DCHC

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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

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

February 13, 2008 **Committee Room**
7:00 PM **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. **January 9, 2008 TAC Meeting Minutes**
(Attachment 5)

A copy of the January 9, 2008 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the January 9, 2008 TAC meeting.

6. **2009-2015 Metropolitan Transportation Improvement Program (MTIP) - Public Hearing**
(Attachment 6, 6A, 6B, 6C, 6D, 6E, 6F)
Ellen Beckmann, LPA Staff

The State Board of Transportation released the draft 2009-2015 STIP on October 31, 2007. The DCHC MPO supplement is included as Attachment 6. At the January meeting, the TAC released the DCHC MPO supplement to the draft 2009-2015 STIP as the draft MTIP for public comment and scheduled 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. Public comments received by MPO staff as of February 6, 2008 are included as Attachment 6A.

NCDOT is also holding a series of public comment meetings on the STIP in January and February (Attachment 6B). 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.

LPA staff are working with NCDOT to schedule the one-on-one meetings for the two divisions. 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. The Division 5 meeting has been scheduled for February 25, 2008, from 1:30pm to 4:00pm in the Transportation Conference Room in Durham City Hall. The Division 7 meeting has not been scheduled yet. At the December and January TAC meetings, the TAC provided comments on the list of flagged issues to discuss at these meetings (Attachment 6C and 6D). The approved Regional Priority Lists for Division 5 and 7 are included as Attachments 6E and 6F.

TAC Action: Hold a public hearing on the draft 2009-2015 MTIP (Attachment 6).

7. <u>21st Century Transportation Committee Update</u>
(Attachment 7)
Mark Ahrendsen, TCC Chair
Nina Szlosberg, NCDOT BOT and 21st Century Transportation Committee

The General Assembly established the 21st Century Transportation Committee to study transportation infrastructure needs in the State. The authorization for this committee is Attachment 7. The committee has been given an extensive charge that includes studying many areas of concern for the DCHC MPO such as local transportation funding options, public transportation needs, fuel and energy conservation, safety, and prioritization of transportation needs.

The committee has held four meetings and has discussed many topics including public transportation, state population growth and demographics, rail transport, innovative funding options, urban congestion, turnpikes, etc. Agendas and copies of presentations are posted on the committee's website: http://www.ncleg.net/gascripts/DocumentSites/browseDocSite.asp?nID=32. The committee has also formed four subcommittees: Finance, Intergovernmental, Prioritization/Best Practices/Efficiency, and Intermodal. An interim report for the committee may be submitted by May 1, 2008 and the final report is due December 31, 2008.

An update on the work of this committee will be provided by Nina Szlosberg, member of the North Carolina Board of Transportation and member of the 21st Century Transportation Committee.

TAC Action: Receive update on the 21st Century Transportation Committee.

8. <u>Triangle Parkway</u>
(Attachment 8, 8A, 8B)
Mark Ahrendsen, TCC Chair
North Carolina Turnpike Authority Staff

At the December TAC meeting, a citizen expressed concerns with the design of the Triangle Parkway. The Triangle Parkway is a proposed toll road that would extend NC 147 south of I-40 to I-540 / Western Wake Parkway in southern Durham County (see map in Attachment 8). The citizen was concerned with future access to the USEPA/NIEHS campus in Research Triangle

Park. The TAC sent a letter to the North Carolina Turnpike Authority (NCTA) requesting a response to the concerns and a presentation at a future TAC meeting (Attachment 8A). The NCTA replied with a letter (Attachment 8B) and will present a project update at the TAC meeting.

TAC Action: Receive report from the North Carolina Turnpike Authority on the Triangle Parkway.

9. <u>FY 2007-2008 Unified Planning Work Program (UPWP) Amendment #2</u>
(Attachment 9, 9A, 9B)
Felix Nwoko, LPA Staff

The TAC approved the 2007-2008 UPWP on May 11, 2007 and amended it on October 11, 2007 (Amendment #1). The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Funds that would not be expended during the current fiscal year (FY 2007-08) must be de-obligated through an amendment in order for the funds to be available for programming during the next fiscal year (2008-09). The proposed Amendment #2 is necessary in order to reflect reallocation of funds by the Towns of Chapel Hill and Carrboro, and de-obligation of STP-DA funds. Amendment #2 also includes an increase in funds to allow the DCHC MPO and CAMPO to hire a consultant to perform revenue forecasts for the 2035 Long Range Transportation Plan (LRTP). Attachment 9 is a memo describing Amendment #2 to the 2007-2008 UPWP. Attachment 9A is a resolution.

The proposed amendment will decrease the LPA STP-DA Portion of the UPWP by $596,000 ($200,000 for Land-use model, $140,000 for the Non-Motorized Trip Model, $160,000 for the GIS Warehouse/Automation project, $40,000 for the MPO-wide Collector Street Plan and $56,000 for the ITS Project).

The Financial Plan of the 2035 LRTP must demonstrate that there is a reasonable expectation that future transportation revenues will cover future transportation project costs. Currently, the limited Lead Planning Agency staff resources are dedicated to other integral elements of the LRTP such as plan alternatives and land use alternatives. The LPA believes there is an opportunity to cooperate with the Capital Area Metropolitan Planning Organization (CAMPO) by hiring a consultant to complete the LRTP revenue forecasts for both MPOs. The City of Durham has an existing master agreement with a qualified consultant, the Louis Berger Group, Inc., and therefore can contract with Louis Berger to complete the work.

The LPA is requesting $3,838.02 in STP-DA grant funding. The following table presents the breakdown of how the costs will be shared. Attachment 9B is a copy of the proposed supplemental agreement with the contractor – it presents the detailed tasks to complete the revenue forecasts.

	Total Amount	MPO Amount	DCHC Amount
Total Contract Cost	$15,991.76		
MPO Breakdown			
CAMPO Share (70%)		$11,194.23	
DCHC MPO Share (30%)		$4,797.53	
DCHC MPO Breakdown			
STP-DA Grant (80%)			**$3,838.02**
City of Durham Local Match (20%)			$959.51

TCC Recommendation: That the TAC adopt a Resolution regarding Amendment #2 to the 2007-2008 UPWP (Attachment 9A).

TAC Action: Adopt a Resolution regarding Amendment #2 to the 2007-2008 UPWP (Attachment 9A).

10. 2007-2013 Metropolitan Transportation Improvement Program (MTIP) – Amendment # 1 – Durham Train Station
(Attachment 10, 10A)
Mark Ahrendsen, TCC Chair

NCDOT has asked to use statewide Congestion Mitigation Air Quality (CMAQ) funds to relocate the current Durham Train Station from the interim facility on Chapel Hill Street to the Walker Warehouse in West Village in downtown Durham. The interim facility must be moved to accommodate a future TTA Regional Rail station. Statewide CMAQ funds are similar to the CMAQ funds that the MPO receives directly due to ozone non-attainment, but they are allocated by the State not the MPO. The TAC allocated the MPO's CMAQ funds at the January meeting. Attachment 10 is the CMAQ application for the Durham Train Station which includes the calculation of air quality benefits.

The Durham Train Station is listed in the 2007-2013 STIP and MTIP as project P-3802 with an unfunded estimated cost of $3,000,000. The $3,000,000 estimate was based on the assumption that a new train station would be built in a new building. Since the station will instead be moved to an existing building, the cost is now $1,250,000. Amendment #1 to the 2007-2013 MTIP would change the funding amount and would change the schedule from unfunded to FY 2008. Attachment 10A is a resolution adopting Amendment #1 to the 2007-2013 MTIP.

Due to time constraints, this agenda item was not reviewed by the TCC.

TAC Action: Adopt a Resolution regarding Amendment #1 to the 2007-2013 MTIP (Attachment 10A).

11. <u>2035 LRTP and CTP -- Targets</u>
(Attachment 11, 11A and 11B)
Andy Henry, LPA Staff

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) intends to adopt a set of quantitative Targets to measure the degree to which the 2035 Long Range Transportation Plan (2035 LRTP) meets the Goals and Objectives of the MPO. The Transportation Advisory Committee (TAC) reviewed draft Targets at their October 10, 2007 meeting, and the Transportation Coordinating Committee (TCC) reviewed a modified set of Targets, based on TAC comments, at the October 24, 2007 TCC meeting. Attachment 11 provides background on the Targets. Attachment 11A is a table of the complete set of Targets, and Attachment 11B is a presentation of the Key Targets. The Key Targets are a subset of the complete Target table and they represent a broad cross section of the different types of Targets (trip volume, congestion, transit, etc.). The Key Targets are presented in a format that helps citizens and public officials understand the importance of each Target and how affecting transportation changes is related to other policies such as land use.

TCC Action: Forward 2035 LRTP and CTP Targets to TAC for review and approval.

TAC Action: Review and Approve the 2035 LRTP and CTP Targets.

<u>REPORTS:</u>

12. <u>Report from the TAC Chair</u>
Alice Gordon, TAC Chair

TAC Action: Receive Report from TAC Chair

13. <u>Report from Staff</u>
(Attachment 13)
Felix Nwoko, LPA Staff

TAC Action: Receive Report from Staff

14. <u>Report from the TCC Chair</u>
Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

15. <u>NCDOT Report</u>
(Attachment 15)
Wally Bowman, Division 5 – NCDOT
Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS

16. Recent News Articles and Updates
(Attachment 16)
Adjourn

Next meeting: March 12, 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.	Completed/Pending – 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.	Completed/Pending - Letter sent 03/17/04. Staff has discussed with NCDOT various alternatives under consideration by NCDOT.
08/25/04	Metropolitan Area Boundary	Completed/In Progress – 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.	In Progress – 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.	In Progress – 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.	In Progress – 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.	In Progress
04/12/06	Investigate use of peer review for Triangle Regional Model (TRM)	In Progress: TRM committee has taken up this project
04/12/06	Address cost splits for TRM tasks at next DCHC MPO/CAMPO joint TAC meeting	In Progress:
08/09/06	Follow up with the BPAC and DATA Boards regarding public involvement for MPO activities.	In Progress:

10/11/06	Provide information on if a municipality can accelerate resurfacing using local funding.	In Progress
01/10/07	Work with the TAC officers to identify candidates for the Joint MPO Special Advisory Commission for Transit. Recommend appointments	Completed: 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	In Progress: 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	Completed: 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.	Completed: 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	In Progress: 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.	Completed: 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.	Completed: 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.	Completed: 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	Completed: See Attachment 20 of 6/13/07 TAC Agenda.
05/09/07	Review the STP-DA allocation procedure including eligible projects and geographic distribution	In Progress: 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	Completed: 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	Completed: See Attachment 15 of 8/8/07 TAC Agenda
08/08/07	Provide a summary of transportation-related development review regulations from member jurisdictions	Completed: 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	Completed: 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	Completed: 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	Completed: 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	Completed: 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.	In Progress
11/14/07	Develop a combined mode 2009-2015 TIP regional priority list by division with costs.	Completed: See Attachment 7 and 7A of 1/09/08 TAC Agenda.
12/12/07	Provide a presentation and update on the 21st Century Transportation Committee	Completed: See Attachment 7 of 2/13/08 TAC Agenda.
12/12/07	Send a letter to NCDOT regarding U-3804 Hillandale Road widening using similar language as the Durham Board of County Commissioners.	Completed: See Attachment 15 of 1/09/08 TAC Agenda.

TRANSPORTATION ADVISORY COMMITTEE

January 9, 2008

MINUTES OF MEETING

The Transportation Advisory Committee met on January 9, 2008, in the Council Committee Room on the second floor of Durham City Hall. The following attended:

**Mayor William V. "Bill" Bell	City of Durham
**Alice Gordon	Orange County (TAC Chair)
**Eric Hallman	Town of Hillsborough
**Ed Harrison	Town of Chapel Hill
**Becky Heron	Durham County
*Ellen Reckhow	Durham County
*Bill Strom	Triangle Transit Authority
**Mike Woodard	City of Durham (TAC Vice-Chair)

**Voting Member
*Alternate or Non-Voting Member

Mark Ahrendsen	City of Durham/Transportation
Jamal Alavi	NCDOT, TPB
Ellen Beckmann	City of Durham/Transportation
David Bonk	Town of Chapel Hill
Ray Gronberg	The Herald Sun
Andy Henry	City of Durham/Transportation
John Hodges-Copple	Triangle JCOG
John Hunsinger	NCDOT – Division 7 Engineer
Denese Lavender	NCDOT-PTD
Karen Lincoln	Orange County Planning
Patrick McDonough	Triangle Transit Authority
Dale McKeel	City of Durham/Transportation
Adena Messinger	Town of Carrboro
Ryan Mickles	Town of Chapel Hill
Jonathan Navarro	Triangle Air Awareness
Felix Nwoko	City of Durham/Transportation
Pierre Osei-Owusu	City of Durham/DATA
Dawn Qiu	City of Durham/Transportation
Brian Rhodes	City of Durham/Transportation
Battle Whitley	NCDOT – Division 5 Engineer

Alice Gordon, TAC Chair called the meeting to order at 9:07 a.m. and the Roll Call was conducted.

PRELIMINARIES:

Adjustments to the Agenda

Mark Ahrendsen stated handouts were distributed at the beginning of the meeting regarding an update on the 21st Century Transportation Committee.

Public Comments

There were no public comments.

Directives to Staff (Attachment 4)

There were no comments regarding the Directives to Staff.

ACTION ITEMS:

December 12, 2007 TAC Meeting Minutes (Attachment 5)

A motion was made by Mike Woodard and seconded by Ed Harrison to approve the December 12, 2007 TAC Meeting Minutes. The motion carried unanimously.

CMAQ and STP-DA Call for Projects (Attachments 6, 6A, 6B, 6C, and 6D)

Ellen Beckmann provided an introduction for the CMAQ and STP-DA Call for Projects, along with the attachments.

Becky Heron asked if there will be additional funds and Ellen Beckmann stated there are funds for the years 2009-2012 in the amount of $4.5 million dollars. Ms. Beckmann stated she did not know when the next call for projects would be. Jamal Alavi, NCDOT, stated there will be additional calls for projects between now and 2012.

Ed Harrison stated that the Town of Chapel Hill would like a slight adjustment in the funding recommendation. It is based on considering lumping the two DATA proposals together next to the Chapel Hill transit proposal. They would like to change the proposal to make up for the shortfall between what was requested and what the TCC recommended. The Town of Chapel

Hill recommended splitting the shortfall between DATA and Chapel Hill Transit instead of proportionate by the cost of the top two projects.

Mark Ahrendsen stated that in the end, STP-DA could make up the shortfall for these two projects. The TAC will get a proposal on STP-DA projects later this year.

A motion was made by Mike Woodard and seconded by Becky Heron to approve the TCC recommendation decreasing the federal funding for the two new hybrid bus projects proportionately to make up the shortfall. The motion passed with Ed Harrison opposing.

Ellen Reckhow asked how the TDM relates to the 7-year TDM plan that was presented a few months ago. John Hodges-Copple stated this is the first four years of funding in the 7-year plan. Ms. Reckhow asked what role Triangle J COG and TTA were going to have in the plan. Mr. Hodges-Copple stated that TJCOG will strictly be administration in the beginning and evaluation at the end. They will not be doing any direct service provision. As of January 1, 2008, TTA will do the regional service provision. Ms. Reckhow asked why TJCOG is getting so many funds if they are doing less work. Mr. Hodges-Copple stated the funds are going to be passed through for the service provision. Mr. Hodges-Copple stated there will be an Oversight Committee set up that will include one staff member from each MPO, public transit division, FHWA, DENR, and John, himself. The committee will be receiving the applications for local service providers and making a recommendation. The actual decisions will now be at the TJCOG Board of Delegates. Mr. Hodges-Copple stated that DCHC MPO funds will only go to local service providers in the DCHC MPO.

There was a consensus among the TAC members to get annual reports on the allocation and results.

2009-2015 Transportation Improvement Program – Regional Priority List (Attachments 7 and 7A)

Ellen Beckmann provided an introduction for the 2009-2015 Transportation Improvement Program – Regional Priority List, along with the attachments.

Ed Harrison requested switching the first two items on the priority list for Division 7; (1) TTA Replacement Vehicles and (2) Chapel Hill Transit 26 Replacement Buses.

A motion was made by Ed Harrison and seconded by Mike Woodard to adopt the Regional Priority List for Division 7 switching the first and second project on the list. The motion carried unanimously.

A motion was made by Mike Woodard and seconded Mayor Bill Bell to approve the Regional Priority List for Division 5 along with the concerns raised by Mayor Bell. The motion carried unanimously.

Ellen Reckhow was pleased that staff took direction in regards to moving up a lot of the bike/pedestrian projects.

Mayor Bell asked if item 5, Cornwallis Road is really the sidewalks under the bike/pedestrian projects. Ellen Beckmann stated it includes curb-n-gutter and bike and pedestrian facilities. Mark Ahrendsen stated that is why the cost is flagged as we may have to revisit the cost and increase it to accomplish the curb-n-gutter improvements necessary to build the sidewalks and bikeways. Mayor Bell asked why use a number that we know is too low. Mark stated the cost in the CIP is significantly higher than the estimate NCDOT provided. However, we think the NCDOT cost is too low. The intent is to seek sufficient funds to provide for a curb-n-gutter facility from Roxboro to Chapel Hill Road that would accommodate wide outside lanes for bicycles and a sidewalk. We do not have a final cost yet. Mayor Bell would like to see this project complete. Mark stated it is a high priority from Cornwallis Road all the way to Rogers-Herr Middle School. Becky Heron asked if it is for both sides of the street and

Mark stated yes it is. Ms. Heron also asked if there will be enough right of way and Mark stated yes.

Ed Harrison asked if the NC-54 widening is in the southwest corner of Durham and Mark stated yes. Mr. Harrison asked if we anticipate it to have bike and pedestrian lanes and Mark stated we always ask for bike/pedestrian facilities on projects.

2009-2015 Transportation Improvement Program – STIP (Attachments 8, 8A, 8B, 8C, 8D, and 8E)

Ellen Beckmann provided an introduction for the 2009-2015 Transportation Improvement Program – STIP, along with the attachments.

A one-on-one meeting has been scheduled for Division 5. It will be on February 25, 2008 at 1:30 p.m. in the Transportation Conference Room. We are still working on setting up a one-on-one meeting for Division 7.

