
 - Estimated Cost: \$493,000
 - Partially funded by the Town of Chapel Hill
5. 15 Chapel Hill Intersection Improvements
 - Estimated Cost: \$1,542,000
 - Crosswalks, signals, lighting, etc. at the following intersections
 - i. West Franklin Street @ McDonalds
 - ii. NC 54 @ E. Barbee Chapel Road
 - iii. NC 54 @ Finley Golf Course
 - iv. NC 54 @ Meadowmont Lane
 - v. Fordham Boulevard @ Old Mason Road
 - vi. Fordham Boulevard @ Manning Drive
 - vii. Fordham Boulevard @ Willow Drive
 - viii. Homestead Road @ Weaver Dairy Road
 - ix. US 15-501 South @ Bennet Road
 - x. US 15-501 South @ Market Street
 - xi. Erwin Road @ Weaver Dairy Road
 - xii. East Franklin Street @ Couch Road
 - xiii. East Franklin Street @ Elizabeth
 - xiv. Fordham Boulevard @ Erwin Road
 - xv. NC 54 @ Greensboro Street
6. U-3100B Old Fayetteville Road (McDougle School to NC 54) Bicycle and Pedestrian
 - Estimated Cost: \$1,800,000
 - Partially funded with \$300,000 for right-of-way in 2012
 - This project connects a school, park, and shopping center.
7. Erwin Road (Sage Rd. to Durham County Line) Bicycle and Pedestrian

- Estimated Cost: \$3,585,000
 - This project will provide a connection between Chapel Hill and Durham.
8. R-2825 South Churton Street Improvements (I-40 to US 70 Business)
 - Estimated Cost: \$19,260,000
 - 4-lane divided facility including bicycle and pedestrian facilities.
 9. Franklin/Main/Merritt Mill/Brewer Intersection Improvements
 - Estimated Cost: \$688,000
 - Construct a roundabout to improve operation and safety for motorists, pedestrians, bicyclists, and transit.
 10. U-2805 Homestead Road Improvements (NC 86 to High School Road)
 - Estimated Cost: \$3,030,000
 - Turn lanes, bicycle lanes, and sidewalks
 11. Fordham Boulevard (US 15-501 South to Ephesus Church Road) Bicycle and Pedestrian
 - Estimated Cost: \$5,147,000
 12. Estes Extension (S. Greensboro Street to Carrboro Town Limits) Bicycle and Pedestrian
 - Estimated Cost: \$1,152,000
 - Phase I: Construct a multi-use path from Williams Street to Estes Drive
 - Phase II: Add bicycle lanes, sidewalks, and transit accommodations on both sides of the road
 - This project will connect to wide shoulders on Estes Drive.
 13. Nash Street (Faucette Mill to Dimmocks Mill) Sidewalk
 - Estimated Cost: \$640,000
 - Partially funded by the town
 14. Southern Railway Greenway (Estes Drive to Seawell School Road)
 - Estimated Cost: \$370,000
 15. U-3436 Eno Mountain/Mayo Street at Orange Grove Road Realignment
 - Estimated Cost: unknown
 - Safety and traffic flow improvements.

All Division 7 Projects Listed by Mode of Transportation in Priority Order

I. Bicycle and Pedestrian

Division 7 Priority Number	Project Name and Description	Local Priority Number	TIP Number	TIP Status in Draft FY09-15 STIP	Estimated Cost (\$THOU)
1	MLK-NC 86 Corridor Bike and Ped	1 - CH		Partially Funded	3,945
2	Bolin Creek Greenway	2 - CH		Partially Funded	493
3	15 Chapel Hill Intersection Improvements	4 - CH		Unfunded	1,542
4	Old Fayetteville Road (McDougle School to NC 54) Bike and Ped	2 - C	U-3100B	Partially Funded	1,800
5	Erwin Road (Sage to Durham County Line) Bike and Ped	17 - CH		Unfunded	3,585
6	Fordham (15-501 South to Ephesus Ch) Bike and Ped	18 - CH		Unfunded	5,147
7	Estes Extension (S Greensboro to Carrboro Town Limits) Bike and Ped	1 - C		Unfunded	1,152
8	Nash Street (Faucette Mill to Dimmocks Mill) Sidewalk	3 - H		Partially Funded	640
9	Southern Railroad Greenway	10 - CH		Unfunded	370
10	Culbreth Road (Adam Way to Smith Level) Sidewalk	8 - CH		Unfunded	182
11 (tied)	Estes Drive (Curtis to Franklin) Sidewalk	5 - CH		Unfunded	422
11 (tied)	Old NC 86 (Hillsborough to Homestead) Bike and Ped	5 - C		Unfunded	515
12	Pope Road (Old Durham-Chapel Hill Rd. to Ephesus Church Rd.) & Ephesus Church Road Bike and Ped	6 - CH; 19 - DC		Unfunded	3,526
13	Country Club Road (South Rd to Raleigh St) Sidewalk	13 - CH		Unfunded	143
14	Bolin Creek Little Creek Greenway	15 - CH		Unfunded	943
15	I-40/Orange Grove Road Pedestrian Bridge	1 - OC; 1 - H	EB-4980	Unfunded	1,000
16	NC 86 (Whitfield to US 70 Bus) Bike Route	2 - H; 3 - OC		Unfunded	933
17	Fordham Pedestrian Overpass	3 - CH		Unfunded	2,261
18	Franklin St./Bolin Creek Greenway Bike and Ped Access	11 - CH		Unfunded	178
19	Fordham (Manning to Carmichael) Sidewalk	14 - CH		Unfunded	98
20	Fordham (Ephesus Ch to Elliott) Sidewalk	7 - CH		Unfunded	175
21	Mt.Carmel Church Rd (US 15-501 to Chatham County Line) Bike and Ped	12 - CH		Unfunded	3,662
22	BPW Club Rd/Westbrook Dr. Greenway	4 - C		Unfunded	5

Division 7 Priority Number	Project Name and Description	Local Priority Number	TIP Number	TIP Status in Draft FY09-15 STIP	Estimated Cost (\$THOU)
23	NC 54 Corridor (Fordham to Barbee Chapel) Bike and Ped	19 - CH		Unfunded	1,549
24	Old Mason Farm/Finley Golf Course (NC 54 to Fordham) Bike and Ped	16 - CH		Unfunded	1,793
25	S. Greensboro Street (Main to Merritt Mill) Sidewalks	3 - C		Unfunded	922
26	Old NC 86 (Eubanks to I-40) Bike Lanes	2 - OC		Unfunded	1,130
27	Old NC 86 (Homestead to Eubanks) Bike and Ped	6 - C		Unfunded	2,641
28	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	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
7	9 Replacement Vans	2009	2 - CH; 2 - C	TA-4748	8 vans unfunded	1,026
8	11 Replacement Support Vehicles	2009	3 - CH; 3 - C		Not included	396
9	2 Replacement Service Trucks	2009	5 - CH; 5 - C		Not included	88
10	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
11	Real Time Passenger Information Project	2009	2 - TTA	TT-4911	Unfunded in 2010	700
12	Vanpool Fleet Expansion - 12 vans	2009	3 - TTA	TA-4992	Unfunded	285
13	2 Expansion Vans	2009	4 - TTA	TA-4993	Unfunded	66
14	Placeholder - Regional Transit Svc. Phase 1 - Alternatives Analysis	2009, 2010	2 - D 2 - DC	TE-4903	Unfunded	1,000
15	Park and Ride Lot 15-501 Corridor - Construction	2009	6 - CH; 6 - C	TD-4710B	Unfunded	2,000
16 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2010	TTA	TG-4821	Funded	1,000
16 (tie)	TTA Planning Assistance---UPWP.	2010	TTA	TP-4732	Funded	1,000
18	12 Replacement Buses	2010	7 - CH; 7 - C	TA-4726	8 buses unfunded	4,210
19	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

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)
20	6 Replacement Vans	2010	9 - CH; 9 - C	TA-4979 TA-4748	8 vans unfunded	704
21	3 Replacement Support Vehicles	2010	10 - CH; 10 - C	TA-4981	2 vehicles unfunded	110
22	CHT 1 Replacement Service Truck	2010	CHT		Not included	70
23	3 Hybrid Expansion Buses	2010	8 - CH; 8 - C		Not included	1,679
24	Vanpool Fleet Expansion - 19 vans	2010	3 - TTA		Not included	361
25 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2011	TTA	TG-4821	Funded	1,000
25 (tie)	TTA Planning Assistance---UPWP.	2011	TTA	TP-4732	Funded	1,000
25 (tie)	TTA 15 - Replacement Buses	2011	TTA	TA-4818	Unfunded	4,946
28	13 Replacement Buses	2011	14 - CH; 14 - C	TA-4726	16 buses unfunded	4,695
29	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
30	1 Replacement Support Vehicles	2011	13 - CH; 13 - C	TG-4732	2 vehicles unfunded	40
31	3 Diesel Expansion Buses	2011	11 - CH; 11 - C		Not included	1,084
32	Bus Priority at Traffic Signals along 15-501	2011	5 - TTA		Not included	350
33	Park and Ride Lot Expansion - Design and Land Acquisition - NC 54	2011	12 - CH; 12 - C	TD-4909	Unfunded	2,000
34 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2012	TTA	TG-4821	Funded	1,000
34 (tie)	TTA Planning Assistance---UPWP.	2012	TTA	TP-4732	Funded	1,000
34 (tie)	TTA 11 Replacement Buses	2012	TTA	TA-4818	Unfunded	3,670
37	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
38	3 Expansion Buses (2 hybrid 1 diesel)	2012	15 - CH; 15 - C		Not included	1,560
39	Park and Ride Lot Expansion - Construction - NC 54	2012	12 - CH; 12 - C	TD-4909	Unfunded	3,000
40 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2013	TTA	TG-4821	Funded	1,000
40 (tie)	TTA Planning Assistance---UPWP.	2013	TTA	TP-4732	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	17 Replacement Buses	2013	16 - CH; 16 - C	TA-4726	Unfunded	6,513
43	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
44	2 Replacement Service Trucks	2013	18 - CH; 18 - C		Not included	99
45	9 Replacement Vans	2013	19 - CH; 19 - C	TA-4748	8 vans unfunded	1,154
46	11 Replacement Support Vehicles	2013	20 - CH; 20 - C	TG-4732	15 vehicles unfunded	441
47	3 Expansion Buses (2 hybrid 1 diesel)	2013	17 - CH; 17 - C	TA-4995	Unfunded	1,606
48 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2014	TTA	TG-4821	Funded	1,000
48 (tie)	TTA Planning Assistance---UPWP.	2014	TTA	TP-4732	Funded	1,000
48 (tie)	5 Replacement Buses	2014	TTA		Not included	500
51	10 Replacement Buses	2014	22 - CH; 22 - C	TA-4726	Unfunded	3,946
52	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
53 (tie)	CHT 6 Replacement Vans	2014	CHT		Not included	792
53 (tie)	CHT 3 Replacement Support Vehicles	2014	CHT		Not included	124
53 (tie)	CHT 1 Replacement Service Truck	2014	CHT		Not included	70
56	3 Expansion Buses (2 hybrid 1 diesel)	2014	23 - CH; 23 - C	TA-4995	Unfunded	1,655
57 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2015	TTA	TG-4821	Funded	1,000
57 (tie)	TTA Planning Assistance---UPWP.	2015	TTA	TP-4732	Funded	1,000
59	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
60	3 Expansion Buses (2 hybrid 1 diesel)	2015	24 - CH; 24 - C	TA-4995	Unfunded	1,704
61	Fixed Guideway to Carolina North	2015	25 - C		Not included	n/a

