

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

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

**June 11, 2008  
9:00 AM****Council Chambers  
1st Floor Durham City Hall**

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

**ACTION ITEMS****5. May 14, 2008 TAC Meeting Minutes  
(Attachment 5)**

A copy of the May 14, 2008 TAC meeting minutes is enclosed as Attachment 5.

**TAC Action:** Approve minutes of the May 14, 2008 TAC meeting.

**6. May 21, 2008 Joint TAC Meeting Minutes  
(Attachment 6)**

A copy of the May 21, 2008 Joint TAC meeting minutes is enclosed as Attachment 6.

**TAC Action:** Approve minutes of the May 21, 2008 Joint TAC meeting.

**7. Special Transit Advisory Commission Final Report – Public Hearing  
(Attachment 7, 7A, 7B, 7C, 7D)**

**Mark Ahrendsen, TCC Chair**

The Special Transit Advisory Commission (STAC) was established by the DCHC MPO and the Capital Area MPO to develop a recommendation for major transit investments for the MPOs' 2035 Long Range Transportation Plans. The STAC held their final meeting on April 25, 2008. At this meeting the STAC validated their final report.

The Executive Summary of the STAC's final report is Attachment 7. Three maps display the STAC Regional Transit Vision Plan (Attachment 7A), Enhanced Region-wide Bus Service (Attachment 7B), and Recommended Rail Investments (Attachment 7C). The STAC's final report was presented to the TACs of both MPOs at a joint meeting on May 21, 2008. The full report, maps and appendices are posted on the STAC website,

<http://www.transitblueprint.org/stac.shtml>.

The DCHC MPO will include opportunities for public comment and input on the STAC recommendations during the 2035 LRTP process. There will be mailings and public workshops in June, July, and August to present the alternatives analysis to the public. A transit intensive alternative that incorporates the STAC's recommendations will be one of the alternatives presented. In addition, in September and October there will be further mailings, public workshops, a newsletter, and a public hearing to present the preferred alternative to the public. At the May TAC meeting, the TAC authorized the release of the report for public comment on May 21, 2008 and scheduled a public hearing at the June TAC meeting. The public comment period will be held open until the TAC meeting on August 13, 2008. Attachment 7D is a copy of public comments received as of June 4, 2008.

**TAC Action:** Hold a public hearing on the Special Transit Advisory Commission's Final Report and provide comments on the report's recommendations.

**8. FY 2007-2013 Metropolitan Transportation Improvement Program Administrative Modification #3**

**(Attachment 8, 8A)**

**Ellen Beckmann, LPA Staff**

The North Carolina Department of Transportation recently identified additional Congestion Mitigation Air Quality (CMAQ) and Section 5309 funds for the Durham Area Transit Authority (DATA), Chapel Hill Transit, and Triangle Transit. These funds must be obligated in FFY 2008. In order to use this funding, the DCHC MPO must approve an administrative modification to the FY 2007-2013 Metropolitan Transportation Improvement Program (MTIP). Attachment 8 is a resolution adopting Administrative Modification #3 to the FY 2007-2013 MTIP. This includes a table that lists the projects that DATA, Chapel Hill Transit, and Triangle Transit have identified for these funds.

In addition, the DCHC MPO must request that the CMAQ funds be flexed from the Federal Highway Administration to the Federal Transit Administration. Attachment 8A is a letter making this request.

**TCC Recommendation:** That the TAC approve the resolution adopting Administrative Modification #3 to the FY 2007-2013 Metropolitan Transportation Improvement Program and send the letter requesting that the CMAQ funds be transferred to FTA.

**TAC Action:** Approve the resolution adopting Administrative Modification #3 to the FY 2007-2013 Metropolitan Transportation Improvement Program (Attachment 8) and send the letter requesting that the CMAQ funds be transferred to FTA (Attachment 8A).

**9. FY 2009-2015 Metropolitan Transportation Improvement Program**  
**(Attachment 9, 9A, 9B, 9C, 9D, 9E, 9F)**

**Ellen Beckmann, LPA Staff**

The State Board of Transportation released the draft FY 2009-2015 STIP on October 31, 2007. The DCHC MPO released the supplement to the draft STIP as the draft MTIP in January and held a public hearing in February. In addition, NCDOT held public comment meetings on the STIP in February. One-on-one meetings for Division 5 and Division 7 were held in February and March.

The State Board of Transportation approved the final FY 2009-2015 STIP on June 5, 2008. Attachment 9A is the final FY 2009-2015 STIP. A staff memo on the final FY 2009-2015 STIP and MTIP is provided as Attachment 9. In addition, notes on Attachment 9C and 9D explain how NCDOT addressed the issues discussed during the one-on-one meetings in the final STIP. The TCC recommends approving the final FY 2009-2015 STIP (Attachment 9A) as the final FY 2009-2015 MTIP. A resolution adopting the FY 2009-2015 MTIP is included as Attachment 9B.

In addition to approving the final FY 2009-2015 MTIP, the TAC must also approve the Air Quality Conformity Determination report for the FY 2009-2015 MTIP (Attachment 9E). There are several appendixes available on the Triangle Air Quality Partnership website: <http://www.triangleair.org/topics.htm#transconf>. In March, the TAC released the report for public comment and held a public hearing for the April TAC meeting. The DCHC MPO TAC must approve the 2009-2015 MTIP and conformity report by September 2008. A resolution finding the MTIP in conformance is included as Attachment 9F.

**TCC Recommendation:** That the TAC approve the resolution adopting the FY 2009-2015 Metropolitan Transportation Improvement Program (Attachment 9B) and the resolution finding the FY 2009-2015 Metropolitan Transportation Improvement Program in conformity with the North Carolina State Implementation Plan (Attachment 9F).

**TAC Action:** Approve the resolution adopting the FY 2009-2015 Metropolitan Transportation Improvement Program (Attachment 9B) and the resolution finding the FY 2009-2015 Metropolitan Transportation Improvement Program in conformity with the North Carolina State Implementation Plan (Attachment 9F).

## **10. 2035 Long Range Transportation Plan and Comprehensive Transportation Plan – Alternatives Analysis**

**(Attachment 10, 10A, 10B, 10C)**

**Andy Henry, LPA Staff**

The objectives of this 2035 LRTP Alternatives presentation is to make sure that the TAC members understand the Land Use Scenarios, 2035 LRTP Alternatives, and the proposed public input process, and have an opportunity to provide comments on these documents and process. At the time of this presentation, the travel demand model data for all of the Alternatives is not expected to be complete. The TCC recommends that the TAC approve releasing the 2035 Alternatives in early July when the model data is complete for all of the Alternatives. The release could be contingent upon the review and approval of the TAC Chair. Another option is to conduct a special TAC meeting on July 9, 2008 to release the information.

The following table details the components of the 2035 LRTP Alternatives and when that information will be made available.

	TAC Mailout (6/5/08)	TAC Mtg. (6/11/08)	Public Release (July)
<b>Land Use Scenarios</b>			
Description	✓✓		
Review and Pop./Emp. Movement	✓		
Maps	✓		
<b>Alternatives</b>			
Combination Table	✓✓		
Performance Data	(format without data)		✓
Preliminary Revenue	✓		
Preliminary Cost			✓
Project Lists	✓✓		
Maps		✓	
<b>Public Involvement</b>			
Table of Meeting Dates	✓		

✓ = Available      ✓✓ = Updated version available (Reviewed at previous TAC meeting)

Attachment 10 provides further explanation for the 2035 LRTP Alternatives release, and describes the following attachments:

- Attachment 10 A – Land Use Scenarios (information is complete)
- Attachment 10 B – Alternatives (maps, cost data and evaluation data are incomplete)
- Attachment 10 C – Public Input process. (information is complete)

**TCC Recommendation:** That the TAC release the 2035 LRTP Alternatives for public comment and schedule a public hearing for the August TAC meeting.

**TAC Action:** Approve release of the 2035 LRTP Alternatives when the evaluation analysis data is completed contingent upon the review and approval of the TAC Chair; and, schedule a public hearing for the 2035 LRTP Alternatives for the August TAC meeting.

**11. Farrington Road Corridor Study**

**(Attachment 11)**

**Felix Nwoko, LPA Staff**

The Farrington Road Corridor Study assessed existing and future congestion in a study area that included southern Durham and Orange Counties and northeast Chatham County. It included an analysis of transportation corridors and land use in the study area using the travel demand model and a land use modeling tool (CommunityViz). The desired outcome of the study is to recommend transportation improvements and land use policy changes. Consultants with Kimley-Horn and Associates will present a report of this project. Attachment 11 is a detailed version of the presentation that will be presented to the TAC. An updated and shortened version will be given at the TAC meeting.

**TAC Action:** Receive a presentation on the Farrington Road Corridor Study and provide comments on the study's recommendations.

**REPORTS:**

**12. Report from the TAC Chair**

**Alice Gordon, TAC Chair**

**TAC Action:** Receive Report from TAC Chair

**13. Report from Staff**

**(Attachment 13)**

**Felix Nwoko, LPA Staff**

**TAC Action:** Receive Report from Staff

**14. Report from the TCC Chair**

**Mark Ahrendsen, TCC Chair**

**TAC Action:** Receive Report from TCC Chair

**15. NCDOT Report**

**(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)**

**17. Legislative Alert from NC Go! On Gas Tax Holiday**

**(Attachment 17)**

**Adjourn**

**Next meeting: July 9, 2008**

## TAC Directives to Staff

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

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

Meeting Date	Directive	Status
06/11/03	(TAC) Letter to Durham City Council and Jon Nance requesting they take some action to address the safety issue for pedestrians at US 15-501/ Garrett Road Service Road relocation project.	<u>Completed/Pending</u> – Letter sent to Council and NCDOT. Staff has met with NCDOT. Under consideration by NCDOT. Plan to include pedestrian improvements in the US 15-501 widening project (U-4012)
03/10/04	Send letter to NCDOT expressing concern over NC-147 /I-40 interchange and concern over backups occurring on NC-147.	<u>Completed/Pending</u> - Letter sent 03/17/04. Staff has discussed with NCDOT various alternatives under consideration by NCDOT.
08/25/04	Metropolitan Area Boundary	<u>Completed/In Progress</u> – TAC approved MAB for the 2030 LRTP. Staff to bring back proposal for MAB expansion for the next LRTP update.
08/25/04	Further study of Farrington Road/Stagecoach Road corridor to move projects forward for funding.	<u>In Progress</u> – See Attachment 11 of 6/11/08 TAC Agenda.
08/25/04	Further study of Latta Road/Infinity Road/Roxboro Road intersection.	<u>In Progress</u> – To be evaluated as part of the next (2035) LRTP update.
09/14/05	Staff to check with DATA about the possibility of designating a Park-and-Ride in northern Durham.	<u>In Progress</u>
04/12/06	Investigate use of peer review for Triangle Regional Model (TRM)	<u>In Progress:</u> TRM committee has taken up this project
04/12/06	Address cost splits for TRM tasks at next DCHC MPO/CAMPO joint TAC meeting	<u>In Progress:</u>
08/09/06	Follow up with the BPAC and DATA Boards regarding public involvement for MPO activities.	<u>In Progress:</u>
10/11/06	Provide information on if a municipality can accelerate resurfacing using local funding.	<u>In Progress</u>
01/10/07	Work with the TAC officers to identify candidates for the Joint MPO Special Advisory Commission for Transit. Recommend appointments	<u>Completed:</u> See Attachment 6 of the 02/14/07 TAC Agenda.

01/10/07	Work with NCDOT to resolve the remaining concerns with the design of U-3308 Alston Avenue	<u>In Progress:</u> See Attachment 11A of 02/14/07 TAC Agenda, Attachment 20 of 4/11/07 TAC Agenda, and Attachment 18 of 6/13/07 TAC Agenda
02/14/07	Send a letter to NCDOT and state legislative delegation requesting the NCDOT reconsider its decision not to relocate the Durham Amtrack station	<u>Completed:</u> See Attachment 23 of 4/11/07 TAC Agenda
02/14/07	Send a letter to the Governor, state legislative delegation, and NCDOT on TIP funding issues.	<u>Completed:</u> See Attachment 23 of 3/14/07 TAC Agenda
02/14/07	Develop a long-term and short-term strategy for addressing funding needs working with other MPOs and the Metropolitan Coalition	<u>In Progress:</u> See 10/31/07 Joint TAC Agenda.
03/14/07	Review Phil Post's proposed adjustments to the Southwest Durham Southeast Chapel Hill Collector Street Plan/Southwest Durham Drive. Develop a recommended final plan.	<u>Completed:</u> See Attachment 7A of 4/11/07 TAC Agenda
04/11/07	Review Chapel Hill's request for one crossing on I-40 on the Southwest Durham Southeast Chapel Hill Collector Street Plan.	<u>Completed:</u> See Attachment 10 of 5/09/07 TAC Agenda.
04/11/07	Provide information on the effect of the Triangle Parkway on alleviating traffic on I-40.	<u>Completed:</u> See Attachment 16 of 6/13/07 TAC Agenda.
04/11/07	Send a letter to the DCHC MPO state legislative delegation regarding transportation bills introduced in the General Assembly	<u>Completed:</u> See Attachment 20 of 6/13/07 TAC Agenda.
05/09/07	Review the STP-DA allocation procedure including eligible projects and geographic distribution	<u>Completed:</u> See Attachment 7C of 6/13/07 TAC Agenda, Attachment 8 of 3/12/08 TAC Agenda, Attachment 8 of 4/09/08 TAC Agenda, and Attachment 6 of 5/14/08 TAC Agenda.
05/09/07	Send a letter to the DCHC MPO state legislative delegation regarding H1462 (Municipal Street Provisions) and the Land Transfer Tax	<u>Completed:</u> See Attachment 20 of 6/13/07 TAC Agenda.
05/09/07	Send a letter of support for the Durham, Chapel Hill, and NCDOT earmark requests	<u>Completed:</u> See Attachment 15 of 8/8/07 TAC Agenda
08/08/07	Provide a summary of transportation-related development review regulations from member jurisdictions	<u>Completed:</u> See Attachment 17 of 10/10/07 TAC Agenda
08/08/07	Add information on student employment, employment-to-population ratios, and household size to the SE Data	<u>Completed:</u> See Attachment 6 of 9/12/07 TAC Agenda
08/08/07	Provide an update on damage to NC-147 due to the I-40 detour	<u>Completed:</u> NCDOT staff replied via email to TAC members

09/12/07	Develop final goals and objectives for the 2035 LRTP considering public comments and the Chapel Hill resolution	<u>Completed:</u> See Attachment 8 of 10/10/07 TAC Agenda
10/10/07	Send a letter to thank the NCDOT for the I-40 repair project	<u>Completed:</u> See Attachment 17 of 11/14/07 TAC Agenda.
11/14/07	Develop a strategy for pursuing regional bicycle routes between MPO jurisdictions. Include public input and identify funding sources.	<u>In Progress:</u> Corridors to be identified as part of the 2035 LRTP process. STP-DA funding has been reserved.
11/14/07	Develop a combined mode 2009-2015 TIP regional priority list by division with costs.	<u>Completed:</u> See Attachment 7 and 7A of 1/09/08 TAC Agenda.
12/12/07	Provide a presentation and update on the 21 <sup>st</sup> Century Transportation Committee	<u>Completed:</u> See Attachment 6 of 3/12/08 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.	<u>Completed:</u> See Attachment 15 of 1/09/08 TAC Agenda.
02/13/08	Present to the JCCPC and planning boards on the LRTP targets and the importance of land use.	<u>In Progress:</u>
03/12/08	Present to the JCCPC and Orange County Assembly of Governments on the LRTP Deficiency Analysis	<u>Completed:</u> Presentations given at the 4/2/08 JCCPC and 3/31/08 Assembly of Governments.
03/12/08	Provide an update on the state's human services transportation plan	<u>In Progress:</u>
04/09/08	Provide a report on Triangle Transit's funding sources from the DCHC MPO and CAMPO	<u>Completed:</u> See Attachment 6C of 5/14/08 TAC Agenda.
04/09/08	Consider the Morgan Creek Greenway project in Chapel Hill when evaluating projects for the STP-DA regional bicycle and pedestrian category	<u>In Progress:</u> To be considered as part of the evaluation of regional bicycle and pedestrian corridors during the 2035 LRTP.
04/09/08	Develop a list of principles that should be considered in the proposed Congestion Intermodal Transportation Fund legislation.	<u>Completed:</u> See Attachment 10B of 5/14/08 TAC agenda.
05/14/08	Develop a recommendation for funding regional bicycle and pedestrian projects with STP-DA.	<u>In Progress:</u> To be considered as part of the evaluation of regional bicycle and pedestrian corridors during the 2035 LRTP.



42 Brian Rhodes City of Durham/Transportation

43

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

45 conducted.

46

**PRELIMINARIES:**

47 **Adjustments to the Agenda**

48 There were no adjustments to the agenda. Mark Ahrendsen stated handouts were

49 distributed prior to the meeting and will be addressed during the meeting.

50 **Public Comments**

51 There were no public comments.

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

53 There were no comments regarding the Directives to Staff.

54

**ACTION ITEMS:**

55 **April 9, 2008 TAC Meeting Minutes (Attachment 5)**

56 A motion was made by Mike Woodard and seconded by Kevin Foy to approve the April

57 9, 2008 TAC Meeting Minutes. The motion carried unanimously.

58 **STP-DA Call for Projects (Attachment 6, 6A, 6B, and 6C)**

59 Ellen Beckmann provided an introduction for the STP-DA Call for Projects, along with

60 the attachments.

61 Alice Gordon asked if in terms of the Annual Reserve criteria and requirements, is this an

62 internal requirement or an external. Ellen Beckmann stated it is an internal requirement that the

63 TCC has recommended. Diane Catotti suggested that the Annual Reserve funding be re-

64 evaluated later this year if the Capital Area MPO does not provide funding to the regional

65 Triangle Transit projects.

66 A motion was made by Mike Woodard and seconded by Bill Strom to approve the  
67 Annual Reserve criteria requirements as presented. The motion carried unanimously.

68 A motion was made by Kevin Foy and seconded by Mike Woodard to approve the  
69 Annual Reserve Table. The motion carried unanimously.

70 A motion was made by Kevin Foy and seconded by Diane Catotti to approve the Transit  
71 and Local Discretionary categories. The motion carried unanimously.

72 Kevin Foy expressed a concern about regional bicycle/pedestrians projects. He would  
73 like to request that the TCC consider prioritizing ongoing and existing projects when  
74 recommending funding for this category. The Morgan Creek Greenway is an ongoing project  
75 that has received STP-DA funding in prior years. Alice Gordon asked if this could be referred  
76 back to the TCC for further consideration.

77 A motion was made by Kevin Foy and seconded by Bill Strom to refer the funding for  
78 regional bicycle/pedestrian projects back to the TCC for further discussion. The motion carried  
79 unanimously.

80 **Job Access Reverse Commute and New Freedom Call for Projects (Attachments 7, 7A, 7B,**  
81 **7C, 7D, and 7E)**

82  
83 Ellen Beckmann provided an introduction for the Job Access Reverse Commute and New  
84 Freedom Call for Projects, along with the attachments.

85 The recommendation of the TCC is to recommend funding for the Chapel Hill Transit  
86 and Orange Public Transit application to provide service to the Chapel Hill Senior Center. One  
87 other application was received for New Freedom which was from 2U Transit. The TCC did not  
88 recommend funding because it did not meet the criteria. It was not offering a non-duplicative  
89 service, the application described a partnership with DATA, but DATA had not agreed to the  
90 partnership; in addition, the program requires that the matching funds not come from fares. Staff

91 met with 2U Transit and gave them advice for their application next year. They will probably  
92 reapply next year and will have a better idea of how to complete an application that will meet the  
93 criteria.

94 Becky Heron asked Ellen if DATA did not have a proper application and Ellen  
95 Beckmann stated that DATA did not submit an application for New Freedom funds. Becky  
96 Heron stated we are paying more money for our elderly and handicapped and DATA did not  
97 apply. Becky Heron asked why DATA didn't apply. Pierre Osei-Owusu stated that initially  
98 DATA was going to partner with 2U Transit to help provide service, but realized there were  
99 problems. Partnership would create a lot of paperwork. In addition, FTA mandates would not  
100 allow the partnership without showing that federal regulations had been satisfied by 2U Transit.  
101 Hopefully, in the future we will be able to partner with 2U Transit. Becky Heron stated this does  
102 not satisfy her because the costs are so high and there are so many needs for the elderly and  
103 handicapped. With additional funds, it would decrease the costs.

104 Ed Harrison asked the term of service the grants can support. Ellen Beckmann stated the  
105 applications are for one year of operating assistance but federal rules allow up to three years.

106 A motion was made by Mike Woodard and seconded by Lydia Lavelle to approve  
107 funding projects using Job Access Reverse Commute and New Freedom funds. The motion  
108 carried unanimously.

109 **Special Transit Advisory Commission (Attachments 8, 8A, 8B, and 8C)**

110 Mark Ahrendsen provided an introduction for the Special Transit Advisory Commission,  
111 along with the attachments.

112 Mark Ahrendsen stated that the final report, along with the STAC recommendations will  
113 be presented next week at the Joint TAC meeting to be held on May 21, 2008, 4:00 p.m. at the

114 RBC Center. The STAC recommendations will be included in the Long Range Transportation  
115 Plan alternatives.

116 Mark Ahrendsen highlighted a few of the items addressed in the report. It includes  
117 enhanced region-wide bus service, circulator system in the four urban centers (Chapel Hill,  
118 Durham, Cary, Raleigh and in the Research Triangle Park connecting to the airport), and it  
119 includes an extensive fixed-guideway system connecting Durham to Chapel Hill, RTP, Cary, and  
120 northeast Raleigh. The total projected cost of this vision through the year 2035 is about \$8.2  
121 billion. This is the capital upgrade and maintenance costs for all the bus, circulator  
122 improvements, and the rail system over the twenty-five plus year period. To pay for it, STAC is  
123 recommending a new revenue source.