Mike Woodard stated that the staff additions are good. However, he is concerned that the NCDOT public hearing meeting is in the afternoon. It is unfair to ask citizens to take the afternoon off in order to be able to attend the meeting. Mark Ahrendsen stated the TAC could hold an evening meeting to receive public comment.

A motion was made by Mike Woodard and seconded by Becky Heron to release the 2009-2015 STIP for public comment and schedule a public hearing at the February 13, 2008 TAC meeting at 7:00 p.m. The motion carried unanimously.

Alice Gordon asked if we should release the regional priority list with the STIP. Mark Ahrendsen stated we can use attachment 7 and 7A. By consensus, attachment 7 and 7A will be released with the STIP.

Mark stated the lists of flagged issues are not official, so the TAC does not have to approve or adopt. They are to use at the one-on-one meetings with the NCDOT.

Safe Routes to School – Action Plan Service Awards and Non-Infrastructure Grant Program (Attachments, 9, 9A, 9B, 9C, and 9D)

Dale McKeel provided an introduction for the Safe Routes to School – Action Plan Service Awards and Non-Infrastructure Grant Program, along with the attachments.

A motion was made by Mike Woodard and seconded by Bill Strom to adopt the resolution endorsing Orange County and the Town of Carrboro's applications for the Safe Routes to School Action Plan Service Awards and to adopt the resolution endorsing Triangle Tomorrow's application for the Safe Routes to School Non-Infrastructure Grant Program. The motion carried unanimously.

REPORTS:

Report from the TAC Chair

Alice Gordon stated there will be a STAC meeting this Friday from 9 a.m. – 3 p.m. at North Carolina State University's McKimmon Center. At the end of the meeting, they are looking to have approved their 2035 recommendations. They will be looking at the 2020 projects as well.

Report from Staff (Attachment 11)

Felix Nwoko stated staff will bring have a deficiency analysis and preliminary land use scenarios for the 2035 Long Range Transportation Plan at the February 2008 TAC meeting.

Alice Gordon stated the transit analysis may be delayed until after the STAC completes the report. Alice recommended completing the alternatives analysis for the other modes and hold the transit. Felix stated that is what staff is doing.

Ed Harrison asked if the CMS will include bike/pedestrian analysis and Felix Nwoko stated yes it will include bike/pedestrian. The CMS will come to the TAC for approval.

Becky Heron asked how transportation is working with land use planning. Felix stated transportation is working closely with planning.

Alice Gordon asked how the Farrington Road study is going. Felix stated staff hopes to bring a draft to the TCC in February and the TAC in March.

Report from the TCC Chair

Mark Ahrendsen stated staff is continuing to work with the Ad-Hoc Committee for the East End Connector Project. They should be releasing the final document and schedule a public hearing this spring around March. Staff provided comments on the Hillandale Road widening project and will be meeting with NCDOT later this month to review comments and consider recommended changes to the design. The superstreet is open; but not complete. It is in its final traffic pattern. Comments were made at the meeting regarding some access issues for the Triangle Parkway at EPA. Staff will ask the North Carolina Turnpike Authority to attend the February TAC meeting and speak regarding comments in the letter that we issued. They are looking at holding a public hearing on the project in March. The 21st Century Committee is continuing its work. Their next meeting is January 16, 2008. Staff will try to summarize information for the TAC. There will be no April 30, 2008 Joint TAC meeting due to several conflicts.

Ed Harrison asked if the Farrington Road to NC-54 project could have a short term fix. There needs to be additional storage in the west bound traffic lane on Farrington north of NC 54. They should add turn lanes and bike/pedestrian lanes. Mark Ahrendsen will follow up with Battle Whitley, NCDOT Division 5 Engineer, on this issue.

NCDOT Report (Attachment 13)

Battle Whitley, NCDOT Division 5 Engineer, provided an update on projects. Mr. Whitley stated they will look at the Farrington Road problem. The NC-98 / Holloway Street project is behind schedule because of water line problems. The Hopson Road new alignment from NC-55 is currently ahead of schedule. However, an issue has been raised by the railroad and there is potential that it will be delayed in the future. On the Alston Avenue project, they are waiting on the City Council decision. They are looking at options to address the design concerns on the Hillandale Road widening.

Mike Woodard would like the print on the report to be larger or the shading eliminated.

Becky Heron asked where NCDOT was looking at putting a roundabout on Avondale Drive. Mark Ahrendsen stated it will be at Avondale and Geer.

John Hunsinger, NCDOT Division 7 Engineer, provided an update on projects. The Franklin St and Mallette Street project has been delayed. Bill Strom requested a completion date. The superstreet is open. Some right-of-way schedules were moved from this month to June because the plans have not been developed. On project I-4716, the increase in scope will be for guardrails repairs, drainage, and other repairs. It is basically maintenance.

Alice Gordon asked if there are any environmental issues for the bridge on Turkey Farm Road. Ms. Gordon stated she has received calls and Mike Mills is aware of it. Ms. Gordon would like an update on this project.

Ms. Gordon asked that they try to schedule the NCDOT quarterly meetings so they do not conflict with the TAC monthly meeting, as we need someone from each division in attendance.

Bill Strom stated there was a signal approved for Sunrise and Weaver Dairy Road. What is the status of the signal? John Hunsinger will check and get back to Bill Strom.

INFORMATIONAL:

Recent News Articles and Updates (Attachment 14)

The recent news articles and updates are attached.

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

The letter from DCHC MPO regarding U-3804 (Hillandale Road Widening) is attached.

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

The letter from DCHC MPO regarding U-4763B (Triangle Parkway) is attached.

Adjournment

There being no further business of the Transportation Advisory Committee, a motion was made by Mike Woodard and seconded by Ed Harrison to adjourn the meeting at 10:45 a.m. The motion carried unanimously.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

FISCAL YEARS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	"DELIVERABLE STIP" FY 2008	FY 2009	FY 2010	"DEVELOPMENTAL STIP" FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	"UNFUNDED" 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 I-540 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														
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									C 18800 A
					NHS									C 28200 A
					A I-85 TO DURHAM COUNTY LINE.									
					B ORANGE COUNTY LINE TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM - UNDER CONSTRUCTION.									
STRATEGIC HIGHWAY CORRIDOR														
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					UNDER CONSTRUCTION (OPEN TO TRAFFIC)									
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					R 250 B				
					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.									

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FISCAL YEARS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	"DELIVERABLE STIP" FY 2008	FY 2009	FY 2010	"DEVELOPMENTAL STIP" FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	"UNFUNDED" 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 CONSTUCTION - 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).								

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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
					STP									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
					STP									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	
					O	C 68	C 68	C 68	C 68	C 68	C 68	C 68	C 68	
					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						
					S				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									

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URBAN PROJECTS														
CHAPEL HILL ORANGE	U-4449	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		PE 300					
					O	PE 287	PE 95		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	C 5400					
					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									

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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									R 12000 C 13800
					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									R 25000 C 98000
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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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 (HILLANDALE 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	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	R 6876					
					T			U 2877	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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URBAN PROJECTS														
DURHAM 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								
					S(M)	M 9								
					STPDA	R 2827								
					S(M)	R 707								
					STP		C 2900							
					PLANNING/DESIGN IN PROGRESS									
DURHAM 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										
					UNDER CONSTRUCTION									
DURHAM 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
					S									C 3300
					PROJECT U-2831A - COMPLETE									
HILLSBOROUGH ORANGE	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						
					STP				M 535					
					STP					C 6934	C 6933	C 6933		
					PLANNING/DESIGN IN PROGRESS									
HILLSBOROUGH ORANGE	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
					STP									C 1750
RESEARCH TRIANGLE PARK DURHAM WAKE	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								
					O	C 47100	C 51900	C 48100						
STRATEGIC HIGHWAY CORRIDOR					PLANNING/DESIGN IN PROGRESS - NORTH CAROLINA TURNPIKE AUTHORITY PROJECT									

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URBAN PROJECTS														
RESEARCH TRIANGLE PARK DURHAM WAKE	U-4026	SR 1613-SR 1999 (DAVIS DRIVE), SR 3014 (MORRISVILLE-CARPENTER ROAD) IN WAKE COUNTY TO NC 54 IN DURHAM COUNTY. WIDEN TO MULTI-LANES. (5.7 MILES)	52182	38182	S	C 14000	B							
					A	SR 3014 (MORRISVILLE-CARPENTER ROAD) TO SR 1635 (KOPPERS ROAD-MCCRIMMON PARKWAY) - UNDER CONSTRUCTION.								
					B	SR 1635 (KOPPERS ROAD-MCCRIMMON PARKWAY) IN WAKE COUNTY TO NC 54 IN DURHAM COUNTY - UNDER CONSTRUCTION.								
					PROJECT LET WITH R-2904									
FEASIBILITY STUDIES														
CHAPEL HILL ORANGE	FS-0307A	RELOCATED MASON FARM ROAD, NC 86 (SOUTH COLUMBIA STREET) TO US 15-501.	23100		O									R 13900
					O									C 9200
STRATEGIC HIGHWAY CORRIDOR					FEASIBILITY STUDY - COMPLETE									
FEDERAL BRIDGE PROJECTS														
US 70 BUSINESS DURHAM	B-3638	CAMPUS DRIVE. REPLACE BRIDGE NO. 316	1355	120	FA		R 260							
					FA			C 975						
US 70 BYPASS ORANGE	B-4962	ENO RIVER. REPLACE BRIDGE NO. 46	3300		FA						R 300			
					FA									C 3000
SR 1002 ORANGE	B-4216	STROUDS CREEK. REPLACE BRIDGE NO. 66	1125	150	FA		R 100							
					FA			C 875						
SR 1116 DURHAM	B-3450	NEW HOPE CREEK. REPLACE BRIDGE NO. 217, SANDY CREEK. REPLACE BRIDGE NO. 122.	4986	4986										
					UNDER CONSTRUCTION									
SR 1303 DURHAM	B-4109	MUD CREEK. REPLACE BRIDGE NO. 120	1115	265	NFA	C 850								
					RIGHT OF WAY IN PROGRESS									
SR 1402 DURHAM	B-3169	CREEK. REPLACE BRIDGE NO. 158	724	174	FA	C 550								
					RIGHT-OF-WAY IN PROGRESS									
SR 1561 ORANGE	B-4592	ENO RIVER. REPLACE BRIDGE NO. 64	1805	200	NFA	R 80								
					NFA		C 1525							

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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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TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

FISCAL YEARS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	"DELIVERABLE STIP" FY 2008	FY 2009	FY 2010	"DEVELOPMENTAL STIP" FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	"UNFUNDED" 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					R 300				C 1500
					PROJECT U-3100A COMPLETE - PLANNING/DESIGN IN PROGRESS									
DURHAM CHAPEL HILL DURHAM ORANGE	EB-4707	SR 2220 (OLD CHAPEL HILL ROAD)- SR 1838 (OLD DURHAM ROAD), SR 1116 (GARRETT ROAD) IN DURHAM COUNTY TO US 15-501 IN ORANGE COUNTY. BICYCLE IMPROVEMENTS. (2.7 MILES)	3828		STPEB STPDA O		C 400 C 1371 C 343	C 1371 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									

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BICYCLE AND PEDESTRIAN PROJECTS														
SR 1006 ORANGE GROVE ROAD ORANGE	EB-4980	CONSTRUCT PEDESTRIAN BRIDGE OVER I-40.												
					SCHEDULED FOR FEASIBILITY STUDY									
CONGESTION MITIGATION PROJECTS														
NC 54 DURHAM	C-4402	I-40 WEST OF NC 751 TO TRIANGLE DRIVE IN RESEARCH TRIANGLE PARK. CONSTRUCT ON-ROAD BICYCLE FACILITY.	1035		CMAQ	R 100								
					L	R 25								
					CMAQ		C 364	C 364						
					L		C 91	C 91						
					PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS									
TRIANGLE J COUNCIL OF GOVERNMENTS DURHAM ORANGE WAKE	C-4924	TRIANGLE J COUNCIL OF GOVERNMENTS (COG). DEVELOP A FLEXIBLE WORK SCHEDULE FOR EMPLOYEES AND ORGANIZATIONS IN TRIANGLE OZONE NON-ATTAINMENT AREA FOR THREE YEARS.	300	200	CMAQ	N 40 A								
					L	N 10 A								
					CMAQ	N 40 B								
					L	N 10 B								
					A DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN CAPITAL AREA MPO (CAMPO).									
					B DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN DURHAM-CHAPEL HILL-CARRBORO (DCHC).									
					IN PROGRESS									
COUNTYWIDE HILLSBOROUGH ORANGE	C-4932A	CONSTRUCT A 125 SPACE PARK AND RIDE LOT. SECTION A: DURHAM-CHAPEL HILL-CARRBORO (DCHC) MPO TO PARTICIPATE IN CONSTRUCTION AND OPERATING ASSISTANCE FOR THREE YEARS FOR A NEW TRANSIT SERVICE.	275		CMAQ	C 22								
					L	C 7								
					CMAQ		O 41	O 41	O 41					
					L		O 41	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									

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ENHANCEMENT PROJECTS														
SR 1002 ST. MARY'S ROAD ORANGE	E-4779	ACQUIRE SCENIC CONSERVATION EASEMENTS AT SELECTED LOCATIONS.	194	18	STPE A	141								
					O A	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									

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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	C 500	
					O	C 50	C 50	C 125	C 125	C 125	C 125	C 125	C 125	
					PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS - IN PROGRESS									
CARRBORO ORANGE	EL-4828	MORGAN CREEK GREENWAY (WEST). SMITH LEVEL ROAD TO UNIVERSITY LAKE. CONSTRUCT GREENWAY.	600		STPDA	C 480								
					O	C 120								
					PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS									
CARRBORO CHAPEL HILL ORANGE	EL-4995	DRY CREEK GREENWAY.	700		STPDA	C 560								
					O	C 140								
					PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS									
CARRBORO ORANGE	EL-4994	BOLIN CREEK GREENWAY.	738		STPDA	C 590								
					O	C 148								
					PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY TOWN									
CHAPEL HILL ORANGE	EL-4601	MORGAN CREEK GREENWAY (EAST). US 15-501-CULBETH ROAD TO SMITH LEVEL ROAD. TEN FOOT MULTI-USE ASPHALT PATH INCLUDING ACCESS TO MERRITT PASTURE.	872	72	O	C 160								
					STPDA	C 640								
					PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS									
CHAPEL HILL ORANGE	EL-5022	UPPER BOOKER CREEK GREENWAY.	720		STPDA				C 576					
					O				C 144					
					PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS									
DURHAM DURHAM	EL-4999	BICYCLE AND PEDESTRIAN TRAILS IN DURHAM AND DURHAM COUNTY. ACQUISITION OF RAIL CORRIDORS AND CONSTRUCTION.												
					PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY - PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS									

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

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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	W-5110	NC 55 (ALSTON AVENUE) AT LAWSON STREET. CONSTRUCT LEFT TURN LANES ON NC 55. (0.2 MILE)	975		HES			R 500						
DURHAM					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	O 2600	O 2600	O 2600	
					T2001	O 4000	O 4000	O 4000	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	O 2400	O 2400	O 2400	
					IN PROGRESS									

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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		CP 4624		CP 4080	CP 2992				
					L		CP 578		CP 510	CP 374				
					STAT		CP 578		CP 510	CP 374				
					UNFUNDED PROJECT									
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TA-4994	PARATRANSIT FLEET REPLACEMENT.	32		FEDU		CP 26							
					L		CP 3							
					STAT		CP 3							
					UNFUNDED PROJECT									
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TA-4993	PARATRANSIT FLEET EXPANSION.	67		FEDU		CP 53							
					L		CP 7							
					STAT		CP 7							
					UNFUNDED PROJECT									
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TA-4992	VANPOOL FLEET EXPANSION.	890		FEDU		CP 712							
					L		CP 178							
					UNFUNDED PROJECT									
TRIANGLE TRANSIT AUTHORITY DURHAM WAKE	TD-4944	I-40 BUS BYPASS SHOULDER PROJECT.	800		FEDU		CP 640							
					L		CP 80							
					STAT		CP 80							
					UNFUNDED PROJECT									

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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								
CHAPEL HILL ORANGE	C-4930	PURCHASE 1 HYBRID ELECTRIC BUSES. CMAQ FUNDS TO BE TRANSFERRED TO FTA.	588		CMAQ	CP 470								
					L	CP 118								
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									

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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								
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.												

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PUBLIC TRANSPORTATION PROJECTS														
COUNTYWIDE DURHAM	TJ-4931	PROVIDE OPERATING ASSISTANCE TO COUNTIES AND COMMUNITY TRANSPORTATION SYSTEMS TO MEET WORK FIRST AND EMPLOYMENT TRANSPORTATION NEEDS.	64		OAWF	O 8	O 8	O 8	O 8	O 8	O 8	O 8	O 8	
COUNTYWIDE DURHAM	TL-4931	PROVIDE OPERATING ASSISTANCE FOR ADDITIONAL TRANSPORTATION SERVICES TO THE ELDERLY AND DISABLED.	760		EDTAP	O 95	O 95	O 95	O 95	O 95	O 95	O 95	O 95	
COUNTYWIDE DURHAM	TR-4931	PROVIDE MAINTENANCE ASSISTANCE FOR COMMUNITY TRANSPORTATION SYSTEMS TO SERVE THE RURAL GENERAL PUBLIC.	280		RGP	O 35	O 35	O 35	O 35	O 35	O 35	O 35	O 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				CP 3080					
					L				CP 385					
					STAT				CP 385					
					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 2535	CP 2535	CP 2582	CP 2670	
					L	CP 548	CP 604	CP 634	CP 634	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									

* INDICATES INTRASTATE PROJECT

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

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

FISCAL YEARS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	"DELIVERABLE STIP" FY 2008	FY 2009	FY 2010	"DEVELOPMENTAL STIP" FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	"UNFUNDED" 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 AMENTIES, SERVICE VEHICLE, ETC.	8000		FUZ	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	
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	
					L	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	
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TT-4911	ITS PROJECT - REAL TIME PASSENGER INFORMATION PROJECT.	700		FED			CP 560						
					L			CP 140						
					UNFUNDED PROJECT									

* INDICATES INTRASTATE PROJECT

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

From: Berla, Toby [Toby.Berla@FMR.COM]
Sent: Friday, February 01, 2008 10:49 AM
To: Beckmann, Ellen
Subject: Build the U-0071 East End Connector now!