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	S. Churton Street Improvements	2 - H, 2 - OC	R-2825	Unfunded	19,260
2	Franklin/Main/Merritt Mill/Brewer Intersection	3 - C		Unfunded	688
3	Homestead Road Improvements	1 - CH, 1 - OC, 2 - C	U-2805	Unfunded	3,030
4	Eno Mt./Mayo St. at Orange Grove Rd. Realignment	4 - H, 5 - OC	U-3436	Unfunded	unknown
5	Seawell School Road Improvements	1 - C; 2 - CH	EB-4710	Unfunded	3,524
6	Elizabeth Brady Rd. Extension	1 - H	U-3808	Partially Funded	23,198
7	NC 86 North Widening	3 - OC		Unfunded	unknown
8	Piney Mountain Road Improvements	4 - CH		Unfunded	2,441
9	Estes Drive Improvements	3 - CH		Unfunded	1,630
10	US 70 Bypass Widening	3 - H, 4 - OC		Unfunded	unknown
11	Orange Grove Rd. Extension	6 - OC		Unfunded	unknown
12	Western Bypass	5 - H	R-3438	Unfunded	5,300

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 1/9/08 Attachment 8

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												
DURHAM 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 1/9/08 Attachment 8

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						"DELIVERABLE STIP"			"DEVELOPMENTAL STIP"					"UNFUNDED"	
						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

TAC 1/9/08 Attachment 8

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						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 C 4800
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 1/9/08 Attachment 8

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						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

TAC 1/9/08 Attachment 8

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						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													

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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 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										
					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 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											
					STP	U	1429											
					STP				C	1950								
PLANNING/DESIGN IN PROGRESS																		
DURHAM 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							
					T					U	2877							
					T					M	2895							
					T								C	33250	C	33250		
															C	66500		
STRATEGIC HIGHWAY CORRIDOR																		
PLANNING/DESIGN IN PROGRESS																		
DURHAM 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											
					STP					M	241							
					STP								C	7767	C	7767	C	7766
DURHAM 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											
STRATEGIC HIGHWAY CORRIDOR																		
UNDER CONSTRUCTION																		

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DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 1/9/08 Attachment 8

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						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																	

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		
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 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 FA				R	260						
														C	975	
US 70 BYPASS ORANGE	B-4962	ENO RIVER. REPLACE BRIDGE NO. 46	3300		FA FA								R	300		
														C	3000	
SR 1002 ORANGE	B-4216	STROUDS CREEK. REPLACE BRIDGE NO. 66	1125	150	FA FA				R	100						
														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 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 NFA	R	80									
														C	1525	

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 1/9/08 Attachment 8

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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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DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 1/9/08 Attachment 8

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						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											
					S										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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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		
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							
<p>A DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN CAPITAL AREA MPO (CAMPO).</p> <p>B DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN DURHAM-CHAPEL HILL-CARRBORO (DCHC).</p>																
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

TAC 1/9/08 Attachment 8

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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

TAC 1/9/08 Attachment 8

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						"DELIVERABLE STIP"					"DEVELOPMENTAL STIP"										
						FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015								
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																
					O																
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

TAC 1/9/08 Attachment 8

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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	
ENHANCEMENT PROJECTS (LOCAL PROJECTS)															
DURHAM	EL-2921E	AMERICAN TOBACCO RAIL TRAIL. NC 54	4762		DP		C	246		C	246				
DURHAM		TO CHATHAM COUNTY LINE. CONSTRUCT			HP		C	1118		C	1118				
		A MULTI-PURPOSE TRAIL.			STPDA		C	590		C	590				
					O		C	427		C	427				
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY CITY															
DURHAM	U-4724	CORNWALLIS ROAD, SOUTH ROXBORO	2270		STPDA		C	1816							
DURHAM		ROAD TO UNIVERSITY DRIVE. BIKE			O		C	454							
		AND PEDESTRIAN FEATURES.													
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS															
HAZARD ELIMINATION PROJECTS															
I-40	W-5125	EAST OF NC 147.	83		HES		C	83							
DURHAM		INSTALL MEDIAN BARRIER. (0.25 MILE)													
STRATEGIC HIGHWAY CORRIDOR															
I-540, SR 3097	W-4814	I-540, I-40 EASTWARD TO EAST OF US 1	195	195											
AVIATION PARKWAY		(CAPITAL BOULEVARD) AND SR 3097													
DURHAM		(AVIATION PARKWAY), TERMINAL													
WAKE		BOULEVARD NORTHWARD TO SR 1644													
		(GLOBE ROAD). INSTALL MILLED RUMBLE													
		STRIPS ON THE INSIDE AND OUTSIDE													
		PAVED SHOULDERS.													
UNDER CONSTRUCTION															
US 501	SF-4905A	SR 1601 (MOORES MILL ROAD)-SR 1468	98	98											
DURHAM		(QUAIL ROOST FARM ROAD). INSTALL													
		TRAFFIC SIGNAL.													
DIVISION PROJECT - UNDER CONSTRUCTION															
NC 57	SF-4907C	INSTALL CENTER TRAFFIC ISLANDS WITH	166		HES	R	50								
NC 157		STOP SIGNS AND MAKE SIGHT DISTANCE			HES	C	116								
ORANGE		IMPROVEMENTS.													
US 70	SF-4907B	INSTALL RIGHT TURN LANE.	130		HES	R	5								
NC 751					HES	C	125								
ORANGE															
NC 751	SF-4908I	INTERSECTION WITH SR 1731 (O'KELLY	146		HES	R	6								
CHATHAM		CHURCH ROAD). INSTALL TRAFFIC			HES	C	140								
		SIGNAL AND LEFT TURN LANE.													

* INDICATES INTRASTATE PROJECT

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						FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FUTURE YEARS		
HAZARD ELIMINATION PROJECTS																
I-85, US 70, US 15-501 AND NC 147 DURHAM GRANVILLE	W-4811	SECTIONS OF I-85 (DURHAM AND GRANVILLE COUNTIES), US 70, US 15-501 AND NC 147 (DURHAM COUNTY). INSTALL MILLED RUMBLE STRIPS ON THE INSIDE AND OUTSIDE PAVED SHOULDERS.	285	285												
UNDER CONSTRUCTION																
DURHAM DURHAM	W-5110	NC 55 (ALSTON AVENUE) AT LAWSON STREET. CONSTRUCT LEFT TURN LANES ON NC 55. (0.2 MILE)	975		HES					R	500					
					HES											
						C	475									
SR 1548 SCHLEY ROAD ORANGE	SI-4807	SR 1538 (NEW SHARON CHURCH ROAD). INSTALL CENTER ISLAND WITH STOP SIGN.	56	56												
DIVISION PROJECT - UNDER CONSTRUCTION																
PASSENGER RAIL PROJECTS																
AMTRAK ALAMANCE CABARRUS DURHAM GUILFORD MECKLENBURG ROWAN WAKE	P-2918	TRAIN 73/74 OPERATIONS BETWEEN CHARLOTTE AND RALEIGH AND CAPITAL YARD MAINTENANCE FACILITY.	85752	32952	S(5)	O	2600	O	2600	O	2600	O	2600	O	2600	
					T2001	O	4000	O	4000	O	4000	O	4000	O	4000	
						O	2600	O	2600	O	2600	O	2600	O	2600	
						O	4000	O	4000	O	4000	O	4000	O	4000	
IN PROGRESS																
AMTRAK ALAMANCE CABARRUS DURHAM EDGECOMBE GUILFORD JOHNSTON MECKLENBURG NASH ROWAN WAKE WILSON	P-2908	CAPITAL AND OPERATIONS COST OF TRAIN 79/80 BETWEEN CHARLOTTE AND ROCKY MOUNT.	47795	28595	S(5)	O	2400	O	2400	O	2400	O	2400	O	2400	
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	
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															

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DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 1/9/08 Attachment 8

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						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

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

TAC 1/9/08 Attachment 8

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																		
COUNTYWISE DURHAM	TJ-4931	PROVIDE OPERATING ASSISTANCE TO COUNTIES AND COMMUNITY TRANSPORTATION SYSTEMS TO MEET WORK FIRST AND EMPLOYMENT TRANSPORTATION NEEDS.	64		OAWF	0	8	0	8	0	8	0	8	0	8			
COUNTYWISE DURHAM	TL-4931	PROVIDE OPERATING ASSISTANCE FOR ADDITIONAL TRANSPORTATION SERVICES TO THE ELDERLY AND DISABLED.	760		EDTAP	0	95	0	95	0	95	0	95	0	95			
COUNTYWISE DURHAM	TR-4931	PROVIDE MAINTENANCE ASSISTANCE FOR COMMUNITY TRANSPORTATION SYSTEMS TO SERVE THE RURAL GENERAL PUBLIC.	280		RGP	0	35	0	35	0	35	0	35	0	35			
DURHAM DURHAM	C-4927	PURCHASE 1 HYBRID ELECTRIC BUS. CMAQ FUNDS TO BE TRANSFERRED TO FTA.	1500	750	CMAQ	CP	587											
					L	CP	163											
DURHAM DURHAM	TA-4923	11 - REPLACEMENT BUSES.	3850		FED													
					L													
					STAT													
UNFUNDED PROJECT																		
DURHAM DURHAM	TA-4757	6 - EXPANSION VANS.	226		FED	CP	180											
					L	CP	23											
					STAT	CP	23											
UNFUNDED PROJECT																		
DURHAM DURHAM	TG-4738	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS, SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	25107		FUZ	CP	2299	CP	2414	CP	2535	CP	2535	CP	2582	CP	2670	
					L	CP	548	CP	604	CP	634	CP	634	CP	646	CP	668	
DURHAM DURHAM	TG-4958	PASSENGER AMENITIES - SHELTERS, BENCHES, TRASH CANS, SOLAR LIGHTS.	479		FEDU			CP	394									
					L			CP	85									
UNFUNDED PROJECT																		