124 Alice Gordon stated it was difficult to set up the Joint TAC meeting. We will have a  
125 quorum of our TAC; but we know that some cannot attend due to conflicts.

126 Alice Gordon stated that because the STAC report is two months behind the anticipated  
127 date, it means we will have to delay the adoption of the LRTP. We need to ensure that we get  
128 public input. She recommends we have a public hearing on the STAC report.

129 Ed Harrison requested a copy of the final STAC report and a report on the Joint TAC  
130 meeting. Mark Ahrendsen stated staff will provide the report and an update on the meeting.

131 Mike Woodard thanked Alice Gordon for working so hard to set the Joint TAC meeting.  
132 Alice Gordon stated an agenda has been prepared for the meeting. Becky Heron stated she  
133 cannot attend the meeting, due to conflicts with other meetings. Alice Gordon stated staff needs  
134 to make sure that everyone gets the handouts from the Joint TAC meeting.

135 A motion was made by Bill Bell and seconded by Mike Woodard to authorize the release  
136 of the final STAC report for public comment as soon as it is presented to the TAC at the Joint  
137 TAC meeting. The motion carried unanimously.

138 **2035 Long Range Transportation Plan and Comprehensive Transportation Plan**  
139 **(Attachments 9 and 9A)**

140  
141 Andy Henry provided an introduction for the 2035 Long Range Transportation Plan and  
142 Comprehensive Transportation Plan, along with the attachments. Andy described the Long  
143 Range Transportation Plan alternatives.

144 Kevin Foy asked what the criteria are for evaluating the alternatives. Andy Henry stated  
145 we have a list of criteria used for evaluating alternatives. Alice Gordon suggested providing a  
146 synopsis of the criteria used at the next TAC meeting. Andy Henry stated that when staff brings  
147 it back, staff will have the evaluation factors for each alternative.

148 Alice Gordon asked Andy Henry to explain a little more about the land use scenarios and  
149 why some are low priority for the model run. Andy Henry explained land use scenarios and  
150 which model runs will be completed. There are also some lower priority model runs. Andy  
151 Henry stated we don't think we have enough resources to run all the models, so the lower  
152 priority ones will not be run. Felix Nwoko stated initially they weren't sure if they could  
153 complete the fifteen model runs and now ITRE has stated they can do the fifteen model runs so  
154 all will be done.

155 Ed Harrison asked Andy Henry if it is possible to take a cluster of projects on a corridor  
156 and determine how it will affect the subarea; for example NC 54.

157 Kevin Foy asked where the highway projects came from and Andy Henry stated they  
158 came from the 2030 plan and some new projects have been added. Kevin Foy stated that #40  
159 North-South road through Carolina North was removed.

160 Bill Strom stated it would be useful for staff to highlight the added roads and provide a  
161 description of new roads to make it clear for TAC members.

162 Alice Gordon asked if the TAC can provide comments to staff on the alternatives. Andy  
163 Henry stated there will be plenty of time to add and remove projects during the public input  
164 period. Alice Gordon stated if TAC members have comments or concerns, they are to submit  
165 them to the TCC to be reviewed.

166 Andy Henry explained the schedule. Ed Harrison wants to have an evening TAC  
167 meeting in August to allow public input. Alice Gordon agreed and also suggested an evening  
168 meeting in October as well. Alice Gordon also suggested a public hearing at the June 11, 2008  
169 TAC meeting on the STAC report.

170 Alice Gordon wants a more detailed schedule for public comment meetings. She is  
171 concerned about having meetings in July. Andy Henry stated staff will also add local board  
172 meetings. It will be a tight schedule and if staff has difficulty getting data for all the alternatives  
173 it is possible that not all alternatives will be complete by the June 11, 2008 meeting. The TAC  
174 may have to wait until later in June to release all the alternatives.

175 Alice Gordon stated it is important that all the information be in the TAC packet for  
176 review before it is released.

177 Becky Heron would like to have an evening meeting in June for the STAC report. Mike  
178 Woodard thinks that one day meeting and two evening meetings is sufficient to get both business  
179 and resident input on the LRTP, CTP, and STAC report.

180 A motion was made by Mike Woodard and seconded by Kevin Foy to hold a public  
181 hearing on the STAC report during the June 11, 2008 meeting. August 13 and October 8, 2008  
182 will be public hearing meetings at 7:00 p.m. The motion carried unanimously.

183 **21<sup>st</sup> Century Transportation Committee – Congestion Relief/Intermodal Transportation**  
184 **Fund (Attachments 10, 10A, 10B, and 10C)**

185  
186 Mark Ahrendsen provided an introduction for the 21<sup>st</sup> Century Transportation Committee  
187 – Congestion Relief/Intermodal Transportation Fund, along with the attachments. Mark  
188 Ahrendsen stated there was a handout at the beginning of the meeting that needs to be replaced  
189 in your packet. The reason this is being updated is because it has been updated since the packet  
190 was distributed last week.

191 The TCC's concern is ensuring that the revenue to be derived from this local revenue  
192 option be used to help support local transit systems. The STAC report focuses on regional  
193 projects. The revised version of the legislation adds that each MPO must approve the financial  
194 plan.

195 Bill Strom stated that Triangle Transit wants to eliminate #3 on 10B and states that MPO  
196 approval is sufficient. Triangle Transit is also concerned on #1. They do not support earmarking  
197 funds for local systems.

198 Kevin Foy thinks that MPO approval is sufficient. Kevin Foy thinks that #1 is important  
199 because property tax is not sufficient for local systems. Forty percent of Charlotte's funds are  
200 going to local bus service and he thinks there should be a default in the law stating that so much  
201 goes to local service.

202 Alice Gordon asked if we need to take a position today. Ed Harrison stated that Gerry  
203 Cohen said that the draft is being written into a bill and numbered. It is getting out of our hands.

204 Mike Woodard thinks we need to move quickly. He wants to keep #1 and he doesn't  
205 think there will be new transit operators in the Triangle.

206 Becky Heron stated there are going to be competing needs and sources in Durham  
207 County and there are already concerns with funding.

208 Bill Strom stated the question is if there would be enough funds left for fixed guideway  
209 and does this hurt the intent of the bill. This cannot compare to Charlotte because the STAC  
210 vision is longer than Charlotte's fixed guideway.

211 A motion was made by Kevin Foy and seconded by Mike Woodard to approve #1, #2,  
212 and #4, removing #3 "Include provisions that local jurisdictions that operate public transit  
213 systems be required to approve the financial plan." The motion carried unanimously.

214 Bill Bell stated we need to define the number of circulator buses needed and we need to  
215 get local operator input. We also need to have a comparison of circulators and local needs.

216 Mark Ahrendsen stated it will be defined by the Long Range Transportation Plan.

217 **REPORTS:**

218 **Report from the TAC Chair**

219 Alice Gordon stated there is a Joint TAC meeting on May 21, 2008 from 4 p.m. until 5:30  
220 p.m. at the RBC Center.

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

222 The report is attached for review. Ed Harrison stated the Farrington Road Study  
223 presentation should be provided to Senator Atwater as well.

224 **Report from the TCC Chair**

225 Mark Ahrendsen stated this is Bike to Work week May 12 through May 16, 2008. The  
226 Smart Commute Challenge is also going on for six weeks.

227 **NCDOT Report (Attachment 14)**

228 Wally Bowman, NCDOT Division 5 Engineer, provided an update on projects. NC-98  
229 and Holloway Street is 22% complete. The estimated completion date is the end of summer  
230 2008. NC-54 from Davis Drive to Old Raleigh Road is 43% complete and the estimated

231 completion date is November 2009. The US 15-501 project is in progress and we will be shifting  
232 traffic to detour bridge.

233 Diane Catotti asked the status of the Garrett Road extension. Mark Ahrendsen stated the  
234 signal work is tied to the shopping center opening. They are looking at a June opening.

235 Mike Woodard asked about the Hillandale Road widening timetable. Wally Bowman  
236 will check and get back to Mike regarding the project.

237 Becky Heron stated there was an accident on Kerley and Cornwallis Road. She would  
238 like NCDOT to look again at putting a light at that intersection. Wally asked her to send an  
239 email.

240 Mike Mills, NCDOT Division 7 Engineer, provided an update on projects. There are turn  
241 lanes going in on NC-54 at Southern Drive and Dawson's Crossroad. The signal is up at Sunrise  
242 and Weaver Dairy. It is on flash and should be complete by the end of May. There are  
243 guardrails and culvert projects going on in Orange County. The annual resurfacing project will  
244 begin July 2008. Additional turn lanes on White Cross Road and Neville Road. Upcoming  
245 projects of bridge replacements on Turkey Farm Road and Lawrence Road.

246 Ed Harrison asked about the punch list items on the Superstreet and they are working on  
247 it. Bill Strom stated there is concern over the lighting as it is really dark at night. Mike Mills  
248 stated it is not covered under NCDOT's lighting guidelines. The lights would need to be done by  
249 the Town. Bill Strom also stated that the signal timing during the day is bad. Heading  
250 northbound onto Erwin Road from Fordham is long. Mike Mills will check on this issue.

251 **INFORMATIONAL ITEMS**

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

253 The recent news articles and updates are attached.

254 **Letter to NCDOT regarding CMAQ funds – April 3, 2008 (Attachment 16)**

255 The letter to NCDOT regarding CMAQ funds – April 3, 2008 is attached.

256 **Letter to Mr. Ken Spaulding regarding FY 2009-2015 TIP – April 25, 2008 (Attachment**  
257 **17)**

258  
259 The letter to Mr. Ken Spaulding regarding FY 2009-2015 TIP – April 25, 2008 is

260 attached.

261 **Adjournment**

262 There being no further business of the Transportation Advisory Committee, the meeting

263 was adjourned at 11:21 a.m.

**Joint Meeting of the Transportation Advisory Committees of the Capital Area MPO and the Durham-Chapel Hill-Carrboro MPO**

**May 21, 2008**

**MINUTES OF MEETING**

**Capital Area MPO – TAC Members**

Bob Ahlert	Town of Clayton
Dan Andrews	Harnett County
J. Harold Broadwell	Town of Wendell
Joe Bryan	Wake County (TAC Chair)
Lyn Buffaloe	Franklin County
John W. Byrne	Town of Fuquay-Varina
Al Corpening	Town of Youngsville
R.H. Ellington	Town of Angier
Hubert Gooch	Granville County
Liz Johnson	Town of Morrisville
Vivian Jones	Town of Wake Forest (TAC Vice Chair)
Darryl Moss	City of Creedmoor
Elic A. Senter	Town of Franklinton
Russ Stephenson	City of Raleigh
Nina Szlosberg	NCDOT
Ronnie Williams	Town of Garner
Keith H. Weatherly	Town of Apex
Harold Weinbrecht	Town of Cary

**Durham-Chapel Hill-Carrboro MPO – TAC Members**

William V. “Bill” Bell	City of Durham
Diane Catotti	City of Durham
Alice Gordon	Orange County (TAC Chair)
Lydia Lavelle	Town of Carrboro
Mike Woodard	City of Durham (TAC Vice-Chair)

**STAC Members**

George Cianciolo	STAC Member (Co-Chair)
Gerry Cohen	STAC Member
Greg Flynn	STAC Member
Bo Glenn	STAC Member (Co-Vice Chair)
Ed Willingham	STAC Member
Rusine Mitchell Sinclair	STAC Member
Smedes York	STAC Member (Co-Vice Chair)
Bernadette Pelissier	STAC Member

Frank Price	STAC Member
Tim Reed	STAC Member
Holly Reid	STAC Member

### Staff Members

Mark Ahrendsen	City of Durham – Transportation Division
Jamal Alavi	NCDOT – TPB
Allison Anderson	Durham Chamber of Commerce
Bill Barlow	NCDOT – PTD
Ellen Beckmann	City of Durham – Transportation Division
Julie Bollinger	NCDOT – TPB
David Bonk	Town of Chapel Hill
Ken Bowers	City of Raleigh
Wally Bowman	NCDOT – Division 5
Phil Boyle	LGAL
Catherine Campbell	NCRR
Carl Dawson	City of Raleigh
Rupal Desai	NCDOT – TPB
David Eatman	City of Raleigh
Fleming El-Amin	City of Raleigh
Bonnie Estes	Durham City/County Planning
Samantha Ficzek	Harnett County
Damien Graham	Triangle Transit
Ray Gronberg	The Herald-Sun
Wib Gulley	Triangle Transit
Ann Hartell	ITRE
Roger Henderson	Kimley-Horn and Associates, Inc.
Robert Hinshaw	Triangle Transit
John Hodges-Copple	Triangle J COG
Joe Huegy	ITRE
Ed Johnson	Capital Area MPO
Mike Kennon	City of Raleigh
David King	Triangle Transit
Michael Kozak	NCDOT – PTD
Bria Litchfield	Chapel Hill Transit
Robert McCain	Capital Area MPO
Patrick McDonough	Triangle Transit
Jeff Merritt	Triangle Transit
Adena Messinger	Town of Carrboro
Ryan Mickles	Town of Chapel Hill
Joe Milazzo	Regional Transportation Alliance
Greg Northcutt	Triangle Transit
Felix Nwoko	City of Durham – Transportation
Julie Robison	Town of Cary Council Member
Chip Russell	Town of Wake Forest

Perry Safran	N.C. Turnpike Authority
Brad Schulz	Triangle Transit
Juanita Shearer-Swink	Triangle Transit
Les Sietz	Raleigh Transit Authority
Martin Stankus	City of Raleigh
Jill Stark	Federal Highway Administration
Pat Strong	Triangle J COG
John Suddath	Metro Magazine
J.J. Walter	Capital Area MPO
Kyle Ward	Capital Area MPO
Steven Waters	Wake Up Wake County
Scottie Wilkins	Granville County
Jennifer Willis	Wake County Government
Diane Wilson	Capital Area MPO
Kenneth W. Withrow	Capital Area MPO
Patrick Young	Franklin County Government

### **Introduction**

Joe Bryan welcomed everyone to the Joint Transportation Advisory Committee meeting to receive the report on the regional approach to transit.

Alice Gordon stated this is a historic occasion. Both MPOs saw a need for the development of a regional transit vision plan and this will be considered for inclusion in our Long Range Transportation Plans.

### **Public Comments**

Rusine Mitchell-Sinclair spoke on behalf of the Regional Transportation Alliance. As a regional business communities voice for mobility and multi-modal transportation issues, the Regional Transportation Alliance supports the efforts of the STAC during 2007 and 2008. We support the three part vision of buses, circulators, and rail. We recognize the need for a robust local revenue source that is managed by the appropriate governmental body to ensure accountability to the citizens of the region. We recognize that more detailed studies are essential to realizing our transit future and we urge that the MPOs and Triangle Transit begin these

initiatives as soon as possible. We are pleased that the region has undertaken a study for commuter rail and are anxiously awaiting the results of the study later this summer (N.C. Railroad Study). We remain committed to helping have the additional conversations on transit options that will help us get from here to the vision quickly, efficiently, and safely for the future years. The urgency to move the region is clear and the regional business communities are pleased to help lead the way.

Ms. Mitchell-Sinclair stated she has copies of the statement on the STAC process and it is available on the website as well under “letsgetmoving.org.”

Steve Waters spoke on behalf of Wake Up Wake County. He appreciates the process the STAC is engaging in; as it is an excellent report. Please consider connections to bicycle/pedestrian transportation.

### **Presentation of the Special Transit Advisory Commission’s Regional Transit Vision Plan**

Prior to presenting the Regional Transit Vision Plan, George Cianciolo, Commission Co-Chair thanked the two MPOs for creating the STAC and giving them the opportunity to present the report in person. He acknowledged Co-Chair, Bill Cavanaugh, Co-Vice Chairs Bo Glenn, and Smedes York who worked hard to get this process done and the report prepared. In addition, he thanked all members of the STAC; he also acknowledged Ann Hartell, Phil Boyle, MPO staff members, and different agencies. Mr. Cianciolo then gave a presentation on the STAC’s final recommendations. Copies of the Regional Transit Vision Plan were distributed at the end of the meeting.

Mr. Smedes York, Commission Co-Vice Chair wanted to endorse what Mr. Cianciolo presented; speaking on behalf of Bill Cavanaugh and himself he enjoyed working with everyone and stated we have a bright future in the region and as we grow it will be brighter. He stated we

have to work on a regional, multi-modal system including both transit and roads. Obviously with more transit, there will be less traffic on the roads. Charlotte has had tremendous success with their transit. They look at it as a part of the fabric of the total community. To be successful, they needed transit. There are a lot of reasons to be supportive of transit and Charlotte is a good example.

Mr. York stated we had a total vision which can be worked on in different segments. Certainly, land use is critical as we grow.

**Recognition of Contributions to the Special Transit Advisory Commission Effort and Closing Remarks**

Alice Gordon stated the next step is that the STAC report will be discussed further by each TAC. The STAC recommendations will be considered by each TAC as part of the 2035 Long Range Transportation Plan.

The TAC for Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) will have a public hearing June 11<sup>th</sup> on the STAC report. There will also be a night meeting of the DCHC TAC on August 13<sup>th</sup> and October 8<sup>th</sup> beginning at 7:00 p.m to consider the Long Range Transportation Plan. On November 12<sup>th</sup>, the DCHC TAC will approve the 2035 Long Range Transportation Plan.

Joe Bryan stated that the Capital Area MPO TAC will receive the STAC report today and will have future meetings to consider this as part of the Long Range Transportation Plan. Mr. Bryan has already sent a letter as Chair of the Wake County Board of Commissioners requesting that the leadership of the STAC Committee present the report to the Board. Mr. Bryan stated they will be held accountable to the STAC members as far as development plans and milestones.

Joe Bryan and Alice Gordon presented a certificate and letter to each STAC member as a token of appreciation for all their time and hard work. Again, they expressed their sincere thanks to all members.

**Adjourned**

There being no further business before the Joint Transportation Advisory Committees of the Capital Area MPO and the Durham-Chapel Hill-Carrboro MPO, the meeting was adjourned at 4:55 p.m.

## SECTION 1: Executive Summary

### State of the Triangle

In the past decade, the Triangle has experienced an extraordinary rate of growth. Our current population is approximately 1.5 million, and we can expect an additional 1 million people over the next 30 years. These numbers confirm what we already know: the Triangle enjoys a robust economy and a high quality of life. People want to move here to build businesses, careers and families. At the same time, our rapidly growing economy and our low density development patterns have made our region one of the most sprawling, auto-centric regions in the nation. Our transportation system is straining under current demand and far from adequate to meet future needs. Residents across the region express frustration with long commutes, pollution, congestion and the lack of transportation choices.

For the past fifty years, our region has relied primarily on road-building to provide mobility. All projections indicate that our roads will become even more congested than they already are. The regions that we are competing with for new industry and better jobs are already investing in transit. For the Triangle to compete, we need a complete, multi-modal transportation system. We must take a new approach.

### Recommendations

The Special Transit Advisory Commission (STAC) has developed a Regional Transit Vision Plan for the Triangle to provide a framework for future investments. The recommendations reflect the complexity of our region, which requires multi-pronged, multi-modal strategies to building a complete transportation system. Map 1 presents three major categories of investments:

#### **Enhanced Region-wide Bus Network:**

Denoted by green lines. Expanded bus service throughout the region to connect communities and bring communities presently unserved by transit into a regional transit network.

### *What is the Regional Transit Vision Plan?*

*This plan recommends a high-quality, regional transit system to serve North Carolina's Research Triangle Region by promoting closer connections between our land use and transportation patterns and providing more travel choices for our growing population. The Vision Plan was developed by the Special Transit Advisory Commission (STAC), a broad-based citizen group with 38 members from across the region.*

*The Capital Area Metropolitan Planning Organization (Capital Area MPO) and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) appointed the STAC to assist in the joint development of a plan for a regional transit system and to craft the transit component of their respective Long Range Transportation Plans, with a focus on major transit investments.*

Improvements to local bus networks are also recommended; local transit providers will play a key role in locating and designing these service enhancements.

- High frequency, express service between the Raleigh-Durham International Airport (RDU) and downtown Durham, downtown Raleigh including the Convention Center, and the Cary train station park and ride
- Rush Hour Only service to outlying communities
- Enhanced bus service in core areas to support the rail and circulator investments
- A system of park and ride lots to be served by the regional network and the express service

## SECTION 1: Executive Summary

- Enhanced transit access for pedestrians and bicycles around park and ride lots and bus stops

**Circulators:** Denoted by orange shaded areas. Circulators to provide flexible travel options within our major activity centers. Circulator zones are depicted at the conceptual level only, actual routes will be sited by the respective communities and MPOs. Initially all circulators are anticipated to be buses with potential future operations by modern street cars or trolleys depending on local conditions, communities and costs.

- RDU/RTP circulator connecting RDU to the Triangle Metro Center and other major activities areas in RTP
- Circulators in the downtowns of Raleigh, Durham, Chapel Hill/Carrboro and Cary

**Rail Investments:** Denoted by blue lines. The regional system is anchored by rail service that connects the region's principal centers of activity, serves our most congested corridors, and offers the greatest opportunities to influence development patterns.

- The segments connecting Durham, RTP, Cary, downtown Raleigh and north Raleigh will use diesel multiple unit (DMU) rail cars operating within existing railroad rights-of-way.
- The segment connecting Chapel Hill to Durham will use Light Rail Transit (LRT), electrically-driven rail cars on a new alignment.

These investments should be coordinated with the North Carolina Railroad Shared Corridor Track Expansion Study, which is investigating the feasibility, costs and operating standards for rush hour rail service on the Burlington to Goldsboro and Hillsborough to Chapel Hill/Carrboro corridors.

### Implementing the Vision

The Regional Transit Vision Plan faces three significant implementation challenges that the region will need to address in bold and creative ways in order to achieve success: funding, land use, and leadership and governance. Or, put another way: dollars, development and decision making.