Dear Ms. Beckmann -

As a resident of Trinity Heights, I am strongly in favor of completing the East End Connector as soon as possible. This long-delayed link will greatly reduce through traffic on Duke, Gregson, Roxboro, and Alston, leading to increased pedestrian access, improved quality of life for residents, and safer commutes for drivers.

I learned recently that the city and NCDOT may delay this important project by another two years, until 2014. This is unacceptable. This project has been on the books for nearly 50 years. It is time to build it! I respectfully request that you do all you can to keep the East End Connector on track for completion. Each delay only leads to more cost increases, more serious accidents on Durham's local streets, and more conflicts with affected neighbors.

Regards,

Toby Berla
1412 W Markham Ave
Durham, NC 27705

From: Rebecca Board [becca@cyberlily.com]
Sent: Tuesday, February 05, 2008 9:12 AM
To: Beckmann, Ellen
Subject: Comments on draft MTIP

Hi Ellen,

I have tried to review the draft MTIP, and did not see mention of two areas that concern me. Perhaps I'm just not seeing them, or they are covered by another plan, but I wanted to write and ask about them.

First, are there any plans in the works for Hwy 54 between I-40 and Chapel Hill? Yes, I know a lot of work was recently completed in this area, and it was helpful. But I have recently noticed the backups on Hwy 54 are starting to get longer again and there are more development projects proposed and pending in the area.

Second, the Y intersection at Hillsboro Rd and Neal Rd is very dangerous and has been for a long time. I would love to see the entire intersection reworked on top of where the used car lot is now located, but I know that is a big project. Failing that, there is a small change that would still make the area safer. If the right lane of Eastbound Hillsboro Rd could be extended all the way to the intersection so that Neal Rd Traffic would turn into it's own lane, the hazard would be greatly reduced. It is very difficult for drivers to monitor both traffic in front of them and to the 'left' when 'left' is nearly 180 degrees! This could be a very inexpensive project since the pavement is already there. All that is needed is the paint remarked, signs changed, and a small barrier (similar to Hwy 54 near the 15-501 overpass on the east edge of Chapel Hill?) installed between the lanes to prevent Neal Rd traffic from pulling across two lanes of traffic immediately.

Thank you,
--Rebecca Board
10 Winslow Place

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

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 and Design Issues**
    b. **Major Project Schedules and Funding**
    c. **Project Design**
    d. **Project Study and Project Management Requests**

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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 and Design 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.

3. ***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.

b. Major Project Schedules and Funding

4. **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.

5. **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.

6. **New Project (Fayetteville Road, Woodcroft Parkway to Riddle Rd.)**
   A recommendation is pending Durham City Council action.

7. **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.

8. ***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.

9. ***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

10. 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.

d. Planning Study and Project Management 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.

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.

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 *(LPA Staff Recommendations in Italics)***
    a. **General Funding and Design Issues**
    b. **Project Schedules and Funding**

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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 and Design 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.

3. ***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.

b. Project Schedules and Funding

4. **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.

5. **EB-4980 (I-40 Pedestrian Bridge)**
   The DCHC MPO, Orange County, and the Town of Hillsborough request more information on the feasibility study including the schedule. This project serves schools. The DCHC MPO requests that this project be funded as soon as practicable.

6. **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.

7. **Bolin Creek Greenway (NC 86 to Umstead Park in Chapel Hill)**
   The DCHC MPO requests funding for this new project.

8. **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.

9. ***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

10. ***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.

11. 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.

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 Chapel Hill Transit 26 Replacement Buses
    - Estimated Cost: $10,325,000
    - Draft STIP only includes 12 buses in 2009 (unfunded)
2. 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
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	26 Replacement Buses	2009	1 - CH; 1 - C	TA-4726	12 buses unfunded	10,325
2 (tie)	TTA 15 – Replacement Buses	2009	TTA	TA-4818	17 buses unfunded	4,128
2 (tie)	TTA Routine Capital Items--Shop Equipment, Spare Parts.	2009	TTA	TG-4821	Funded	1,000
2 (tie)	TTA Planning Assistance---UPWP.	2009	TTA	TP-4732	Funded	1,000
4	1 Replacement Van	2009	1 - TTA	TA-4994	Unfunded	33
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

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)

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

Marc Basnight
President Pro Tempore,
North Carolina Senate

Joe Hackney
Speaker,
North Carolina House of Representatives

Raleigh, North Carolina 27601-1096

21st Century Transportation Committee

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

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

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

President Pro Tempore Appointments	**Speaker of the House Appointments**
Senator David Hoyle	Representative Nelson Cole
Senator Clark Jenkins	Representative Becky Carney
Senator Richard Stevens	Representative Lorene Coates
Dr. Joseph Monroe, Dean, Guilford County	Representative Phillip Frye
Mr. Lanny Wilson, New Hanover County	Representative William C. "Bill" McGee
Mr. Billy Sewell, Onslow County	Representative William L. Wainwright
Mr. Stephen Zelnak, Jr., Wake County	The Honorable George W. Miller, Jr., Durham County
The Honorable Richard Blackburn, Ashe County	Ms. Nina Szlosberg, Wake County
*The Honorable Terry Bellamy, Buncombe County	*Mr. Charles F. Bowman, Mecklenburg County
*The Honorable Sam Hunt, Alamance County	*The Honorable Chuck McGrady, Henderson County
*The Honorable Allen Joines, Forsyth County	*Mr. D. Jordan "Jordy" Whichard, III, Pitt County
*Mr. Gregory Plemmons, Guilford County	**Mr. Brad Wilson, Chair, Wake County

* Recommendation from Governor Michael F. Easley
** Recommendation for appointment as Chair by Governor Easley

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

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

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

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

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

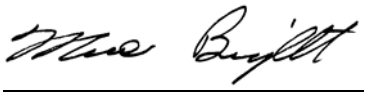
Section 7. The expenses of the Committee shall be considered expenses incurred for the joint operation of the General Assembly. An initial allocation of $50,000 shall be provided to the Committee from funds appropriated to the General Assembly.

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

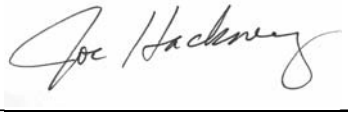
Section 9. The Committee may meet at various locations around the State in order to promote greater public participation in its deliberations. The Legislative Services Commission shall grant adequate meeting space to the Committee in the State Legislative Building or the Legislative Office Building.

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

Effective this 29th day of October, 2007



Marc Basnight
President Pro Tempore of the Senate



Joe Hackney
Speaker of the House of Representatives

10/29/07

PRELIMINARY
SUBJECT TO CHANGE

TRIANGLE PARKWAY

COMBINED CORRIDOR / DESIGN PUBLIC HEARING MAP
TRIANGLE PARKWAY
W-5 PROJECT 0040-0010
EXTENSION OF SR 147 BETWEEN I-40 IN DURHAM COUNTY AND NC 540 IN WAKE COUNTY
DURHAM COUNTY TO WAKE COUNTY
PROJECT LENGTH = 14 MILES

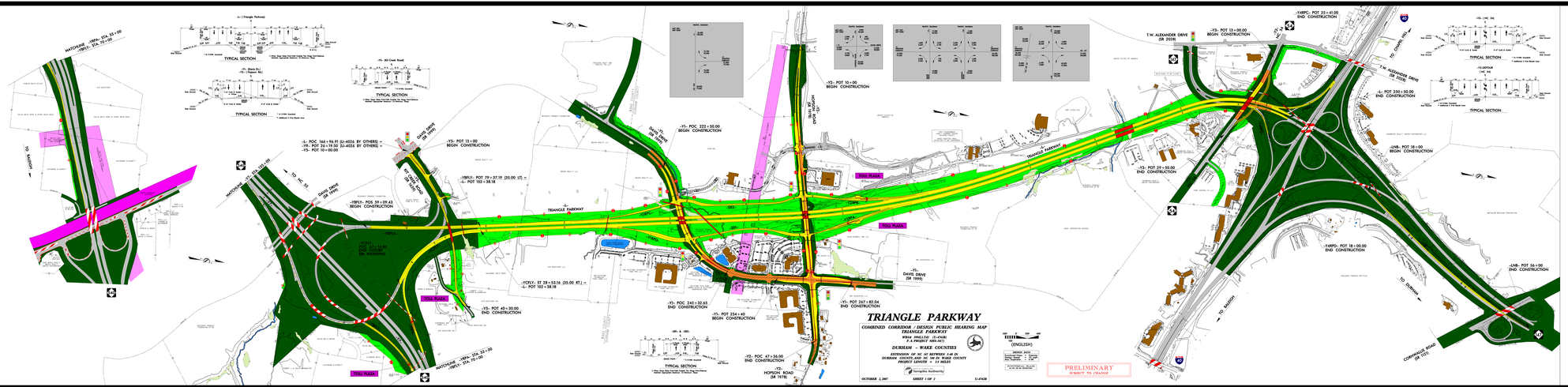
OCTOBER 3, 2007 | SHEET 1 OF 2 | U-4262B

Triangle Expressway

(ENGLISH)

LEGEND

- BUILDINGS
- PROPOSED RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- EXISTING RIGHT OF WAY
- EXISTING BUILDINGS
- EXISTING BUILDINGS TO BE REMOVED
- EXISTING BUILDINGS TO BE RELOCATED
- PROPOSED GRADE CONSTRUCTION
- EXISTING CONTOURS
- PROPOSED GRADEBREAK CONTOURS
- PROPOSED STRUCTURES, BRIDGE, CULVERT, RETAINING WALLS
- EXISTING CURB AND GUTTER
- PROPOSED CURB AND GUTTER
- EXISTING CURB AND GUTTER TO BE REMOVED
- PROPOSED CURB AND GUTTER TO BE RELOCATED
- EXISTING EDGE OF PAVEMENT
- EXISTING EDGE OF PAVEMENT TO BE REMOVED
- EXISTING EDGE OF PAVEMENT TO BE RELOCATED
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- CONCRETE
- PROPOSED WALKWAY TRAIL
- PROPOSED TRAFFIC CONTROL TO BE REMOVED
- PROPOSED CONTROL OF ACCESS
- PROPOSED TRAFFIC CONTROL OF ACCESS
- EXISTING CONTROL OF ACCESS
- EXISTING CURB DRAINS BUILT TRAFFIC
- PROPOSED CURB DRAINS BUILT TRAFFIC
- PROPERTY LINE
- LANDLINE
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- FLOOD STUDY LIMITS
- FLOOD STUDY LIMITS
- REFLECTIVE CLOTH BOUNDARY
- STREAM WATER LINE
- PROPOSED TOLL PLAZA TO BE REMOVED BY 2030
- ELECTRONIC TOLL COLLECTION LANE



PROPERTY OWNERS

1. ATTAR 147 BALLENTINE
2. RICHARD TRIANGLE FOUNDATION OF NC
3. RICHARD TRIANGLE FOUNDATION OF NC
4. HOYTOWN OFFICE LLC
5. HOYTOWN OFFICE LLC
6. HOYTOWN OFFICE LLC
7. GOOD FRIDAY OFFICE LLC
8. GOOD FRIDAY LANDLORD PARTNERSHIP
9. LEAR CORPORATION
10. TWC ENTERPRISE LLC
11. SIGNAL VALLEY LLC
12. DUKE & THE CHURCH RESEARCH SOCIETY INC
13. SIGNAL 1 ALBANY LLC
14. RICHARD TRIANGLE FOUNDATION OF NC
15. TRIANGLE SERVICE CENTER, INC.
16. TRIANGLE SERVICE CENTER, INC.

TRIANGLE PARKWAY

COMBINED CORRIDOR / DESIGN PUBLIC HEARING MAP
TRIANGLE PARKWAY
W-5 PROJECT 0040-0010
EXTENSION OF SR 147 BETWEEN I-40 IN DURHAM COUNTY AND NC 540 IN WAKE COUNTY
DURHAM COUNTY TO WAKE COUNTY
PROJECT LENGTH = 14 MILES

OCTOBER 3, 2007 | SHEET 1 OF 2 | U-4262B

Triangle Expressway

(ENGLISH)

PRELIMINARY
SUBJECT TO CHANGE

DCHC

DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

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

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.

City of Durham ▪ Department of Transportation ▪ 101 City Hall Plaza ▪ Durham, North Carolina 27701▪ (919) 560-4366 ▪ Facsimile (919) 560-4561

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

STATE OF NORTH CAROLINA
TURNPIKE AUTHORITY

MICHAEL F. EASLEY
GOVERNOR

1578 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1578

DAVID W. JOYNER
EXECUTIVE DIRECTOR

January 25, 2008

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

Re: Triangle Parkway – STIP Project No. U-4763B

Dear Ms. Gordon:

Thank you for your January 4, 2008 letter regarding the Triangle Parkway and the concerns regarding access to US EPA / NIEHS campus in Research Triangle Park. We would be happy to attend one of the upcoming DCHC MPO Transportation Advisory Committee (TAC) meetings to discuss this project. We will contact Ms. Ellen Beckmann to arrange a date to present to the TAC.

My staff has conducted several meetings with representatives from both EPA and NIEHS to discuss the concerns identified in your letter. We recently met with them on January 10, 2008 to continue the discussions regarding their concerns relative to the access at Hopson Road and the closing of the NC 147 spur between I-40 and T.W. Alexander Drive. At this meeting, the NCDOT agreed to allow full access with stop sign control at the intersection between the EPA driveway and Hopson Road. In addition, the NCTA agreed to fund the installation of a traffic signal at this intersection location when it is warranted.

The intersection of Hopson Road and the entrance to the EPA/NIEHS campus was analyzed as a full movement unsignalized intersection in the opening year (2011). Based on this analysis all the movements operate at an acceptable level of service in the opening year and continues to operate at an acceptable level of service for five years after the project opening. It is standard practice not to install a traffic signal unless the analysis shows that it is required within five years of the project opening. Therefore, a traffic signal is not proposed to be installed as part of the Triangle Parkway project.

Two of the EPA and NIEHS representatives present at the January 10, 2008 meeting (Mr. Ben Scaggs and Mr. Marc Hollander) indicated that this provision would satisfy their concerns relative to access to the campus from Hopson Road.

As indicated in your letter, the construction of the Triangle Parkway will eliminate the access from NC 147 to T.W. Alexander Drive south of I-40. However, the existing access between NC 147 and T.W. Alexander Drive north of I-40 will not be affected. As you may be aware, when I-40 was constructed, the access from NC 147 to T.W. Alexander Drive ("the NC 147 spur") was constructed as a temporary connection until the construction of the Triangle Parkway. The NCTA has agreed to keep the NC 147 spur between I-40 and T.W. Alexander Drive open as long as possible during construction. This will be accomplished through the use of a detour bridge in lieu of using fill material for the detour required when the existing NC 54 bridge over NC 147 is replaced. The addition of this detour bridge has added additional cost to the project, but we believe it is a reasonable additional expense in order to address concerns expressed by the traveling public.

Please note that the existing NC 147 spur will need to be closed permanently prior to the completion of the Triangle Parkway construction. The closing of the spur will occur when the contractor completes the tie between the Triangle Parkway pavement and the existing NC 147 pavement. Due to safety and operational concerns, there is no feasible alternative to keep the NC 147 spur open as part of the Triangle Parkway project. Also, this action is consistent with the DCHC MPO Long Range Transportation Plan.

We look forward to meeting in the near future with the TAC and discussing this important project.

Sincerely,

David W. Joyner
Executive Director

cc: Robert Teer, NCTA Board Member
Steve DeWitt, P.E., NCTA
Jennifer Harris, P.E., NCTA
J. Wally Bowman, P.E., NCDOT-Division 5 Engineer
Ben Scaggs, EPA
Marc Hollander, NIEHS

MEMORANDUM

TO: **Transportation Advisory Committee**
DCHC MPO

FROM: **DCHC MPO Lead Planning Agency**

DATE: **February 13, 2008**

SUBJECT: **2007-2008 Unified Planning Work Program (UPWP) – Amendment #2.**

The TAC approved the 2007-2008 UPWP on May 11, 2007 and amended it on October 11, 2007 (Amendment #1). The proposed amendment is necessary in order to reflect reallocation of funds by the Towns of Chapel Hill and Carrboro, and de-obligation and reallocation of STP-DA funds by the Lead Planning Agency. The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Funds that would not be expended during the current fiscal year (FY 2007-08) must be de-obligated through an amendment in order for the funds to be available for programming during the next fiscal year (2008-09). Essentially, Federal transportation planning funds received by the DCHC MPO provide yearly allocations to support transportation planning activities for the fiscal year. However, for projects that continue past the fiscal year (i.e., multi-year projects), funds must be de-obligated and carried over to the next fiscal year

Accordingly, the proposed amendment reflects the de-obligation of funds originally programmed for the following UPWP projects: Land-use model, Non-motorized trip model development, GIS automation, ITS deployment Update and MPO Collector Street Plan.. The proposed amendment will decrease the LPA STP-DA Portion of the UPWP by $596,000 ($200,000 for Landuse model, $140,00 for the Non-Motorized Trip Model, $160,00 for the GIS Warehouse/Automation project, $40,000 for the MPO-wide Collector Street Plan and $56,000 for the ITS Project. The revisions are described and summarized as follows.

This amendment also allocates STP-DA funds for the contract with Louis Berger to produce revenue forecasts for the 2035 LRTP ($3,838). The table below displays the split between DCHC MPO and CAMPO.

	Total Amount	MPO Amount	DCHC Amount
Total Contract Cost	$15,991.76		
MPO Breakdown			
CAMPO Share (70%)		$11,194.23	
DCHC MPO Share (30%)		$4,797.53	
DCHC MPO Breakdown			
STP-DA Grant (80%)			**$3,838.02**
City of Durham Local Match (20%)			$959.51

1. Reallocation of funds by the Town of Carrboro to better reflect current work activities and focus areas. As indicated in the tables below, there is no net change in total funding with these changes.