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 1/9/08 Attachment 8

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																

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

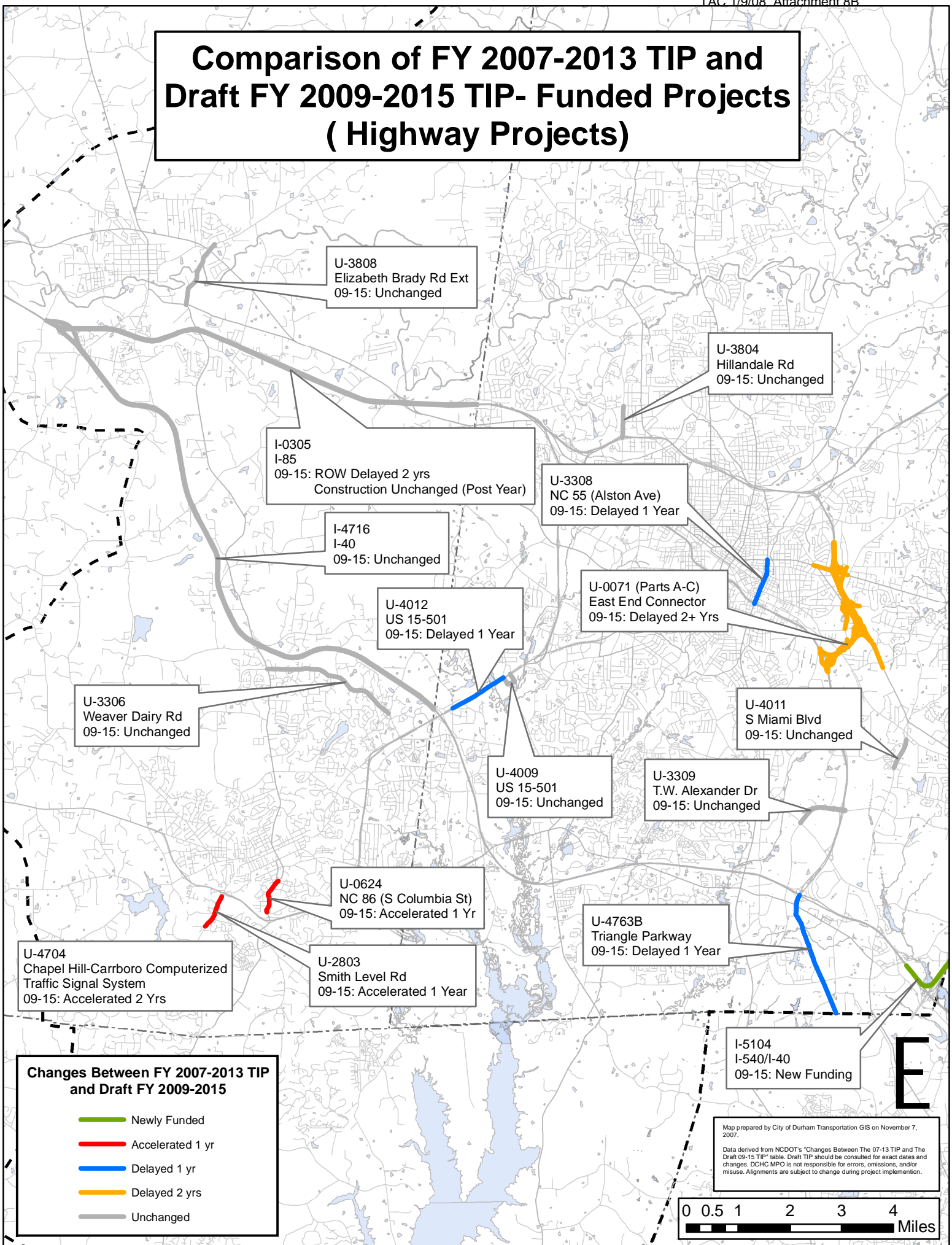
Division	Project #	Route	Description	Total Cost		Year Begin Construction	
				2008-2015	2008-2015	2008-2015	2008-2015
5	I-0306	I-85	Orange County line to East of Midland Terrace Road.	270,352		under construction	
7	R-4403	various	National Highway System Guardrail Rehabilitation.	1,068		under construction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



U-3808
Elizabeth Brady Rd Ext
09-15: Unchanged

U-3804
Hillandale Rd
09-15: Unchanged

I-0305
I-85
09-15: ROW Delayed 2 yrs
Construction Unchanged (Post Year)

U-3308
NC 55 (Alston Ave)
09-15: Delayed 1 Year

I-4716
I-40
09-15: Unchanged

U-0071 (Parts A-C)
East End Connector
09-15: Delayed 2+ Yrs

U-4012
US 15-501
09-15: Delayed 1 Year

U-4011
S Miami Blvd
09-15: Unchanged

U-3306
Weaver Dairy Rd
09-15: Unchanged

U-4009
US 15-501
09-15: Unchanged

U-3309
T.W. Alexander Dr
09-15: Unchanged

U-0624
NC 86 (S Columbia St)
09-15: Accelerated 1 Yr

U-4763B
Triangle Parkway
09-15: Delayed 1 Year

U-2803
Smith Level Rd
09-15: Accelerated 1 Year

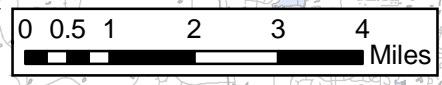
U-4704
Chapel Hill-Carrboro Computerized
Traffic Signal System
09-15: Accelerated 2 Yrs

I-5104
I-540/I-40
09-15: New Funding

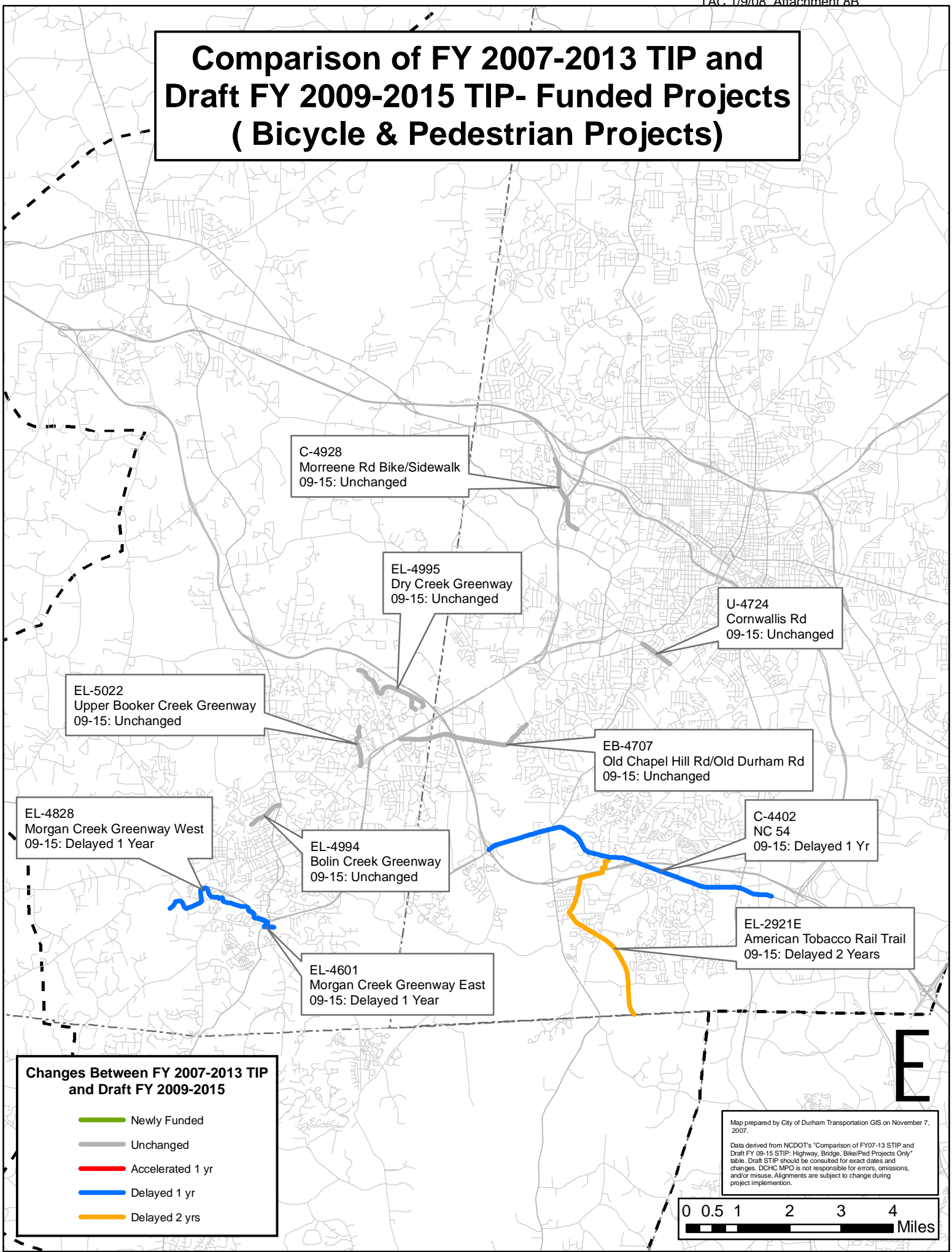
Changes Between FY 2007-2013 TIP and Draft FY 2009-2015

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

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.