**Dollars:** It is clear that our present sources of transit funding are inadequate, and federal funding is uncertain. New local and state funding will be essential. Therefore the STAC recommends:

- ½ cent sales tax (5¢ per \$10 in purchases)
- \$10 increase in vehicle registration fee

If combined with existing local, state and federal funding, and debt financing of approximately \$600 million, financial models demonstrate that these revenue sources are adequate to build the Regional Transit Vision Plan.

**Development:** In order to realize the full benefits of the recommended transit investments, the region, its communities and its development sector will need to do much more to ensure a development pattern that matches major transit investments and maximizes the opportunities for people to routinely use transit. Therefore the STAC recommends:

- Pairing transit service and investment with local government investment in transit-supportive development policies
- Existing land use policies on transit-supportive development be applied consistently

**Decisions:** Leaders and decision makers need to recognize that local interests are inextricably linked to regional interests as they cooperate in planning, funding and sequencing transit investment decisions. The STAC recommends:

## SECTION 1: Executive Summary

- Greater accountability to voters by ensuring that elected officials serve in decision-making capacities for regional transit investments
- Encouraging continued cooperation between the MPOs
- Establishing a regional staff committee from the working group that supported the work of the STAC to consult, study and coordinate the completion of the Regional Transit Vision Plan

### Why Invest in Transit?

Our auto-dependency has far-reaching impacts beyond our transportation system and threatens:

**Our Economy:** Increasing congestion and unreliability of travel times threaten our attractiveness to businesses and workers. Without a well-functioning transportation system that is reliable, cost-effective and time-competitive for commuters and freight, with a range of options for accessing shopping, medical service and entertainment venues, our overall competitiveness will decline. Fuel prices and the other costs of auto ownership and driving will continue to increase, draining individual households of financial resources. Increasing construction and roadway maintenance costs are draining communities of the financial resources needed to sustain basic services as well as the arts, cultural and natural resources.

**Our Communities:** Building and expanding roadways brings massive impacts on neighborhoods and rural landscapes. The air quality impacts of our increasingly high levels of ozone pollution generated from vehicle emissions are particularly hazardous for children and the elderly. The time drivers spend in traffic is unproductive and aggravating and takes time away from family and community activities. The separation between home and work by both time and distance frays the social fabric of our neighborhoods.

**Our Environment:** Continued expansion in the number of vehicles and the distances they travel each day will mean the region will face challenges in meeting federal air quality standards in the future. Reducing auto travel will also reduce our region's contribution to climate change by reducing our overall carbon footprint. Development has taken up land at a much higher rate than our rate of population growth, threatening open spaces and agricultural landscapes, and fragmenting natural habitats.

**Our Future Mobility:** By 2035, the population of those aged 65 and older in our region will grow from less than 10% to more than 15%. A significant number of people will continue or begin to live without a car, either by choice or necessity; this group increased from 27,000 to 29,000 between 1990 and 2000. Continuing to build and operate an auto-dependent transportation system will exclude these groups from full participation in the economic and cultural life of our region. At the same time, our current transit providers struggle to provide basic service and do not have funding mechanisms in place to meet the needs of our growing population.

The economic, demographic, environmental and social factors signal that a new approach to our transportation system is needed. Taking a fresh look at the Triangle's transportation issues, the STAC saw compelling reasons for giving transit a much larger role in our transportation future:

- Provide an alternative to costly and stressful auto travel, and potentially reduce congestion along key travel corridors
- Reduce the need for and cost of new roads and other infrastructure by optimizing the capacity of existing roads and providing an alternative to automobile travel
- Enhance access to existing and future employment, services, leisure, health, education, cultural and natural resources for everyone

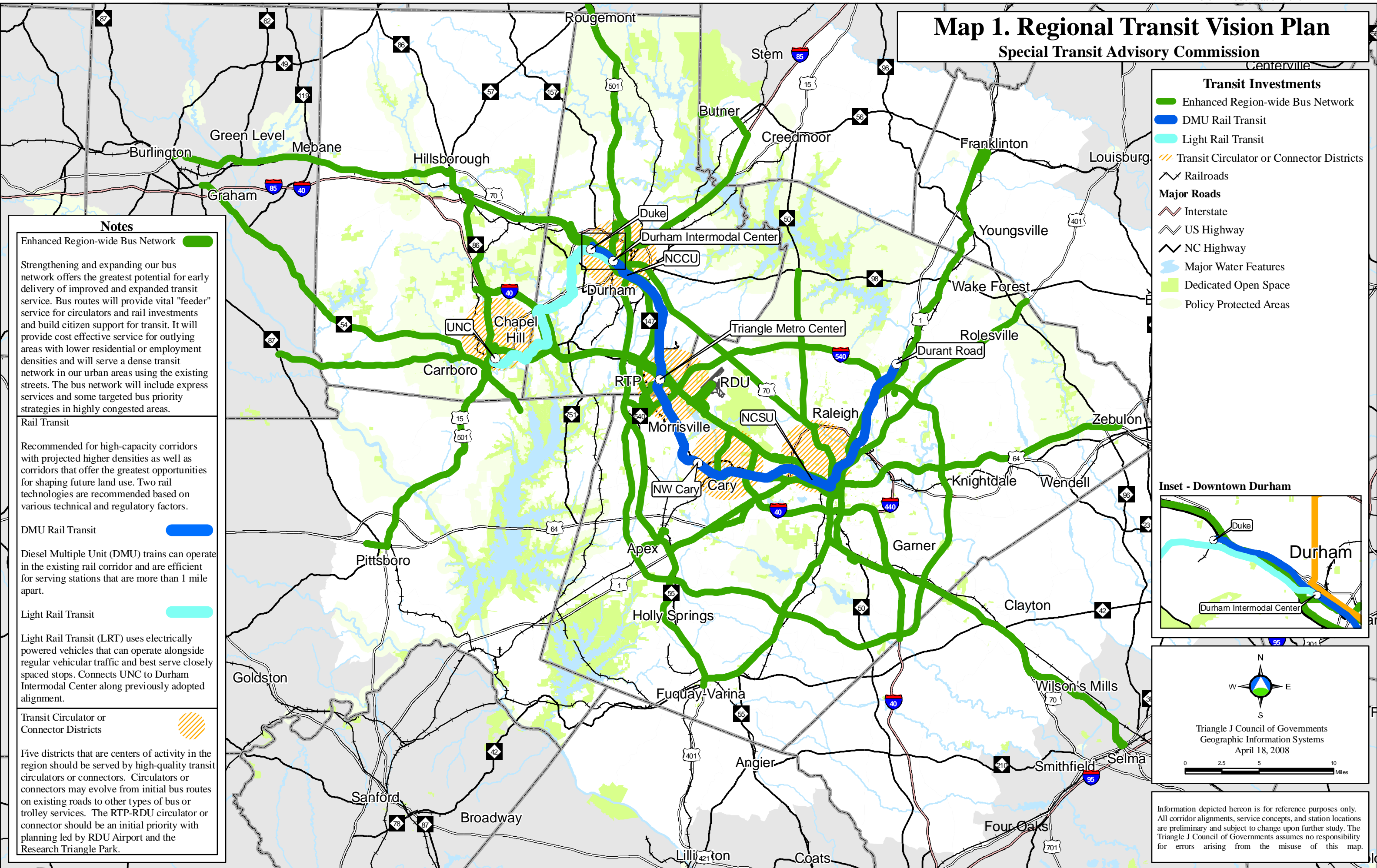
## ***SECTION 1: Executive Summary***

- Encourage land use patterns that better fit with changing environmental and demographic factors and that allow us to better preserve open space, trails, farmland, and historic, culturally valuable and environmentally sensitive areas
- Reduce air and water pollution and greenhouse gas emissions
- Improve our health by providing more opportunities to include walking and cycling in our daily routines
- Strengthen feelings of belonging, connection and community by creating shared public and private responsibility and investment for transit
- Demonstrate that we can think and act inclusively with vision, creativity and open communication

We have the opportunity to shape our transportation future by changing our transportation investment strategy. We can offer greater transportation choices, improve our environment and physical health, support the vibrancy of our economy, and preserve our quality of life. Success will require strong, sustained cooperative effort, and a commitment to making game-changing investments in building a transit-rich future.

# Map 1. Regional Transit Vision Plan

Special Transit Advisory Commission



**Transit Investments**

- Enhanced Region-wide Bus Network
- DMU Rail Transit
- Light Rail Transit
- Transit Circulator or Connector Districts
- Railroads

**Major Roads**

- Interstate
- US Highway
- NC Highway
- Major Water Features
- Dedicated Open Space
- Policy Protected Areas

**Notes**

**Enhanced Region-wide Bus Network** —

Strengthening and expanding our bus network offers the greatest potential for early delivery of improved and expanded transit service. Bus routes will provide vital "feeder" service for circulators and rail investments and build citizen support for transit. It will provide cost effective service for outlying areas with lower residential or employment densities and will serve a dense transit network in our urban areas using the existing streets. The bus network will include express services and some targeted bus priority strategies in highly congested areas.

**Rail Transit**

Recommended for high-capacity corridors with projected higher densities as well as corridors that offer the greatest opportunities for shaping future land use. Two rail technologies are recommended based on various technical and regulatory factors.

**DMU Rail Transit** —

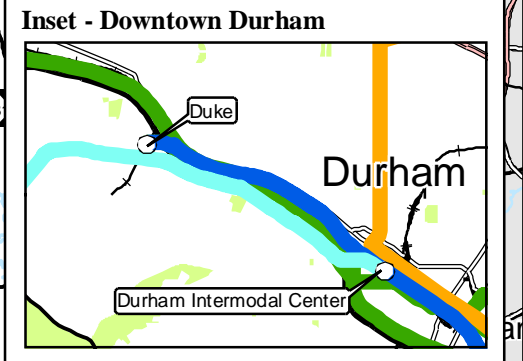
Diesel Multiple Unit (DMU) trains can operate in the existing rail corridor and are efficient for serving stations that are more than 1 mile apart.

**Light Rail Transit** —

Light Rail Transit (LRT) uses electrically powered vehicles that can operate alongside regular vehicular traffic and best serve closely spaced stops. Connects UNC to Durham Intermodal Center along previously adopted alignment.

**Transit Circulator or Connector Districts**

Five districts that are centers of activity in the region should be served by high-quality transit circulators or connectors. Circulators or connectors may evolve from initial bus routes on existing roads to other types of bus or trolley services. The RTP-RDU circulator or connector should be an initial priority with planning led by RDU Airport and the Research Triangle Park.

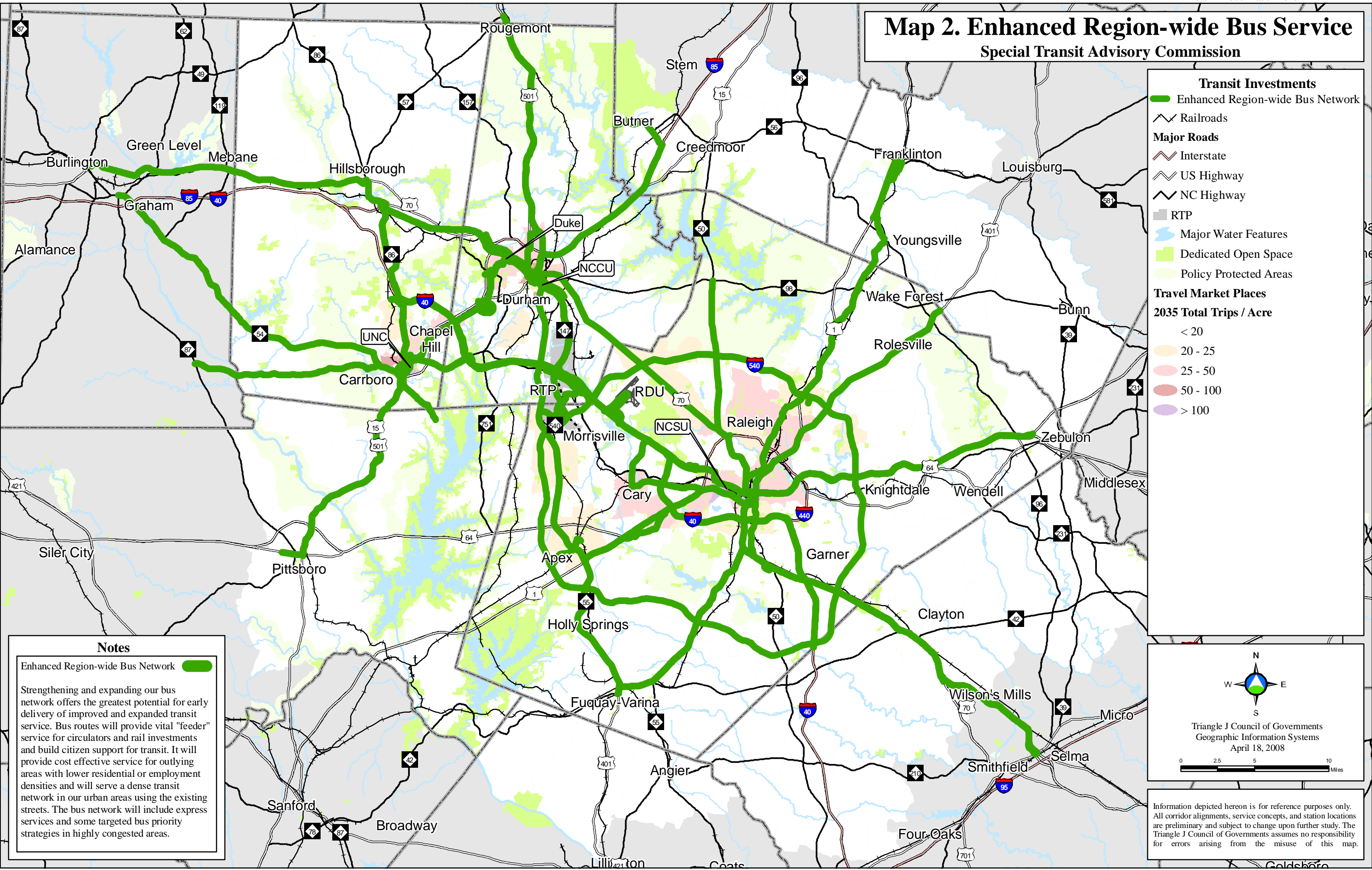


Triangle J Council of Governments  
Geographic Information Systems  
April 18, 2008

Information depicted hereon is for reference purposes only. All corridor alignments, service concepts, and station locations are preliminary and subject to change upon further study. The Triangle J Council of Governments assumes no responsibility for errors arising from the misuse of this map.

# Map 2. Enhanced Region-wide Bus Service

Special Transit Advisory Commission



**Transit Investments**

- Enhanced Region-wide Bus Network
- Railroads

**Major Roads**

- Interstate
- US Highway
- NC Highway

RTP

Major Water Features

Dedicated Open Space

Policy Protected Areas

**Travel Market Places**

2035 Total Trips / Acre

- < 20
- 20 - 25
- 25 - 50
- 50 - 100
- > 100

**Notes**

Enhanced Region-wide Bus Network

Strengthening and expanding our bus network offers the greatest potential for early delivery of improved and expanded transit service. Bus routes will provide vital "feeder" service for circulators and rail investments and build citizen support for transit. It will provide cost effective service for outlying areas with lower residential or employment densities and will serve a dense transit network in our urban areas using the existing streets. The bus network will include express services and some targeted bus priority strategies in highly congested areas.

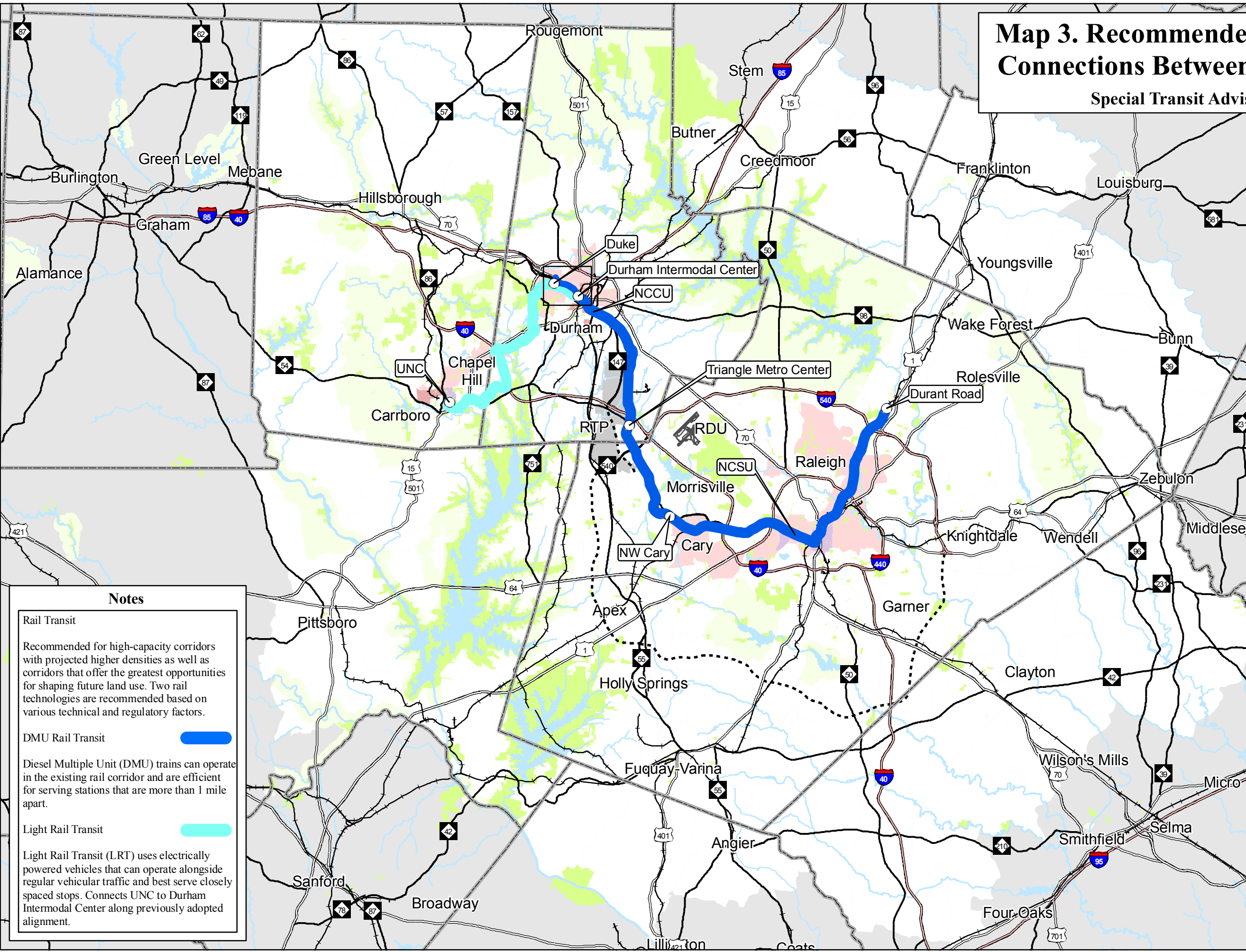
Triangle J Council of Governments  
Geographic Information Systems  
April 18, 2008

0 2.5 5 10 Miles

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# Map 3. Recommended Rail Investments: Connections Between Economic Centers

Special Transit Advisory Commission



**Transit Investments**

- DMU Rail Transit (Blue line)
- Light Rail Transit (Cyan line)
- Railroads (Black line with cross-ticks)

**Major Roads**

- Interstate (Red and blue shield)
- US Highway (White shield)
- NC Highway (Black shield)

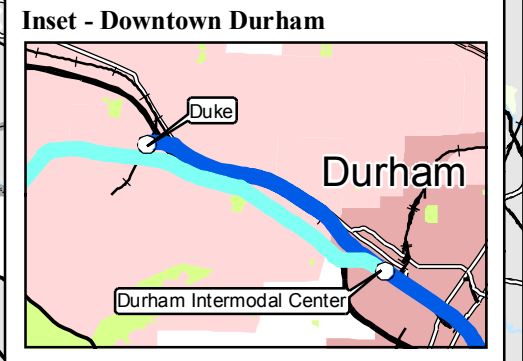
**Other Features**

- RTP (Grey shaded area)
- Major Water Features (Blue shaded area)
- Dedicated Open Space (Light green shaded area)
- Policy Protected Areas (Light yellow shaded area)

**Travel Market Places**

2035 Total Trips / Acre

- < 25 (White)
- 25 - 50 (Light pink)
- 50 - 100 (Medium pink)
- > 100 (Dark pink)



**Notes**

**Rail Transit**

Recommended for high-capacity corridors with projected higher densities as well as corridors that offer the greatest opportunities for shaping future land use. Two rail technologies are recommended based on various technical and regulatory factors.

**DMU Rail Transit** █

Diesel Multiple Unit (DMU) trains can operate in the existing rail corridor and are efficient for serving stations that are more than 1 mile apart.

**Light Rail Transit** █

Light Rail Transit (LRT) uses electrically powered vehicles that can operate alongside regular vehicular traffic and best serve closely spaced stops. Connects UNC to Durham Intermodal Center along previously adopted alignment.

Triangle J Council of Governments  
Geographic Information Systems  
March 28, 2008

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## Public Comments on STAC Report - June 4, 2008

The following comments have been submitted to the STAC website since the May 21, 2008 Joint TAC meeting. These comments are not sorted by MPO.

Name: Tom Moran  
Email address: [tom.moran@live.com](mailto:tom.moran@live.com)

-----  
Comments: STAC,

I am a long-time Raleigh resident currently working for a global retailer in Wake Forest. As Vice President of Logistics for The Body Shop, a L'Oreal subsidiary, I am frequently involved in Transportation matters. I also travel extensively and have visited many of the truly great global cities. Coming home to Raleigh, I often compare our transportation infrastructure with that of other cities. Unfortunately, our region does not compare well in this regard. I would like to get involved with STAC as a "citizen volunteer" to lend my energy and enthusiasm to this long-range effort. I am happy to begin by simply attending the meetings, or by performing other functions.