Durham-Chapel Hill-Carrboro Urban Area
FY 2007-2008 Unified Planning Work Program - Amendment #2 (TCC 1/23/08)
Funding Source Tables - Detail Revision Tables

Town of Carrboro

				Section 104(f) - PL Funds					
				Original		*Proposed*			
				2007-08 UPWP 5/11/2007 TAC		*Amendment #2 Feb. 13, 2008 TAC*		*Difference (Change)*	
			Task Description	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**
II	**A**		**Surveillance of Change**						
		13	**Bike and Pedestrian Counts**	0	0	*50*	*200*	**50**	**200**
II	**B**		**Long Range Transp. Plan**						
		4	**Community Goals & Objectives**	60	240	*0*	*0*	**(60)**	**(240)**
		11	**Bike & ped Element of LRTP**	313	1,250	*513*	*2,050*	**200**	**800**
		17	**Congestion Management Strategies**	600	2,400	*100*	*400*	**(500)**	**(2,000)**
		18	**Air Quality Plng & Conformity**	188	750	*0*	*0*	**(188)**	**(750)**
III	**B**		**Transportation Imp. Program**						
			Transportation Imp. Program	400	1,600	*500*	*2,000*	**100**	**400**
III	**C**		**Civil Rights**						
		2	**Environmental Justice**	60	240	*0*	*0*	**(60)**	**(240)**
		3	**Minority Business Enterprise**	40	160	*0*	*0*	**(40)**	**(160)**
		6	**Public Involvement**	150	600	*200*	*800*	**50**	**200**
III	**E**		**Management & Operations**						
		1	**Management & Operations**	3,511	14,045	*3,959*	*15,835*	**448**	**1,790**
			Net Change					**$0**	**$0**

2. Reallocation of funds by the Town of Chapel Hill to better reflect current work activities and focus areas. There is no net change in total funding with these changes.

Durham-Chapel Hill-Carrboro Urban Area
FY 2007-2008 Unified Planning Work Program - Amendment #2 (TCC 01/23/08)
Funding Source Tables - Detail Revision Tables

Chapel Hill

				Section 5303 Transit Funds								
				Original			*Proposed*					
				2007-08 UPWP 5/11/2007 TAC			*Amendment #2 Feb. 13, 2008 TAC*			*Difference (Change)*		
			Task Description	**Local**	**NCDOT**	**FTA**	**Local**	**NCDOT**	**FTA**	**Local**	**NCDOT**	**FTA**
				10%	**10%**	**80%**	**20%**	**10%**	**80%**	**10%**	**10%**	**80%**
II	**A**		**Surveillance of Change**									
		10	**Mapping**	1,875	1,875	15,000	1,250	1,250	*10,000*	(625)	(625)	(5,000)
II	**B**		**Long Range Transp. Plan**									
		10	**Transit Element of the LRTP**	2,500	2,500	20,000	1,250	1,250	*10,000*	(1,250)	(1,250)	(10,000)
		10	**Financial Planning**	625	625	5,000	313	313	*2,500*	(313)	(313)	(2,500)
III	**D**		**Incidental Plng/Project Dev**									
		3	**Special Studies**	0	0	0	2,500	2,500	*20,000*	2,500	2,500	20,000
III	**E**		**Management & Operations**									
		1	**Management & Operations**	4,750	4,750	38,000	4,438	4,438	*35,500*	(313)	(313)	(2,500)
			Net Change							**$0**	**$0**	**$0**

				Section 104(f) - PL Funds					
				Original		*Proposed*			
				2007-08 UPWP 5/10/2006 TAC		*Amendment #2 Feb. 13, 2008 TAC*		*Difference (Change)*	
			Task Description	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**
II	**B**		**Long Range Transp. Plan**						
		5	**Forecast of Data to Horizon Year**	0	0	*1,000*	*4,000*	**1,000**	**4,000**
		11	**Capacity Defifiency Analysis**	2,500	10,000	*1,500*	*6,000*	**(1,000)**	**(4,000)**
			Net Change					**$0**	**$0**

3. De-obligation of funds for MPO major projects that are expected to continue through the FY 2008. This requires the transfer of STPDA funds from FY 2008 to FY2009 to permit the City of Durham to seek reimbursement for expenditures associated with the projects undertaken in this current fiscal year that will be continue during the next fiscal year.

Durham-Chapel Hill-Carrboro Urban Area
FY 2007-2008 Unified Planning Work Program - Amendment #2 (TCC 1/23/08)
Funding Source Tables - Detail Revision Tables
City of Durham - The Lead Planning Agency (LPA)

				STP-DA 133(b)(3)(7) Funds					
				Original		*Proposed*			
				2007-08 UPWP 5/11/2007 TAC		*Amendment #2 Feb. 13, 2008 TAC*		*Difference (Change)*	
			Task Description	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**
II	**B**		**Long Range Transp. Plan**						
		3	**Travel Model Update**	157,500	630,000	*32,500*	*130,000*	**(125,000)**	**(500,000)**
III	**D**		**Incidental Plng/Project Dev**						
		3	**Special Studies**	56,250	225,000	*32,250*	*129,000*	**(24,000)**	**(96,000)**
			Net Change					**-$149,000**	**-$596,000**

4. Addition of funds for the Joint CAMPO/DCHC MPO Revenue Forecasts Study

			Revenue Forecasts	STP-DA 133(b)(3)(7) Funds					
				Original		*Proposed*			
				2007-08 UPWP 5/11/2007 TAC		*Amendment #2 Feb. 13, 2008 TAC*		*Difference (Change)*	
			Task Description	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**
II	**B**		**Long Range Transp. Plan**						
		3	**Travel Model Update**	0	0	*960*	*3,838*	**960**	**3,838**
			Net Change					**$960**	**$3,838**

RESOLUTION

TO APPROVE AMENDMENT #2 TO THE FY 2007-2008 UNIFIED PLANNING WORK PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)

February 13, 2008

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

WHEREAS, A comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation planning projects are effectively allocated to the DCHC MPO; and

WHEREAS, The Durham-Chapel Hill-Carrboro MPO requests an amendment to the 2007-2008 UPWP as outlined on the attached tables; and

WHEREAS, Members of the Transportation Advisory Committee agree that the Unified Planning Work Program amendment effectively advances transportation planning for 2007-2008.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses Amendment #2 of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for the FY 2007-2008 as described in the attached sheets.

I, Alice M. Gordon, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill-Carrboro Urban Area Transportation Advisory Committee, duly held on the 13th day of February, 2008.

_____
Signature of TAC Chair
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

STATE OF: North Carolina
COUNTY OF: Durham

I, _____, a Notary Public of _____County, North Carolina do hereby certify that Alice M. Gordon personally appeared before me on ___day of _____, 2008 to affix her signature to the foregoing document.

_____
Notary Public

101 City Hall Plaza
Durham, NC 27701

My commission expires:_____

Durham-Chapel Hill-Carrboro Urban Area
FY 2007-2008 Unified Planning Work Program - Amendment #2 (TAC 2/13/08)
Funding Source Tables - Detail Revision Tables

Town of Carrboro

			Section 104(f) - PL Funds					
			Original		*Proposed*			
			2007-08 UPWP 5/11/2007 TAC		*Amendment #2 Feb. 13, 2008 TAC*		*Difference (Change)*	
		Task Description	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**
II	A	**Surveillance of Change**						
	13	**Bike and Pedestrian Counts**	0	0	*50*	*200*	**50**	**200**
II	B	**Long Range Transp. Plan**						
	4	**Community Goals & Objectives**	60	240	*0*	*0*	**(60)**	**(240)**
	11	**Bike & ped Element of LRTP**	313	1,250	*513*	*2,050*	**200**	**800**
	17	**Congestion Management Strategie**	600	2,400	*100*	*400*	**(500)**	**(2,000)**
	18	**Air Quality Plng & Conformity**	188	750	*0*	*0*	**(188)**	**(750)**
II	B	**Transportation Imp. Program**						
		Transportation Imp. Program	400	1,600	*500*	*2,000*	**100**	**400**
II	C	**Civil Rights**						
	2	**Environmental Justice**	60	240	*0*	*0*	**(60)**	**(240)**
	3	**Minority Business Enterprise**	40	160	*0*	*0*	**(40)**	**(160)**
	6	**Public Involvement**	150	600	*200*	*800*	**50**	**200**
II	E	**Management & Operations**						
	1	**Management & Operations**	3,511	14,045	*3,959*	*15,835*	**448**	**1,790**
		Net Change					**$0**	**$0**

Durham-Chapel Hill-Carrboro Urban Area
FY 2007-2008 Unified Planning Work Program - Amendment #2 (TAC 2/13/08)
Funding Source Tables - Detail Revision Tables

Chapel Hill

			Section 5303 Transit Funds								
			Original			*Proposed*					
			2007-08 UPWP 5/11/2007 TAC			*Amendment #2 Feb. 13, 2008 TAC*			*Difference (Change)*		
		Task Description	**Local**	**NCDOT**	**FTA**	**Local**	**NCDOT**	**FTA**	**Local**	**NCDOT**	**FTA**
			10%	**10%**	**80%**	**20%**	**10%**	**80%**	**10%**	**10%**	**80%**
II	**A**	**Surveillance of Change**									
	10	**Mapping**	1,875	1,875	15,000	1,250	1,250	*10,000*	(625)	(625)	(5,000)
II	**B**	**Long Range Transp. Plan**									
	10	**Transit Element of the LRTP**	2,500	2,500	20,000	1,250	1,250	*10,000*	(1,250)	(1,250)	(10,000)
	10	**Financial Planning**	625	625	5,000	313	313	*2,500*	(313)	(313)	(2,500)
III-D		**Incidental Plng/Project Dev**									
	3	**Special Studies**	0	0	0	2,500	2,500	*20,000*	2,500	2,500	20,000
III-E		**Management & Operations**									
	1	**Management & Operations**	4,750	4,750	38,000	4,438	4,438	*35,500*	(313)	(313)	(2,500)
		Net Change							**$0**	**$0**	**$0**

			Section 104(f) - PL Funds					
			Original		*Proposed*			
			2007-08 UPWP 5/10/2006 TAC		*Amendment #2 eb. 13, 2008 TA*		*Difference (Change)*	
		Task Description	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**
II	**B**	**Long Range Transp. Plan**						
	5	**Forecast of Data to Horizon Year**	0	0	*1,000*	*4,000*	**1,000**	**4,000**
	11	**Capacity Defifiency Analysis**	####	10,000	*1,500*	*6,000*	**(1,000)**	**(4,000)**
		Net Change					**$0**	**$0**

Durham-Chapel Hill-Carrboro Urban Area
FY 2007-2008 Unified Planning Work Program - Amendment #2 (TAC 2/13/08)
Funding Source Tables - Detail Revision Tables

City of Durham - The Lead Planning Agency (LPA)

				STP-DA 133(b)(3)(7) Funds					
				Original		*Proposed*			
				2007-08 UPWP 5/11/2007 TAC		*Amendment #2 Feb. 13, 2008 TAC*		*Difference (Change)*	
			Task Description	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**
II	**B**		**Long Range Transp. Plan**						
		3	**Travel Model Update**	157,500	630,000	*32,500*	*130,000*	**(125,000)**	**(500,000)**
III-D			**Incidental Plng/Project Dev**						
		3	**Special Studies**	56,250	225,000	*32,250*	*129,000*	**(24,000)**	**(96,000)**
			Net Change					**-$149,000**	**-$596,000**

Revenue Forecasts

				STP-DA 133(b)(3)(7) Funds					
				Original		*Proposed*			
				2007-08 UPWP 5/11/2007 TAC		*Amendment #2 Feb. 13, 2008 TAC*		*Difference (Change)*	
			Task Description	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**	**Local 20%**	**FHWA 80%**
II	**B**		**Long Range Transp. Plan**						
		3	**Travel Model Update**	0	0	*960*	*3,838*	**960**	**3,838**
			Net Change					**$960**	**$3,838**

CITY OF DURHAM – THE LOUIS BERGER GROUP, INC SUPPLEMENTAL AGREEMENT #3 TO THE MASTER AGREEMENT (DATED MARCH 8, 2007)

February 13, 2008

I. PURPOSE:

The purpose of this supplemental agreement is for the CONSULTANT, The Louis Berger Group, Inc, to provide transportation revenue projections for use in the 2035 Long Range Transportation Plan (2035 LRTP) for the Capital Area Metropolitan Planning Organization (CAMPO) and the Durham-Chapel Hill Carrboro Metropolitan Planning Organization (DCHC MPO). The services shall be in accordance with the Master Agreement dated October 2, 2006 as described in the Scope of Services below.

II. SCOPE:

In summary, the Consultant shall provide revenue forecasts for the CAMPO and DCHC MPO that will be:

- **a.** For the various state, federal, local and private sources for funding the highway, transit and other transportation programs in the 2035 LRTP for the CAMPO and DCHC MPO.
- **b.** Broken down by funding source, MPO, County, year, and eligible uses (highway, transit, capital, maintenance, etc.).
- **c.** Based on the best available historical and policy data.
- **d.** In a spreadsheet format that permits easy changes to the assumptions and recalculations.

In detail, the Consultant shall complete the work in the four tasks presented in this section. The task deliverable is shown in *italics*.

1. <u>Kickoff Meeting and Project Plan</u>
   The consultant will meet with staff from the CAMPO and DCHC MPO lead planning agencies and any interested partner agencies to discuss and clarify the different project tasks, including:

   a. The various revenues that will be forecasted;
   b. The input data to be analyzed and who will provide the input data;
   c. The methodologies to be used in forecasting the various revenues; and,
   d. The format and content of the final product.

The consultant will have examples of various interim and final products available at this meeting for consideration of the stakeholders, and will be prepared to facilitate a dialogue on the data sources, technical methods, and other aspects of the project. The consultant will deliver a memorandum that details the decisions and agreements of the kickoff meeting, and this memorandum will guide the implementation of this project.

2. Data Gathering
   The consultant will be responsible for collecting historical, policy, and other data that is relevant to forecasting revenue for sources shown in the table below. This process will need to collect data in enough detail to produce forecasts that are broken down by MPO, County, year, and use.

   It should be noted that there are recently completed or soon-to-be-completed projects that will assist the Consultant in collecting this data. These projects include:

   a. STAC
      The Special Transit Advisory Commission will provide recommendations to the MPOs on future transit and fixed-guideway transportation for the Triangle area.

   b. NCDOT Forecast Projections
      The Program Development Branch of the North Carolina Department of Transportation (NCDOT) recently completed a project called the Long Range Forecast Projections. The project forecasts state and federal transportation revenues for the State of North Carolina through the year 2030.

   c. Turnpike Authority
      The North Carolina Turnpike Authority will provide information on toll revenues and other funding mechanisms for the Western Wake Freeway and Triangle Parkway.

   The consultant will deliver an inventory, short description and summarized evaluation of the various revenue source data.

3. Revenue Projection Methodology
   The consultant will meet with LPA and other agency staff to present, discuss and make decisions on recommended methodologies for forecasting the various revenue sources. The availability and reliability of the revenue data, and the resources needed to collect detailed databases, will vary among the revenue sources. For example, federal and state funding sources are likely to have relatively well documented data compared to the proxy data that might be needed to forecast private road improvements related to private developments.

The consultant will develop methodologies to forecast the revenue sources identified in Task 2. These methodologies will permit a breakdown by MPO, County, year and use (e.g., highway capital, highway maintenance, transit capital).

The consultant will deliver a short description of the methodology to be implemented for each revenue source.

4. Revenue Projections
   The consultant will produce MS Excel® workbooks that implement the recommended methodologies. The workbooks will have the capability to:

   a. Breakout the totals by type, MPO, County, year and use;
   b. Easily change key assumptions (such as inflation rate, base year, or population growth) to recalculate totals for alternative revenue scenarios;
   c. Easily change or add input data (such as historical revenue data) to permit annual updates; and,
   d. Present data in easy-to-understand tables that can be directly imported into reports and presentations.
   e. A summary report suitable for inclusion in either DCHC MPO or CAMPO long-range transportation planning document. The report will have a supplement that describes the methods in detail, as well as a technical approach that will facilitate future updates.

   The consultant will deliver MS Excel workbooks that calculate and present the revenue data described in Task 2. The consultant will conduct one (1) presentation to stakeholders to highlight the results of the information and respond to questions. Adjustments resulting from this review session will be captured and the forecasts modified accordingly.

III. SCHEDULE:

Consultant will complete tasks in conformance with a schedule agreed upon by the City of Durham, Transportation Division and the Consultant –The Louis Berger Group, Inc. The final Task, 4 – Revenue Projections, will be complete by April 15, 2008.

IV. PERIOD OF SERVICE:

This Supplemental Agreement shall be for the period from March 3, 2008 to September 30, 2008.

V. COMPENSATION:

Consultant will perform the services detailed in the "Scope" above on the basis of the hourly rate schedule contained in the Master Agreement and attached hereto. Basic incidental project expenses will be billed in an amount equal to 6.5% of labor costs as an allocation without receipts in accordance with Section V.B.2 of the Master Agreement. Non-routine direct expenses will be billed at actual cost and receipts will be provided.

Billing shall be on a monthly basis in conformance with Section V.B. of the Master Agreement, and invoices for all compensation owed in accordance with this Supplemental Agreement shall be submitted to the City with sufficient detail to process the invoice for payment and for a proper pre-audit and post-audit thereof in accordance with City standards.

The costs for this assignment shall not exceed $15,992 nor shall the consultant incur costs above $15,992.

VI. INSURANCE COVERAGE AND INDEMNIFICATION

Consultant shall provide insurance coverage as provided for in Section VII of the Master Agreement for Transportation Engineering and Planning Services.

VII. OTHER SPECIAL TERMS:

The City will provide the Consultant all pertinent information and data available to the City and deemed necessary to perform assigned tasks.

CITY OF DURHAM
ATTEST:

_____ By: _____
City Clerk City Manager

THE LOUIS BERGER GROUP, INC
ATTEST:

_____ By: _____
Manager Secretary
(affix corporate seal)

ACKNOWLEDGEMENT BY LIMITED LIABILITY COMPANY

State of North Carolina
County of _____

I, a notary public in and for the aforesaid county and state, certify that _____ personally (1) appeared before me this day and (2) stated that he is Manager of _____ The Louis Berger Group, Inc a limited Liability Company organized and existing under the laws of the State of New Jersey, (3) acknowledge that the foregoing contract or agreement with the City of Durham carries on in the usual way the company's business, and (4) acknowledged the due execution of the contract on behalf of the company. This the_____ day of _____, 200__ .