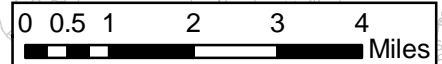
Comparison of FY 2007-2013 TIP and Draft FY 2009-2015 TIP- Funded Projects (Bicycle & Pedestrian Projects)



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.



**Division 5 One-on-One Meeting
FY 2009-2015 Transportation Improvement Program**

Agenda

- 1. 2009-2015 TIP Items for Discussion (*LPA Staff Recommendations in Italics*)**
 - a. General Funding Issues**
 - b. Major Project Schedules and Funding**
 - c. Project Design**
 - d. Project Study Requests**
 - e. Project Management Requests**
 - f. Project Updates**
-

1. 2009-2015 TIP Items for Discussion

The DCHC MPO has reviewed the 2009-2015 Draft STIP and developed the following list of issues for discussion. The MPO is developing the 2009-2015 MTIP which will be approved in late spring/early summer 2008.

a. General Funding Issues

- 1. *Need additional funding for transportation***
The DCHC MPO has only two new highway or bicycle/pedestrian projects in Division 5 funded in the draft FY 2009-2015 STIP (I-5104 and B-4943, neither of which is in our Regional Priority List) while population and employment continue to grow. It is imperative the NCDOT and the General Assembly work to increase transportation funding for the State's urban areas.
- 2. *Prioritize funding for bicycle, pedestrian, and transit projects***
The DCHC MPO strongly supports multi-modal transportation. Many of the MPO's top priorities are bicycle, pedestrian, and transit projects (see Regional Priority List). Many of the traditional funding sources for these projects have disproportionately been the target for rescissions. We understand that recent federal legislation now requires that rescissions be proportionately distributed among funding programs. In addition to the traditional funding sources for these projects, the DCHC MPO would like these projects to receive funds traditionally used for highway projects such as STP funds. Bicycle/pedestrian projects are typically far less costly than highway projects. With so little revenue available for new projects, it would be a good opportunity to use limited resources on more less expensive bicycle/pedestrian projects.

b. Major Project Schedules and Funding

3. U-0071 (East End Connector)

The DCHC MPO is concerned about the schedule delay and unfunded cost increase for U-0071. The project cost increased from \$99,292,000 in the FY 2007-2013 STIP to \$161,792,000 in the draft FY 2009-2015 STIP. None of the \$62,500,000 cost increase is funded. In addition, the first year for construction was delayed two years from 2012 to 2014. This project is Durham's highest priority and would greatly improve safety, congestion, and access through Durham. The environmental document for U-0071 is on schedule to be complete in 2008. Public awareness of the project is high due to several well-attended community meetings and the formation of the Ad Hoc Committee. The DCHC MPO requests that construction for this project not be delayed and that it be fully funded in the final STIP.

LPA staff is developing a memo with additional information on this project.

4. U-3808 (NC 55/Alston Avenue, NC 147 to Holloway St.)

The DCHC MPO is concerned about the design of U-3808. A recommendation is pending Durham City Council action.

5. New Project (Fayetteville Road, Woodcroft Parkway to Riddle Rd.)

A recommendation is pending Durham City Council action.

6. U-5104/R-2000 (I-540/I-40 Interchange Improvements)

The DCHC MPO would like the bottleneck at the ramp from NC 147 south to I-40 east addressed in addition to this project. U-5104, which primarily serves commuters from Wake County to RTP, is the only new highway project funded in Durham County and it is not on the MPO's Regional Priority List.

7. DATA Buses

DATA has recently had difficulty meeting its peak bus pullout due to mechanical problems with its bus fleet. The draft FY 2009-2015 STIP includes 11 replacement buses for DATA in FY 2011. DATA requests that the replacement schedule be accelerated and the number of replacement buses be increased. DATA requested 12 expansion buses in 2009 and 31 replacement buses in 2012 in the MPO's Regional Priority List.

8. U-4763B (Triangle Parkway)

The DCHC MPO continues to be concerned about the provision of gap funding for the Triangle Parkway and the design of the project. The Triangle Parkway is not the MPO's highest priority highway project and thus the MPO objects to any diversion of funds from any higher priority projects to the Triangle Parkway. The DCHC MPO urges the NCTA and the General Assembly to identify new sources of revenue to fill the funding gap. In addition, the DCHC MPO urges the NCTA to include transit facilities in the design of the project and consider free use of the facility by buses, vanpools, and carpools (3+). Planned and existing bicycle and pedestrian facilities on all Y-lines should be accommodated by the project design.

Other local access issues related to the Triangle Parkway have also been raised by citizens.

c. Project Design

9. U-3804 (Hillandale Rd., I-85 to Carver St.)

A letter was sent to NCDOT outlining the DCHC MPO's concerns regarding the design of this project in January 2008. The DCHC MPO requests that NCDOT work with the adjoining property and business owners to develop a solution which safely accommodates traffic traveling along Hillandale Road, provides good access to properties in the area, and addresses other concerns that have been raised.

10. All highway projects

NCDOT has changed its approach to highway design from accommodating motor vehicles only to providing for a multi-modal transportation system. However, on roadway projects that include widening and multi-modal facilities, the project descriptions in the TIP continue to say "widen to multi-lanes" with no mention of multi-modal facilities. The DCHC MPO continues to believe that the TIP would better communicate to the public and to NCDOT departments the actual project scope if the project descriptions said "widen to multi-lanes and include bicycle, pedestrian, and transit facilities" where appropriate.

d. Planning Study Requests

11. U-4720 (US 70) and U-4721 (Northern Durham Parkway)

With the East End Connector (U-71) included in the draft FY 2009-2015 TIP, it is important to initiate the planning process for the next priority Highway Trust Fund projects in Durham – US 70 and the Northern Durham Parkway. Because the design of one of these Highway Trust Fund projects could affect the design of the other, it is important that the planning process study these two projects together.

e. Project Management Requests

12. C-4402 (NC 54 Bicycle Improvements)

NCDOT previously agreed to manage EB-4707 (Old Durham-Chapel Hill Road Bicycle and Pedestrian Improvements) if the City of Durham would agree to manage C-4402. However, the DCHC MPO requests that NCDOT reconsider managing C-4402. NC 54 is a major State route. The MPO and the City of Durham do not have the resources to manage a project of this magnitude on the State system.

f. Project Updates

13. U-2405 (M. L. King Jr. Parkway and NC 55 Interchange)

With the completion of M. L. King Jr. Parkway from US 15-501 to NC 55, it is appropriate to complete the last link of this important project from NC 55 to Cornwallis Road to serve Research Triangle Park. The TAC would like to consider lower cost alternatives to the \$25.8 million unfunded interchange identified in the draft FY 2009-2015 STIP. The DCHC MPO requests that NCDOT provide information regarding the feasibility study re-evaluation in progress.

14. U-4724 (Cornwallis Rd., S. Roxboro Rd. to Chapel Hill Rd.)

This project is currently funded using the MPO's STP-DA funds. Additional funding may be needed depending on a revised cost estimate.

Division 7 One-on-One Meeting FY 2009-2015 Transportation Improvement Program

Agenda

1. **2009-2015 TIP Items for Discussion**
 - a. **General Funding Issues**
 - b. **Major Project Schedules and Funding**
 - c. **Project Design**
 - d. **Project Updates**
-

1. 2009-2015 TIP Items for Discussion

The DCHC MPO has reviewed the 2009-2015 Draft STIP and developed the following list of issues for discussion. The MPO is developing the 2009-2015 MTIP which will be approved in late spring/early summer 2008.

a. General Funding Issues

1. Need additional funding for transportation

The DCHC MPO is pleased that many of the cost increases on previously funded projects in Division 7 were funded in the draft 2009-2015 STIP and that several priority projects were accelerated (U-4704 – Chapel Hill/Carrboro Signal System, U-0624 – NC 86/South Columbia Street). However, the DCHC MPO has no new highway or bicycle/pedestrian projects in Division 7 funded in the draft FY 2009-2015 STIP while population and employment continue to grow. It is imperative the NCDOT and the General Assembly work to increase transportation funding for the State's urban areas.

2. Prioritize funding for bicycle, pedestrian, and transit projects

The DCHC MPO strongly supports multi-modal transportation. Many of the MPO's top priorities are bicycle, pedestrian, and transit projects (see Regional Priority List). Many of the traditional funding sources for these projects have disproportionately been the target for rescissions. We understand that recent federal legislation now requires that rescissions be proportionately distributed among funding programs. In addition to the traditional funding sources for these projects, the DCHC MPO would like these projects to receive funds traditionally used for highway projects such as STP funds. Bicycle/pedestrian projects are typically far less costly than highway projects. With so little revenue available for new projects, it would be a good opportunity to use limited resources on more less expensive bicycle/pedestrian projects.

a. Major Project Schedules and Funding

3. **Bolin Creek Greenway (NC 86 to Umstead Park in Chapel Hill)**
The DCHC MPO requests funding for this new project.
4. ***U-3808 (Elizabeth Brady Road Extension) / B-4962 (US 70 Bridge over Eno River)***
In the 2007-2013 TIP, right-of-way acquisition for U-3808 was delayed and B-4962 was changed to unfunded. These two projects in Hillsborough involve access over the Eno River in Hillsborough. The DCHC MPO requests that the NCDOT complete the environmental study on U-3808 and schedule right-of-way in 2009 and construction in 2011.
5. ***I-0305 (I-85 widening)***
*The DCHC MPO would like to change the phase descriptions to prioritize the rebuilding of interchanges at NC 86, SR 1009 (Old NC 86), and US 70.
Phase A: Rebuild interchanges at NC 86, SR 1009 (Old NC 86), and US 70.
Phase B: Widening*
6. ***U-3306 (Weaver Dairy Road improvements)***
The DCHC MPO requests that NCDOT provide information on the funding of the bicycle, pedestrian, and transit improvements included in this project. Bicycle, pedestrian, and transit improvements are critical elements of this project and should be funded using STP. In the FY 2007-2013 STIP, this project was fully funded with STP including \$10,800,000 for construction. In the draft FY 2009-2015 STIP, this project is funded with \$10,092,000 of STP, \$566,000 STP-DA, and \$142,000 from the Town of Chapel Hill for construction. The DCHC MPO would like to know why the STP funding was decreased.
7. ***Chapel Hill Transit Capital and Operating Funds***
The Town of Chapel Hill recently updated its long range transit plan. This document recommends a significant expansion of service. The Town requests that funding for capital and operations be increased in the STIP.