Please let me know via email if participation is possible. I can be reached at the following addresses:

Tom Moran  
home: 3001 Woodgreen Drive  
Raleigh, NC 27607  
phone: 919-782-5038  
email: [tom.moran@live.com](mailto:tom.moran@live.com) (personal)  
email: [tom.moran@thebodyshop.com](mailto:tom.moran@thebodyshop.com) (work)

-----  
Name: jeff herring  
Email address: [boguesounder@bellsouth.net](mailto:boguesounder@bellsouth.net)

-----  
Comments: Why does your report support toll roads -- the people do not want them!

If you don't know that toll roads increase traffic and worsen transportation problems, exactly the opposite of what mass transit does, then you are in the wrong business.

The developers and the chamber of commerce win once again and the public loses.

The backlash is coming when the public realizes that they are stuck with paying tax money for toll roads that they can't use without also paying tolls.

You guys are to blame for not speaking up

----- Original Message -----

From: "Christopher B. Sanford" <christopherbsanford@msn.com>

To: <amhartel@ncsu.edu>

Sent: Tuesday, May 27, 2008 7:58 PM

Subject: RE: Fw: MEETING NOTICE: Joint Meeting of the NC Capital Area MPO TAC and the DCH

Ann--

I greatly appreciate your keeping me up-to-date on STAC's activities in the past several months. I remember that a few years ago, proposals for a mass-transit system were shot down because of ridership projections: too many people said they wouldn't ride mass transit. Clearly those projections need to be updated with the escalating costs of gasoline in recent months. Has this been done? A recent newspaper article says that ridership is up dramatically over a year ago. If driving costs continue to escalate, more and more people will be eager to ride buses, trains, whatever.

Keep up the good work.

--Chris Sanford

-----  
Name: Kathy O'Neal

Email address: [kathy.oneal@ncmail.net](mailto:kathy.oneal@ncmail.net)  
-----

Comments: Hello,

Is there going to be a bus route from 401 North, Wake Forest, to the Cameron Village/Wade Avenue area? There are alot of residents on the 401(N) side of Wake Forest that could use the transportation.

Thank you for consideration.

Kathy

**RESOLUTION ADOPTING AN ADMINISTRATIVE MODIFICATION TO THE  
2007-2013 TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE DURHAM-CHAPEL HILL-CARRBORO URBAN AREA**

**Administrative Modification #3  
June 11, 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 modify 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 adopts an administrative modification to 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 Administrative Modification #3 to the DCHC MPO 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 11<sup>th</sup> day of June 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 Administrative Modification #3 for the DCHC MPO 2007-2013 MTIP**

Add Funded:

<b>I.D. No.</b>	<b>System</b>	<b>Description</b>	<b>Funding</b>	<b>FFY</b>	
TA-4987	Chapel Hill Transit	12 Replacement Buses includes 8 buses funded by CMAQ  <i>CMAQ Funds Transferred to FTA</i>	FBUS	\$ 1,162,000	2008
			CMAQ	\$ 2,296,000	
			STAT	\$ 333,301	
			L	\$ 374,964	
			TOTAL	\$ 4,166,265	

Add Funded:

<b>I.D. No.</b>	<b>System</b>	<b>Description</b>	<b>Funding</b>	<b>FFY</b>	
TA-4923	Durham	7 Hybrid Replacement Buses  <i>CMAQ Funds Transferred to FTA</i>	CMAQ	\$ 3,080,000	2008
			STAT	\$ 385,000	
			L	\$ 385,000	
			TOTAL	\$ 3,850,000	

Add Funded:

<b>I.D. No.</b>	<b>System</b>	<b>Description</b>	<b>Funding</b>	<b>FFY</b>	
TA-4818	TRIANGLE TRANSIT AUTHORITY	Replacement Buses includes 10 buses funded by CMAQ  <i>CMAQ Funds Transferred to FTA</i>	CMAQ	\$ 2,720,000	2008
			STAT	\$ 340,000	
			L	\$ 340,000	
			TOTAL	\$ 3,400,000	

Add Funded:

<b>I.D. No.</b>	<b>System</b>	<b>Description</b>	<b>Funding</b>	<b>FFY</b>	
TA-4992	TRIANGLE TRANSIT AUTHORITY	Vanpool Fleet Expansion includes: 14 12-passenger vans and 2 7-passenger vans <i>CMAQ Funds Transferred to FTA</i>	CMAQ	\$ 258,400	2008
			STAT	\$ 32,300	
			L	\$ 32,300	
			TOTAL	\$ 323,000	




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 DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION
 

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**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

June 11, 2008

Ms. Miriam Perry, Director  
 Public Transportation Division  
 N.C. Department of Transportation  
 1550 Mail Service Center  
 Raleigh, NC 27699-1550

Dear Ms. Perry:

The Durham-Chapel Hill-Carrboro MPO requests the transfer of CMAQ funds for FFY 2008 from the Federal Highway Administration to the Federal Transit Administration for the CMAQ projects listed below as soon as FHWA is authorized to do so. The funding is as follows:

TIP #	Project	FFY 08
TA-4987	Chapel Hill, purchase eight replacement buses	\$2,296,000
TA-4923	Durham, purchase seven hybrid electric replacement buses	\$3,080,000
TA-4818	Triangle Transit, purchase ten replacement buses	\$2,720,000
TA-4992	Triangle Transit, purchase sixteen expansion vans	\$258,400

This request was approved by the Durham-Chapel Hill-Carrboro Transportation Advisory Committee at its meeting on June 11, 2008 (see attached resolution).

Your assistance with these projects is greatly appreciated.

Sincerely,

Alice Gordon  
 Chair, Transportation Advisory Committee

cc: Bill Barlow, NCDOT - Public Transportation Division  
 Carmen Cole, Town of Chapel Hill  
 Stephen Spade, Town of Chapel Hill  
 Harriet Lyons, City of Durham  
 Pierre Osei-Owusu, City of Durham  
 Patrick McDonough, Triangle Transit  
 David King, Triangle Transit  
 Felix Nwoko, DCHC MPO

## MEMORANDUM

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

**FROM:** Lead Planning Agency

**DATE:** June 11, 2008

**RE:** FY 2009-2015 Metropolitan Transportation Improvement Program

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The State Board of Transportation released the draft FY 2009-2015 STIP on October 31, 2007. The DCHC MPO released the supplement to the draft STIP as the draft MTIP in January and held a public hearing in February. In addition, NCDOT held public comment meetings on the STIP in February. One-on-one meetings for Division 5 and Division 7 were held in February and March.

At their May meeting, the TCC recommended that the TAC approve the final STIP as the final MTIP. After the TCC meeting, the final STIP was approved and released by the State Board of Transportation on June 5, 2008. LPA staff have identified several issues and errors in the final STIP that are described in this memo. Most are relatively minor and could be addressed through STIP/MTIP amendments. Since federal regulations require that the MTIP and STIP are consistent in the first four years, the LPA recommends approving the final FY 2009-2015 STIP (Attachment 9A) as the final MTIP. Attachment 9B is a resolution adopting the final FY 2009-2015 MTIP.

### **Final FY 2009-2015 MTIP/STIP**

LPA Staff have reviewed the final FY 2009-2015 STIP. The issues that were discussed during the one-on-one meetings and a description of how NCDOT addressed these issues in the final STIP is included as Attachments 9C and 9D. In addition to the comments on Attachments 9C and 9D, the LPA offers the following additional comments.

#### ***Highway Projects***

- Additional construction funding for U-0071 (East End Connector) is programmed for FY 2013. This is consistent with the request of the City of Durham and Durham County TAC members.
- NCDOT has said that they will consider adding language to highway project descriptions indicating that bicycle, pedestrian, and transit improvements should

be included in the design of the project. This is not in the final STIP, but LPA staff are working with NCDOT to add this language on the appropriate projects in the FY 2011-2017 STIP. LPA staff are also investigating whether the TAC can approve a final FY 2009-2015 MTIP with this language added to the project descriptions. LPA staff recommend adding language such as “provide bicycle, pedestrian, and transit accommodations as appropriate” to the descriptions of the following projects:

Orange County

I-3306, I-40  
 I-0305, I-85  
 R-3438, Hillsborough Western Bypass  
 R-2825, S. Churton St.  
 U-2803, Smith Level Rd.  
 U-2805, Homestead Rd.  
 U-2909, Estes Dr.  
 U-3306, Weaver Dairy Rd.  
 U-0625, S. Columbia St.  
 U-2807, US 15-501  
 U-3808, Elizabeth Brady Rd.  
 U-3436, Eno Mountain Rd./Mayo St.  
 B-4962, US 70 Bypass/Eno River bridge  
 B-4216, SR 1002/Strouds Creek bridge  
 B-4592, SR 1561/Eno River bridge  
 B-4218, SR 1730/New Hope Creek bridge

Durham County

I-4743, I-85  
 R-2000, I-540/I-40  
 U-4720, US 70  
 U-2405, MLK/NC 55 Interchange  
 U-4721, Northern Durham Parkway  
 U-4722, Roxboro Rd.  
 U-2807, US 15-501  
 U-3309, T.W. Alexander  
 U-3804, Hillandale Rd.  
 U-0071, East End Connector  
 U-4716, Hopson Rd./Church St.  
 U-3308, Alston Ave.  
 U-4012, US 15-501  
 U-4009, US 15-501 Service Rd.  
 U-4011, Miami Blvd.  
 U-2831B, Briggs Ave. Extension  
 U-4763B, Triangle Parkway  
 B-3638, US 70 Business/Campus Drive bridge  
 B-4109, SR 1303/Mud Creek bridge  
 B-3169, SR 1402 bridge  
 B-4110, SR 1616/Mountain Creek bridge  
 B-4943, SR 1616/Sandy Creek bridge

***Bicycle and Pedestrian Projects***

- STP-DA funding matches the table that the TAC approved in May.

***Transit Projects*** – *The LPA and transit staff have identified several errors in the transit project listings. Many transit projects are listed as unfunded and must be amended when*

*funding is identified. The LPA recommends approving the MTIP as is, and addressing the following errors through MTIP amendments.*

#### STP-DA funding comments

- STP-DA funding generally matches the table that the TAC approved in May. There are two exceptions:
  - CHT: \$400,000 STPDA in FY 2009 for TG-4731 should be deleted. CHT switched the \$400,000 from a “miscellaneous capital/buses” project to “up to 5 replacement vans”. These STPDA funds are shown in TA-4748.
  - DATA: TG-4958 Passenger Amenities in FY 2009 should list STP-DA funding of \$86,000 and local funding of \$22,000. Project is funded.
- CHT: TA-4748 is partially funded – the \$400,000 STPDA in FY 2009.
- CHT: TA-4726 is partially funded – the \$2,242,000 STPDA in FY 2010.

#### CMAQ funding comments

- DATA and CHT: On C-5103 and C-5104, the table only shows a 20% C (“city”) match for capital and operating. Suggest labeling this L for “local”. The 20% consists of a local and state match for the capital portion of these projects.
- Based on the new funding provided to TTA, DATA, and CHT by the CMAQ funds in the FY 2007-2013 STIP/MTIP Administrative Modification #3, the following projects in the FY 2009-2015 STIP/MTIP need to be updated.
  - TTA: TA-4992 Vanpool Fleet Expansion
  - TTA: TA-4818 Replacement Buses
  - CHT: TA-4726 Replacement Buses
  - DATA: TA-4923 Replacement Buses
- DATA: TA-4923 is labeled as 11 replacement buses. It is actually a total of 34 replacement buses. This should be displayed like the Chapel Hill Transit buses with 4 replacement buses in FY 2009 and 30 replacement buses in 2013. With the additional Statewide CMAQ funds being provided in FY 2008 for 7 hybrid electric replacement buses, the FY 2009 needs are now only 4 replacement buses.
- DATA: TA-4755 includes CMAQ funding in FY 2009. This is double-counting CMAQ funding that is already shown in other projects and should be deleted.

#### JARC/New Freedom funding comments:

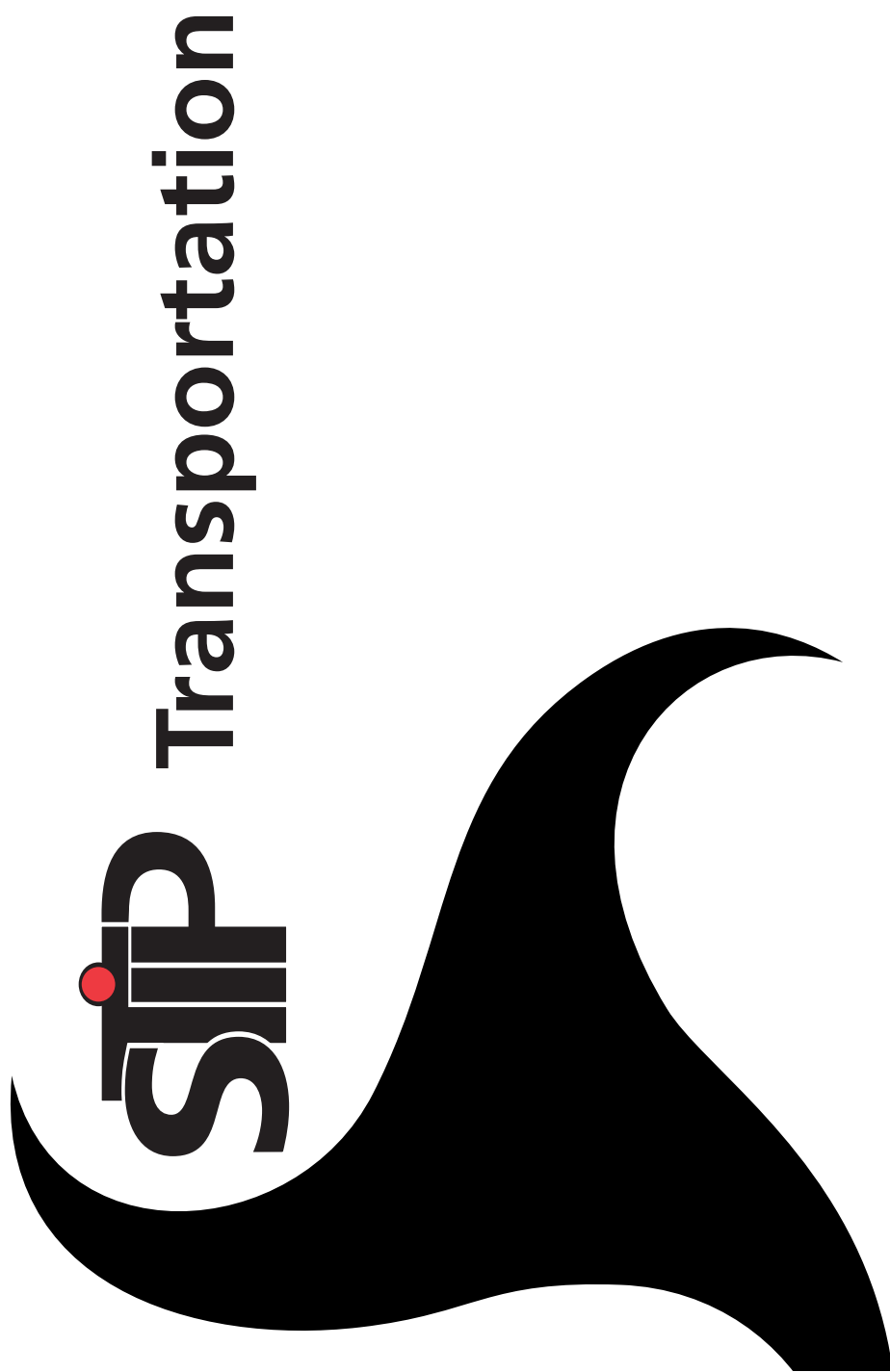
- CHT: CHT included TM-5123 and TM-5129 to account for future JARC and NF projects that they will request. The DCHC MPO TAC has not approved funding for CHT projects in years FY 2010-2015 yet and it is premature to list this future funding. This project should be labeled unfunded for FY 2010-2015.
- DATA: The DCHC MPO approved two new DATA projects for JARC in FY 2009 that are not included in the final STIP.

#### Other funding comments:

- CHT: TA-4979 is partially redundant with TA-4748 (in FY 2010 and 2014) and partially not matching CHT’s requests (in FY 2011). This project should be deleted.
- CHT: TA-4995 FEDU funding in FY 2013 should be 1333 not 1233

**TAC Action:**

Approve the resolution adopting the FY 2009-2015 Metropolitan Transportation Improvement Program (Attachment 9B) and the resolution finding the FY 2009-2015 Metropolitan Transportation Improvement Program in conformity with the North Carolina State Implementation Plan (Attachment 9F).



## ORGANIZATION OF THE STIP

The State Transportation Improvement Program (STIP) contains funding information and schedules for transportation divisions including: Highways, Aviation, Enhancements, Public Transportation, Rail, Bicycle and Pedestrians, and the Governor's Highway Safety Program. A separate summary of funding of major highway projects is available as a companion document to the STIP.

The transportation program in the STIP is organized by highway divisions. At the beginning of each of the 14 divisions, a map is provided with a color-coded key to the major highway funded projects in that division. Projects are listed by county within each division. This results in some duplication since highway projects frequently extend across county and division lines. When this duplication occurs, a project is listed in each county in which it is found.

Specific projects in each county are listed under Highway and Public Transportation Programs. The Highway Program projects are subdivided by category: interstate, rural, urban, federal bridge, municipal bridge, mitigation, bicycle and pedestrian, congestion mitigation, enhancement, ferry, hazard elimination, safe routes to school, passenger rail and roadside environmental. Interstate, rural, federal bridge and ferry projects are listed in order of route number. Urban, municipal bridge and bike and pedestrian projects are listed by city or county and enhancement projects are listed by city while mitigation projects are listed by county. Congestion mitigation, passenger rail projects are listed alphabetically by city or county. Hazard elimination projects may be listed by route, city or county.

GARVEE (Federal Revenue Bonds) Projects are designated as such in the project's comment field. The Aviation Program consists of State-Aid to Airports and Block Grants. Projects are listed alphabetically by county and subdivided under commercial Transportation Program list projects first by county, secondly alphabetically by city and then by planning authorities or other agencies. The Governor's Highway Safety project list is comprised of various safety programs.

In the Highway Program projects in the Intrastate or Urban Loop System are listed under the appropriate funding program, but are identified with an asterisk (\*) following the project I.D. number. North Carolina's Strategic Highway Corridor projects are designated by comment under the work type-funding source columns. Ferry projects are also part of the highway program and have been assigned to their respective connecting highway route numbers where possible and the division where they are assigned to operate.

The fiscal year scheduled for planning and design are shown as FY. The type or phase of work is shown for each interstate, rural and urban project in the county-by-county listing. Right of way and construction phases of each project are shown as FFY (Federal) or SFY (State). The F or S designation is dependent upon the type of funding to be used for that particular phase of work. The cost of right of way and construction and their anticipated funding sources also are listed.

The Secondary Roads Program (County Construction) is not included in this statewide highway improvement program. NCDOT and the respective county boards of commissioners develop this program annually. Similarly, the Small Urban Program is developed annually by the department and municipal officials and is excluded from this statewide transportation improvement program.

A separate map book is available that includes general maps showing a **corridor** for each of the funded projects in the interstate, rural, urban and bridge programs. The descriptions and maps for most projects are preliminary and subject to change. All major projects require extensive planning, environmental impact and design studies. **The location and exact type of improvements are subject to refinement and modification during the planning and design phases.**

The State Transportation Improvement Program is available on-line at [www.ncdot.org/~tip](http://www.ncdot.org/~tip)

<i>Prefix</i>	<i>Program</i>	<i>Funding Source</i>
<b>I</b>	Interstate	Interstate Construction (I) Interstate Maintenance (IM) National Highway System (NHS)
<b>R, A</b> <b>M, X</b>	Rural Special	NHS, Surface Transportation Program (STP), State, Highway Trust Fund (T)
<b>U</b>	Urban	NHS, STP, State and T
<b>B</b>	Bridge Replacement	Replacement and Rehabilitation, State, Federal and Municipal
<b>C</b>	Congestion Mitigation	Federal, Local and Other
<b>E, EB</b> <b>EL, ER, L</b> <b>S</b>	Enhancements Call, Roadside, Bike-Pedestrian and Local	State, Federal (STP), Local and Other
<b>EE</b>	Mitigation	State, Federal and Other
<b>K</b>	Rest Area	Interstate Maintenance, NHS, STP
<b>L</b>	Landscape	Personalized License Plate Funds
<b>P, SB</b>	Passenger Rail	State and Federal
<b>SR</b>	Safe Routes to School	State and Federal
<b>W, SF</b>	Highway Hazard (Highway Safety)	Safety, State and Federal (HES)
<b>SI</b>	Railroad-Highway Crossings	High Risk Routes (HRR)
<b>Y, Z</b>	Ferry	State and Federal
<b>F</b>	Feasibility Study	State
<b>T</b>	Public Transportation	State, Federal and Local

The Public Transportation Program list projects first by county, secondly alphabetically by city and then by planning authorities or other agencies. The Governor's Highway Safety project list is comprised of various safety programs.

## The State Transportation Program

This STIP budget is based on the certified budget and projections developed by NCDOT and the Office of State Budget and Management in the summer of 2007. These estimates were used to develop the draft program and are the basis for air quality and fiscal constraint tests. The Trust Fund revenues available for all programs are projected to be about \$1 billion for FY 2009 and \$7.9 billion during the seven-year period. Of this \$7.9 billion in revenue, \$5.8 billion is allocated to the Intrastate and Urban Loop STIP programs. The remainder is utilized for non-STIP purposes. The existing federal bill (SAFETEA-LU) expires September 30, 2009. Estimates of federal funds beyond that date are conservative, but may change greatly both in amount and program structure as Congress works to pass a new Federal Surface Transportation Bill.