My commission expires:

_____ _____
Notary Public

The Louis Berger Group, Inc.
1001 Wade Avenue
Raleigh, NC 27605
Phone number: (919) 368-5602 (c)
Fax:
E-Mail: slane@louisberger.com

CONFIDENTIAL
Hourly Classification Rates
The Louis Berger Group, Inc.
May 28, 2007 – June 30, 2008

Title	Rate	Loaded
Engineering Project Manager	$57.50	$151.67
Quality Assurance/Quality Control	$49.50	$130.57
Principal Design Engineer	$40.50	$106.83
Design Engineer	$28.50	$75.18
Senior Design Technician	$22.50	$59.35
Senior Design Technician	$32.50	$85.73
Design Technician	$27.50	$72.54
CAD Operator	$20.00	$52.76
Planning Project Manager	$52.22	$137.75
Senior Transit Grants Specialist	$40.00	$105.51
Principal Environmental Planner	$36.35	$95.88
Senior Transportation Planner	$28.85	$76.10
Planner / Economist	$23.95	$63.18
GIS Specialist	$19.73	$52.04
Clerical / Production Support	$19.73	$52.04

OVERHEAD:	142%
FEE:	9%
OVERHEAD FACTOR:	2.64

Electronic Version
Revised 8/04

CMAQ Application

Project Sponsor NCDOT Rail Division

Project Description **TIP Project P-3802**: The NCDOT Rail Division and City of Durham propose to construct a new intercity passenger train station in Durham (see attached vicinity map). The new station will have 11,000 square feet, a boarding platform 600 feet long, a canopy 445 feet long, and 86 parking spaces for passengers and employees. The existing station has 1,000 square feet and 30 parking spaces.

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)**

☐ Cabarrus	☐ Davie	☐ Forsyth	☐ Granville	☐ Iredell*	☐ Mecklenburg	☐ Person	☐ Union
☐ Chatham*	☒ **Durham**	☐ Franklin	☐ Guilford	☐ Johnston	☐ Nash	☐ Rowan	☐ Wake
☐ Davidson	☐ Edgecombe	☐ Gaston	☐ Haywood*	☐ Lincoln	☐ Orange	☐ Swain*	☐ Catawba

2. Is the project type generally eligible? (CHECK ALL THAT APPLY)

☐ Transportation activities in the North Carolina Maintenance Plan	☐ Bicycle and pedestrian facilities and programs	☐ Intermodal freight
☐ Extreme low-temperature cold start program	X Travel demand management	☐ Planning and project development activities
☐ Public-private partnerships	☐ Outreach and ridesharing activities	☐ Motor vehicle inspection and maintenance programs (see question 8)
☐ Alternative fuel programs	☐ Telecommuting	☐ Magnetic levitation transportation technology program
☐ Traffic flow improvements (includes ITS see question 11)	☐ Fare/Fee subsidy programs (see question 10)	☐ Experimental pilot projects

Transportation Control Measures as defined in the Clean Air Act

☐ programs for improved transit (see question 8)	☐ traffic flow improvement programs that achieve emission reductions	☐ programs to control extended idling of vehicles
☐ reducing emissions from extreme cold-start conditions	☐ employer sponsored programs to permit flexible work schedules	☐ trip reduction ordinances
☐ employer based transportation management plans – including incentives (see question 8)	☐ programs to limit or reduce vehicle use in downtown areas or other ares of emission concentration	☐ restriction of certain roads or lanes to, or construction of such roads or lanes of use by, passenger bus or HOV
X fringe and transportation corridor parking facilities serving multiple-occupancy vehicles	☐ programs for the provision of all forms of high-occupancy, shared ride services	☐ program for secured bicycle storage facilities and other facilities including bicycle lanes, for the convenience of bicyclists in both public and private areas.
☐ 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	☐ 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)	X 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 (year 2009)
Carbon Monoxide			19,246 kg/year
Volatile Organic Compounds			859 kg/year
Oxides of Nitrogen			711 kg/year

4. The emissions estimate is X quantitative ☐qualitative.

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

The above emission reductions are based upon the following studies and consultations:

(1) Conversation with Jeff Mann, Amtrak Senior Director of State Contracts. Mr. Mann also provided spreadsheets with information regarding ridership and trip length date during 2007, and ridership projections for Durham in 2009 upon completion of the project in 2008.

(2) NOX, VOC, and CO emission rates provided by the NCDOT Transportation Planning Branch.

(3) Correspondence with David Foster, NCDOT Rail Division Environmental Programs Manager regarding the vehicle occupancy factor of 1.2.

The methodology used in determining the emission reductions is presented under Question 12 of this application (see page 4).

Financial Information

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

The total estimated project cost is $ 1,500,000. A new platform is $700,000, canopy is $650,000, and parking lot is $250,000. No additional right of way will be required. The proposed schedule calls for the project to be constructed in fiscal year 2008. We are requesting $1,000,000 in CMAQ funds in fiscal year 2008.

Federal Share (CMAQ)	Local Match (20% minimum)	Total	Expected Project Life (Years)
$1,000,000 (2008)	$250,000	$1,250,000	

7. What is the source(s) of the matching funds? State of North Carolina Highway Trust Fund

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

Miscellaneous

9. For construction of trails, has the Department of Interior been contacted?	☐	Yes	☐	No	X	N/a
10. Is the fare/fee subsidy program part of a broad program to reduce emissions?	☐	Yes	☐	No	X	N/a
11. Will the ITS project conform to the National ITS architecture?	☐	Yes	☐	No	X	N/a

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

We spoke to Jeff Mann, Amtrak's Senior Director of State Contracts. Mr. Mann stated that Durham Amtrak ridership was 40,516 in 2007. He also stated that previous station improvement projects in North Carolina had resulted in an average increase in ridership of 18% in the first year after completion. This increase does not include Amtrak's overall ridership growth. Increases for similar projects ranged from 8% at High Point to 31% at Hamlet.

Assuming zero ridership growth during 2008 (the construction period), ridership growth during 2009 would be: 18% x 40,516 = 7,293 new passengers in 2009.

The average trip length to and from Durham in 2007 was 237 miles (Amtrak). This trip length is assumed to continue through 2009, therefore 7,293 passengers x 237 miles = 1,728,441 new passenger miles.

We consulted with David Foster, NCDOT Rail Division Environmental Program Manager, regarding an appropriate vehicle occupancy rate. Mr. Foster is the NCDOT's coordinator of the proposed Southeast High Speed Rail project and indicated the study applies an occupancy factor of 1.2 passengers per vehicle.

Assuming 100% of the new passenger miles are diverted from automobiles, and factoring 1.2 passengers per vehicle, the vehicle mile reduction is 1,728,441 / 1.2 = 1,440,368 miles in 2009.

The NCDOT Transportation Planning Branch provided emission rates, in grams per mile, for NOX, VOC, and CO for both urban and rural areas. For this evaluation, we used factors corresponding with light duty gasoline vehicles traveling 61 mph on an urban interstate. Our calculations are shown below:

CO reduction = 13.349 g/mile x 1,440,368 miles per year / 1000 = 19,246 kg/year
VOC reduction = 0.596 g/mile x 1,440,368 miles per year / 1000 = 859 kg/year
NOX reduction = 0.493 g/mile x 1,440,368 miles per year / 1000 = 711 kg/year

RESOLUTION TO AMEND THE 2007-2013 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE DURHAM-CHAPEL HILL-CARRBORO URBAN AREA

AMENDMENT #1
February 13, 2008

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

WHEREAS, The Metropolitan Transportation Improvement Program (MTIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Durham-Chapel Hill-Carrboro Urban Area which have been selected from a priority list of projects; and

WHEREAS, The document provides the mechanism for official endorsement of the program of projects by the Transportation Advisory Committee (TAC); and

WHEREAS, The inclusion of the TIP in the transportation planning process was first mandated by regulations issued jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and no project within the planning area will be approved for funding by these federal agencies unless it appears in the officially adopted TIP; and

WHEREAS, The procedures for developing the MTIP have been modified in accordance with certain provisions of the SAFETEA-LU Federal Transportation Act and guidance provided by the State; and

WHEREAS, Projects listed in the MTIP are also included in the State TIP (STIP) and balanced against anticipated revenues as identified in the STIP; and

WHEREAS, The North Carolina Department of Transportation and the Transportation Advisory Committee have determined it to be in the best interest of the Urban Area to amend the FY 2007-2013 Metropolitan Transportation Improvement Program as described in the attached sheet; and

WHEREAS, There has been no change in the MTIP project schedule or project design concept and scope with regard to the air quality conformity finding made by the Durham-Chapel Hill-Carrboro Transportation Advisory Committee on May 9, 2007; and

Now, therefore, be it resolved that:

The Durham-Chapel Hill-Carrboro Transportation Advisory Committee hereby amends the FY 2007-2013 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on May 9, 2007, and as described in the "Attachment to Resolution for Amendment #1 to DCHC 2007-2013 MTIP."

I, _____, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of the excerpt from the minutes of a meeting of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, duly held on the 13th day of February 2008.

_____
Signature of the TAC Chair
Durham-Chapel Hill-Carrboro Transportation Advisory Committee

STATE of: North Carolina
COUNTY of _____

I, _____, 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
My Commission expires: _____

Attachment to Resolution for Amendment #1 to DCHC 2007-2013 MTIP
February 13, 2008

Divisions 5 - Existing (UNFUNDED)

I. D. No.	Route/City/County	Description	Funding		FFY
P-3802	Durham	Station Construction	CMAQ	3,000	Unfunded
			Total	3,000	

Divisions 5 - Modified (FUNDED)

I. D. No.	Route/City/County	Description	Funding		FFY
P-3802	Durham	Station Construction	CMAQ	1,000	2008
			S(5)	250	
			Total	1,250	

2035 LRTP Targets
Background and Summary

Background

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) intends to adopt a set of quantitative Targets to measure the degree to which the 2035 Long Range Transportation Plan (2035 LRTP) meets the Goals and Objectives of the MPO. The Transportation Advisory Committee (TAC) reviewed draft Targets at their October 10, 2007 meeting, and made the following comments:

- Given that the Targets format provides a range of values, i.e., Good, Better and Best, the Best value should push the limits.
- The format needs to be simple so the information is attractive and understood by non-technical persons.
- The information needs to be broader so the public and local elected officials understand how these goals affect their quality of life.

Transportation Coordinating Committee (TCC) reviewed a modified set of Targets, based on TAC comments, at their October 24, 2007 and requested that 2035 LRTP Guide Data (i.e., 2035 SE Data using 2030 LRTP network) be added. The TCC reviewed the revised Targets at their January 23, 2008 meeting and forwarded the Targets to the TAC.

Target Documents

There are two Target documents:

<u>Table</u>
The Target table has the complete set of Target values and the corresponding Guide Data for more than twenty-five Targets. This table is intended for detailed analysis of preferred alternative for the 2035 LRTP.

<u>Key Targets</u>
The Key Targets document presents the nine most important Targets, and identifies the reasons the Target is important and what changes need to be made in land use, transportation and other policies to meet the Target. This presentation is intended for the citizens, public officials and staff who are interested in transportation issues but do not need the details of the complete table. These Targets were selected because they represent a broad spectrum of the various types of measures (e.g., trips, congestion, mode share) and each provides a general overview of the represented measure type.

Guide Data

The Targets have Guide Data to help set the Target value and to function as a context for evaluating the Target. The Guide Data indicate what the Target values will be in three separate scenarios:

- 2005 – This is the current condition. It is the 2005 population and employment using the 2005 transportation network (e.g., highways and transit service).
- 2035 Baseline – This is the no-build condition. It is the 2035 population and employment using the 2005 transportation network.
- 2035 LRTP – This shows how a major transportation investment might affect the Target value. It is the 2035 population and employment using the transportation network from the 2030 LRTP, which is budgeted at over $6 billion and includes light rail and High Occupancy Vehicle (HOV) lanes.

Target Range

There are three Target values -- Good, Better and Best. The use of more than one Target value helps to set a range of values that can be used for comparison.

Future Targets

As the capabilities of the Triangle Regional Model (TRM) continue to evolve, the TCC will bring forward any additional Targets that are deemed important for evaluating the preferred alternative of the 2035 LRTP. These additional Targets might include:

- A measure of transit service level (e.g., service frequency, or headway);
- Transit boardings per hour; and,
- Mode split in areas that transit is available.

2035 Long Range Transportation Plan

Targets *(Draft)*

		Guide Data			Targets		
		2005	**2035 Baseline**	**2035**	**Good**	**Better**	**Best**
1	**Mobility Targets**						
1.1	**VMT Per Capita (daily miles)**	30.1	30.6	31.1	29.1	27.5	24.5
1.2	Total VMT Reduction from 2035 Baseline				5%	10%	20%
1.3	VHT per capita (daily minutes)	40.6	53.2	42.8	50.5	47.9	42.5
1.4	Total VHT Reduction from 2035 Baseline				5%	10%	20%
1.5	**Percent of Peak Period VMT at Congestion (V/C > 1)**	3.6%	18.3%	3.8%	12%	8%	4%
1.6	Average Travel Time (work trips) (daily minutes)	19.6	26.0	22.5	24	22	20
1.7	Average Travel Time (all trips) (daily minutes)	15.1	17.0	16.0	15	14	13
1.8	**Average Travel Time (all peak trips) (daily minutes)**	16.9	20.6	18.4	19	17	15
2	**Transit Targets**						
2.1	**Transit Mode Share (all trips)**	2.1%	1.6%	3.0%	3.0%	5.0%	8.0%
2.2	Percent Ridership Increase from 2035 Baseline				100%	200%	400%
2.3	Transit Mode Share (work trips)	2.8%	2.4%	4.6%	5.0%	8.0%	12.0%
2.4	Daily Transit Trips per Capita	0.16	0.13	0.29	0.29	0.43	0.72
3	**TDM Targets**						
3.1	Percent SOV Trip Share (all trips)	55.5%	55.3%	54.1%	52.5%	50.0%	44.5%
3.2	Percent SOV Trip Reduction from 2035 Baseline				5%	10%	20%
3.3	**Percent SOV Trip Share (work trips)**	82.0%	82.5%	81.0%	78.4%	74.3%	66.0%
3.4	**Percent Non-motorized Trip Share (all trips)**	6.8%	6.9%	6.8%	9%	11%	15%
3.5	Percent Non-motorized trip increase from 2035 Baseline				30%	59%	117%
4	**Air Quality and Environmental Targets** (Guide data is the federal Air Quality Conformity budget)						
4.1	Carbon Monoxide - CO (kg/day)		160,771	160,771	5% under budget	10% under budget	20% under budget
4.2	Nitrogen Oxides - NOx (kg/day)		9,650	9,650	5% under budget	10% under budget	20% under budget
4.3	**Greenhouse Gas Reduction (community target)**				10%	20%	30%
5	**Financial/Economics Targets**						
5.1	Revenue/Cost Gap (Ratio of traditional revenue/cost)				0.90	0.95	1.00
5.2	Cost per Trip			$0.21	$0.20	$0.18	$0.16
5.3	**Cost of Congestion (in million $)**	$351	$1,211	$496	1,030	848	666
6	**Environment Justice/Land Use Targets**						
6.1	**Percent of EJ Population within 1/4 mile of transit**	58%	59%	82%	65%	75%	85%
6.2	Percent of Employment within 1/4 mile of transit	77.0%	73.3%	83.9%	75%	80%	90%
6.3	EJ Travel Time (ratio of avg.travel time) (EJ/All)	0.96	0.94	0.95	1.00	0.95	0.90

Bold Blue = Designated as Key Targets that are presented in more detail on a separate document.

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
Key Targets for the 2035 LRTP

What is the 2035 LRTP?

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) performs the long-range transportation planning for Durham County and parts of Orange County and Chatham County. The DCHC MPO is developing their 2035 Long Range Transportation Plan (2035 LRTP) which will identify the highway, transit, pedestrian and other transportation projects to be implemented, maintained and operated over the next thirty years in the MPO's planning area.

What are the Targets?

The DCHC MPO has identified a list of Targets that will be used to evaluate the extent to which the adopted 2035 LRTP meets the MPO's goals and objectives. These Targets use measurements from the Triangle Regional Model (a travel demand model), such as the miles traveled, trips taken, congestion levels, and mode split (between automobiles, transit, bicycling and walking), to compare the Target value and the value generated by the 2035 LRTP.

What are the Key Targets?

The Key Targets are a subset of a larger table of Targets. These nine Key Targets represent a broad spectrum of the various types of measurements and provide a general overview of the represented measurement. In addition, this Key Targets document identifies the reasons the Target is important and what changes need to be made in land use, transportation and other policies to meet the Target. This presentation is intended for the citizens, public officials and staff who are interested in transportation issues but do not need the details of the complete table.

What is the Guide Data?

The Targets have Guide Data for three scenarios to help set the Target values:

- 2005 – This is the current condition. It is the 2005 population and employment using the 2005 transportation network (e.g., highways and transit service). This is the **2005** column and value in the charts.
- 2035 Baseline – This is the no-build condition. It is the 2035 population and employment using the 2005 transportation network. This is the **2035B** column and value in the charts.
- 2035 LRTP – This shows how a major transportation investment might affect the Target value. It is the 2035 population and employment using the transportation network from the 2030 LRTP, which is budgeted at over $6 billion and includes light rail and High Occupancy Vehicle (HOV) lanes. This is the **2035 column** and value in the charts.

What is the Target Range?

There are three Target values -- Good, Better and Best. The use of more than one Target value helps to set a range of values that can be used for comparison.

Additional Information

Additional information, including a table of the complete list of Targets, is available at the DCHC MPO's Web site – www.dchcmpo.org.