b. Project Design

8. ***All highway projects (especially R-2825, U-2803, U-3306, U-2805, U-2909)***
NCDOT has changed its approach to highway design from accommodating motor vehicles only to providing for a multi-modal transportation system. However, on roadway projects that include widening and multi-modal facilities, the project descriptions in the TIP continue to say “widen to multi-lanes” with no mention of multi-modal facilities. The DCHC MPO continues to believe that the TIP would better communicate to the public and to NCDOT departments the actual project scope if the project descriptions said “widen to multi-lanes and include bicycle, pedestrian, and transit facilities” where appropriate.
9. **U-2803 (Smith Level Road widening) / Culbreth Road Sidewalks**

A project to construct sidewalks on Culbreth Road is on the DCHC MPO Regional Priority List. Sidewalks already exist along much of the north side of Culbreth Road. The DCHC MPO requests that the gap in this sidewalk near Smith Level Road be included in the U-2803 Smith Level Road project. In addition, the DCHC MPO requests that a NCDOT consider a new project to add sidewalks to the south side of Culbreth Road.

c. Project Updates

10. FS-0307A (Mason Farm Rd. Relocation)

Neither the DCHC MPO nor the Town of Chapel Hill requested this project. The Town requests a project update including a schedule.

11. EB-4980 (I-40 Pedestrian Bridge)

The DCHC MPO and Orange County requests more information on the feasibility study including the schedule. This project serves schools.

12. I-4716 (I-40, I-85 to Durham County Line, Grind and Seal Project)

This construction of this project has been delayed to 2009 to acquire additional funds for a new scope. The DCHC MPO would like to receive information on the new scope of this project.

DRAFT 2009-2015 STIP PUBLIC COMMENT MEETINGS

DATE	DIV.	CITY/TOWN	LOCATION
January 15	14A	Murphy	Tri-County Community College McSwain Building - Conference Room 4600 East US 64
January 16	14B	Brevard	City Hall - Council Chambers 151 West Main Street
January 17	13	Burnsville	Town Center Rooms A&B 6 South Main Street
January 22	11	Dobson	Surry Community College Reeves "A" Building - Teaching Auditorium 630 South Main Street
January 23	12	Hickory	Catawba County Community College 2550 Highway 70, SE
January 24	10	Charlotte	Metrolina Transportation Management Center I-85 (Exit 38) - 2327 Tipton Drive
January 28	9	Winston-Salem	NCDOT- Division Office Conference Room A 375 Silas Creek Parkway
January 29	3	Jacksonville	City Hall - Council Chambers 815 New Bridges Street
January 30	6	Fayetteville	Charlie Rose - Expo Center Auditorium 301 East Mountain Drive
February 12	4	Rocky Mount	City Hall - Council Chambers One Government Plaza (3rd. Floor) 331 South Franklin Street
February 13	1	Elizabeth City	College of the Albemarle Elizabeth City Campus - Building "B" - Room 202 1208 North Road Street (US 17 North)
February 14	2	Winterville	Pitt Community College Leslie Building - Room 143 1986 Pitt Tech Road
February 19	8	Hamlet	Richmond Community College Cole Auditorium 1042 West Hamlet Avenue
February 20	7	Chapel Hill	Southern Human Service Campus Robert and Pearl Seymour Center 2551 Homestead Road
February 21	5	Durham	City Hall - Council Chambers 101 City Hall Plaza

ALL MEETINGS 2:00 PM - 4:00 PM

REGISTRATION BEGINS 1 HOUR PRIOR TO MEETING

**RESOLUTION TO ENDORSE APPLICATIONS FROM THE DURHAM-CHAPEL
HILL-CARRBORO MPO AREA FOR NCDOT SAFE ROUTES TO SCHOOL
ACTION PLAN SERVICE AWARDS**

WHEREAS, the North Carolina Department of Transportation has appropriated \$300,000 of Safe Routes to School (SRTS) funding to assist communities in preparing Action Plans to address active travel to schools serving Kindergarten – Grade 8; and

WHEREAS, the North Carolina Department of Transportation has issued a call for projects for SRTS Action Plan Service Awards; and

WHEREAS, the Safe Routes to Schools Action Plan Service Award is a program whereby the NCDOT will assign a qualified consultant under contract with NCDOT to work with recipients of Action Plan Service Awards to develop plans that include engineering, education, encouragement, enforcement and evaluation to provide a framework to systematically identify obstacles to safe travel and then identify solutions and prioritize their implementation; and

WHEREAS, any state, local, and regional agency, including nonprofit organizations, that can demonstrate the ability to meet the requirements of the federal SRTS program is eligible to apply for an Action Plan; 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 wellbeing of the community; and

WHEREAS, Orange County and the Town of Carrboro are within the Durham-Chapel Hill-Carrboro MPO region and is submitting an application for Safe Routes to Schools Action Plan Service Award funding; and

WHEREAS, at its meeting on January 9, 2008, the DCHC TAC voted unanimously to endorse that application for consideration of funding by NCDOT;

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee give its support for the NCDOT Division of Bicycle and Pedestrian Transportation's Safe Routes to School Action Plan Service Award applications from Orange County and the Town of Carrboro.

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 Action Plan Service Award 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.

Adopted this the 9th day of January, 2008

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 _____, 2008, to affix her signature to the foregoing document.

Notary Public for the State of NC

Residing at: _____

My commission expires _____

(Seal)

ORANGE COUNTY PLANNING & INSPECTIONS DEPARTMENT**Craig N. Benedict, AICP, Director****Comprehensive Planning****(919) 245-2589****(919) 644-3002 (FAX)****www.co.orange.nc.us**

**306F Revere Road
P O Box 8181
Hillsborough,
North Carolina, 27278**

**MEMORANDUM**

Date: December 14, 2007
To: DCHC Transportation Advisory Committee (TAC)
From: Karen Lincoln, Orange County Transportation Planner
Subject: Safe Routes to School (SRTS) Action Plan Service Awards

The Orange County Board of County Commissioners, at its meeting on December 11, 2007, endorsed the attached Resolution of Support and Management to apply for a SRTS Action Plan Service Award for Grady Brown Elementary School, Stanford Middle School and Cameron Park Elementary School. The applicant must obtain and attach to the application a resolution of support from the respective Metropolitan Planning Organization.

North Carolina Department of Transportation (NCDOT), October 22, 2007, issued a call for projects for funding to assist communities in preparing Action Plans to address active travel to schools serving Kindergarten – Grade 8. Each SRTS Action Plan must address engineering, education, encouragement, enforcement and evaluation. The plan will provide a framework to systematically identify obstacles to safe travel and then identify solutions and prioritize their implementation. Any state, local, and regional agency, including nonprofit organizations, that can demonstrate the ability to meet the requirements of the federal SRTS program is eligible to apply for an Action Plan.

The Action Plan Service Award program is unlike other NCDOT SRTS grants in that it is not a reimbursement program. The NCDOT will assign a qualified consultant under contract with NCDOT to work with recipients of Action Plan Service Awards, and will directly compensate consultants according to an agreed upon scope of work and agreed upon fee (\$15,000 - \$30,000). The Action Plan Service Award program is available at two geographic levels:

1. One or two schools in close proximity that can be addressed in one action plan; and
2. Multiple schools (3 –5 schools) within a school district that can be targeted through an action plan.

The Orange Unified Transportation Board identified Grady Brown Elementary, Stanford School and Cameron Park Elementary in the Orange County School District, which were recommended by members of Walkable Hillsborough, to recommend to the Orange County Commissioners for an Action Plan Service Award application for multiple schools.

ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS

RESOLUTION OF SUPPORT AND ADMINISTRATION FOR A NORTH CAROLINA DEPARTMENT OF TRANSPORTATION ACTION PLAN SERVICE AWARD FOR DEVELOPING AN ACTION PLAN FOR NEW GRADY BROWN ELEMENTARY SCHOOL, STANFORD MIDDLE SCHOOL AND CAMERON PARK ELEMENTARY SCHOOL

WHEREAS, Orange County gives priority to identified safety needs, especially with regard to schools, and to transportation projects that encourage alternatives to automobile travel; and

WHEREAS, the SAFETEA-LU federal transportation reauthorization of August 2005 established the Safe Routes to School Program to empower communities to improve conditions for bicycling and walking to school; and

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

WHEREAS, the North Carolina Department of Transportation has appropriated \$300,000 to assist communities in preparing Action Plans to address active travel to schools serving Kindergarten – Grade 8; and

WHEREAS, the North Carolina Department of Transportation has issued a call for projects for SRTS Action Plan Service Awards; and

WHEREAS, the Orange Unified Transportation Board endorses making application for a SRTS Action Plan Service Award; and

NOW, THEREFORE, BE IT RESOLVED by the Orange County Board of County Commissioners that The Board of County Commissioners is willing and able to enter into an award agreement with the North Carolina Department of Transportation, and supports development of a Service Plan that addresses engineering, education, encouragement, enforcement and evaluation of programs and projects to improve conditions for bicycling and walking to New Grady Brown Elementary School, Stanford Middle School and Cameron Park Elementary School.

BE IT FURTHER RESOLVED that the Board of County Commissioners commits to administration of a Service Plan, and charges the Orange County Planning Department to act as program manager for the preparation, management, and completion of the Action Plan.

Upon motion of Commissioner _____, seconded by Commissioner _____, the foregoing resolution was adopted this the 11th day of December 2007.

I, Donna Baker, Clerk to the Board of Commissioners for the County of Orange, North Carolina, DO HEREBY CERTIFY that the foregoing is a true copy of so much of the proceedings of said Board at a meeting held on December 11, 2007, as relates in any way to the adoption of the foregoing and that said proceedings are recorded in the minutes of said Board.

WITNESS my hand and the seal of said County, this _ day of _____,2007.