Inflation has not been factored into the above revenue estimates. However, when programming projects in the STIP the following inflation factors for future construction and right of way cost increases were used to reserve the budget at an overall inflation rate of 5%. Project costs and revenue projections shown in this planning document budget are in constant 2008 dollars. Therefore, to find the true anticipated future year project costs, multiply the 2008 cost shown in the STIP by the following inflation factors: 2009 - 1.025, 2010 - 1.076, 2011 - 1.130, 2012 - 1.187, 2013 - 1.246, 2014 - 1.308, and 2015 - 1.374.

In 2005, House Bill 254 authorized NCDOT to issue Grant Anticipation Revenue Vehicles (GARVEE bonds) to finance federal aid highway projects. All funds derived from GARVEE bonds are backed by the receipt of future federal funds and no state funds may be committed to the debt service. In October 2007, the Department received \$287.6 million in GARVEE bond proceeds. It is anticipated that an additional \$548 million in bonds will be sold as shown programmed in this seven year STIP.

**TRANSPORTATION PROGRAM**

**TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK  
FISCAL YEARS**

ROUTE/CITY/ SYSTEM COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJECT COST (THOU)	PRIOR YEARS COST (THOU)	"DELIVERABLE STIP"		"DEVELOPMENTAL STIP"		"UNFUNDED" FUTURE YEARS									
					FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015							
NC 00	R-0000	I-40 TO NC 211 EAST OF HOMETOWN. WIDEN TO A MULTI-LANE FACILITY WITH A BYPASS OF HOMETOWN ON NEW LOCATION. (7.3 MILES)	33,450	250	NHS R 4000 A													
WAKE COUNTY		INDICATES INTRASTATE PROJECT			NHS M 700													
		LOCATION/DESCRIPTION/MILEAGE Project/termini, general description of project and length in miles.			NHS U 1500													
		WORK TYPE (ACTIVITY) Phases of implementation: preliminary engineering, right of way, mitigation, utilities or construction. For Other Work Types or Activities see Work Type (Activity) box below.			NHS													
		ESTIMATED COST Preliminary engineering, right of way, utilities, mitigation and construction cost estimates by funding category in current dollars. Cost may include one or more funding types. Multi-year funding of a project segment indicates Cash-Flow Funding with proposed work type or activity beginning in the initial scheduled year.																
		UNFUNDED FUTURE COMMITMENT																

**PROJECT BREAKS**  
A — I-40 to NC 3.  
B — NC 3 to NC 211.

**WORK TYPE (ACTIVITY)**  
Phases of implementation:  
preliminary engineering,  
right of way, mitigation,  
utilities or construction.  
For Other Work Types or  
Activities see Work Type  
(Activity) box below.

**ESTIMATED COST** Preliminary engineering,  
right of way, utilities, mitigation and construction  
cost estimates by funding category in current  
dollars. Cost may include one or more funding  
types. Multi-year funding of a project segment  
indicates Cash-Flow Funding with proposed  
work type or activity beginning in the initial  
scheduled year.

**UNFUNDED  
FUTURE  
COMMITMENT**

**KEY TO HIGHWAY FUNDING SOURCE**

- APD - Appalachian Development
- BIA - Bureau of Indian Affairs
- BRGI - Bridge Inspection
- C - City
- CMAQ - Congestion Mitigation
- DP - Discretionary or Demonstration
- FA - Bridge Replacement On-Federal-Aid System
- FLP - Federal Lands Program
- HES - High Hazard Safety
- HP - Federal-Aid High Priority
- HRRR - High Risk Rural Roads
- IM - Interstate Maintenance
- L - Local
- NFA - Bridge Replacement Off-Federal-Aid System
- NFAM - Municipal Bridge Replacement Program
- NHS - National Highway System
- NRT - National Recreational Trails
- O - Others
- PLF - Personal Automobile License Plate Funds
- RR - Rail/Highway Safety
- S - State
- S(M) - State Match
- S(5) - State (Highway) Trust Funds
- SG - State Ferries
- SG - Safety Grant
- SRTS - Safe Routes to School
- STP - Surface Transportation Program
- STP - Surface Transportation Program - Direct Attributable
- STP - Surface Transportation Program - Enhancements
- T - Highway Trust Funds
- T-2001 - State Rail Funds

- APD - Appalachian Development
- BIA - Bureau of Indian Affairs
- BRGI - Bridge Inspection
- C - City
- CMAQ - Congestion Mitigation
- DP - Discretionary or Demonstration
- FA - Bridge Replacement On-Federal-Aid System
- FLP - Federal Lands Program
- HES - High Hazard Safety
- HP - Federal-Aid High Priority
- HRRR - High Risk Rural Roads
- IM - Interstate Maintenance
- L - Local
- NFA - Bridge Replacement Off-Federal-Aid System
- NFAM - Municipal Bridge Replacement Program
- NHS - National Highway System
- NRT - National Recreational Trails
- O - Others
- PLF - Personal Automobile License Plate Funds
- RR - Rail/Highway Safety
- S - State
- S(M) - State Match
- S(5) - State (Highway) Trust Funds
- SG - State Ferries
- SG - Safety Grant
- SRTS - Safe Routes to School
- STP - Surface Transportation Program
- STP - Surface Transportation Program - Direct Attributable
- STP - Surface Transportation Program - Enhancements
- T - Highway Trust Funds
- T-2001 - State Rail Funds

- WORK TYPE (ACTIVITY)
- A - Acquisition
- AD - Administration
- B - Booklets
- C - Construction
- CG - Construction (GARVEE)
- CP - Capital
- F - Feasibility Study
- G - Grading and Structures
- I - Inspections
- L - Landscaping
- M - Mitigation
- MP - Mapping
- N - Implementation
- O - Operations
- P - Paving
- PE - Preliminary Engineering
- PL - Planning
- R - Right of way
- RG - Right of way (GARVEE)
- S - Structures
- SG - Signing
- T - Training
- U - Utilities

**KEY TO PUBLIC TRANSPORTATION FUNDING SOURCES**

- CMAQ - Congestion Mitigation
- EDTAP - State Elderly and Disabled Transportation
- FBUS - Capital Program - Bus Earmark (6309)
- FED - Federal
- FEDPO - Special Elderly and Disabled
- FMLP - Metropolitan Planning (5303)
- FNF - New Freedom Program
- FNS - Capital Program - New Start
- FNU - Non Urbanized Area Formula Program (5311)
- FSPR - State Planning and Research
- FUZ - Urbanized Area Formula Program (5307)
- HSTM - State Administrative Assistance - Human Services
- JARC - Job Assistance and Reverse Commute (3037)
- L - Local
- OAWF - Operating Assistance (Work First)
- RGP - Rural General Public Program
- RIMA - Regional and Inter-City Maintenance Assistance
- RTAP - Rural Transit Assistance Program
- RTCH - Rural Technology
- SFCP - State Rural Facility Program
- SMAP - State Maintenance Assistance Program
- STAT - State
- STCP - State Rural Capital Program
- STP - State Transportation Program
- UTCH - Urban Technology

**FUNDING SOURCES MAY  
CHANGE TO ACCOMMODATE  
REVENUE VARIATIONS**

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



DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 6/11/2008 Attachment 9A

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FISCAL YEARS						
					FUNDING SOURCE	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014

"DELIVERABLE STIP"										"DEVELOPMENTAL STIP"										
RURAL PROJECTS																				
I-540	R-2000*	NORTHERN WAKE FREEWAY, NC 55	762550	757620	IM	R	100	AF												
NC 540		WEST OF MORRISVILLE TO US 64			IM	U	30	AF												
DURHAM		EAST NEAR KNIGHTDALE. FREEWAY			IM				C	4800	AF									
WAKE		ON NEW LOCATION. (29 MILES)																		

- AA NC 55 WEST OF MORRISVILLE TO RESEARCH TRIANGLE PARK EAST LIMITS - COMPLETE.
- AB RESEARCH TRIANGLE PARK EAST LIMITS TO SOUTHWEST OF I-40 - COMPLETE.
- AC SOUTHWEST OF I-40 TO I-40 - COMPLETE.
- AD TOLL PLAZA BETWEEN NC 55 AND NC 54 - PLANNING IN PROGRESS. NORTH CAROLINA TURNPIKE AUTHORITY PROJECT.
- AE ITS DEVICES, I-540 AND NC 54/EMPEROR BOULEVARD - UNDER CONSTRUCTION.
- AF I-540 / I-40 INTERCHANGE IMPROVEMENTS.
- 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) - COMPLETE.
- G SOUTH OF SR 2215 (BUFFALOE ROAD) TO US 64 EAST NEAR KNIGHTDALE - COMPLETE.

STRATEGIC HIGHWAY CORRIDOR		DIVISION PROJECT - UNDER CONSTRUCTION	
US 15-501, US 29, US 158, US 220, US 421, NC 68	R-4403	NATIONAL HIGHWAY SYSTEM GUARD-RAIL REHABILITATION. UPGRADE SUB-STANDARD GUARDRAIL, END TREATMENTS AND BRIDGE ANCHOR UNITS.	1068 1068
CASWELL			
GUILFORD			
ORANGE			
ROCKINGHAM			
NC 54	R-2904	NC 54, SR 1999 (DAVIS DRIVE) TO SR 1959 (MIAMI BOULEVARD) AND SR 1973 (PAGE ROAD), NC 54 TO I-40.	6006 6006
SR 1973			
DURHAM		WIDEN TO MULTI-LANES AND REPLACE RAILROAD STRUCTURE. (1.1 MILES)	

UNDER CONSTRUCTION - PROJECT LET WITH U-4026	

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 6/11/2008 Attachment 9A

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	FISCAL YEARS					"UNFUNDED"	
						FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015

**RURAL PROJECTS**

NC 55	R-2906	US 64 IN WAKE COUNTY TO SR 1121 (CORNWALLIS ROAD) IN DURHAM COUNTY. WIDEN TO MULTI-LANES. (13 MILES)	65816	65816									
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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).

SR 1004 DURHAM	R-4752A	SR 2602 (RED MILL ROAD) TO THE MERCK PHARMACEUTICAL PLANT. STRENGTHEN PAVEMENT AND RESURFACE. ADD TURN LANES, AND INSTALL THERMOPLASTIC PAVEMENT MARKINGS.	900	900									
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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										R 200 C 7250
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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										R 4400 C 14900
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**URBAN PROJECTS**

VARIOUS DURHAM	U-4729	CONGESTION MANAGEMENT STUDY FOR DURHAM COUNTY.	100	100									
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IN PROGRESS

VARIOUS CHATHAM DURHAM ORANGE	U-4727	DURHAM-CHAPEL HILL-CARRBORO URBAN AREA PLANNING (DCHC) ALLOCATION AND UNIFIED WORK PROGRAM.	16238	7522									
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IN PROGRESS

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 6/11/2008 Attachment 9A

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ YEARS COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK				"UNFUNDED" FUTURE YEARS					
						FISCAL YEARS				"DEVELOPMENTAL STIP"		"DELIVERABLE STIP"			
						FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	R	C	
<b>URBAN PROJECTS</b>															
VARIOUS CHATHAM DURHAM ORANGE	U-5023	DURHAM-CHAPEL HILL-CARRBORO (DCHC) DA FUNDS - RESERVED FOR FUTURE PROGRAMMING.	3576		STPDA				C 3576						
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 STP									R 4000 C 6300	
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 S		R 600								
<b>PLANNING/DESIGN IN PROGRESS</b>															
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 STP									R 1600 C 5000	
<b>UNDER CONSTRUCTION</b>															
CHAPEL HILL ORANGE	U-4008	US 15-501/ERWIN ROAD. INTERSECTION IMPROVEMENT.	6220	6220	STP	C 3650									
<b>RIGHT OF WAY IN PROGRESS</b>															
CHAPEL HILL DURHAM ORANGE	U-4704	CHAPEL HILL-CARRBORO COMPUTERIZED TRAFFIC SIGNAL SYSTEM.	5000		STP C	C 4550 C 450									
<b>PLANNING/DESIGN IN PROGRESS</b>															

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK FISCAL YEARS				"UNFUNDED" FUTURE YEARS		
						"DELIVERABLE STIP"	"DEVELOPMENTAL STIP"					
						FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
<b>URBAN PROJECTS</b>												
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)	15995	4925	STP	M 270						
					STP		C 5400	C 5400				
<b>RIGHT OF WAY IN PROGRESS</b>												
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
<b>STRATEGIC HIGHWAY CORRIDOR</b>												
CHAPEL HILL ORANGE	U-4449	REAL-TIME TRANSPORTATION INFORMATION SYSTEM.	1248	1248								
<b>IN PROGRESS</b>												
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)	6477	3577	STP	C 2900						
<b>RIGHT OF WAY IN PROGRESS</b>												
DURHAM DURHAM	U-4720*	US 70, LYNN ROAD TO THE PROPOSED NORTHERN DURHAM PARKWAY. (COORDINATE WITH U-4721) (7.8 MILES)										
<b>STRATEGIC HIGHWAY CORRIDOR</b>												
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 WAKE	U-4721*	NORTHERN DURHAM PARKWAY, I-540 TO ROXBORO ROAD. (COORDINATE WITH U-4720) (29.4 MILES)										
<b>STRATEGIC HIGHWAY CORRIDOR</b>												
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								
<b>STRATEGIC HIGHWAY CORRIDOR</b>												
UNDER CONSTRUCTION												





DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK  
FISCAL YEARS

TOTAL PRIOR PROJ YEARS COST COST (THOU) (THOU) FUNDING SOURCE FY 2009 FY 2010 FY 2011 FY 2012 FY 2013 FY 2014 FY 2015 "UNFUNDED" FUTURE YEARS

"DELIVERABLE STIP" "DEVELOPMENTAL STIP"

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	"UNFUNDED" FUTURE YEARS
<b>URBAN PROJECTS</b>													
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)	33994	400	STP		R 2995						
					STP			M 599					
					STP				C 10000	C 10000	C 10000		

PLANNING/DESIGN IN PROGRESS

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)	38706	38706									
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)	190610	90610	O	C 50000	C 50000						

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.

UNDER CONSTRUCTION - PROJECT LET WITH R-2904

STRATEGIC HIGHWAY CORRIDOR

NORTH CAROLINA TURNPIKE AUTHORITY PROJECT (DESIGN-BUILD PROJECT) - IN PROGRESS

RESEARCH TRIANGLE PARK DURHAM	B-3638	CAMPUS DRIVE. REPLACE BRIDGE NO. 316	1355	120	FA	R 260							
					FA		C 975						

FEDERAL BRIDGE PROJECTS

US 70 BUSINESS DURHAM	B-4962	ENO RIVER. REPLACE BRIDGE NO. 46	6200		FA					R 500		C 2850	
					FA								C 2850

US 70 BYPASS 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									
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UNDER CONSTRUCTION

\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 6/11/2008 Attachment 9A

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST COST (THOU) (THOU)	FUNDING SOURCE	"DELIVERABLE STIP"					"DEVELOPMENTAL STIP"			"UNFUNDED"	
					FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018

FEDERAL BRIDGE PROJECTS

SR 1303 DURHAM	B-4109	MUD CREEK. REPLACE BRIDGE NO. 120	1115 1115														
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UNDER CONSTRUCTION

SR 1402 DURHAM	B-3169	CREEK. REPLACE BRIDGE NO. 158	740 740														
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UNDER CONSTRUCTION

SR 1561 ORANGE	B-4592	ENO RIVER. REPLACE BRIDGE NO. 64	1880 280	NFA	C	1600											
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RIGHT OF WAY IN PROGRESS

SR 1616 DURHAM	B-4110	MOUNTAIN CREEK. REPLACE BRIDGE NO. 5	1594 1594														
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UNDER CONSTRUCTION

SR 1616 DURHAM	B-4943	SANDY CREEK. REPLACE BRIDGE NO. 20	415	NFA													
				NFA													

SR 1730 ORANGE	B-4218	NEW HOPE CREEK. REPLACE BRIDGE NO. 108	1008 1008														
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UNDER CONSTRUCTION

SR 1839 WAKE	B-3528	SYCAMORE CREEK. REPLACE BRIDGE NO. 429	1810 1810														
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UNDER CONSTRUCTION

MITIGATION PROJECTS

VARIOUS CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	EE-4908	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 8 PROJECT MITIGATION.	8756 8756														
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IN PROGRESS

\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST COST (THOU) (THOU)	FUNDING SOURCE	FISCAL YEARS					"UNFUNDED" FUTURE YEARS
					"DELIVERABLE STIP" FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	

MITIGATION PROJECTS

VARIOUS DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	EE-4905	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 5 PROJECT MITIGATION.	5167 5167								
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IN PROGRESS

VARIOUS ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	EE-4907	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 7 PROJECT MITIGATION.	7221 7221								
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BICYCLE AND PEDESTRIAN PROJECTS

VARIOUS ORANGE	EB-5108	SR 1112 (DAIRYLAND ROAD), SR 1111 UNION (CHAPEL GROVE ROAD) TO SR 1006 (ORANGE GROVE ROAD). ADD WIDE PAVED SHOULDERS.	480 480								
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IN PROGRESS

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								
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SCHEDULED FOR FEASIBILITY STUDY

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								
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DIVISION PROJECT - UNDER CONSTRUCTION

PROJECT U-3100A COMPLETE - PLANNING/DESIGN IN PROGRESS

\* INDICATES INTRASTATE PROJECT

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

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST (THOU)	FUNDING SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK FISCAL YEARS					"UNFUNDED" FUTURE YEARS	
					"DELIVERABLE STIP" FY 2009	FY 2010	FY 2011	FY 2012	FY 2013		FY 2014
<b>BICYCLE AND PEDESTRIAN PROJECTS</b>											
CHAPEL HILL ORANGE	EB-5110	BOLIN CREEK GREENWAY, NC 86 (MARTIN LUTHER KING, JR. BOULEVARD TO UMSTEAD PARK.									
CHAPEL HILL ORANGE	EB-4710	SEAWELL SCHOOL ROAD BICYCLE IMPROVEMENTS, HOMESTEAD ROAD TO ESTES DRIVE (1.9 MILES)	2000								C 2000
DURHAM CHAPEL HILL DURHAM ORANGE	EB-4707	SR 2220 (OLD CHAPEL HILL ROAD)- SR 1838 (OLD DURHAM ROAD), SR 1116 (GARRETT ROAD) IN DURHAM COUNTY TO US 15-501 IN ORANGE COUNTY. BICYCLE IMPROVEMENTS: (2.7 MILES)	3828	STPEB C 400 STPDA C 1371 O C 343							
COUNTYWIDE ORANGE	EB-3606	BICYCLE ROUTE MAPPING AND SIGNING.	50 50								
DURHAM CHATHAM	EB-2921F	AMERICAN TOBACCO RAIL TRAIL. DURHAM COUNTY LINE TO WAKE COUNTY LINE. CONSTRUCT A MULTI-PURPOSE TRAIL.	2392 2392								
SR 1006 ORANGE GROVE ROAD ORANGE	EB-4980	CONSTRUCT PEDESTRIAN BRIDGE OVER I-40.									
<b>STRATEGIC HIGHWAY CORRIDOR</b>											
<b>CONGESTION MITIGATION PROJECTS</b>											
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 728 L C 182							
<b>PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS</b>											



DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

TOTAL PRIOR PROJ YEARS COST COST (THOU) (THOU) FUNDING SOURCE FY 2009 FY 2010 FY 2011 FY 2012 FY 2013 FY 2014 FY 2015 "UNFUNDED" FUTURE YEARS

ROUTE/CITY ID NUMBER LOCATION / DESCRIPTION (LENGTH) FISCAL YEARS "DEVELOPMENTAL STIP" "DELIVERABLE STIP"

**CONGESTION MITIGATION PROJECTS**

DURHAM	C-4927	PURCHASE 5 HYBRID ELECTRIC BUSES.	500														
DURHAM				CMAQ	A	400											
				C	A	100											

CMAQ FUNDS TO BE TRANSFERRED TO FTA

DURHAM	C-4929	BICYCLE PARKING PROGRAM. INSTALL BIKE RACKS AT VARIOUS LOCATIONS.	48	48													
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IN PROGRESS

DURHAM	C-4928	MORRENE ROAD, NEAL ROAD TO ERWIN ROAD. CONSTRUCT BIKE LANES AND SIDEWALKS.	2116														
				STPDA													
				CMAQ	C	222											
				C	C	56											

DURHAM	C-4702	TEN (10) - REPLACEMENT BUSES.	3000														
				CMAQ	A	3000											

**ENHANCEMENT PROJECTS**

SR 1002	E-4779	ACQUIRE SCENIC CONSERVATION EASEMENTS AT SELECTED LOCATIONS.	194	194													
ST. MARY'S ROAD																	
ORANGE																	

IN PROGRESS

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													
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**UNDER CONSTRUCTION**

DURHAM	E-4529	WEST POINT ON THE ENO PARK TO PENNY'S BEND NATURE RESERVE. CONSTRUCT OFF-ROAD MULTI-USE TRAIL.	569	569													
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**UNDER CONSTRUCTION**

DURHAM																	
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DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ YEARS COST (THOU)	PRIOR YEARS COST (THOU)	"DELIVERABLE STIP"			"DEVELOPMENTAL STIP"			"UNFUNDED"		
					FUNDING SOURCE	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FUTURE YEARS
<b>ENHANCEMENT PROJECTS (LOCAL PROJECTS)</b>													
VARIOUS CHATHAM DURHAM ORANGE	U-4726	DCHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION.	7419	154	STPDA O	C 849	C 2716	C 2133	C 47	C 67	C 17		
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.	40	40									
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS - IN PROGRESS													
CARRBORO CHAPEL HILL ORANGE	EL-4995	DRY CREEK GREENWAY.	700	700									
UNDER CONSTRUCTION - PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS													
CARRBORO ORANGE	EL-4994	BOLIN CREEK GREENWAY.	738	738									
UNDER CONSTRUCTION - 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.	151	151									
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS - IN PROGRESS													
CHAPEL HILL ORANGE	EL-5022	UPPER BOOKER CREEK GREENWAY.	720	720	STPDA O							C 576	C 144
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS													
CHAPEL HILL DURHAM ORANGE	U-5119	BUS RAPID TRANSIT OPERATIONAL IMPROVEMENTS	626	626	O STPDA	C 63	C 250	C 63					
PLANNING, DESIGN, RIGHT OF WAY, AND CONSTRUCTION BY OTHERS													