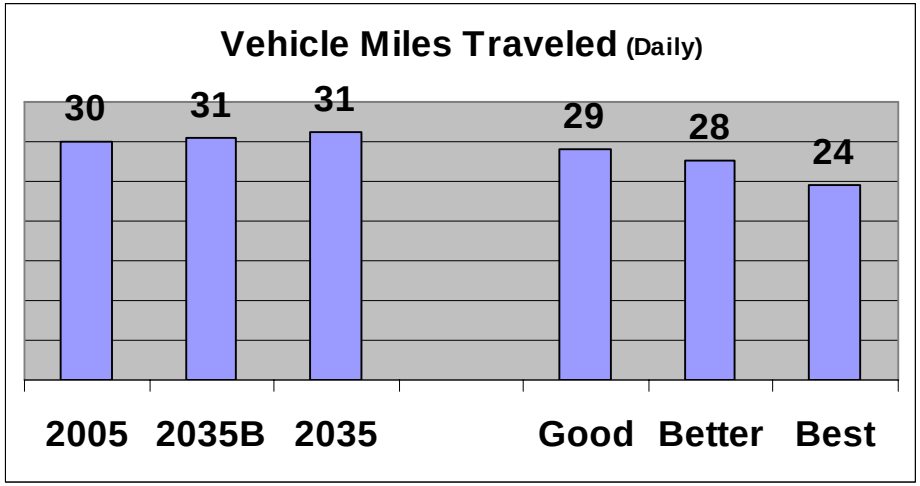
You can also contact:

Andy Henry
Transportation Planner
101 City Hall Plaza
Durham, NC 27701

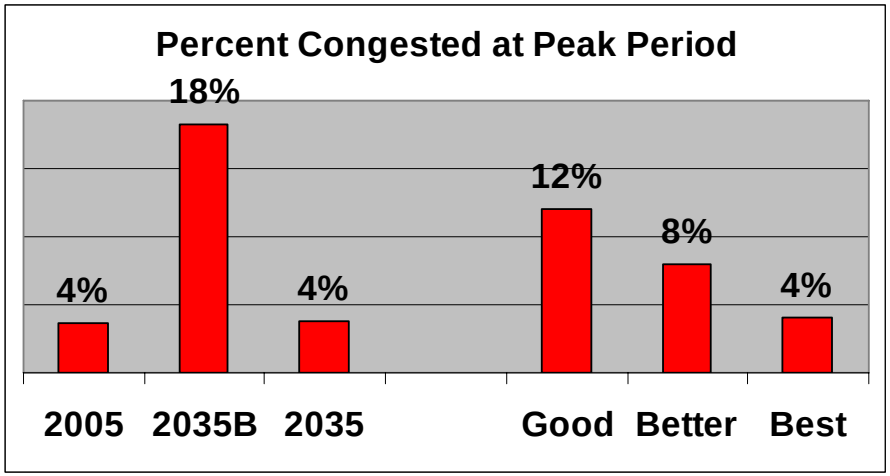
(919) 560-4355 (tel)
andrew.henry@durhamnc.gov

2035 LRTP and CTP Targets

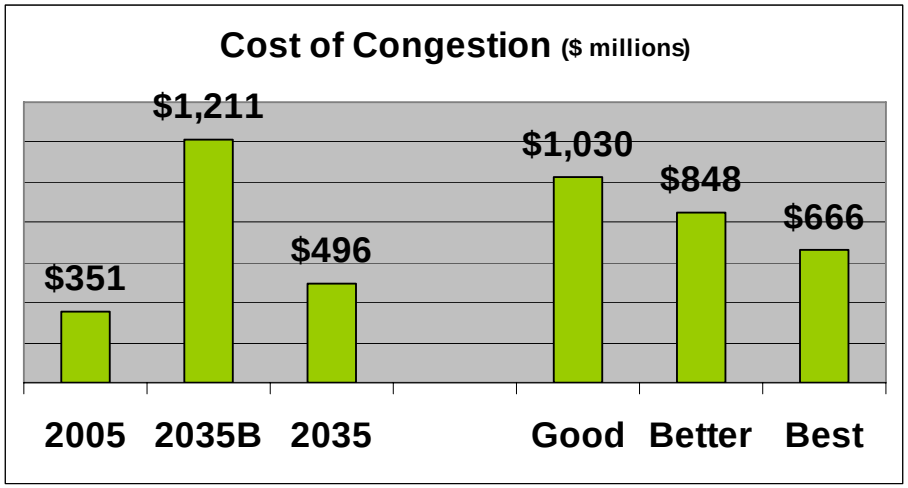
Reduce Vehicle Miles Traveled (VMT)

Why Reduce VMT?	How to Reduce VMT?	Trends and Targets
▪ Reduce pollutant emissions – Triangle Region is on federal maintenance plan for carbon monoxide and ozone. ▪ Minimize congestion – Bi-annual mobility report lists Triangle Region among those areas with the fastest growing traffic congestion. ▪ Relieve transportation demand – NCDOT study concludes that Triangle Region transportation needs will outpace revenues by several billion dollars over next few decades.	▪ Transportation – Encourage transit use, carpooling, walking and bicycling. ▪ Land Use – Permit more concentrated residential and employment development along key travel corridors. ▪ Land Use – Permit more mixed-use development.	

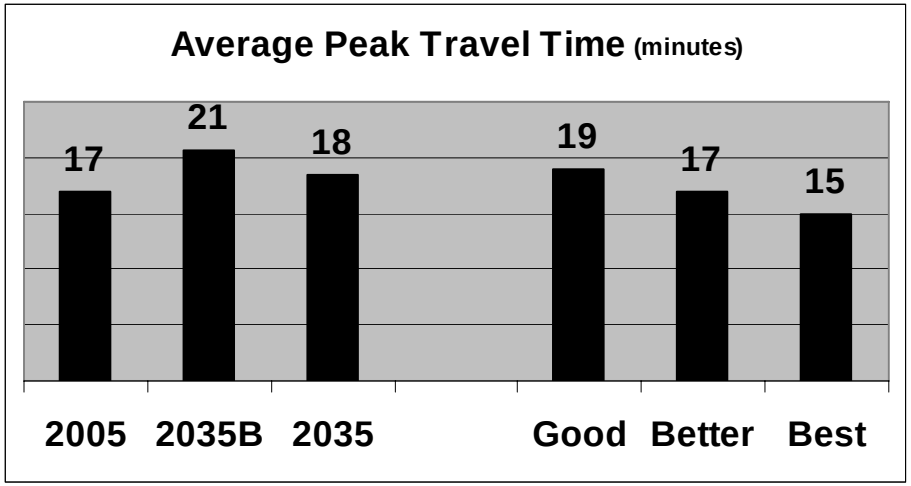
Reduce Congestion (Percent of Peak Period Vehicle Miles Traveled [VMT] at Congestion)

Why Reduce Congestion?	How to Reduce Congestion?	Trends and Targets
▪ Reduce Travel Costs – Mobility Report concludes annual congestion cost is $671 per peak hour traveler in Triangle. ▪ Reduce Travel Time – Mobility Report estimates 35 hours of annual delay per peak traveler in Triangle. ▪ Reduce Pollution – Congestion reduces travel speed and increases pollution. ▪ Citizen Concerns – In a recent poll, 61 percent of respondents named either growth and sprawl or traffic congestion and roads as the most important issue facing the Triangle today.	▪ Transportation – Encourage transit use, carpooling, walking and bicycling. ▪ Transportation – Implement Congestion Management Program practices such as traffic signal synchronization and spot improvements at traffic bottlenecks. ▪ Transportation – Increase highway, transit and other transportation mode capacity, especially along critical corridors. ▪ Land Use – Permit more mixed-use development. ▪ Design – Permit design elements that support alternative transportation modes such as sidewalks and grid street patterns with shorter block lengths.	

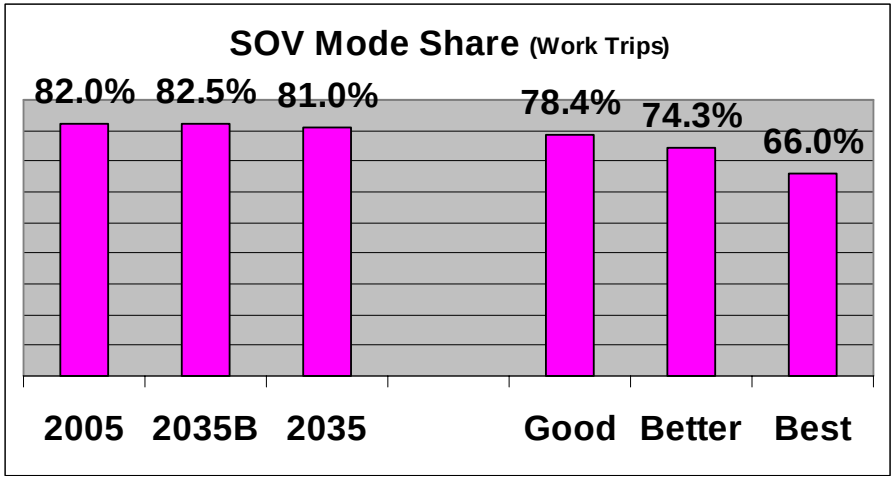
Reduce Cost of Congestion

Why Reduce Congestion Cost?	How to Reduce Congestion Cost?	Trends and Targets
▪ Reduce Travel Costs – Mobility Report concludes annual congestion cost is $671 per peak hour traveler in Triangle. ▪ Reduce Travel Time – Mobility Report estimates 35 hours of annual delay per peak traveler in Triangle ▪ Reduce Pollution -- Congestion reduces travel speed and increases pollution. ▪ Citizen Concerns – In a recent poll, 87% of the respondents believe that traffic congestion is a problem in the Triangle.	▪ Transportation – Encourage transit use, carpooling, walking and bicycling. ▪ Transportation – Implement Congestion Management Program practices such as traffic signal synchronization and spot improvements at traffic bottlenecks. ▪ Transportation – Increase highway, transit and other transportation mode capacity, especially along critical corridors. ▪ Land Use – Permit more mixed-use development. ▪ Design – Permit design elements that support alternative transportation modes such as sidewalks and grid street patterns with shorter block lengths.	

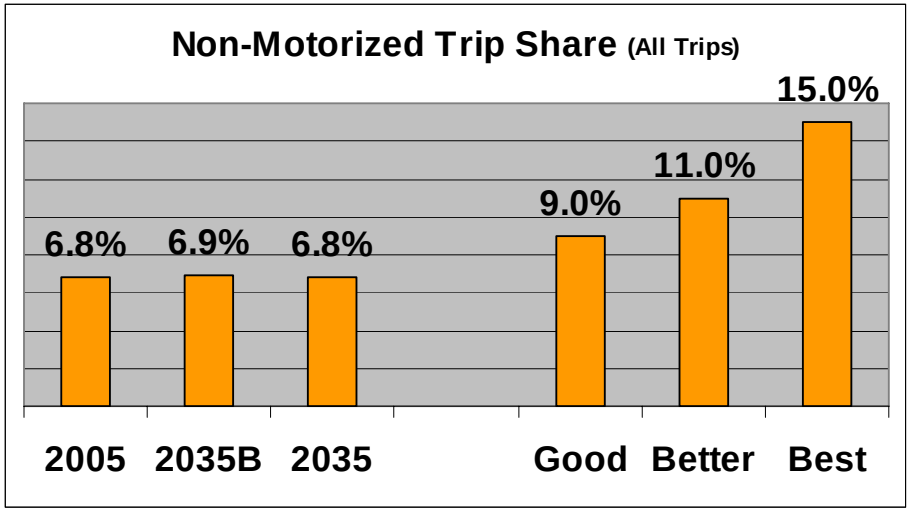
Reduce Travel Time (Average Peak Travel Time)

Why Reduce Travel Time?	How to Reduce Travel Time?	Trends and Targets
▪ Reduce In-Vehicle Time – Travel model estimates that the average peak-hour travel time in the western Triangle will increase 22% from 2005 to 2035. ▪ Reduce Greenhouse Gases – Longer vehicle trips produce greater amounts of greenhouse gases that are said to contribute to global warming.	▪ Transportation – Implement Congestion Management Program practices such as traffic signal synchronization and spot improvements at traffic bottlenecks. ▪ Transportation – Increase highway, transit and other transportation mode capacity. ▪ Land Use – Permit more mixed-use development.	

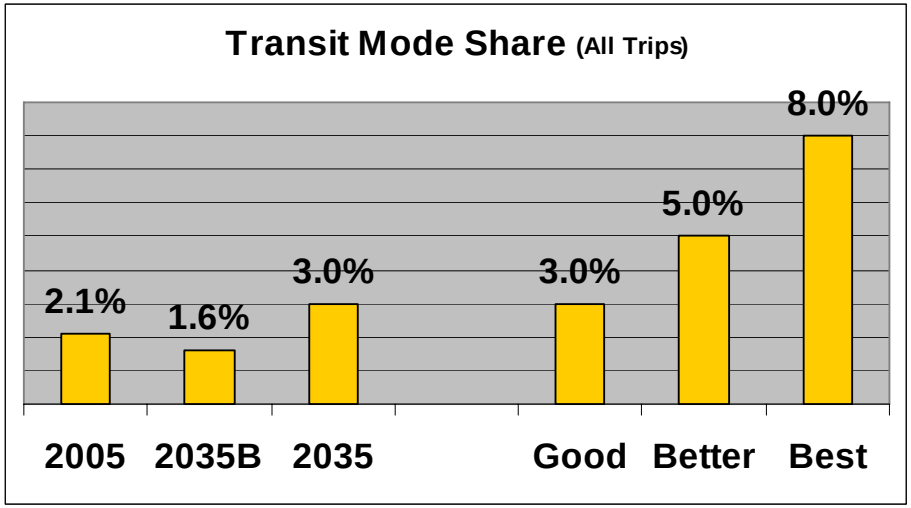
Reduce Single-Occupied Vehicle (SOV) Share (Work Trips)

Why Decrease SOV Share?	How to Decrease SOV Share?	Trends and Targets
▪ Reduce Congestion – SOV contributes to congestion, which wastes time, fuel and money. The Durham area has experienced a slight reduction in the SOV share from 2005 to 2007, decreasing from 85.2% to 82.5% ▪ Reduce Pollution – SOV contributes to air pollutants. Triangle Region is on federal maintenance plan for carbon monoxide and ozone. ▪ Citizen Concerns – In a recent poll, 74% of the respondents think the solution to congestion is developing a variety of transportation options.	▪ Transportation – Increase support for Transportation Demand Management programs such as carpooling, vanpooling, and company-based rideshare efforts. ▪ Transportation – Support infrastructure that creates incentives to rideshare such as HOV (high occupancy vehicle) and HOT (high occupancy toll) lanes. ▪ Ordinance – Create local ordinances that support ridesharing. ▪ Land Use – Permit more concentrated employment development that enables easier ride matching. ▪ Design – Permit design elements that support ridesharing such as convenient drop off points.	

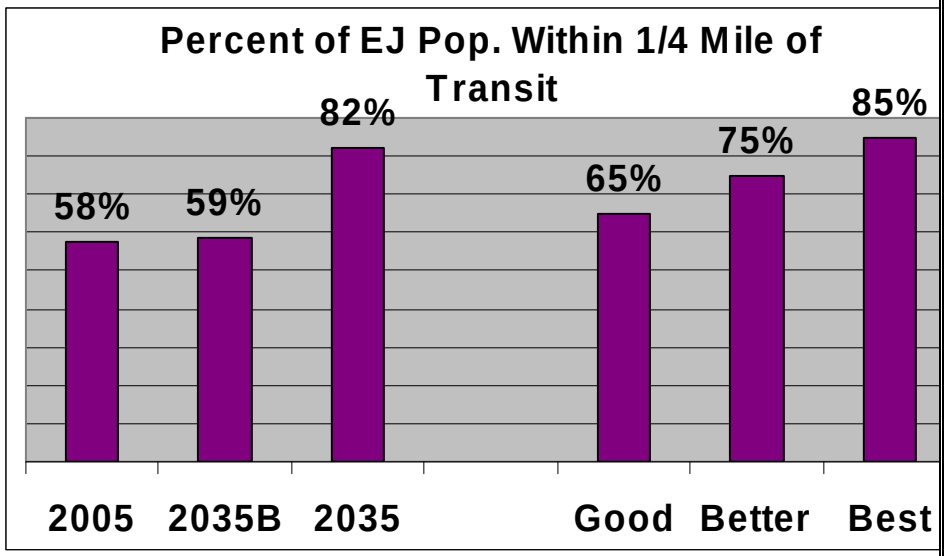
Increase Percent Non-Motorized Trip Share (All Trips)

Why Increase Non-Motorized Share?	How to Increase Non-Motorized Share?	Trends and Targets
▪ Reduce Pollution – Motorized vehicles are major emitters of carbon monoxide, nitrogen oxides (ozone precursor), carbon dioxide (greenhouse gas), particulate matter and several other toxics that are linked to increased health ailments and global warming. ▪ Reduce Congestion – The percent of congested peak travel miles in the Triangle has risen from 13% to 47%, between 1982 and 2007. Bicycle and walking trips can replace vehicle trips to help abate the growing vehicle congestion problem. ▪ Support Personal Health – Lack of exercise is a leading contributor to the obesity epidemic in the U.S.	▪ Transportation – Increase investment in bicycle and pedestrian facilities and programs. ▪ Transportation – Require bicycle and pedestrian facilities on new and improved roadways, as appropriate. ▪ Ordinance – Require bicycle and pedestrian facilities and supportive design in new and renovated developments. ▪ Land Use – Permit more concentrated residential and employment development along key travel corridors. ▪ Land Use – Permit more mixed-use development.	