Clerk to the Board of Commissioners



MEMORANDUM

Date: December 19, 2007
To: DCHC Technical Coordinating Committee (TCC)
From: Adena Messinger, Town of Carrboro Transportation Planner
Subject: **Safe Routes to School (SRTS) Action Plan Service Awards**

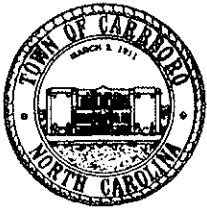
The Town of Carrboro requests that the TCC recommend to the Transportation Advisory Committee to endorse a resolution of support for Carrboro's application for a SRTS Action Plan Service Award. On December 4, 2007 the Carrboro Board of Aldermen passed the attached resolution in support of the current Safe Routes to Schools grant opportunities, including the Action Plan Service Award.

North Carolina Department of Transportation (NCDOT), October 22, 2007, issued a call for projects for funding to assist communities in preparing Action Plans to address active travel to schools serving Kindergarten – Grade 8. Each SRTS Action Plan must address engineering, education, encouragement, enforcement and evaluation. The plan will provide a framework to systematically identify obstacles to safe travel and then identify solutions and prioritize their implementation. Any state, local, and regional agency, including nonprofit organizations that can demonstrate the ability to meet the requirements of the federal SRTS program is eligible to apply for an Action Plan.

The Action Plan Service Award program is unlike other NCDOT SRTS grants in that it is not a reimbursement program. The NCDOT will assign a qualified consultant under contract with NCDOT to work with recipients of Action Plan Service Awards, and will directly compensate consultants according to an agreed upon scope of work and agreed upon fee (\$15,000 - \$30,000). The Action Plan Service Award program is available at two geographic levels:

1. One or two schools in close proximity that can be addressed in one action plan; and
2. Multiple schools (3 –5 schools) within a school district that can be targeted through an action plan.

The Town of Carrboro would like to apply for an Action Plan Service Award at the “multiple schools” geographic level, to include **Carrboro Elementary and McDougal Elementary** schools. As part of the application packet, the applicant must obtain and attach to the application a resolution of support from the respective Metropolitan Planning Organization.



TOWN OF CARRBORO

TAC 1/9/08 Attachment 9B

NORTH CAROLINA

The following resolution was introduced by Alderman Joal Hall Broun and duly seconded by Alderman Jacquelyn Gist.

A RESOLUTION IN SUPPORT OF THE TOWN OF CARRBORO APPLYING FOR AND ADMINISTERING THE NORTH CAROLINA SAFE ROUTES TO SCHOOL GRANT PROGRAMS Resolution No. 71/2007-08

WHEREAS the North Carolina Department of Transportation is accepting applications for Safe Routes to School infrastructure, non-infrastructure, and planning grants; and

WHEREAS the Safe Routes to School infrastructure and non-infrastructure grant programs are reimbursement programs to fund programs and improvements that can help make bicycling and walking to and from school safe and healthy transportation alternatives; and

WHEREAS the action planning grant program is a service award grant program that awards the grantee a consultant for developing an action plan for safe travel to and from school; and

WHEREAS the Town of Carrboro participated in a Safe Routes to School workshop in April 2005;

NOW THEREFORE BE IT RESOLVED that the Carrboro Board of Aldermen supports the application for any of the Safe Routes to School grant programs from the Town of Carrboro; and supports the Town as the Lead Agency responsible for entering into a contract with NCDOT and administering a grant if awarded.

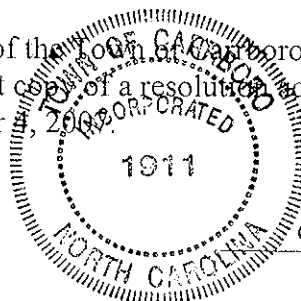
The foregoing resolution having been submitted to a vote received the following vote and was duly adopted this 4th day of December 2007:

Ayes: Joal Hall Broun, Mark Chilton, Dan Coleman, Randee Haven-O'Donnell, Jacquelyn Gist, John Herrera, Lydia Lavelle

Noes: None

Absent or Excused: None

I, Sarah C. Williamson, Town Clerk of the Town of Carrboro, North Carolina, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by the Carrboro Board of Aldermen at its meeting on December 4, 2007.



Sarah C. Williamson
Town Clerk

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION RESOLUTION IN SUPPORT OF THE TRIANGLE AIR AWARENESS PROGRAM'S REQUEST FOR SAFE ROUTES TO SCHOOLS FUNDS

WHEREAS, The Research Triangle region has been designated as non-attainment for ozone pollution by the US EPA and subject to all the health and regulatory constraints associated with such a designation; and

WHEREAS, Triangle Tomorrow has partnered with the North Carolina Division of Air Quality and manages the Triangle Air Awareness Program, which has developed an Air Awareness Campaign to educate our region's citizens, specifically children, about the basics of air quality and air pollution, as well as how human activities are impacting the air they breathe every day. A middle-school-focused regional challenge will provide students the opportunity to be active participants in cleaning up the air in their specific locations; and

WHEREAS, the program is designed to educate children and to impact behavior by increasing walking and biking to school and by encouraging parents to reduce motor vehicle idling at schools and other locations; and

WHEREAS, a mascot program featuring CLAIR, the Clean Air Explorer, and CAM, the Clean Air Maniac, has been developed to promote the importance of good air quality; and

WHEREAS, asthma and obesity are health threats to children across America and in our region, and are caused by pollution and sedentary lifestyle; and

WHEREAS, Triangle Tomorrow wants to partner with the NCDOT Division of Bicycle and Pedestrian Transportation and specifically with the Safe Routes to Schools program through a non-infrastructure grant reimbursement program to continue to educate children, and their families, about the impact of poor air quality, the positive aspects of biking and walking, and to promote reduction of motor vehicle idling.

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee supports Triangle Air Awareness Program's Idle Reduction non-infrastructure grant request to NCDOT's Safe Routes to Schools program for air quality education at schools in the Research Triangle region.

Adopted this the 9th day of January, 2008

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 _____, 2008 to affix her signature to the foregoing document.

(Seal)

Notary Public for the State of NC

Residing at: _____

My commission expires _____

Draft copy only

Don't be Idle!!!



The Anti-Idling Challenge:
Out of your car, onto your feet!

Don't Be Idle : The Anti-Idling Challenge

For students in grades 6 through 8

Scientific research on the earth's climate is producing significant new knowledge about how our atmospheric system operates and the impact of human activity on it. This new knowledge brings great challenges, especially for today's young people, who may face serious climatic changes in their lifetimes if appropriate action is not taken now. But, every challenge presents opportunity.

Don't Be Idle! The Anti-Idling Challenge provides an opportunity for the Triangle regions' middle school students to learn about climate science, air quality, and the causes of air pollution and then to create local solutions in their community. Together, we can get people out of cars, and onto their feet!

Students participating in *Don't Be Idle!* will:

- Learn the basics of air quality issues here in their region as well as how human activities are impacting the air they breathe everyday.
- Conduct an air pollution "inventory" of their schools, neighborhood, or other institutions to see how local activities contribute to air pollution.
- Plan and implement a local solution to air pollution, specifically, a reduction of idling project with emphasis on alternative modes of transportation including increased bike and walking traffic. Teams are encouraged to create solutions that are both innovative and effective. Awards will be presented to teams who create the best plans and to the team that gets the best results when they implement their plan.

There are no fees to participate in *Don't Be Idle!*

From: Jonathan.Navarro@ncmail.net
To: [McKeel, Dale;](#)
CC: [sig@sighutchinson.com;](mailto:sig@sighutchinson.com)
Subject: Don't Be Idle Challenge - Sig Hutchinson
Date: Friday, December 28, 2007 10:56:48 AM
Attachments:

Good Morning,

Sig Hutchinson who has been speaking on behalf of Triangle Tomorrow's Triangle Air Awareness Program asked me to answer some questions which you sent his way. I am the coordinator for the Air Awareness Program and also will be the lead on the Don't Be Idle Challenge which is new idea / program for the triangle region.

I hope that we get a chance to meet sometime sooner rather than later. If you have any more questions please feel free to email me anytime. Thank you for your interested in our Don't Be Idle Challenge.

Best Regards,
-Jonathan Navarro

Questions and Answers Below ...

QUESTIONS ...

Sig: Thanks for sharing the information on the "Don't be Idle" challenge. A couple of questions:

- Is the \$50K to develop the curriculum or to take it into the schools?
- Who will lead the program in each middle school (i.e., will classroom teachers do this or will someone from the outside come to the school)?
- How many middle schools in the DCHC area (Durham, most of Orange, and northern Chatham) do you anticipate serving over the life

of the grant?

- Also, do you know if the "Basics of Bicycling" program is being taught in Wake County schools? This was a program that NCDOT Bike-Ped Division developed in the early 1990s. The program provided hands-on bicycle safety training to 4th and 5th graders. It is no longer being taught in Durham Public Schools, but may still be in use in at least some of the elementary schools in the Chapel Hill-Carrboro system.

ANSWERS for Dale McKeel

The Basics of Bicycling program is still operating in Wake County and across the state. However, the Division of Bicycles and Pedestrian Traffic at NC DOT says it is their goal to re-vamp, or re-work the program which seems to be dwindling. The program is optional, and is active but Leza Mundt(NC DOT) seemed to imply that it was fading, and not very active currently.

The \$50,000 dollars is to take the program into schools starting next fall 2008 and finishing by June 2009. The re-reimbursement grant stipulates that the funds requested for reimbursement be used within the year (or a one year time frame). The money is for the prizes, for the signs that we will supply any school that fields a team. We wanted to give signs and posters to principles for free. The money goes directly to taking the challenge to schools and the public.

There are "COACHES" who sign up a team of 1-15 kids to compete in the challenge. (These are often science teachers but anyone with approval can be a coach for a team). They are the lead for the individual group but have guidance from our office here at the Triangle Air Awareness Program and Triangle Tomorrow. There always will be communication via web portals, blogs, and bulletin boards for coaches to communicate with other coaches and with me, the program coordinator.