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK FISCAL YEARS					"UNFUNDED" FUTURE YEARS		
					"DELIVERABLE STIP"		"DEVELOPMENTAL STIP"					
					FUNDING SOURCE	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015

**ENHANCEMENT PROJECTS (LOCAL PROJECTS)**

DURHAM	EL-4999	BICYCLE AND PEDESTRIAN TRAILS IN DURHAM AND DURHAM COUNTY.										
DURHAM		ACQUISITION OF RAIL CORRIDORS AND CONSTRUCTION.										
DURHAM	EL-2921E	AMERICAN TOBACCO RAIL TRAIL. NC 54 TO CHATHAM COUNTY LINE.	4753		DP	R	241	R	241			
DURHAM		CONSTRUCT A MULTI-PURPOSE TRAIL.			HP	C	1118	C	1118			
					STPDA	C	591	C	590			
					L	C	427	C	427			

PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY - PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS

PARTS A-D COMPLETE; PLANNING/DESIGN IN PROGRESS; PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY CITY

DURHAM	U-4445	NC 147 (DURHAM FREEWAY), NEAR ALSTON AVENUE. CONSTRUCT PEDESTRIAN BRIDGE OVER NC 147 AND REMOVE EXISTING SUBSTANDARD PEDESTRIAN BRIDGE.	2000	2000								
DURHAM	U-4724	CORNWALLIS ROAD, SOUTH ROXBORO ROAD TO UNIVERSITY DRIVE. BIKE AND PEDESTRIAN FEATURES.	2270		STPDA		C	1816				
					O		C	454				

IN PROGRESS BY OTHERS

PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS

DURHAM	W-5125	EAST OF NC 147. INSTALL MEDIAN BARRIER. (0.25 MILE)	150		HES	C	150					
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**HAZARD ELIMINATION PROJECTS**

US 501	SF-4905A	SR 1601 (MOORES MILL ROAD)-SR 1468 (QUAIL ROOST FARM ROAD). INSTALL TRAFFIC SIGNAL.	98	98								
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**STRATEGIC HIGHWAY CORRIDOR**

NC 57	SF-4907C	INSTALL CENTER TRAFFIC ISLANDS WITH STOP SIGNS AND MAKE SIGHT DISTANCE IMPROVEMENTS.	195	195								
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DIVISION PROJECT - UNDER CONSTRUCTION

IN PROGRESS

\* INDICATES INTRASTATE PROJECT

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

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 6/11/2008 Attachment 9A

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

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

HAZARD ELIMINATION PROJECTS

US 70	SF-4907B	INSTALL RIGHT TURN LANE.	165	165											
NC 751															
ORANGE															

IN PROGRESS

I-85, US 70, US 15-501 AND NC 147	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											
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STRATEGIC HIGHWAY CORRIDOR

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				

UNDER CONSTRUCTION

SR 1548	SI-4807	SR 1538 (NEW SHARON CHURCH ROAD). INSTALL CENTER ISLAND WITH STOP SIGN.	56	56											
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DIVISION PROJECT - UNDER CONSTRUCTION

PASSENGER RAIL PROJECTS

AMTRAK	P-2918	TRAIN 73/74 OPERATIONS BETWEEN CHARLOTTE AND RALEIGH AND CAPITAL YARD MAINTENANCE FACILITY.	85752	39552	S(S)	O	2600	O	2600	O	2600	O	2600	O	2600
ALAMANCE					T2001	O	4000	O	4000	O	4000	O	4000	O	4000
CABARRUS															
DURHAM															
GUILFORD															
MECKLENBURG															
ROWAN															
WAKE															

STRATEGIC HIGHWAY CORRIDOR

IN PROGRESS

\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

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

PASSENGER RAIL PROJECTS

AMTRAK	P-2908	CAPITAL AND OPERATIONS COST OF TRAIN 79/80 BETWEEN CHARLOTTE AND ROCKY MOUNT.	47795	30995	S(6)	0	2400	0	2400	0	2400	0	2400
ALAMANCE													
CABARRUS													
DURHAM													
EDGEcombe													
GUILFORD													
JOHNSTON													
MECKLENBURG													
MASH													
ROWAN													
WAKE													
WILSON													

STRATEGIC HIGHWAY CORRIDOR

		IN PROGRESS	
CARRBORO	Z-4007B	SR 1927 (BREWER ROAD) IN CARRBORO AT NORFOLK SOUTHERN RAILWAY CROSSING 735.179M. SAFETY IMPROVEMENTS.	95 95

FUNDED - CONSTRUCTION NOT AUTHORIZED

DURHAM	P-3802	STATION CONSTRUCTION.	1250	1250	CMAQ								
DURHAM													

UNDER CONSTRUCTION

		UNDER CONSTRUCTION		
PUBLIC TRANSPORTATION PROJECTS				
TRIANGLE TRANSIT AUTHORITY	TA-4994	PARATRANSIT FLEET REPLACEMENT.	32	
DURHAM				
ORANGE				
WAKE				
		FEDU	CP	26
		L	CP	3
		STAT	CP	3

UNFUNDED PROJECT

TRIANGLE TRANSIT AUTHORITY	TA-4992	VANPOOL FLEET EXPANSION.	890	
DURHAM				
ORANGE				
WAKE				
		FEDU	CP	712
		L	CP	178

UNFUNDED PROJECT

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DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST (THOU) (THOU)	FUNDING SOURCE	"DELIVERABLE STIP"			"DEVELOPMENTAL STIP"			"UNFUNDED"		
					FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FUTURE YEARS	
<b>PUBLIC TRANSPORTATION PROJECTS</b>													
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-4818	REPLACEMENT BUSES. 17 - FY 2009 15 - FY 2011 11 - FY 2012	14620	FED CP 4624 L CP 578 STAT CP 578				CP 4080 CP 510 CP 510					
UNFUNDED PROJECT													
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TD-4944	I-40 BUS BYPASS SHOULDER PROJECT.	800	FEDU CP 640 L CP 80 STAT CP 80									
UNFUNDED PROJECT													
TRIANGLE TRANSIT AUTHORITY DURHAM ORANGE WAKE	TE-4903	ALTERNATIVES ANALYSIS FOR MAJOR TRANSIT CORRIDOR PROJECT.	2000	L CP 500 STAT CP 500				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 L STAT							CP 1649 CP 550 CP 550		
UNFUNDED PROJECT													

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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

PUBLIC TRANSPORTATION PROJECTS												
TRIANGLE TRANSIT AUTHORITY	TG-4821	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS - SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLE, ETC.	7000	FUZ	CP	800	CP	800	CP	800	CP	800
DURHAM				L	CP	200	CP	200	CP	200	CP	200
ORANGE				STAT	PL	100	PL	100	PL	100	PL	100
WAKE												

TRIANGLE TRANSIT AUTHORITY	TP-4732	PLANNING ASSISTANCE--UPWP.	7000	FUZ	PL	800	PL	800	PL	800	PL	800
DURHAM				L	PL	100	PL	100	PL	100	PL	100
ORANGE				STAT	PL	100	PL	100	PL	100	PL	100
WAKE												

TRIANGLE TRANSIT AUTHORITY	TT-4911	ITS PROJECT - REAL TIME PASSENGER INFORMATION PROJECT.	700	FED			CP	560				
DURHAM				L			CP	140				
ORANGE												
WAKE												

UNFUNDED PROJECT												
CHAPEL HILL	TA-4726	REPLACEMENT BUSES.	31495	FED	CP	4130	CP	7190	CP	3897		
ORANGE				L	CP	448	CP	1023	CP	423		
		11 - FY 2009		STAT	CP	398	CP	909	CP	376		
		26 - FY 2010		STPDA			CP	2242				
		13 - FY 2011										
		17 - FY 2013										
		10 - FY 2014										

UNFUNDED PROJECT												
CHAPEL HILL	TA-4981	SEDANS/WAGONS/AX4-	234	FED			CP	88				
ORANGE				L			CP	22				
		3 - FY 2010							CP	99		
		3 - FY 2014							CP	25		

UNFUNDED PROJECT												
CHAPEL HILL	TA-4726	REPLACEMENT BUSES.	31495	FED	CP	4130	CP	7190	CP	3897		
ORANGE				L	CP	448	CP	1023	CP	423		
		11 - FY 2009		STAT	CP	398	CP	909	CP	376		
		26 - FY 2010		STPDA			CP	2242				
		13 - FY 2011										
		17 - FY 2013										
		10 - FY 2014										

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

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

**PUBLIC TRANSPORTATION PROJECTS**

CHAPEL HILL ORANGE	TA-4995	EXPANSION BUSES.	9188		FEDU												
		3 - FY 2010 (HYBRIDS)			L		CP 1394	CP 900	CP 1295	CP 1233	CP 1374	CP 1414					
		3 - FY 2011			L		CP 151	CP 98	CP 140	CP 145	CP 149	CP 153					
		3 - FY 2012 (2 HYBRIDS)			STAT		CP 134	CP 87	CP 125	CP 128	CP 132	CP 136					
		3 - FY 2013 (2 HYBRIDS)															
		3 - FY 2014 (2 HYBRIDS)															
		3 - FY 2015 (2 HYBRIDS)															

UNFUNDED PROJECT

CHAPEL HILL ORANGE	TA-4748	REPLACEMENT VANS.	3548		FED	CP 320	CP 563										
		9 - FY 2009			L	CP 90	CP 70										
		6 - FY 2010			STAT	CP 90	CP 70										
		9 - FY 2013			STPDA	CP 400											
		6 - FY 2014															

UNFUNDED PROJECT

CHAPEL HILL ORANGE	TA-4979	REPLACEMENT VANS.	1685		FED		CP 563	CP 160									
		6 - FY 2010			L		CP 70	CP 15									
		4 - FY 2011			STAT		CP 70	CP 15									
		6 - FY 2014															

UNFUNDED PROJECT

CHAPEL HILL ORANGE	TD-4710B	PARK AND RIDE LOT. CONSTRUCTION - FY 2009, DESIGN AND LAND ACQUISITION - FY 2011 CONSTRUCTION - FY 2012	7000		FEDU	CP 1600		CP 1600								
					L	CP 200		CP 200								
					STAT	CP 200		CP 200								

UNFUNDED PROJECT

CHAPEL HILL ORANGE	TG-4731	PREVENTIVE MAINTENANCE, ASSOCIATED CAPITAL MAINTENANCE ITEMS, ROUTINE CAPITAL ITEMS-- OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	9121		FUZ	CP 900	CP 927	CP 955								
					L	CP 325	CP 232	CP 239								
					STPDA	CP 400										

UNFUNDED PROJECT

CHAPEL HILL ORANGE	TG-4732	REPLACEMENT SUPPORT VEHICLES.	1204		FEDU	CP 387	CP 56	CP 32								
		13 - FY 2009			L	CP 97	CP 14	CP 8								
		1 - FY 2010														
		1 - FY 2011														
		13 - FY 2013														
		1 - FY 2014														

UNFUNDED PROJECT

UNFUNDED PROJECT																
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\* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST (THOU)	FUNDING SOURCE	"DELIVERABLE STIP"					"DEVELOPMENTAL STIP"					"UNFUNDED"	
					FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020
<b>PUBLIC TRANSPORTATION PROJECTS</b>																
CHAPEL HILL ORANGE	TM-5123	JOB ACCESS / REVERSE COMMUTE OPERATING COST	1382	JARC L	85	89	94	98	103	108	114					
CHAPEL HILL ORANGE	TM-5129	NEW FREEDOM OPERATING COST.	816	EMF L	50	53	55	58	61	64	67					
COUNTYWIDE DURHAM	TJ-4931	PROVIDE OPERATING ASSISTANCE TO COUNTIES AND COMMUNITY TRANSPORTATION SYSTEMS TO MEET WORK FIRST AND EMPLOYMENT TRANSPORTATION NEEDS.	56	OAWF	8	8	8	8	8	8	8					
COUNTYWIDE DURHAM	TL-4931	PROVIDE OPERATING ASSISTANCE FOR ADDITIONAL TRANSPORTATION SERVICES TO THE ELDERLY AND DISABLED.	665	EDTAP	95	95	95	95	95	95	95					
COUNTYWIDE DURHAM	TR-4931	PROVIDE MAINTENANCE ASSISTANCE FOR COMMUNITY TRANSPORTATION SYSTEMS TO SERVE THE RURAL GENERAL PUBLIC.	245	RGP	35	35	35	35	35	35	35					
DURHAM DURHAM	TA-4923	11 - REPLACEMENT BUSES.	15850	CMAQ CP FED L STAT CP	3080							9600 1200 1200				
DURHAM DURHAM	TA-4755	EXPANSION BUSES 13 - FY 2009	7020	CMAQ CP L STAT CP STPDA CP	3024 702 702 2592											
DURHAM DURHAM	TG-4958	PASSENGER AMENITIES - SHELTERS, BENCHES, TRASH CANS, SOLAR LIGHTS, SIDEWALKS.	154	L STPDA CP	26 128											
UNFUNDED PROJECT																

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ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST COST (THOU) (THOU)	FUNDING SOURCE	"DELIVERABLE STIP"				"DEVELOPMENTAL STIP"				"UNFUNDED"					
					FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FUTURE YEARS						
<b>PUBLIC TRANSPORTATION PROJECTS</b>																		
DURHAM	TG-4738	PREVENTIVE MAINTENANCE AND ROUTINE CAPITAL ITEMS, SPARE PARTS, OFFICE AND SHOP EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES, ETC.	22260	FUZ L	CP CP	2414 604	CP CP	2535 634	CP CP	2535 634	CP CP	2535 634	CP CP	2582 646	CP CP	2670 668		
DURHAM COUNTYWIDE DURHAM	TD-4945	PARK AND RIDE LOT IN NORTHERN DURHAM.	1176	FEDU L STAT	CP CP CP	940 118 118												
UNFUNDED PROJECT																		



Statewide

**TRANSPORTATION PROGRAM**

**TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK  
FISCAL YEARS**

ROUTE/CITY/ SYSTEM COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJECT COST (THOU)	PRIOR YEARS COST (THOU)	"DELIVERABLE STIP"		"DEVELOPMENTAL STIP"		"UNFUNDED" FUTURE YEARS						
					FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015				
NC 00	R-0000	I-40 TO NC 211 EAST OF HOMETOWN. WIDEN TO A MULTI-LANE FACILITY WITH A BYPASS OF HOMETOWN ON NEW LOCATION. (7.3 MILES)	33,450	250											
WAKE COUNTY		INDICATES INTRASTATE PROJECT			NHS R 4000 A NHS M 700 NHS U 1500 NHS NHS										
ROUTE NUMBER		LOCATION/DESCRIPTION/MILEAGE													
US, NC, SR, CITY or NEW ROUTE		Project/termini, general description of project and length in miles.													
IDENTIFICATION NUMBER		FUNDING See Highway or Public Transportation Funding Key for an explanation of funding categories designated for each project phase.													
		WORK TYPE (ACTIVITY)													
		Phases of implementation: preliminary engineering, right of way, mitigation, utilities or construction. For Other Work Types or Activities see Work Type (Activity) box below.													
		ESTIMATED COST Preliminary engineering, right of way, utilities, mitigation and construction cost estimates by funding category in current dollars. Cost may include one or more funding types. Multi-year funding of a project segment indicates Cash-Flow Funding with proposed work type or activity beginning in the initial scheduled year.													
		PROJECT BREAKS													
		A - I-40 to NC 3. B - NC 3 to NC 211.													
		UNFUNDED FUTURE COMMITMENT													

**KEY TO HIGHWAY FUNDING SOURCE**

APD - Appalachian Development  
BIA - Bureau of Indian Affairs  
BRGI - Bridge Inspection  
C - City  
CMAQ - Congestion Mitigation  
DP - Discretionary or Demonstration  
FA - Bridge Replacement On-Federal-Aid System  
FLP - Federal Lands Program  
HES - High Hazard Safety  
HP - Federal-Aid High Priority  
HRRR - High Risk Rural Roads  
IM - Interstate Maintenance  
L - Local  
NFA - Bridge Replacement Off-Federal-Aid System  
NFAM - Municipal Bridge Replacement Program  
NHS - National Highway System  
NRT - National Recreational Trails  
O - Others  
PLF - Personal Automobile License Plate Funds  
RR - Rail/Highway Safety  
S - State  
S(M) - State Match  
S(5) - State (Highway) Trust Funds  
SF - State Ferries  
SG - Safety Grant  
SRTS - Safe Routes to School  
STP - Surface Transportation Program  
STP - Surface Transportation Program - Direct Attributable  
STP - Surface Transportation Program - Enhancements  
T - Highway Trust Funds  
T-2001 - State Rail Funds

**KEY TO PUBLIC TRANSPORTATION FUNDING SOURCES**

CMAQ - Congestion Mitigation  
EDTAP - State Elderly and Disabled Transportation  
FBUS - Capital Program - Bus Earmark (6309)  
FED - Federal  
FEDPO - Special Elderly and Disabled  
FMFLP - Metropolitan Planning (5303)  
FNF - New Freedom Program  
FNS - Capital Program - New Start  
FNU - Non Urbanized Area Formula Program (5311)  
FSPR - State Planning and Research  
FUZ - Urbanized Area Formula Program (5307)  
HSTM - State Administrative Assistance - Human Services  
JARC - Job Assistance and Reverse Commute (3037)  
L - Local  
OAWF - Operating Assistance (Work First)  
RGP - Rural General Public Program  
RIMA - Regional and Inter-City Maintenance Assistance  
RTAP - Rural Transit Assistance Program  
RTCH - Rural Technology  
SFCEP - State Rural Facility Program  
SMAP - State Maintenance Assistance Program  
STAT - State  
STCP - State Rural Capital Program  
STP - Surface Transportation Program  
UTCH - Urban Technology

**WORK TYPE (ACTIVITY)**

A - Acquisition  
AD - Administration  
B - Booklets  
C - Construction  
CG - Construction (GARVEE)  
CP - Capital  
F - Feasibility Study  
G - Grading and Structures  
I - Inspections  
L - Landscaping  
M - Mitigation  
MP - Mapping  
N - Implementation  
O - Operations  
P - Paving  
PE - Preliminary Engineering  
PL - Planning  
R - Right of way  
RG - Right of way (GARVEE)  
S - Structures  
SG - Signing  
T - Training  
U - Utilities

**FUNDING SOURCES MAY  
CHANGE TO ACCOMMODATE  
REVENUE VARIATIONS**

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AVAILABLE**

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

STATEWIDE ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST (THOU)	FUNDING SOURCE	FISCAL YEARS										"UNFUNDED" FUTURE YEARS			
					"DELIVERABLE STIP"					"DEVELOPMENTAL STIP"								
					FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018				
<b>INTERSTATE PROJECTS</b>																		
I-95 STATEWIDE	M-0412	CORRIDORS OF THE FUTURE PROGRAM. INTERSTATE MAINTENANCE DISCRETIONARY FUNDS (IMD) FOR IMPROVEMENTS TO I-95 FROM FLORIDA TO VIRGINIA. NORTH CAROLINA TO PROVIDE FUNDS TO ADJOINING STATES UNDER TERMS OF AN AGREEMENT.	16800	S	PE	8400	PE	8400										
<b>STRATEGIC HIGHWAY CORRIDOR</b>																		
VARIOUS STATEWIDE	I-9998	INTERSTATE PREVENTATIVE MAINTENANCE.	125000	IMPM				C	25000	C	25000	C	25000	C	25000			
<b>STRATEGIC HIGHWAY CORRIDOR</b>																		
<b>RURAL PROJECTS</b>																		
VARIOUS STATEWIDE	M-0360	DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	12000	S	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000		
<b>VARIOUS STATEWIDE</b>																		
IN PROGRESS																		
VARIOUS STATEWIDE	M-0391	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS	3000	S	PE	300	PE	300	PE	300	PE	300	PE	300	PE	300		
<b>VARIOUS STATEWIDE</b>																		
IN PROGRESS																		
VARIOUS STATEWIDE	M-0405	STATEWIDE MOWING MAINTENANCE CONTRACTS FOR PROPERTIES ACQUIRED BY NCDOT IN ADVANCE OF STIP PROJECTS.	1800	S	N	200	N	200	N	200	N	200	N	200	N	200		
<b>VARIOUS STATEWIDE</b>																		
IN PROGRESS																		
<b>VARIOUS STATEWIDE</b>																		
SCHEDULED FOR FEASIBILITY STUDY ONLY																		
VARIOUS STATEWIDE	M-0377	ENVIRONMENTAL STREAMLINING. COORDINATE, PLAN, FACILITATE, IMPLEMENT AND TRACK INITIATIVES.	3000															
<b>VARIOUS STATEWIDE</b>																		
IN PROGRESS																		
VARIOUS STATEWIDE	M-0281	CENTER FOR TRANSPORTATION AND THE ENVIRONMENT	1500															
<b>VARIOUS STATEWIDE</b>																		
IN PROGRESS																		

\* INDICATES INTRASTATE PROJECT

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TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