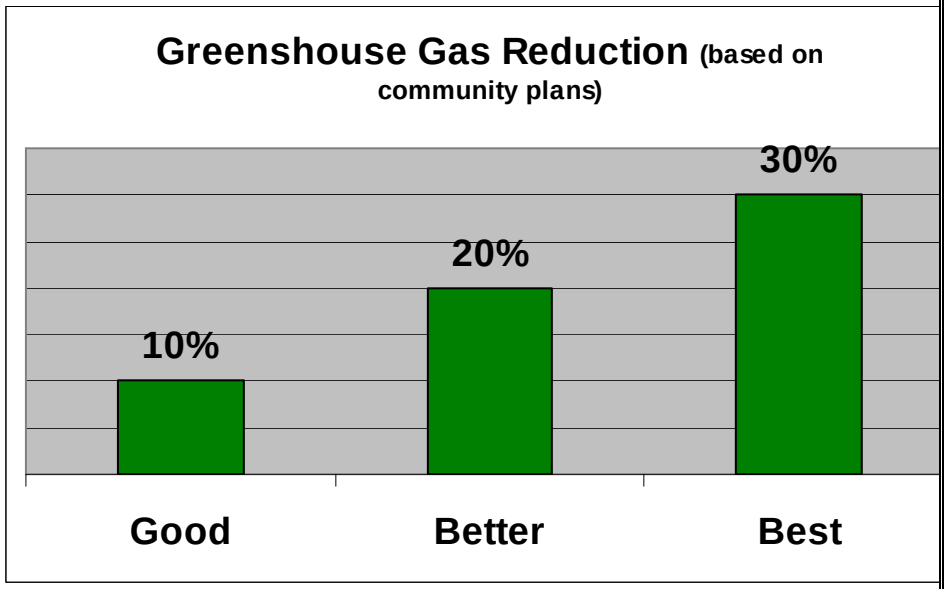
Increase Transit Mode Share (All Trips)

Why Increase Transit Mode Share?	How to Increase Transit Mode Share?	Trends and Targets
▪ Provide Transportation Alternatives – Approximately 3% of households do not own a vehicle, and the carless households increased at twice the rate of households. ▪ Reduce Congestion – Congestion wastes time, fuel and money. Triangle Region would need to increase transit trips by 28 million to maintain a constant level of congestion. ▪ Reduce Pollution – Based on standard guidelines, Triangle Region has problems with carbon monoxide, ozone, and greenhouse gases in Durham County are from the vehicle emissions. Increased transit use reduces pollution emissions.	▪ Transportation – Increase transit capacity and investment. ▪ Land Use – Permit more concentrated residential and employment development along key travel corridors that have transit and adjacent to proposed station areas. ▪ Design – Encourage the type of scale, building orientation, connections, public spaces, parking, amenities and other design elements that support transit.	

Increase Percent of EJ Population within One-Quarter Mile of Transit

Why Increase Transit Access?	How to Increase Transit Access?	Trends and Targets
▪ Provide opportunity – Approximately 3% of Triangle households do not own a vehicle, and carless households increased at twice the rate of households. ▪ Reduce Congestion – Congestion wastes time, fuel and money, and contributes to air pollutants. Transit use can help reduce roadway congestion. ▪ Support Personal Health – Lack of exercise is a leading contributor to the obesity epidemic in the U.S. Transit use has shown to induce bicycling and walking trips. ▪ Reverse Transit Disinvestment – Triangle transit investment lags behind comparable regions.	▪ Transportation – Increase transit routes and service levels. ▪ Transportation – Increase transit investment. ▪ Land Use – Permit more concentrated residential and employment development along key travel corridors that best support transit. ▪ Design – Encourage transit-supportive scale, building orientation, connections, public spaces, parking, amenities and other design elements along transit corridors and station areas.	

Reduce Greenhouse Gases (based on community plans)

Why Reduce Greenhouse Gases?	How to Reduce Greenhouse Gases?	Trends and Targets
▪ Support Environment – Greenhouse gases are said to be causing global warming. An estimated 39% of the greenhouse gases in Durham County are from the vehicle emissions. ▪ Reduce Pollution – Greenhouse gas emissions are accompanied by other pollutants such as carbon monoxide, nitrogen oxides (ozone precursor), carbon dioxide, and particulate matter that are linked to increased health ailments.	▪ Local Initiative – Support efforts of Durham County and Orange County greenhouse gas local action plans. ▪ Land Use – Permit more concentrated residential and employment development along key travel corridors. Study concludes that 10% density increase results in 4.3% emissions reduction. ▪ Land Use – Permit more mixed-use development. ▪ Transportation – Increase investment and ordinance support for bicycle and pedestrian facilities and programs.	

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: February 13, 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.
- • Field survey completed. Analysis 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
- ✓ Kick-off meeting held in October
- ✓ Project underway

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 spring of 2008
- Notice to proceed in spring 2008
- Completion of Project expected in spring of 2009.

Farrington Road/Stagecoach Road Corridor Study

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- 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
- Draft report due in January 2008

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

- **Project under way**
- **Projected to be completed in spring of 2008**

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).

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- ✓ 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/summer 2008.

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

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

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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

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NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 2/1/2008

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%	4/1/2008
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%	3/1/2008
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%	17.3%	6/15/2008
DURHAM / WAKE	U-4026A/B R 2904	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	27.1%	40.3%	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	18.0%	31.3%	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	5.8%	7.6%	8/1/2010
DURHAM	B-3169	RIVERMONT ROAD	BRIDGE 158 ON RIVERMONT ROAD (SR-1402)	$ 487,922.74	0.067 miles	Kirkman Construction	Aaron V. Earwood, PE	(919) 220-4680				

NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 2/1/2008

County	TIP #	Route	Location Description	Contract Estimate	Length	Contact Engineer	Phone #	Contract Let Date
DURHAM	2008 Resurfacing	US-501, NC-55, SR	RESURFACING AND SHLDR RECONSTR. OF US-501, NC-55 AND 14 SECTIONS OF SECONDARY RDS		21.5 miles	M. KNEIS	(919) 220-4600	2/19/2008
DURHAM / WAKE	B-3528	LEESVILLE ROAD	BRIDGE OVER SYCAMORE CREEK ON LEESVILLE ROAD (SR-1839)	$ 1,300,000.00	0.284 miles	C. HOUSER	(919) 250-4016	3/18/2008
DURHAM	U-2055B	NC 55	CONSTRUCTION OF TURN LANES AT RIDDLE ROAD AND NC-55	$ 223,238.50		B. UPSHAW	(919) 220-4600	spring 2008
DURHAM	U-2055D	AVONDALE DRIVE	CONSTRUCTION OF ROUNDABOUT ON AVONDALE DRIVE	$ 493,065.78		B. UPSHAW	(919) 220-4600	spring 2008
DURHAM	B-4109	PICKETT ROAD	BRIDGE OVER MUD CREEK	$ 850,000.00	0.078 miles	D. TAYLOR	(919) 250-4016	5/20/2008

12 MONTH TENTATIVE LET LIST MAY BE FOUND ONLINE AT: http://www.ncdot.org/planning/development/ProjectMgmt/12month/

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

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

County	WBS #	Route	Location Description	Amount	Status
Orange	36945	SR 1010 (Franklin St.) @ Mallette St.	Upgrade traffic signal and install pedestrian signal heads REVISION: Install mast arm	$110,000.00	**Signal plans & specifications underway**
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 **compl. 1/8/08**
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	**41953**	**SR 1733 (Weaver Dairy Rd.) @ SR 1737 (Sunrise Dr.)**	**Install a traffic signal**	**$75,000**	**BOT approval pending**
Orange	**41966**	**I-85/I-40 Weigh Station**	**Mill and pave lanes of I-40 WB/ I-85 SB at the Orange County Weigh Station near Efland.**	**$100,000**	**To be let to contract by 6/17/08**
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		**S.T. Wooten Corp**.; Avail. 5/12/08 ICD 8/8/08 Compl. 10/31/08
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; R/W 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 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.; Avail. 4/21/08 **for compl. by 6/27/08**

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

Orange	SS-4907 J 41634.3	NC 54 and SR 1945 (Neville Rd.)	Construct a left turn lane	$187,000.00	Survey compl.;plans underway
Orange	U-4008 35009.3.2	US 15-501 & SR 1734 (Erwin Rd.)	Grading,drainage, paving and intersection improvements(Super Street)	$4.98 million	**73.95% complete; open to traffic 1/8/08**
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTNG 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	**Jan. 20, 2009**
Orange	B-4218	SR 1730 (Turkey Farm Rd.)	Replace Bridge # 108 over New Hope Creek	$675,000.00	July 15,2008
Orange	**B-4592**	**SR 1561 (Lawrence Rd.)**	**Replace Bridge # 64 over the Eno River**	**$1.6 million**	**Jan. 20, 2009**

From confusion to safer roads?

BY BETH VELLIQUETTE : The Herald-Sun
bvelliquette@heraldsun.com
Jan 9, 2008

Christine T. Nguyen/ The Herald-Sun

Cars line up at the northern U-turn at the intersection of U.S. 15-501, Erwin Road and Europa Drive in Chapel Hill, where a new “Superstreet” traffic pattern opened Tuesday. Drivers now cannot make left turns onto U.S. 15-501 from Erwin Road or Europa Drive.

CHAPEL HILL -- To turn left, go straight and make a U-turn. To go straight, turn right, then turn left and then turn right.

Sound confusing? Get used to them. Those are some of the new traffic patterns drivers will have to learn as they adjust to the new "Superstreet" intersection at U.S. 15-501 and Erwin Road and Europa Drive.

"It's going to be different for folks for a while, and it will take several days for people to get used to it," said Donnie Huffines, resident project engineer for the N.C. Dept. of Transportation.

Huffines and traffic engineer Denys Vielkanowitz stood on a hill overlooking the intersection Tuesday, the first day of the new traffic pattern. They watched to see if traffic was backing up in any particular area or if drivers were having a difficult time figuring out which lane would take them where they want to go.

There had been several basic problems with the area that caused traffic jams and wrecks. It's just north of where the bypass and Franklin Street merge, so it quickly becomes congested. Then drivers have to move quickly to get in the correct lane, depending on whether they want to turn on Erwin Road or go straight.

With the new traffic configuration, drivers may still have to switch lanes, but now they'll have more time to do it.

What some people may not like, however, is that instead of being able to turn left on Erwin Road or Europa Drive from U.S. 15-501, they'll have to pass them by, drive several hundred yards and make a U-turn at a new traffic signal, then drive back the way they came and turn right onto either Erwin or Europa.

Huffines and Vielkanowitz, however, said the new traffic pattern should be safer and cut down on the long lines of traffic that build up at the Erwin Road intersection. The traffic signals will be coordinated so that when drivers hit the new red lights on U.S. 15-501, once they turn green, they'll be able to drive through the Erwin Road intersection on a green light without having to stop again.

The two engineers stood near the traffic control box, and using a laptop computer hooked up to the computers inside the box, Vielkanowitz made minor adjustments to the timing of the traffic lights.

The concept behind the Superstreet is to break up one massive intersection into four smaller ones.

The morning and noon traffic seemed to run smoothly, and the DOT officials saw no wrecks, although there were a couple of close calls. One driver on U.S. 15-501 in a beat up old red car ran the red light at Erwin Road but didn't hit anyone.

It appeared that the drivers on Erwin Road who were about to enter the intersection were a bit hesitant about which way they were supposed to go and didn't immediately enter the intersection when the light turned green for them, thus avoiding an accident.

"The first day is always the scariest day," Vielkanowitz acknowledged. "Drivers aren't sure what they're supposed to do, and they've been driving down this road every day for 20 years."

The Superstreet concept is becoming more popular as a way of dealing with intersections that have long waits and lots of traffic, Vielkanowitz said. "Hopefully, it will allow more vehicles to drive through without having to stop," he said.

People at the nearby Wendy's restaurant said they were a little nervous about the new intersection.

"I came up the service road, and I'll be going through [the new intersection] and going back on 15-501," said Courtney Lewis. "I'm just surprised that it's open. It didn't look like it was ready."

Another Wendy's visitor happened to be B.J. Campbell, former director of the UNC Highway Safety Research Center. He hadn't yet driven through the U-turns, but said the concept is similar to a traffic circle or a roundabout.

"I heard one guy who advocated for it said he thought it would be much safer," Campbell said. "As a scientist, we'll know that in a year or so whether there will be more or fewer accidents."

It's possible strangers to the area will be able to negotiate the intersection better than those who are used to the old traffic pattern. One man who asked that his name not be used, was driving a service truck and said he was from Sanford and not familiar with the area. He just followed the traffic signs and had no problem getting to where he wanted to go, he said.

Vielkanowitz asked drivers to hold off on making judgments because the project isn't complete yet. The median and bike and pedestrian paths still have to be completed and new traffic signals have to be installed at Erwin Road.

The timing of the traffic lights will be fine-tuned, and once drivers realize which lane will be the best one for them to use, they should find they'll be moving through the intersection with greater ease, he said.

"Give it some time, and I'm sure the public will catch on pretty good," he said.

To see maps, graphics and aerial photos of the area go to the N.C. DOT Web site at www.ncdot.org/projects/Superstreet/optionc.html

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Published: Jan 08, 2008 12:30 AM
Modified: Jan 08, 2008 03:23 AM

'Superstreet' to open on U.S. 15-501

The project is meant to reduce congestion at one of Chapel Hill's worst intersections

Mark Schultz, Staff Writer
CHAPEL HILL - Morning commuters will find a new traffic pattern at one of Chapel Hill's busiest intersections today when the state opens the U.S. 15-501 Superstreet.

The $5 million project -- essentially an elongated traffic circle -- ends left turns for drivers on Erwin Road and Europa Drive, as well as for through-traffic from those roads across the intersection.

The superstreet is designed to decrease congestion at the intersection, where rush-hour drivers sometimes have had to wait through multiple traffic signals.

The superstreet was supposed to have been finished by Nov. 1. The state has penalized the contractor for missing the deadline, and the project is not finished yet. Another layer of asphalt and final pavement markings will be laid in March, when there is less likelihood of cold weather.

"It's like building a house," said chief operating officer Jack Bailey. "You can't build the house until you've got the foundation in. It's a typical highway project in an urban area."

But the superstreet is not typical for North Carolina. Mike Mills, division 7 engineer for the state Department of Transportation, said he knows of only one other such project in the state, on U.S. 17 in Wilmington.

Work crews were expected to remove barricades Monday night and open the superstreet by 6 a.m. today.

Six message boards and overhead signs alerting drivers to the U-turns will help introduce the new traffic pattern.

"If you follow the signs it will lead you around -- 'to I-40, this lane' -- things like that," Mills said.

The intersection had 42,000 vehicles a day in 2005, said division operations engineer Pat Wilson. That's expected to nearly double, to 96,000 vehicles a day, by 2025.

Erwin Road had 10,000 vehicles a day in 2005, Wilson said.

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Easley unsure about Moore's ban on DOT board giving

By GARY D. ROBERTSON : Associated Press Writer
The Associated Press
Jan 8, 2008

RALEIGH, N.C. -- Gov. Mike Easley said Tuesday he's worried that a proposal from a potential successor banning transportation board members from donating to political candidates would prevent well-qualified people from serving on the powerful panel.

Democratic gubernatorial candidate Richard Moore, the state treasurer, said Monday he would seek a law prohibiting contributions from board members as part of a larger Department of Transportation reform proposal.

"The next thing you know, the people you really want to go to resolve a problem and they have contributed in a campaign, you can't use them," Easley told reporters following a meeting of the Council of State. "That disqualification, I think, would be really detrimental in the long run."

A recently published outside consultant's report critical of the DOT included worker comments that the agency is too political and needlessly delays important road projects. Board members have been known over the years as prolific fundraisers for governors and use their political clout to get roads built in the regions they represent, Moore said.

Moore, the state treasurer, also said Monday he wants to make it illegal for a board member to "bundle" several campaign checks from different people and give them to a candidate all at once -- often viewed as a way to increase influence.

Easley, who is barred by state law from running for a third consecutive term, makes all the appointments to the board as governor. The Democrat said preventing board members from giving and fundraising may have been a reasonable idea in the past for "boards that needed a little bit more supervision."

"If people want to participate, they'll find a way, just like the squirrel into the bird feeder," Easley said. "The No. 1 way to solve this problem is to appoint good people, and that's what I've tried to do."

In a prepared statement issued later Tuesday, Moore said: "Gov. Easley and I agree on many issues, but we have a serious disagreement when it comes to reforming the Department of Transportation."

Moore said in an interview Monday he planned to make the donation and bundling bans part of his policy for DOT board members if elected governor, even if the Legislature doesn't change the law.

"It shouldn't matter whether you know your DOT board member or not as to whether you get good customer service from the Department of Transportation," Moore said. "That should not be a political decision."

Board members have given at least $500,000 to state political campaigns since 2000, said Bob Hall, research director with the campaign finance reform group Democracy North Carolina. Recipients have included Moore and Lt. Gov. Beverly Perdue, Moore's leading opponent in the May 6 Democratic primary.

Perdue spokesman David Kochman said Perdue would consider a ban on donations and bundling by board members, but as part of a comprehensive campaign finance reform package "and not just dealing with it one group at a time."

Hall said Moore should be praised for his efforts to reduce political influence at DOT, but cautioned there's too many ways around such a narrow ban on campaign donations. Hall said more opportunities for public financing of campaigns should be part of the solution.

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Alston Avenue widening opposed

BY RAY GRONBERG : The Herald-Sun
gronberg@heraldsun.com
Jan 12, 2008

Kevin Seifert/ The Herald-Sun

The N.C. Department of Transportation's planned widening of Alston Avenue may cost the neighborhood its only real supermarket, Los Primos at the corner of Alston and East Main Street.

DURHAM -- At least some city administrators want the N.C. Department of Transportation to scrap plans to turn Alston Avenue into a four-lane, divided highway between the Durham Freeway and Holloway Street.

Negotiations with DOT engineers have yielded little progress on four issues the city believes are key to ensuring that the $28.3 million project doesn't hurt poverty-plagued North-East Central Durham.

The agency's handling of the talks has left Durham administrators "concerned that the project may actually have an adverse impact on economic development in the corridor, particularly between [the freeway] and Morning Glory Avenue," city Transportation Manager Mark Ahrendsen said in a Dec. 4 memo to City Manager Patrick Baker.

Ahrendsen wants the City Council to formally ask DOT to cancel the widening and content itself with completing a series of "relatively minor intersection improvements to address safety concerns and streetscape improvements to enhance the appearance of the corridor."

That work wouldn't cost anywhere near $28.3 million, so Ahrendsen suggested asking DOT to use what's left to help pay for the widening of a stretch of Fayetteville Road between Cornwallis Road and Woodcroft Parkway.

The Fayetteville Street project -- part of a multi-phase widening of that major north-south link -- is likely to cost $23.1 million.

City Council members were supposed to discuss Ahrendsen's proposal Thursday, but at the last minute Baker postponed the discussion.

Baker said later that he wants to make sure administrators consult Partners Against Crime District 1 and North-East Central Durham leaders before he settles on a recommendation to the council.