We are hopeful that we get more than expected registration. But it is likely that 50-100 teams will enter. A team could be 1-15 students. Most likely we are talking about 75 schools this first year? This is just an estimate. 50-100 Middle schools.

thanks again,
Jonathan

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: January 9, 2008

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 – February 2008
 - TAC review Deficiency Analysis – February 2008
 - TAC review Land Use Scenarios – March 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 completed.
- Level of Service analysis and draft report completed.
- Development of CMS performance measures and guidelines likely to be completed in winter 2008.
- Evaluation of congestion management strategies and development of cost-effective mitigation measures expected to be done in winter 2008.
- Draft CMS State of System Report likely to be done in winter 2008.
- Public Comment and local review in spring 2008.
- Adoption anticipated in spring 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
- Environmental Study expected completion - Spring 2008

NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 1/1/2008

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%	100%	2/1/2008
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%	99.5%	2/1/2008
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	28.0%	15.5%	6/15/2008
<i>DURHAM</i>	<i>RESURFACING</i>	<i>SECONDARY</i>	<i>21 SECTIONS OF SECONDARY ROADS</i>	<i>\$ -2,795,584.75</i>	<i>18.9 miles</i>	<i>Barnhill Contracting</i>	<i>Bob Shultes</i>	<i>(919) 840-0914</i>	<i>9/1/2007</i>	<i>100%</i>	<i>100%</i>	<i>COMPLETE</i>
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	25.3%	37.5%	11/1/2009
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	20.0%	22.9%	10/1/2008
DURHAM	B-3450 / U-4009 / U-4012	GARRETT ROAD	TWO BRIDGES ON GARRETT RD; SERVICE ROAD NEAR US 15-501 AND GARRETT RD INTERSECTION; US 15-501 FROM NORTH MT. MORIAH RD SOUTH OF GARRETT RD	\$ 18,810,912.36	1.769 miles	DLB, Inc.	Aaron V. Earwood, PE	(919) 220-4680	8/1/2010	3.0%	7.0%	8/1/2010

NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 1/1/2008

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/MPD 1/2/08 Attachment 13

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	68.39% complete; behind schedule
Orange	36945	SR 1010 (Franklin St.) @ Mallette 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; R/W schedule moved from 1/18/08 to 6/20/08
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; R/W schedule moved from 1/18/08 to 6/20/08
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; Avail. 4/21/08
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	Design 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

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC 10/08 Attachment 13

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
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

Town train stop is in students' minds

BY GINNY HOYLE : The Herald-Sun
ghoyle@heraldsun.com
Dec 10, 2007

CHAPEL HILL -- Some UNC graduate students foresee a "Little Rootie Tootie" in Hillsborough's future.

As part of final presentations, students in the university's Principles of Site Planning and Urban Design class recently designed conceptual proposals for redeveloping the Collins property in Hillsborough -- a spot that is actually in play for redevelopment by Raleigh-based American Asset.

The project also required students to include a passenger rail station on the site -- something that a citizen group in Hillsborough has been actively pursuing.

"It's really becoming clear that we need to seriously plan for alternative plans for getting around this region," said associate professor Tom Campanella, who is also on the Hillsborough Planning Board.

Students Charles Dillard and Phillip Bush alluded to jazz musician Thelonious Monk in the title of their presentation, "A Little Rootie Tootie Coming to Hillsborough."

"We all have something that we love about trains, whether it's an environmentally friendly alternative or a comfortable way to ride," Dillard said. "Hopefully, a new generation of children in Hillsborough will get to experience the sights and sounds of trains."

Students Julie Bjornstad and Chris Leutzinger decided to make the rail station the center of their proposed redevelopment.

Since the pair combined the rail station with an arts center in the same building, the 3-D design was "a little bit grander than what is traditional of train stations today," Leutzinger said.

The four-story building's architecture echoed the arched windows and brick walls of downtown's Gateway Center.

Students Corey Bell, Ester Schwartz and Jen Walker designed a rail station bustling with convenience services, such as day care for parents dropping off children before catching a ride to work.

The students also included a traffic circle for quick drop-off access for buses.

Currently, Amtrak, with funding from the state Department of Transportation, operates the Carolinian and Piedmont trains through Hillsborough without stopping.

Hillsborough once had a small train station, but service there stopped in 1964.

"Ironically though, trains are still a part of daily life in Hillsborough -- part of the auditory life of Hillsborough," Campanella said.

The closest passenger stations are in Burlington and Durham, where the Carolinian stops in each direction on its daily New York City-Charlotte runs, and the Piedmont stops each way on its daily Charlotte-Raleigh trip. They offer connections in Greensboro, Raleigh and elsewhere for travel up and down the East Coast.

The North Carolina Railroad will hold a public information meeting today at 10 a.m. at the Town Barn to discuss a current study under way exploring the feasibility of a commuter line from Goldsboro to Greensboro, which would pass through Hillsborough.

The meeting will be the next step for the citizen group in town and advocates such as the Village Project that have been pushing for rail service in Hillsborough.

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Study explores passenger rail line

BY GINNY HOYLE : The Herald-Sun
ghoyle@heraldsun.com
Dec 11, 2007

HILLSBOROUGH -- Supporters of a railroad stop in Hillsborough came out Monday morning to hear details of a study on the engineering and economic feasibility of using a mostly freight rail corridor to haul passengers.

The study funded by North Carolina Railroad Company -- primarily a single-track freight railroad -- is an attempt to determine infrastructure requirements and costs should the idea of a passenger line be presented in the future.

"It's just pretty impressive that they've even thought about this kind of thing," said Hillsborough resident Art Mines. "There's a growing interest -- you can't miss it. The support is there."

The railroad company has hired HNTB, a national engineering firm, to conduct the "Shared Corridor Track Expansion Study," which considers two markets: Burlington to Greensboro and Goldsboro to Burlington.

In order for freight and commuter rail service to coexist, the following standards must be met: enough capacity for current freight customers, reliability and safety for passengers and improved infrastructure (signal systems, track upgrades, etc.), said Jim Pressler, an engineer with HNTB.

Safety is vital when putting passengers in proximity to freight rails, he said. "Freights are 10,000 feet long -- it takes them a long time to stop," Pressler said.

For the study -- which began in October -- HNTB is currently developing assumptions and data to plug into a computerized model designed by a separate consulting group. A final report is expected to be completed next June.

The engineering firm will run the model, develop infrastructure requirements, examine environmental impacts, look at construction costs and then develop cost estimates for improvements.

For planning efforts

According to N.C. Railroad, the company's freight operations agreement with Norfolk Southern Railway -- a Virginia-based company that controls a major freight railroad -- allows for shared freight and passenger tracks for commuter rail as long as freight-carrying capacity is protected and the commuter rail sponsor foots the bill.

"[Local] commuters literally go in all directions and so many come into Orange County for UNC,"

said Hillsborough Mayor Tom Stevens. "The Triangle has plenty of [commuters], but there's much more bi-directionality here than in other areas."

Pressler reiterated that the study, by assessing the feasibility and additional infrastructure required to operate commuter rail within the freight rail corridor, is intended only to complement and be used in others' planning efforts. Any number of permeations could be made, he said.

Currently, Amtrak, with funding from the state Department of Transportation, operates the Carolinian and Piedmont trains through Hillsborough without stopping.

Hillsborough once had a small train station, but service there stopped in 1964. The closest passenger stations are in Burlington and Durham, where the Carolinian stops in each direction on its daily New York City-Charlotte runs, and the Piedmont stops each way on its daily Charlotte-Raleigh trip. They offer connections in Greensboro, Raleigh and elsewhere for travel up and down the East Coast.

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DOT unfazed by I-40 repairs

Bruce Sicheloff, Staff Writer

The state Department of Transportation says it felt no pain when it was forced by the General Assembly to absorb \$22.4 million in repair costs for a bungled paving job on Interstate 40 in Durham County.

DOT officials could not put their finger Tuesday on any projects that were delayed, jobs that were eliminated or services that were curtailed because of the punitive budget reduction.

DOT had planned to count the paving fix as a cost overrun on an I-40 widening project -- a move that would penalize local residents by subtracting the money from future Triangle road funds. Instead, the legislature embarrassed DOT by subtracting the money from its statewide administrative budget for the next two years, through June 2009.

Mark Foster, DOT's chief financial officer, told a legislative committee Tuesday that the department would absorb the cuts by continuing some economizing steps it had begun three years ago.

Rep. Danny McComas of Wilmington wondered whether DOT needed that money at all.

"If you can generate \$22 million in savings from your administrative budget, [would] that indicate that your budget was inflated by that much?" McComas asked Foster.

Foster said the financial pinch probably kept DOT from doing some things "that maybe we strategically should have. And some of those efforts are reflected in some of the administrative work we have either delayed or not done -- or positions we haven't funded."

He provided no examples. In a telephone interview later, Foster said DOT officials will not be able to say how they absorbed the \$22.4 million hit -- a 6 percent cut from its administrative budget -- until next year when they finish an overhaul of department operations and spending priorities.

The issue arose after DOT engineers were blamed for errors that caused fresh pavement on I-40 to begin crumbling soon after it was applied in 2003 and 2004. The defective concrete was removed this year and replaced with asphalt on a 10.4-mile stretch of I-40.

Bill Rosser, the state highway administrator, said he did not know of anything DOT officials were unable to do because their budget had been cut by \$22.4 million. Rosser's predecessor resigned when DOT admitted its failures on I-40.

"Any time that you defer something, don't spend money on something, there's something probably that you should be doing that goes lacking because you don't have the money to do this," Rosser said Tuesday.

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County questions road widening

By Carolyn Rickard : The Herald-Sun
crickard@heraldsun.com
Dec 12, 2007

DURHAM -- The county's Board of Commissioners is adding its name to the list of those opposed to aspects of a proposed widening of Hillandale Road, saying it could hurt businesses along the thoroughfare and destroy wooded areas.

The \$10.9 million project would widen Hillandale Road from three lanes to four and add a concrete median from north of I-85 to a little beyond Carver Street.

Businesses and residents along the road have objected, saying the median prevents customers -- and businesses -- from coming into the already struggling Loehmann's Plaza. The commissioners say the widening of the street would cut into wooded areas along parts of the road that buffer neighborhoods.

"There's a lot to think about," said Ellen Reckhow, chairwoman of the commissioners. "There's a mesh of businesses and offices, but you still have single-family homes that will be affected."

The commissioners plan to send a letter to the Transportation Department engineers, citing their concerns. They -- and some 400 residents and business owners who signed a petition on the issue -- say no median is needed. They believe the road would do just as well with five lanes, with a turn lane in the center instead of a median.