STATEWIDE ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST (THOU)	FUNDING SOURCE	FISCAL YEARS						"UNFUNDED" FUTURE YEARS				
					"DELIVERABLE STIP"			"DEVELOPMENTAL STIP"							
					FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015				
					S	PE	1250	PE	1250	PE	1250	PE	1250	PE	300
<b>RURAL PROJECTS</b>															
VARIOUS STATEWIDE	M-0376	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.	13750	5000	S	PE	1250	PE	1250	PE	1250	PE	1250	PE	300
IN PROGRESS															
VARIOUS STATEWIDE	M-0392	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	3000	900	S	PE	300	PE	300	PE	300	PE	300	PE	300
IN PROGRESS															
VARIOUS STATEWIDE	R-4958	STATEWIDE ENVIRONMENTAL MITIGATION AND MINIMIZATION (APPALACHIAN DEVELOPMENT).	479	84	APD	A	5A	A	5A	A	5A	A	5A	A	5A
					APD	M	60B	M	60B	M	60B	M	60B	M	60B
A ON-SITE MITIGATION.															
B ECOSYSTEMS ENHANCEMENT PROGRAM (EEP) HOLDOUT.															
IN PROGRESS - SEGMENT A - ON-SITE MITIGATION, SEGMENT B - ECOSYSTEMS ENHANCEMENT PROGRAM (EEP) HOLDOUT															
VARIOUS STATEWIDE	R-4956	STATEWIDE ENVIRONMENTAL MITIGATION AND MINIMIZATION (BRIDGE PROGRAM).	787	259	FA	A	7A	A	7A	A	7A	A	7A	A	7A
					FA										
					NFA	A	8A	A	8A	A	8A	A	8A	A	8A
					NFA										
A ON-SITE MITIGATION.															
B ECOSYSTEMS ENHANCEMENT PROGRAM (EEP) HOLDOUT.															
IN PROGRESS - SEGMENT A - ON-SITE MITIGATION, SEGMENT B - ECOSYSTEMS ENHANCEMENT PROGRAM (EEP) HOLDOUT															
VARIOUS STATEWIDE	R-4950	STATEWIDE ENVIRONMENTAL MITIGATION AND MINIMIZATION (STATE CONSTRUCTION).	99055	90674	S	A	100A	A	100A	A	100A	A	100A	A	100A
					S	M	1045B	M	852B	M	1155B	M	1200B	M	1200B
A ON-SITE MITIGATION.															
B ECOSYSTEMS ENHANCEMENT PROGRAM (EEP) HOLDOUT.															
IN PROGRESS - SEGMENT A - ON-SITE MITIGATION, SEGMENT B - ECOSYSTEMS ENHANCEMENT PROGRAM (EEP) HOLDOUT															
VARIOUS STATEWIDE	R-4955	STATEWIDE ENVIRONMENTAL MITIGATION AND MINIMIZATION (INTERSTATE MAINTENANCE).	2538	721	IM	A	25A	A	25A	A	25A	A	25A	A	25A
					IM										
					IM										
A ON-SITE MITIGATION.															
B ECOSYSTEMS ENHANCEMENT PROGRAM (EEP) HOLDOUT.															
IN PROGRESS - SEGMENT A - ON-SITE MITIGATION, SEGMENT B - ECOSYSTEMS ENHANCEMENT PROGRAM (EEP) HOLDOUT															

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

STATEWIDE ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST (THOU)	FUNDING SOURCE	"DELIVERABLE STIP"				"DEVELOPMENTAL STIP"				"UNFUNDED"							
					FY 2009				FY 2010				FY 2011				FISCAL YEARS			
					STP	A	M	N	STP	A	M	N	STP	A	M	N	FY 2012	FY 2013	FY 2014	FY 2015
<b>RURAL PROJECTS</b>																				
VARIOUS STATEWIDE	R-4954	STATEWIDE ENVIRONMENTAL MITIGATION AND MINIMIZATION (SURFACE TRANSPORTATION PROGRAM).	123041	36129	STP	A	M	N	1500	A	M	N	1500	A	M	N	1500	A	1500	
					STP	M			9495	B	M		1467	B	M		8828	B	8828	
					A ON-SITE MITIGATION.															
					B ECOSYSTEMS ENHANCEMENT PROGRAM (EEP) HOLDOUT.															
VARIOUS STATEWIDE	R-4436	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY.	36367	10267	STP	N			3100	N			3500	N			3900	N	3900	
					IN PROGRESS - SEGMENT A - ON-SITE MITIGATION, SEGMENT B - ECOSYSTEMS ENHANCEMENT PROGRAM (EEP) HOLDOUT															
VARIOUS STATEWIDE	R-4957	STATEWIDE ENVIRONMENTAL MITIGATION AND MINIMIZATION (HIGH PRIORITY).	599	144	HP	A	M	N	5	A	M	N	5	A	M	N	5	A	5	
					HP	M			60	B	M		60	B	M		60	B	60	
					A ON-SITE MITIGATION.															
					B ECOSYSTEMS ENHANCEMENT PROGRAM (EEP) HOLDOUT.															
VARIOUS STATEWIDE	R-2929	NATIONAL PARKS SERVICE SPOT SAFETY AND SIGN REHABILITATION.	1800	1100	FLPP	C			100	C			100	C			100	C	100	
					IN PROGRESS - SEGMENT A - ON-SITE MITIGATION, SEGMENT B - ECOSYSTEMS ENHANCEMENT PROGRAM (EEP) HOLDOUT															
VARIOUS STATEWIDE	R-4073	ASPHALT MATERIALS TESTING LABORATORIES CORRECTIVE ACTION PLAN FOR GROUNDWATER CLEAN-UP AT 54 SITES.	14558	8258	STP	C			900	C			900	C			900	C	900	
					UNDER CONSTRUCTION BY FEDERAL HIGHWAY ADMINISTRATION															
VARIOUS STATEWIDE	R-4067	POSITIVE GUIDANCE PROGRAM (PAVEMENT MARKINGS AND MARKERS, LED SIGNAL HEAD REPLACEMENT)	99427	53227	STP	C			6600	C			6600	C			6600	C	6600	
					IN PROGRESS															
VARIOUS STATEWIDE	R-4701	TRAFFIC SYSTEM OPERATIONS PROGRAM (SIGNAL MAINTENANCE).	210000	84000	STP	C			18000	C			18000	C			18000	C	18000	
					IN PROGRESS															

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

STATEWIDE ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST (THOU)	FUNDING SOURCE	FISCAL YEARS											
					"DELIVERABLE STIP"			"DEVELOPMENTAL STIP"			"UNFUNDED"					
					FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FUTURE YEARS				
<b>RURAL PROJECTS</b>																
VARIOUS STATEWIDE	R-4066	WETLAND RESTORATION PROGRAM. COMPLETION OF WATERSHED ASSESSMENT PLANS IN ALL SEVENTEEN (17) RIVER BASINS TO IDENTIFY WETLAND AND STREAM RESTORATION PROJECTS FOR MITIGATION.	17500	17500												
IN PROGRESS																
	R-4951	STATEWIDE ENVIRONMENTAL MITIGATION AND MINIMIZATION (INTRASTATE).	124352	44167	T	A	2000	A	A	2000	A	A	2000	A	2000	A
					T	M	12543	B	M	6937	B	M	23013	B		
A ON-SITE MITIGATION.																
B ECOSYSTEMS ENHANCEMENT PROGRAM (EEP) HOLDOUT.																
IN PROGRESS - SEGMENT A - ON-SITE MITIGATION, SEGMENT B - ECOSYSTEMS ENHANCEMENT PROGRAM (EEP) HOLDOUT																
VARIOUS STATEWIDE	R-4454	IMPROVEMENT PROJECTS THAT FURTHER ECONOMIC GROWTH AND DEVELOPMENT IN SMALL URBAN AND RURAL AREAS.	47000	47000												
IN PROGRESS																
	R-8888	STATEWIDE PLANNING FOR TRAFFIC FORECASTING, PRE-TIP PLANNING AND PURPOSE AND NEED STUDIES.	7132	3632	S	F	500	F	F	500	F	F	500	F	F	500
IN PROGRESS																
	R-2930	NATIONAL PARKS SERVICE EMERGENCY PAVEMENT REHABILITATION.	1260	770	FLPP	C	70	C	C	70	C	C	70	C	C	70
UNDER CONSTRUCTION BY FEDERAL HIGHWAY ADMINISTRATION																
	R-4049	TRAFFIC OPERATIONS (INCIDENT MANAGEMENT, 511, SMARTLINK, TEC, TMC)	226300	100300	IM	C	13500	C	C	13500	C	C	13500	C	C	13500
					NHS	C	4500	C	C	4500	C	C	4500	C	C	4500
IN PROGRESS																
	R-4953	STATEWIDE ENVIRONMENTAL MITIGATION AND MINIMIZATION (NATIONAL HIGHWAY SYSTEM).	65261	21343	NHS	A	750	A	A	750	A	A	750	A	A	750
					NHS	M	5093	B		M		M	7894	B		
A ON-SITE MITIGATION.																
B ECOSYSTEMS ENHANCEMENT PROGRAM (EEP) HOLDOUT.																
IN PROGRESS - SEGMENT A - ON-SITE MITIGATION, SEGMENT B - ECOSYSTEMS ENHANCEMENT PROGRAM (EEP) HOLDOUT																





TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

STATEWIDE	ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	FISCAL YEARS									
							"DELIVERABLE STIP"					"DEVELOPMENTAL STIP"				
							FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FUTURE YEARS		
<b>BICYCLE AND PEDESTRIAN PROJECTS</b>																
VARIOUS STATEWIDE	EB-4012		NORTH CAROLINA BICYCLING HIGHWAYS NO. 10 (SANDHILLS SECTOR): MAPPING AND SIGNING.	25	25											
REGIONAL STATEWIDE	EB-4410		AREA-WIDE BICYCLE IMPROVEMENTS FEASIBILITY STUDIES.	650	300	IN PROGRESS	ST	PE	B	F	F	50	F	50	F	50
<b>CONGESTION MITIGATION PROJECTS</b>																
NC RAILROAD STATEWIDE	C-4901		RAIL DIVISION, CONSTRUCT A SECOND MAIN LINE BETWEEN THOMASVILLE AND LEXINGTON IN DAVIDSON COUNTY.	9500		IN PROGRESS										
							CMAQ									
							L									
								C	1750	C	1750					
								C	3000	C	3000					
<b>STRATEGIC HIGHWAY CORRIDOR</b>																
VARIOUS STATEWIDE	C-4982		TRANSPORTATION OPERATIONS CENTER TO ALLOW COORDINATED STATE AND REGIONAL TRANSPORTATION FUNCTIONS IN CONJUNCTION WITH THE STATE HIGHWAY PATROL COMMUNICATIONS CENTER AND OTHER EMERGENCY SERVICES PROVIDERS.	6900	6900											
<b>IN PROGRESS</b>																
VARIOUS STATEWIDE	C-3600		DEPARTMENT OF MOTOR VEHICLES (DMV), VEHICLE EMISSION COMPLIANCE SYSTEM. UPGRADE NORTH CAROLINA'S MOTOR VEHICLE EMISSIONS INSPECTION AND MAINTENANCE (I/M) PROGRAM.	6702	6702											
<b>IN PROGRESS</b>																
NORTH CAROLINA DIVISION OF AIR QUALITY STATEWIDE	C-4903		NORTH CAROLINA AIR AWARENESS OUTREACH PROGRAM TO PROVIDE EDUCATION AND PRODUCE DAILY AIR QUALITY FORECAST.	3125		IN PROGRESS	O									
								N	125	N	125					
								N	500	N	500					
								N	125	N	125					
								N	500	N	500					
								N	125	N	125					

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

STATEWIDE	ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST (THOU)	FUNDING SOURCE	"DELIVERABLE STIP"					"DEVELOPMENTAL STIP"					"UNFUNDED" FUTURE YEARS
						FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2012	FY 2013	FY 2014	
<b>CONGESTION MITIGATION PROJECTS</b>																
NON-ATTAINMENT AND MAINTENANCE AREAS STATEWIDE	C-5100	SCHOOL BUS DIESEL PARTICULATE FILTER AND CLOSED CASE VENTILATION SYSTEM RETROFITS.	2500		CMAQ	N	2000									
<b>ENHANCEMENT PROJECTS</b>																
VARIOUS STATEWIDE	E-4599	INSTALL RIVER BASIN HIGHWAY SIGNS.	187	187												
VARIOUS STATEWIDE	E-3821	PRESERVE HISTORIC BRIDGES FROM DEMOLITION.	250	250												
VARIOUS STATEWIDE	E-4018	NATIONAL RECREATIONAL TRAILS.	16770	8370	IN PROGRESS	NRT	C	1200	C	1200	C	1200	C	1200	C	1200
VARIOUS STATEWIDE	E-4603	ECOSYSTEMS ENHANCEMENT PROGRAM. STRUCTURED MITIGATION FOR PROTECTION, ENHANCEMENT AND RESTORATION OF ECOLOGICAL FUNCTIONS AS COMPENSATION FOR PROJECT IMPACTS AT THE WATERSHED LEVEL.	625	625	IN PROGRESS											
<b>SCHEDULED FOR PLANNING AND PROGRAM DEVELOPMENT ONLY</b>																
VARIOUS STATEWIDE	E-4602	GIS ARCHAEOLOGICAL DATABASE. STATEWIDE DATABASE TO CALCULATE ARCHAEOLOGICAL SITES LOCATED WITHIN OR NEAR NCDOT PROJECTS.	750	750												
<b>ENHANCEMENT PROJECTS (ROADSIDE)</b>																
VARIOUS STATEWIDE	ER-3611	COLOR CANOPY AND TREE PLANTING STATEWIDE.	9865	3765	IN PROGRESS	STPEL	L	800	L	800	L	900	L	900	L	900
VARIOUS STATEWIDE	ER-3419	NORTH CAROLINA STATE BYWAYS BOOKLET PRINTING.	50	50	IN PROGRESS											

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TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

STATEWIDE	ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST (THOU)	FUNDING SOURCE	FISCAL YEARS												"UNFUNDED" FUTURE YEARS
						"DELIVERABLE STIP"						"DEVELOPMENTAL STIP"						
						FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2012	FY 2013	FY 2014	FY 2015		
<b>ENHANCEMENT PROJECTS (ROADSIDE)</b>																		
VARIOUS STATEWIDE	ER-3101	SPECIAL EVENTS PLANTING STATEWIDE.	15375	9775	STPEL	L	800	L	800	L	800	L	800	L	800			
IN PROGRESS																		
VARIOUS STATEWIDE	ER-2973	ROADSIDE BEAUTIFICATION PROJECTS IN ALL FOURTEEN HIGHWAY DIVISIONS.	81958	57458	STPEL	L	3500	L	3500	L	3500	L	3500	L	3500			
IN PROGRESS																		
VARIOUS STATEWIDE	ER-2971	SIDEWALK PROGRAM IN ALL FOURTEEN HIGHWAY DIVISIONS.	27947	18147	STPER	C	1400	C	1400	C	1400	C	1400	C	1400			
IN PROGRESS																		
VARIOUS STATEWIDE	ER-3102	IMPLEMENTATION OF STATEWIDE SCENIC BYWAYS PROGRAM.	2900	1850	STPEL	N	150	N	150	N	150	N	150	N	150			
IN PROGRESS																		
VARIOUS STATEWIDE	ER-3100	PLANTING OF WILDFLOWERS AND PERENNIAL BULBS ON FEDERAL-AID SYSTEM.	15700	9000	STPEL	L	850	L	900	L	950	L	1000	L	1000			
IN PROGRESS																		
<b>STRATEGIC HIGHWAY CORRIDOR</b>																		
BLUE RIDGE PARKWAY STATEWIDE	ER-3817	SCENIC ENHANCEMENT AND VIEWSHED PROTECTION. (101.4 MILES)	2200	2200	IN PROGRESS													
<b>HAZARD ELIMINATION PROJECTS</b>																		
VARIOUS STATEWIDE	SI-4901	NO NEED 2 SPEED SAFETY INITIATIVE. SIGNING, EVALUATION, AND IMPLEMENTATION.	280	280	IN ACQUISITION													
IMPLEMENTATION IN PROGRESS																		
VARIOUS STATEWIDE	SI-4735	SAFETY MANAGEMENT INITIATIVES.	1107	1107	UNDER CONSTRUCTION													
IN PROGRESS																		
VARIOUS STATEWIDE	SI-4900	BLUE STAR MEMORIAL HIGHWAY SIGNING. INSTALL SIGNS AT VARIOUS LOCATIONS STATEWIDE.	250	250	UNDER CONSTRUCTION													

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

STATEWIDE	ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST (THOU)	FUNDING SOURCE	FISCAL YEARS										"UNFUNDED" FUTURE YEARS	
						"DELIVERABLE STIP"					"DEVELOPMENTAL STIP"						
						FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015						
<b>HAZARD ELIMINATION PROJECTS</b>																	
VARIOUS STATEWIDE SI-4902 FREEWAY SIGNING INITIATIVE, INSTALL OR REPLACE CRITICAL DIRECTIONAL SIGNS.																	
STRATEGIC HIGHWAY CORRIDOR																	
VARIOUS STATEWIDE W-4716 MEDIAN INLET REPLACEMENT PROJECT.																	
VARIOUS STATEWIDE W-4714 RUMBLE STRIPS, SHOULDERS, ROADSIDE SAFETY IMPROVEMENTS, AUXILIARY TURN LANES, RAISED PAVEMENT MARKERS AND PROFILE PAVEMENT MARKINGS.																	
VARIOUS STATEWIDE W-4715 POSITIVE MEDIAN BARRIER PROJECTS.																	
VARIOUS STATEWIDE W-4447 SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.																	
<b>SAFE ROUTES TO SCHOOLS</b>																	
VARIOUS STATEWIDE SR-5000 SAFE ROUTES TO SCHOOL PROGRAM. EDUCATIONAL, TRAINING AND OTHER NON-INFRASTRUCTURE NEEDS.																	
VARIOUS STATEWIDE SR-5001 SAFE ROUTES TO SCHOOL PROGRAM. PROJECTS TO IMPROVE SAFETY, REDUCE TRAFFIC, FUEL CONSUMPTION AND AIR POLLUTION IN VICINITY OF SCHOOLS.																	
<b>PASSENGER RAIL PROJECTS</b>																	
VARIOUS STATEWIDE P-4404 SOUTHEAST HIGH SPEED RAIL CORRIDOR. UPDATE RAIL CROSSING INVENTORY FROM SOUTH CAROLINA STATE LINE TO THE VIRGINIA STATE LINE VIA RALEIGH AND CHARLOTTE AND THE APEX/CARY BYPASS SEGMENT.																	
STRATEGIC HIGHWAY CORRIDOR																	

\* INDICATES INTRASTATE PROJECT

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



TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

STATEWIDE	ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FISCAL YEARS						"UNFUNDED" FUTURE YEARS	
						"DELIVERABLE STIP"		"DEVELOPMENTAL STIP"		"UNFUNDED"			
						FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	
<b>PASSENGER RAIL PROJECTS</b>													
VARIOUS STATEWIDE	P-3419		SEALED CORRIDOR-SELECTED SEHSRC CROSSINGS. MEDIAN BARRIERS, ARTICULATED GATES, FOUR- QUADRANT GATES, WARNING DEVICE REVISIONS, SIGNAGE AND CAMERA SYSTEMS.	12307	12307								
UNDER CONSTRUCTION													
VARIOUS STATEWIDE	P-4405		PRIVATE CROSSING SAFETY INITIATIVE TO CLOSE OR ENHANCE PROTECTION AT RAILROAD CROSSINGS BETWEEN RALEIGH AND CHARLOTTE.	1400	1400								
IN PROGRESS													
VARIOUS STATEWIDE	P-3309		AT-GRADE CROSSING ELIMINATION AND IMPROVEMENT PROJECTS, CORRIDOR INVENTORIES AND STUDIES IN ALL FOURTEEN (14) DIVISIONS.	10208	5110	RR T2001	C 329	C 342	C 356	C 370	C 384	C 384	
IN PROGRESS													
VARIOUS STATEWIDE	P-5003		SOUTHEASTERN NORTH CAROLINA PASSENGER RAIL SERVICE, RALEIGH TO WILMINGTON VIA FAYETTEVILLE.	132357	500	T2001	R 1178	R 678					C 130001
RIGHT OF WAY IN PROGRESS													
VARIOUS STATEWIDE	P-4701		CAPACITY AND TRAVEL TIME IMPROVEMENTS TO FREIGHT AND PASSENGER RAIL CORRIDORS, NEW EQUIPMENT AND MATCH FOR FEDERAL FUNDS.	117323	65165	T2001	C 7462	C 7446	C 7450	C 7450	C 7450	C 7450	
IN PROGRESS													
VARIOUS STATEWIDE	P-4700		RAILROAD STATION REHABILITATION PROJECTS.	22900	6900	STPER T2001	C 2800	C 2600	C 2400	C 2200	C 2000	C 2000	
IN PROGRESS													
VARIOUS STATEWIDE	P-3806		WESTERN NORTH CAROLINA PASSENGER RAIL SERVICE ASHEVILLE AND SALISBURY. ENVIRONMENTAL STUDY, PRELIMINARY ENGINEERING, RIGHT OF WAY, DESIGN, CONSTRUCTION AND EQUIPMENT. (139 MILES)	194472	3441	T2001							C 191031
PHASE 1 - COMPLETE; PHASE 2 - UNFUNDED													
STRATEGIC HIGHWAY CORRIDOR													

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TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