"We're not outsourcing the decision, but we want to ensure that we have the feedback and necessary information we'd want to feel comfortable," Baker said.

The manager added that he'd warned subordinates last month he might postpone the council discussion if he wasn't confident neighborhood leaders were in the loop. And in talking recently with some of those leaders, it was clear they "didn't know or understand what we were recommending," he said.

Ahrendsen's proposal faces an addition another obstacle -- Mayor Bill Bell.

Bell said that while he's no supporter of DOT's plan for the widening, he's not convinced it's wise to halt design negotiations with the agency.

"You spend a lot of time in trying to get these projects into the loop and trying to get them to the funding stage," the mayor said on Friday. "It's not a simple matter to pull them and say you're going to use the money somewhere

else."

Moreover, Bell thinks the proposal to switch the money to the Fayetteville Street project would be a public-relations minefield.

"To me, it sends the wrong message," he said. "It can look like we're taking money out of North-East Central Durham, one of our priority areas, and moving it south. We've put our priorities into those neighborhoods, and I want to make sure they don't get shortchanged."

The city transportation office's objections to the Alston plan center on the likelihood that a four-lane thoroughfare would make it far more difficult for North-East Central residents to traverse the neighborhood on foot. The district's poverty is such that many of the people who live there have to walk, or use the city bus system.

DOT has nonetheless brushed off the city's request that it drop plans to install right-turn lanes at many key intersections. The extra pavement required for those lanes would make the street harder to cross.

Ahrendsen also faulted the agency for refusing to install bike lanes in the corridor, and for not finding a way to change the grade of the road as it crosses under a railroad bridge to avoid converting it into what amounts to a tunnel.

The staff's biggest complaint, however, is that the widening would require the demolition of the neighborhood's only real supermarket, Los Primos, at the corner of East Main Street and Alston Avenue.

City officials want DOT to help the market's owners buy a replacement site and pay the start-up costs for a new store. They made the request because most chain retailers won't build stores in low-income, high-crime neighborhoods like North-East Central.

But DOT refused. It's willing to pay market value for the Los Primos site, plus a "re-establishment fee and searching expenses," Ahrendsen said in his Dec. 4 memo.

Ahrendsen also contends there's no reason to widen Alston now that the city and DOT have agreed that another project, the proposed East End Connector, should become the primary north-south link between the Durham Freeway, U.S. 70 and Interstate 85.

But the connector, however, remains massively underfunded despite nearly a $100 million pledge for its construction by DOT. Officials believe the project will cost roughly twice that.

Ahrendsen favors using the Alston money on the Fayetteville Road widening rather than on the connector because city officials believe DOT should pay for the connector with money it's reserved for major loop roads. The connector is Durham's loop project and merits the same consideration as similar projects in Raleigh, Greensboro and Charlotte, he said.

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Published: Feb 05, 2008 12:30 AM
Modified: Feb 05, 2008 04:57 AM

The plan would add about 120 buses, but consumers and car owners would pay more.
Staff File Photo

Regional rail rises from dead

Citizen panel wants trains for $2 billion, more buses

Bruce Siceloff, Staff Writer
RALEIGH - A three-county citizens advisory group agreed Monday to push for an ambitious transit expansion that would increase local and regional bus service and spend $2 billion to launch trains across the Triangle by 2020.

Fifty-six miles of tracks would carry trains with commuters, students, shoppers and sports fans from Chapel Hill to Durham, Research Triangle Park, Cary, downtown Raleigh and North Raleigh.

Triangle voters would cover about half the cost if they agree to two new levies -- a half-penny sales tax and a $10 annual car registration fee, or their equivalent. Members of the Special Transit Advisory Commission also agreed to push for 25 percent funding from the state and 25 percent funding from Washington.

"I think we have a consensus for a 2020 plan, and a consensus that we need to find the money to make it work," said George Cianciolo of Chapel Hill, a Duke University pathologist who is co-chairman of the 29-member advisory panel.

The test of that consensus will come later this month when the group's recommendations are put in writing and circulated for public comment. Wake, Durham and Orange officials, who expect to receive the plan in early March, will be tested on their willingness to support new local taxes for transit projects that might not prove their worth for many years.

The advisory group of business and civic leaders was asked to plan transit corridors that would improve mobility options and shape urban growth patterns across a three-county suburban region that is expected to add 800,000 residents by 2030.

Everything and more

Triangle political leaders called for a fresh look after the Triangle Transit Authority's 28-mile rail project was shelved in 2006 after 11 years of planning. Federal regulators said the $810 million Raleigh-to-Durham line would not serve enough riders to warrant the taxpayers' heavy investment. Local political and financial support for the TTA project was weak.

Meeting Monday at N.C. State University, the transit advisory panel endorsed everything the TTA proposed to do -- and more.

Joe Bryan, a Knightdale Republican who is chairman of the Wake County commissioners, was taken aback by the group's ambitions.

He and other political leaders had expected the transit panel to focus first on the cities and later on a rail link between Raleigh and Durham.

"They have doubled the TTA plan," he said. "And to get it all done in 12 years, that is bold."

Wake County has other pressing needs, Bryan said. It could use a new sales tax to support school construction.

"What becomes the highest priority for an additional sales tax? Will it be transportation, or will it be education?" Bryan asked.

A big local share

He said he'll reserve judgment until he sees the details in a few weeks. It may not be easy, he said, for taxpayers to take on a big share of transit costs and accept that the federal government share will be smaller.

The group's recommendations include rough concepts for rail transit lines through the center of the region, better bus service, and shuttles that would circulate in Research Triangle Park and provide a quick connection to nearby Raleigh-Durham International Airport.

Many details are still to be worked out in a report to be drafted by Feb. 22 and approved at the advisory panel's final scheduled meeting on Feb. 29. The proposals will be delivered to mayors, city council members and county commissioners who serve on the Triangle's two regional transportation planning boards.

The panel calls for money to:

* Extend new bus lines and improve existing bus service with at least 120 new buses. The region now has about 250 public transit buses.

* Build an electric-powered light rail line from UNC Hospitals in Chapel Hill to downtown Durham. The proposed 16-mile rail has an estimated cost of $739.4 million in 2007 dollars.

* Build the TTA's proposed tracks for self-propelled diesel rail cars from Duke Medical Center through Durham and Research Triangle Park to northwest Cary. The planned 19.7-mile line has an estimated cost of $579.6 million.

* Run the same diesel rail cars from northwest Cary to downtown Raleigh and then north to Durant Road in North Raleigh. This 20.6-mile line would cost an estimated $733.9 million.

The first recommendations focus on transit service to be started by 2020. But the advisory commission's final recommendations are expected to include more bus, rail and streetcar proposals to be planned through 2035.

The panel's discussions about better bus service have focused on more routes for outlying towns and new express buses that would entice commuters to park their cars.

Dan Coleman, a Southeast Raleigh community leader, said he wanted more assurances that Triangle bus improvements would benefit poor people and others who depend on on public transit service.

"This is an issue between the need rider and the choice rider," Coleman said. "I don't think the need rider in Raleigh is necessarily getting the best service they can right now."

Leaders of the group drew optimism from recent transit success in Charlotte -- where riders, voters and developers are on board with the city's expanded bus and rail service. Investors have started or planned $1.8 billion in new projects along Charlotte's first rail line, which has enjoyed heavier ridership than expected since it opened in November. Mecklenburg County's transit sales tax was endorsed 70 percent to 30 percent in a recent referendum.

"This is relatively affluent area and an affluent nation," Cianciolo said. "We have to solve our problems now rather than pass it on to the next generation to do 20 or 30 years down the road. So I think it's very important for people to take a look at this and say we can do it."

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Published: Jan 10, 2008 12:30 AM
Modified: Jan 10, 2008 05:49 AM

Streetcars, express buses may precede regional rail

Bruce Siceloff, Staff Writer
Triangle residents will need good local streetcars, trains and express buses before they need a proposed regional rail link between Durham, Research Triangle Park and Raleigh.

That's the emerging view on a three-county advisory panel of civic leaders who are drafting a list of transit priorities for the next 12 years.

In Raleigh, the short list might include trains running from downtown to northern Wake County, on former CSX tracks that parallel the city's crowded Capital Boulevard.

One priority for the western end of the Triangle is light rail or bus rapid transit service that could offer relief from the clogged U.S. 15-501 between Durham and Chapel Hill.

Wake, Durham and Orange officials ordered a rethinking of public transportation needs in August 2006, after the Triangle Transit Authority was forced to shelve its plans for frequent day-and-night service on a 28-mile track through the center of the region. Federal regulators said the TTA trains would not carry enough riders, and balked at covering half the $810 million cost.

The TTA plan has not regained favor since then among business and community leaders on the Special Transit Advisory Commission. They will begin listing their preferences Friday in a day-long meeting at N.C. State University.

"In terms of starting with Raleigh-to-Durham, nobody's talking about that any more," said Sig Hutchinson of Raleigh, chairman of the TTA trustees. "It's got too much baggage."

In February, the 29-member advisory panel is expected to give local officials its priorities for transit improvements to be built by 2020, and a second list to be built by 2035.

The list will be expensive. Bus and rail proposals proposed in 18 corridors could cost as much as $6 billion over the next 30 years.

Local leaders say they won't endorse new taxes to pay for transit projects until they see the advisory group's recommendations -- and justification of the economic and social benefits.

Smedes York, a developer and former Raleigh mayor who is one of the advisory panel leaders, wants to start with the eastern end of the TTA's proposed rail line. He envisions trains from north Wake to downtown on tracks now owned by the TTA. And eventually he sees trains from downtown through West Raleigh in a corridor owned by the N.C. Railroad, where the TTA has leased right-of-way and has bought land for rail stations.

York said trains on the old CSX tracks could ease congestion on the Capital Boulevard commuter corridor, and the transit service would stimulate an urban mix of commercial and residential growth along the line. The TTA's long line from Raleigh to Durham would not be as successful, he said.

"Even though there's a lot of traffic on I-40, it's a pretty long distance and there are probably not as many mixed-use and high-density locations in that stretch," York said.

A Raleigh-Durham connection will make sense later, maybe after 2020, York said.

George Cianciolo of Chapel Hill, a Duke University pathologist who is a co-chairman of the advisory group, agreed that a decision on the TTA line could be deferred for a few years.

RTP planning, too

Research Triangle Park leaders are updating their own plans for guiding growth and improving transportation in the park, and Raleigh-Durham International Airport is considering a transit link to RTP.

Rick Weddle, who guides RTP as president of the Research Triangle Foundation, said RTP leaders are focusing now on highway improvements to help commuters in the next few years. Regional transit projects must be planned with RTP in mind, he said.

"That doesn't mean we have to have the first connection," Weddle said, "but we would be opposed to any plan that doesn't include the park."

Even if the TTA plan stays on the shelf, there's a chance that RTP workers could get train service in the future.

The state-owned N.C. Railroad is looking at the prospect of adding rush-hour trains to the same tracks that now carry Norfolk Southern freight and Amtrak passenger trains through the Triangle each day. A consultant's recommendation is expected in June.

The Special Transit Advisory Commission will meet from 9 a.m. to 4 p.m. Friday at the McKimmon Center on Gorman Street at Western Boulevard in Raleigh.

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Road Worrier:
Published: Jan 29, 2008 12:30 AM
Modified: Jan 29, 2008 05:27 AM

This is a bus ride worth taking

Bruce Siceloff, Staff Writer
Carol Mitchell can't believe she once had qualms about trading her spot in the parking deck for a seat on the express bus.

It's true her daily round trip takes about 20 minutes longer by bus than it did when she drove her car from her home in Hillsborough to work at UNC Hospitals in Chapel Hill.

Otherwise, Mitchell comes out way ahead by riding the bus.

Instead of 45 miles a day, she drives about 15 miles round-trip between home and a park-and-ride lot at Hillsborough's Triangle SportsPlex.

The savings on gas and tire rubber alone would roughly cover the bus fare -- but her bus ride doesn't cost her a dime. UNC is among several big Triangle employers that subsidize public transportation for their employees.

That parking spot hadn't been free. It cost $611 a year. Now relieved of that expense, Mitchell can afford a SportsPlex membership.

She stops at the health club two or three afternoons each week, after she steps off the bus.

"I work on the elliptical trainer or the stair-step machine," said Mitchell, 60, who works as a nurse at a UNC Hospitals clinic. "Or I lift some weights."

All these benefits would make it easy to put up with a dreary bus ride -- but her bus ride sounds like the sweetest part of the deal.

"I have a great group of people to ride with," people she had never known before, Mitchell said. "We've even had two retirement parties on the way home, complete with cupcakes!"

She doesn't sound like a commuter when she describes the weekday journey. She sounds like a tourist.

"It's stress-free. It's relaxing to watch the lovely countryside. We can watch the sun rise when we cross over Interstate 40 -- we've got a great view," she said.

"Sometimes I read. The other night, we traded information about financial issues."

Mitchell is one of about 90 riders each day who take the 24-passenger express buses that run about 12 hours a day between Chapel Hill and Hillsborough. Sometimes every seat is filled, she says.

Before Orange Public Transportation and Triangle Transit Authority teamed up to provide the service two years ago, the county bus agency handled the job on its own, with only about 20 riders a day.

"The commuters love it," said Al Terry, Orange County's transportation director. The white buses carry campus workers south from their homes in Hillsborough, and they serve Chapel Hill and Carrboro residents who have business in the county seat.

Mitchell was eager to share her experience when she learned that Triangle leaders are considering proposals to extend new bus routes from work centers to other outlying towns -- from Pittsboro and Mebane to Wake Forest, Zebulon and Clayton.

"I encourage people to push for this service," Mitchell said. "Once you try it, nothing else makes sense."

The Special Transit Advisory Commission (www.transitblueprint.org/stac.shtml) is expected to make bus and rail recommendations by the end of February.

Enlighten the Road Worrier with comments, questions or tips: roadworrier@newsobserver.com or (919) 829-4527. Don't forget your address and daytime phone n

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From the Wall Street Journal

February 4, 2008

EYES ON THE ROAD
By JOSEPH B. WHITE

Next Phase of Energy, Climate Debate Will Be About How Much We Drive

February 4, 2008

I lead a double life.

Monday through Wednesday, I get to work by walking a block and a half from a high-rise apartment building to a stop on Washington, D.C.'s Metro subway. I emerge three stops later a half block from my office. My commute is pretty close to a zero petroleum experience (never mind how the Metro gets its electricity.)

The rest of the week, I am back in Detroit, where I return to the 20th century. I drive about 20 miles to my office, which is located by the side of a freeway in a suburban "edge city." I sometimes walk to a sub shop for lunch, but it's an arduous slog along busy four lane streets that sometimes have sidewalks, and sometimes don't. To get just about anywhere from my office requires another car trip.

It turns out I am straddling the frontier of the next big debate over the role of the automobile in America. Congress and President Bush late last year agreed to order car makers to boost the average fuel efficiency of new vehicles to 35 miles per gallon by 2020.

Last year's energy debate centered around CAFE, the acronym for Corporate Average Fuel Economy. The next phase of the energy/climate change debate over cars will force us to learn another piece of technical jargon: VMT, or vehicle miles traveled.

Car makers and consumers will bear considerable costs to switch to a fleet of cars that meets the 35 mgp CAFE goal. But that might not result in a significant reduction in U.S. petroleum consumption or cut the CO2 we add to the atmosphere if we keep driving more and more miles.

From 1977 to 2001, the number of miles driven every year by Americans rose by 151% -- about five times faster than the growth in population, according to data compiled for a 2006 report to the U.S. Department of Transportation written by Stephen Polzin, a transportation researcher at the University of South Florida in Tampa.

The reasons for the big growth in miles traveled are pretty obvious if you don't live in the center of a big city endowed with functioning public transport. To make space for ever larger suburban homes, housing developers pushed further and further from city centers and shopping areas. New neighborhoods often had street layouts cluttered with cul de sacs that forced people to drive farther to get to main roads or stores. Local zoning laws -- reflecting the preferences of residents -- tended to separate commercial and residential uses, and single family from multi-family dwellings.

Meanwhile, the bulk of the money spent on transportation infrastructure was directed to building more and bigger highways. We could have subsidized bullet trains and more light rail systems, but we didn't.

Now, many of the environmentalists, politicians and scientists who made the case for boosting vehicle fuel efficiency are turning their attention to the problem of how much we drive -- and the legacy of 20th century land use and transportation choices.

Just how much more driving Americans will do is a matter of some debate. Higher gas prices, changes in demographics, and a recent upturn in urban redevelopment aimed at luring empty nesters back to city neighborhoods all could result in vehicle miles traveled growing more slowly in the future than it did during the past 30 or so years.

Still, the U.S. Department of Energy projects that miles driven will keep increasing in coming years, and by 2030 could grow by 59% compared with 2005 levels -- still outpacing population growth, though not by as much in the last three decades of the past century. That means even though we'll be driving vehicles that slurp less petroleum per mile, carbon dioxide emissions could grow by as much as 41%, according to a report titled "Growing Cooler: The Evidence on Urban Development and Climate Change," published by the Urban Land Institute.

Deron Lovaas, a transportation researcher with the Natural Resources Defense Council, predicts that the debate over how to curb driving will come to the fore next year, when Congress is scheduled to debate a massive bill to fund transportation projects using federal gasoline tax revenue. The NRDC and other environmental groups, fresh from their victory in the fuel-efficiency debate, are turning their attention to issues such as reforming land use rules to promote denser development and concentrating more public spending on better mass transit systems for metro areas, he says.

Meanwhile, the Energy Department, in response to a 2005 congressional mandate, has enlisted an arm of the National Academy of Sciences to study how travel behavior will change as people live in communities that are designed to have different services closer to their homes, and more homes closer together.

How all this will affect the experience of driving and what we want to drive is a problem that's starting to keep executives of big car companies up at night. If you live the way I do in Washington,

you don't really need a $35,000, all-wheel drive luxury wagon. On the other hand, the challenge of dictating to Americans where and how they should live is a problem that will likely keep politicians up at night. There's a reason why so many of us live in big single-family houses, and it's not because living in a small apartment wasn't available as an alternative.

As for me, I think it's time for a pair of new shoes.

• **Send comments** about Eyes on the Road to joseph.white@wsj.com[3].

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