At the very least, said Commissioner Lewis Cheek, the median should have several "cuts" where drivers can turn into the other lane.

"Frankly, without the median cuts it would be a terrible situation for all the businesses," Cheek said. "I am not sure the median cuts do much good. It's just a place for people to do a U-turn."

Adding to the concern, a Harris Teeter grocery store has expressed an interest in locating at the Loehmann's Plaza. However, it will only do so if a traffic signal and access is provided.

DOT engineer Jamille Robbins said this week the agency will work with Glenwood Development, which owns the plaza, to allow median breaks and a possible traffic signal

Although many residents and business owners have clamored for DOT to remove the median, Robbins defended the design, saying a four-lane street is safer.

"One of the goals of this project is to provide adequate pedestrian and bicycle movement," he said. "The middle lane is often a suicide lane, with people using it to pass when they shouldn't."

DOT engineers will meet to discuss Hillandale Road on Jan. 31. Removal of the median, Robbins said, will have to be decided by the higher-ups at the DOT.

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.

The DOT plans to accept public comment on the project until Jan. 4.

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Point of View:

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Tax property, build roads?

Michael L. Walden

RALEIGH - Legislation passed this summer by the General Assembly is about to change the debate about roads in North Carolina by shifting it from the statehouse to county courthouses.

Since the 1930s, state government here has been the leader in road construction and maintenance. Whereas in other states an average of 40 percent of road work is financed from local taxes, in North Carolina road work money comes from state taxes or federal revenues.

The dominance of the state government in road transportation is a big reason behind North Carolina's relatively high gasoline tax (14th highest among the states in 2007). The fuel tax is the primary way of financing state road work, whereas local highway spending is funded from sources such as the property tax. So since most of the road work in North Carolina is done by the state level -- and more so than in other states -- it makes sense that our state gas tax is high.

But this is about to change. The new legislation (Senate Bill 1513, signed by Gov. Mike Easley on Aug. 23) reinstates counties as potential road builders in North Carolina.

(The law authorizes counties, at their option, to "acquire land by dedication and acceptance, purchase, or eminent domain and make improvements to portions of the State highway system lying within or outside the county limits utilizing local funds that have been authorized for that purpose.")

Supporters think the change will make transportation policy more responsive to grass-roots needs as highway decisions are shifted out of Raleigh to the 100 county seats. Yet skeptics worry that the new bottom-up highway policy will lead to road "haves" in wealthy counties and road "have-nots" in low-wealth areas.

111

WHATEVER THE RELATIVE MERITS of the pros and cons of the new division of responsibility, I predict the decision-making will gradually shift to counties.

Here's why. The state's gas tax rate is now capped at 29.9 cents per gallon. Given the unpopularity of this tax, it is unlikely to be uncapped anytime soon.

However, as inflation rolls on and the costs of building and maintaining roads increases, the purchasing power of future gas tax revenues (the amount of land, concrete and asphalt the 29.9 cents per gallon can purchase) will erode. And since gas tax revenues make up over half of all state monies for highways, the state simply won't have as much to spend on roads, even with the eventual phase-out of transfers to the General Fund.

With more road responsibilities on the shoulders of county commissioners, the big question will be where the money for roads will come from. A local gas tax would be just as unpopular as the state gas tax. Additional local retail sale taxes would require legislative approval.

So my guess is that the money source for county funded roads will come back to that old local financial workhorse, the local property tax.

There's actually economic logic in taxing local property owners to build and maintain local roads. If roads are considered a plus for the local economy -- because they enable people and products to move around the area -- then this benefit should be reflected in higher local property values.

Therefore, to keep up with the new challenge of funding roads as well as the traditional responsibilities of building schools and other local infrastructure, it's more important than ever that the local property tax system keep up with economic growth.

Unfortunately, this is now not the case. The long lags between property revaluations (eight years in Wake County) usually keep assessed property values well under their market values. Even new structures are put on the books at an estimated value at the last revaluation.

Then when properties are revalued, owners are hit with the "sticker shock" of a potentially large property tax increase based on the accumulated rise in value since the last valuation. County commissioners usually soften the blow by reducing the property tax rate (sometimes to a level that leaves property tax payments, on average, constant), but this only perpetuates the condition of property tax revenues being out-of-step with local economic growth.

111

THE OBVIOUS SOLUTION IS TO HAVE shorter revaluation periods, therefore allowing property tax increases to be more modest and better incorporated into household budgets. Indeed, the Blue Ribbon Committee on the Future of Wake County endorsed halving the revaluation period to four years. Mecklenburg County (Charlotte) will soon be using a two-year revaluation period.

By capping the state gas tax and changing the law to allow counties to build roads, the state role in transportation will gradually diminish while the local responsibility increases. The big question is, are counties ready?

(Michael L. Walden is a William Neal Reynolds distinguished professor at N.C. State University and a member of the Blue Ribbon Committee on the Future of Wake County. His new book, "North Carolina in the Connected Age," will be published in the fall.)

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Gas tax rises to state limit

Level is highest allowed by law

Bruce Siceloff, Staff Writer

Gas taxes are as high as they can go, again. But they might have gone a lot higher.

On Tuesday, North Carolina's gas and diesel fuel tax returned to its legal limit under state law, 30.15 cents per gallon.

That was an increase of 0.2 cents per gallon -- a penny for every 5 gallons -- more than we paid during the last half of 2007.

The N.C. Department of Revenue would have set the new tax rate 3.53 cents higher -- at 33.68 cents -- if Gov. Mike Easley and the legislature had not agreed last year to cap it at 30.15 cents.

A portion of the tax is indexed to rise and fall with wholesale fuel prices.

North Carolina's gas tax, its primary funding source for road improvements and other transportation needs, is one of the highest in the nation. As of July 2007, only 14 states had higher gas tax rates, according to the American Petroleum Institute.

But, compared to some of its neighbors, North Carolina sets a low rate on its No. 2 source of transportation money: the highway use tax collected on car sales.

State traffic counts and road building costs are increasing steadily, but improved fuel economy has reduced gas sales in recent years -- keeping tax collections flat. State leaders are looking for new ways to catch up with road and transit needs.

Average retail prices (including taxes) hit \$3.021 for self-service regular at Triangle gas stations today. That's down almost 3 cents since the first week of December and about 73 cents more than we paid a year ago.

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Member Governments

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

January 4, 2008

Mr. Jamille A. Robbins
 NCDOT – Human Environment Unit
 1583 Mail Service Center
 Raleigh, NC 27699-1583

Re: Widening of Hillandale Road (TIP Project U-3804)

Dear Mr. Robbins:

NCDOT proposes to widen Hillandale Road to a four-lane, median divided roadway from I-85 to north of Carver Street. The proposed widening will consist of 12-foot inside lanes and 14-foot outside lanes (to accommodate bicyclists) with a 17.5-foot median. The proposed roadway will have curb and gutter with 5-foot sidewalks on both sides. It is expected that there will be at least one full movement break in the median between I-85 and Carver Street. The purpose of the project is to address congestion and safety.

An Open House and Design Public Hearing was held on this project on December 4, 2007 at the North Carolina School of Science and Mathematics. Principal among the concerns expressed at this open house and hearing was the adverse impact that the median would have on access to/from property and businesses located along Hillandale Road. Concern was also expressed with the widening occurring on the west side of the road and the adverse impact this would have on some properties, particularly Croasdaile Office Park. Additional concern was expressed with the southbound right turn lane at Carver Street and the significant disturbance this would have to the tree covered buffer on the west side of Hillandale Road.

Crash data presented for this project was also questioned. It was pointed out that much of this data was collected when the I-85 widening project was under construction and Hillandale Road was being used as a detour route. It was also suggested that many of the accidents occurred at the I-85/Hillandale Road interchange during the time this interchange was under construction.

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization respectfully requests that NCDOT work with property and business owners and other stakeholders along Hillandale Road to develop a solution which safely accommodates traffic traveling along Hillandale Road, provides good access to properties in the area, and addresses other concerns that have been raised.

Your consideration of this request is appreciated.

Sincerely,

Alice M. Gordon, Chair
Transportation Advisory Committee

Cc: Ken Spaulding, NC Board of Transportation Member
Wally Bowman, NCDOT Division Engineer
Mark Ahrendsen, City of Durham Transportation Manager

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

January 4, 2008

David W. Joyner
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578

Re: U-4763B Triangle Parkway

Dear Mr. Joyner

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization has recently heard from citizens who are concerned about the design of the Triangle Parkway. In order to respond to these concerns, the MPO requests that the NCTA provide a project update on the Triangle Parkway at an upcoming meeting of the DCHC MPO Transportation Advisory Committee (TAC). The TAC would like to be briefed on the current status of the environmental review and design of the project and have the opportunity to ask questions and provide feedback on the project. It is our understanding that the NCTA is working towards holding a public hearing on the environmental study in March 2008. The requested briefing should occur before or during the public comment period.

The concerns raised relate to the impact the Triangle Parkway will have on access to the US EPA/NIEHS campus in Research Triangle Park. Currently, US EPA/NIEHS employees from Chapel Hill and Durham primarily use NC 147 south to access the campus entrance on T.W. Alexander Drive. The construction of the Triangle Parkway will eliminate the access from NC 147 to T.W. Alexander Drive south of I-40. After construction, employees will either use the NC 55 exit off I-40, the Hopson Road exit off of the new Triangle Parkway, or the Cornwallis Road or T.W. Alexander Drive exits off of NC 147 north of I-40. The driveway to the US EPA/NIEHS campus on Hopson Road will be limited access. Left turns out of the driveway onto Hopson Road towards the Triangle Parkway will not be permitted. Citizens have raised concerns that this design will add miles to their commute and increase congestion on T.W. Alexander Drive, Cornwallis Road, NC 54 and NC 55.

The TAC requests that the NCTA provide a response to these concerns at the briefing. The TAC will be meeting on the following dates, February 13, 2008, and March 12, 2008, at 9am in Durham City Hall. Please contact Ellen Beckmann at 560-4366 or ellen.beckmann@durhamnc.gov to schedule the project update at one of the upcoming meetings.

Sincerely,

Alice M. Gordon, Chair
Transportation Advisory Committee

Cc: Robert D. Teer, Jr., NCTA Board of Directors
Tom McCurdy, US EPA
DCHC MPO TAC