STATEWIDE	ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FISCAL YEARS										"UNFUNDED" FUTURE YEARS
						"DELIVERABLE STIP"		"DEVELOPMENTAL STIP"								
						FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015				
						SOURCE							C			
<b>PASSENGER RAIL PROJECTS</b>																
VARIOUS STATEWIDE	SB-4100		SAFE ROADS FOR SAFE SCHOOLS PROGRAM. INSTALL RAIL-HIGHWAY CROSSINGS AT SIXTY LOCATIONS ON SCHOOL BUS ROUTES.	6000	6000											
VARIOUS STATEWIDE	Y-4800		TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES.	28410	12835	RR	C	2225	C	2225	C	2225	C	2225	C	2225
VARIOUS STATEWIDE	Y-4415		HIGHWAY-RAIL CROSSING INVENTORY.	4306	1925	RR	C	325	C	325	C	338	C	343	C	350
IN PROGRESS																
VARIOUS STATEWIDE	Y-4100		HIGHWAY-RAIL CROSSINGS SAFETY IMPROVEMENTS AND INVENTORY (FFY 00 AND 01). PASSENGER ROUTES.	4100	4100											
IN PROGRESS																
VARIOUS STATEWIDE	Y-9999		HIGHWAY-RAIL CROSSING SAFETY IMPROVEMENTS, PASSENGER ROUTES.	11732	8315	RR	C	490	C	490	C	489	C	487	C	487
UNDER CONSTRUCTION																
STRATEGIC HIGHWAY CORRIDOR																
VARIOUS STATEWIDE	Z-4100		HIGHWAY-RAIL CROSSING SAFETY IMPROVEMENTS AND INVENTORY.	9000	9000											
IN PROGRESS																
VARIOUS STATEWIDE	Z-4500		HIGHWAY-RAIL CROSSING SAFETY IMPROVEMENTS.	71162	25511	RR	C	6566	C	6548	C	6528	C	6509	C	6500
IN PROGRESS																
CSX "S" LINE STATEWIDE	P-3816		RIDGEWAY-APEX-DURHAM, ACQUIRE RAIL RIGHT OF WAY AND TRACK. (86 MILES)	100	100											
IN PROGRESS																
CSX STATEWIDE	P-5005		HIGH PRIORITY NORTH-SOUTH RAIL CORRIDOR OF THE FUTURE.	48000	12000	T2001	C	4000	C	4000	C	4000	C	4000	C	4000
						O	C	8000	C	8000	C	8000	C	8000	C	8000
IN PROGRESS																

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

STATEWIDE	ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	"DELIVERABLE STIP"					"DEVELOPMENTAL STIP"					"UNFUNDED" FUTURE YEARS
						FUNDING SOURCE	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015			
<b>PASSENGER RAIL PROJECTS</b>																
NCR		P-3414	TRAVEL TIME IMPROVEMENTS TO FREIGHT AND PASSENGER RAIL CORRIDORS BETWEEN RALEIGH AND CHARLOTTE AND MATCH FEDERAL FUNDS.	61500	61500											
<b>STRATEGIC HIGHWAY CORRIDOR</b>																
NCR-CSX		P-3819	FEDERALLY-DESIGNATED HIGH SPEED RAIL CORRIDOR BETWEEN CHARLOTTE AND VIRGINIA STATE LINE, ENVIRONMENTAL STUDY, PRELIMINARY ENGINEERING, RIGHT OF WAY, DESIGN AND CONSTRUCTION. (260 MILES)	2034373	8523	O	PE	1050	PE	1000						
STATEWIDE						O				R	1300					
						T2001				R	500					
						T2001									C 8022000	
<b>STRATEGIC HIGHWAY CORRIDOR</b>																
<b>ROADSIDE ENVIRONMENTAL PROJECTS (REST AREA)</b>																
VARIOUS		K-4704	INTERSTATE REST AREA SYSTEM PRESERVATION, PAVEMENT MARKING, CURB AND GUTTER, SIDE-WALKS AND OTHER REHABILITATION ITEMS.	8495	1895	IM	C	800	C	800	C	1000	C	1000	C	1000
STATEWIDE																
<b>STRATEGIC HIGHWAY CORRIDOR</b>																
<b>ROADSIDE ENVIRONMENTAL PROJECTS (SCENIC)</b>																
VARIOUS		L-1000	REPLACEMENT PLANTS AT SELECTED LOCATIONS WITHIN THE 14 HIGHWAY DIVISIONS. LANDSCAPE.	2352	1662	PLF	L	90	L	100	L	100	L	100	L	100
STATEWIDE																
VARIOUS		L-2500	COLOR AND CANOPY AND TREE PLANTING.	6068	1968	PLF	L	500	L	600	L	600	L	600	L	600
STATEWIDE																
VARIOUS		L-2133	PLANTING OF PERENNIAL BULBS AND WILDFLOWERS WITHIN THE 14 HIGHWAY DIVISIONS. LANDSCAPE.	13542	8042	PLF	L	700	L	800	L	800	L	800	L	800
STATEWIDE																
<b>STRATEGIC HIGHWAY CORRIDOR</b>																
<b>ROADSIDE ENVIRONMENTAL PROJECTS (REST AREA)</b>																
VARIOUS		K-4704	INTERSTATE REST AREA SYSTEM PRESERVATION, PAVEMENT MARKING, CURB AND GUTTER, SIDE-WALKS AND OTHER REHABILITATION ITEMS.	8495	1895	IM	C	800	C	800	C	1000	C	1000	C	1000
STATEWIDE																

\* INDICATES INTRASTATE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

STATEWIDE	ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST (THOU)	FUNDING SOURCE	"DELIVERABLE STIP"					"DEVELOPMENTAL STIP"					"UNFUNDED"	
						FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2012	FY 2013	FY 2014	FY 2015	FY 2012
<b>ROADSIDE ENVIRONMENTAL PROJECTS (SCENIC)</b>																	
VARIOUS STATEWIDE	S-5001		NORTH CAROLINA SCENIC BYWAYS LAND CONSERVATION INITIATIVE TO IMPLEMENT RESOURCE PROTECTION AND HERITAGE TOURISM DEVELOPMENT TO ENHANCE AND PRESERVE SCENIC VISTAS AND TOURISM CORRIDORS ALONG 26 OF NORTH CAROLINA'S SCENIC BYWAYS.	316	316												
<b>PUBLIC TRANSPORTATION PROJECTS</b>																	
IN PROGRESS																	
STATEWIDE	TB-4900		PROVIDE FUNDS FOR THE PURCHASE OF CAPITAL EQUIPMENT TO SUPPORT HUMAN SERVICE AND GENERAL PUBLIC TRANSPORTATION SERVICES PROVIDED BY COMMUNITY TRANSPORTATION SYSTEMS.	43055													
						L	CP	861	CP	861	CP	861	CP	861			
						STCP	CP	7750	CP	7750	CP	7750	CP	7750			
STATEWIDE	TF-4900		PROVIDE FUNDS TO CONSTRUCT AND/OR IMPROVE PUBLIC TRANSPORTATION FACILITIES IN RURAL AREAS.	3330													
						L	CP	66	CP	66	CP	66	CP	66			
						SFCP	CP	600	CP	600	CP	600	CP	600			
STATEWIDE	TI-4900		STATEWIDE PROGRAM TO PROVIDE OPERATING ASSISTANCE TO EXPAND AND IMPROVE REGIONAL AND INTER-CITY PUBLIC TRANSPORTATION	4000													
						FNU	O	400	O	400	O	400	O	400			
						RIMA	O	400	O	400	O	400	O	400			
STATEWIDE	TK-4900Z		PROVIDE FUNDS TO SUPPORT THE ON-GOING ADMINISTRATION AND CAPITAL FOR PUBLIC TRANSPORTATION SERVICES IN RURAL AND SMALL URBAN AREAS. INCLUDES TRANSFER FROM SECTION 5310 ELDERLY AND PERSONS WITH DISABILITIES PROGRAM.	114890													
						FNU	AD	18382	AD	18382	AD	18382	AD	18382			
						L	AD	3217	AD	3217	AD	3217	AD	3217			
						STAT	AD	1379	AD	1379	AD	1379	AD	1379			
STATEWIDE	TM-5112		PROVIDE FUNDING FOR NEW PUBLIC TRANSPORTATION SERVICES BEYOND THOSE REQUIRED BY ADA THAT ASSIST INDIVIDUALS WITH DISABILITIES.	8320													
						FNF	O	832	O	832	O	832	O	832			
						L	O	832	O	832	O	832	O	832			
STATEWIDE	TM-5103		JOB ACCESS/REVERSE COMMUTE IN RURAL AREAS.	13780													
						JARC	O	1378	O	1378	O	1378	O	1378			
						L	O	1378	O	1378	O	1378	O	1378			

\* 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

STATEWIDE ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIORITY PROJ YEARS COST (THOU)	FUNDING SOURCE	FISCAL YEARS						"UNFUNDED" FUTURE YEARS	
					"DELIVERABLE STIP"			"DEVELOPMENTAL STIP"				
					FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014		FY 2015
<b>PUBLIC TRANSPORTATION PROJECTS</b>												
STATEWIDE	TM-5001	NEW FREEDOM CAPITAL AND OPERATING COST.										
STATEWIDE	TM-5000	JOB ACCESS / REVERSE COMMUTE CAPITAL, PLANNING AND OPERATIONAL COST.										
STATEWIDE	TN-4900	PROVIDE ADMINISTRATIVE ASSISTANCE FOR COMMUNITY TRANSPORTATION SYSTEMS.	15880									
					HSTM	AD	2700	AD	2700	AD	2700	
					L	AD	476	AD	476	AD	476	
STATEWIDE	TP-4901	STATEWIDE PLANNING AND RESEARCH PROGRAM TO PROVIDE STATE ADMINISTRATION AND PLANNING ASSISTANCE FOR THE URBANIZED AREAS OF GREATER THAN 50,000 POPULATION.	1850									
					FSPR	PL	296	PL	296	PL	296	
					STAT	PL	74	PL	74	PL	74	
STATEWIDE	TP-4900	PLANNING PROGRAM (SECTION 5303) TO SUPPORT THE PLANNING ACTIVITIES OF IMPOS ACROSS THE STATE.	7095									
					FMPPL	PL	1135	PL	1135	PL	1135	
					L	PL	142	PL	142	PL	142	
					STAT	PL	142	PL	142	PL	142	
STATEWIDE	TQ-4900	PROVIDE FUNDS FOR STATE ADMINISTRATION OF THE PROGRAM AND SUPPORT OF ONGOING PUBLIC TRANSPORTATION PLANNING ACTIVITIES IN RURAL AND SMALL URBAN AREAS.	12500									
					FNU	PL	2000	PL	2000	PL	2000	
					L	PL	250	PL	250	PL	250	
					STAT	PL	250	PL	250	PL	250	
STATEWIDE	TS-4900	STATEWIDE PROGRAM TO DEVELOP AND IMPLEMENT TRAINING AND OTHER SUPPORT SERVICES FOR RURAL, SMALL URBAN AREA AND PARATRANSIT OPERATIONS.	1205									
					L	AD	24	AD	24	AD	24	
					RTAP	AD	217	AD	217	AD	217	
STATEWIDE	TT-4900	PROVIDE FUNDING FOR THE PURCHASE OF ADVANCED TECHNOLOGIES IN URBAN AREAS THAT WILL INCREASE OVERALL SYSTEM EFFICIENCY AND EFFECTIVENESS.	8890									
					L	CP	178	CP	178	CP	178	
					UTCH	CP	1600	CP	1600	CP	1600	

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

STATEWIDE ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PRIOR PROJ YEARS COST (THOU)	FUNDING SOURCE	FISCAL YEARS												
					"DELIVERABLE STIP"			"DEVELOPMENTAL STIP"			"UNFUNDED"						
					FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FUTURE YEARS					
<b>PUBLIC TRANSPORTATION PROJECTS</b>																	
STATEWIDE	TU-4900	PROVIDE FUNDING FOR THE PURCHASE OF COMPUTERS AND ADVANCED TECHNOLOGIES IN RURAL AREAS THAT WILL INCREASE OVERALL SYSTEM EFFICIENCY AND EFFECTIVENESS.	2775	L RTCH	CP 500	CP 55	CP 500	CP 55	CP 500	CP 55	CP 500	CP 55	CP 500	CP 55	CP 500		
STATEWIDE	TV-4903	PROVIDE OPERATING ASSISTANCE FOR SERVICE TO THE ELDERLY AND DISABLED.	10460	FED STAT	O 1046	O 1046	O 1046	O 1046	O 1046	O 1046	O 1046	O 1046	O 1046	O 1046	O 1046		

**RESOLUTION ADOPTING THE DURHAM-CHAPEL HILL-CARRBORO  
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM  
FOR FY 2009-2015**

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

**WHEREAS**, the Transportation Advisory Committee has found that the Metropolitan Planning Organization is conducting transportation planning in a continuous, cooperative, and comprehensive manner in accordance with 23 U.S.C. 134 and 49 U.S.C. 1607; and

**WHEREAS**, the Transportation Advisory Committee has found that the Transportation Improvement Program conforms to the purposes of the North Carolina State Implementation Plan (or interim emissions tests in areas where no SIP has been approved or found adequate) for maintaining the National Ambient Air Quality Standards in accordance with 40 CFR 51 & 93; and

**WHEREAS**, the Transportation Advisory Committee has found that the Transportation Improvement Program to be in full compliance with Title VI Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 749; and

**WHEREAS**, the Transportation Advisory Committee has considered how the Transportation Improvement Program will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded projects (Sec. 105(f), Pub. L. 97-424, 96 Stat 2100, 49 CFR part 23); and

**WHEREAS**, the Transportation Advisory Committee has considered how the Transportation Improvement Program will affect the elderly and disabled per the provisions of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat.327, as amended) and the U.S. DOT implementing regulations; and

**WHEREAS**, the Metropolitan Transportation Improvement Program of the Durham–Chapel Hill–Carrboro (DCHC) Metropolitan Planning Organization is a direct subset of the currently conforming DCHC MPO 2030 Long Range Transportation Plan; and

**WHEREAS**, the Transportation Plan has a planning horizon year of 2030, and meets all the requirements for an adequate Transportation Plan, and

**WHEREAS**, the Transportation Advisory Committee has solicited public and private transportation provider comment and provided for 45-day public comment period for the proposed Transportation Improvement Program; and

**WHEREAS**, for years one and two (i.e., years 2009 and 2010), it is recognized that the Transportation Improvement Program will serve as the project selection document for transportation projects within the Durham- Chapel Hill- Carrboro Urban Area Metropolitan Area Boundary, and the NCDOT may move projects and phases of projects without additional programming or project selection approval by the MPO within that two-year period, providing that transportation conformity and financial constraint criteria are still met.

**NOW, THEREFORE**, be it resolved that the Transportation Advisory Committee adopts the FY 2009-2015 Metropolitan Transportation Improvement Program, dated June 11, 2008, for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization on this the 11th day of June, 2008.

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TAC Chair

STATE of: North Carolina  
COUNTY of: \_\_\_\_\_

I, \_\_\_\_\_, a Notary Public of \_\_\_\_\_ County, North Carolina do hereby certify that \_\_\_\_\_ personally appeared before me on the 11<sup>th</sup> day of June, 2008 to affix her signature to the foregoing document.

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

(Seal)

## Division 5 One-on-One Meeting FY 2008-2015 Transportation Improvement Program

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### Agenda

1. **2008-2015 TIP Items for Discussion**
    - a. **General Funding and Design Issues**
    - b. **Major Project Schedules and Funding**
    - c. **Project Design**
    - d. **Project Study and Project Management Requests**
- 

### **1. 2008-2015 TIP Items for Discussion**

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

*Final STIP: I-4903 (pavement repair on I-85) added. P-3802 (Durham train station) funded.*

##### **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.

*Final STIP: No new bicycle/pedestrian projects added other than STP-DA funded 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.

*Final STIP: Description on highway projects has not been changed. NCDOT said that it would consider this during the one-on-one meetings and in subsequent staff conversations. The DCHC MPO will continue to work with NCDOT to include this language in the FY 2011-2017 TIP.*

## **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 2008-2015 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.

*Final STIP: Funding added in response to DCHC MPO, City of Durham, and Durham County request. Construction accelerated from FY 2014 to FY 2013. One year of construction funding added \$33,250,000 using STP funding (subject to the equity formula). Mitigation delayed from FY 2011 to FY 2012.*

### **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.

*Final STIP: Cost decreased slightly. Durham City Council and staff continue to discuss the design issues with NCDOT.*

### **6. New Project (Fayetteville Road, Woodcroft Parkway to Riddle Rd.)**

A recommendation is pending Durham City Council action.

*Final STIP: This project was not added based on response from DCHC MPO, City of Durham, and Durham County. Instead STP funding was added to U-0071.*

**7. I-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.

*Final STIP: No change.*

**8. DATA Buses**

DATA has recently had difficulty meeting its peak bus pullout due to mechanical problems with its bus fleet. The draft FY 2008-2015 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.

*Final STIP: Additional CMAQ funding for replacement and expansion buses has been provided in the final STIP and in the Administrative Modification #3 to the FY 2007-2013 MTIP/STIP.*

**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.

*Final STIP: Cost increased. The NC General Assembly is currently considering options for providing gap funding to the Triangle Parkway. The NCTA has made some design changes to reflect the DCHC MPO and citizen concerns.*

**10. U-4011 (S. Miami Blvd., Methodist St. to Bethesda St.)**

The draft STIP incorrectly shows \$2,861,000 in STP-DA funding for this project in FY 2008. The DCHC MPO has only approved the use of \$1,874,000 in STP-DA funding for this project. The DCHC MPO objects to this increase in STP-DA

funding that has not been approved by the MPO. The DCHC MPO is in the process of deciding how to allocate its STP-DA funds for FY 2008-2015. Increasing the STP-DA funding for U-4011 is not being considered. STP-DA funding will be approved by the MPO in April 2008 and forwarded to NCDOT for inclusion in the final STIP.

*Final STIP: FY 2008 is not shown in the final STIP. NCDOT staff has said that the error in the STP-DA funding in FY 2008 was fixed to reflect what the MPO has approved.*

### **c. Project Design**

#### **11. 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.

*Final STIP: Right-of-way delayed from FY 2008 to FY 2009. NCDOT has revised the design to address the DCHC MPO's concerns.*

### **d. Planning Study and Project Management Requests**

#### **12. U-4720 (US 70) and U-4721 (Northern Durham Parkway)**

With the East End Connector (U-71) included in the draft FY 2008-2015 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.

*Final STIP: No change.*

#### **13. 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.

*Final STIP: No change in project management. Right-of-way delayed from FY 2008 to FY 2009. Construction delayed from FY 2009 to FY 2010.*

**14. 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 2008-2015 STIP. The DCHC MPO requests that NCDOT provide information regarding the feasibility study re-evaluation in progress.

*Final STIP: No change. NCDOT informed at the one-on-one meeting that the feasibility study re-evaluation will be complete in fall 2008.*

**15. 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.

*Final STIP: No change.*

## **Division 7 One-on-One Meeting FY 2008-2015 Transportation Improvement Program**

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### **Agenda**

#### **FY 2008-2015 TIP Items for Discussion**

- a. General Funding and Design Issues**
  - b. Project Schedules and Funding**
  - c. Funding for Transit Planning**
- 

#### **FY 2008-2015 TIP Items for Discussion**

The DCHC MPO has reviewed the FY 2008-2015 Draft STIP and developed the following list of issues for discussion. The MPO is developing the FY 2008-2015 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 FY 2008-2015 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 2008-2015 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.

*Final STIP: Construction funding added for B-4962 (US 70 Bypass bridge over the Eno River)*

###### **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). In addition, the Town of Chapel Hill recently updated its long range transit plan. This document recommends a significant expansion of service for which additional funding is needed. The DCHC MPO is concerned that many of the traditional funding sources for bicycle, pedestrian, and transit projects have disproportionately been the target for rescissions. In fact, we understand that recent federal legislation now requires that rescissions be proportionately distributed among funding programs. Therefore, the DCHC MPO has two requests to increase the resources for multi-modal projects. First, in addition to the traditional funding sources, the DCHC MPO would like these projects to

receive funds traditionally used for highway projects such as STP funds. Second, bicycle/pedestrian projects are typically far less costly than highway projects. Thus, with so little revenue available for new projects, we believe that the limited resources should be used to fund a greater number of the less expensive bicycle/pedestrian projects.

*Final STIP: EB-5108 (Feasibility study for wide paved shoulders on Dairyland Road) added. EB-5110 (Feasibility study for Bolin Creek Greenway) added.*

- 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.

*Final STIP: Description on highway projects has not been changed. NCDOT said that it would consider this during the one-on-one meetings and in subsequent staff conversations. The DCHC MPO will continue to work with NCDOT to include this language in the FY 2011-2017 TIP.*

## **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 that the project be removed from the FY 2008-2015 TIP. This project should be reviewed by the Town and the DCHC MPO and have more public input before it is programmed in the TIP.

*Final STIP: Project has been deleted.*

- 5. Bolin Creek Greenway (NC 86 to Umstead Park in Chapel Hill)**  
 The DCHC MPO requests that this project be programmed in the FY 2008-2015 TIP. It is estimated to cost \$1,500,000. This is the Chapel Hill section of the Bolin Creek Greenway. The Carrboro section of the Bolin Creek Greenway is already programmed in the FY 2008-2015 TIP (EL-4994).

*Final STIP: EB-5110 (Feasibility study for Bolin Creek Greenway) added.*

- 6. 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

We also request a status report on the environmental study for this project.

*Final STIP: Right-of-way funding moved to future years (was 250 in FY 2013 and 960 in FY 2015). Cost increase.*

**7. U-3306 (Weaver Dairy Road improvements)**

The DCHC MPO requests that NCDOT fully fund this project with STP funds due to a change in the purpose of the project. A previous version of the Weaver Dairy Road project was focused on increasing capacity. For this previous version, the DCHC MPO had earmarked \$566,000 of STP-DA funds for specific bicycle, pedestrian, and transit enhancements. The current design of the project is less focused on increasing capacity and is now primarily a bicycle, pedestrian, and transit improvement. Since the bicycle, pedestrian, and transit improvements are now the primary purpose of the project, the DCHC MPO's STP-DA funds should not be needed. The 2007-2013 TIP reflected this with all of the \$10,800,000 for construction funded with STP funds. In the draft FY 2008-2015 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, but we believe that all of the resources should come from STP funds.

*Final STIP: All funding has been changed to STP.*

**8. B-4218 (Bridge No. 108 over New Hope Creek on SR 1730 Turkey Farm Rd.)**

The DCHC MPO and Orange County request that NCDOT proceed with this bridge project with the utmost attention to the environmentally sensitive nature of this location. This reach of New Hope Creek is home to six species listed with the North Carolina Natural Heritage Program, three of which are designated as endangered. In addition, it is adjacent to conservation land in Duke Forest and land owned by the Triangle Land Conservancy. NCDOT has previously responded to concerns of the local jurisdictions and citizens regarding the design of the US 15-501 bridge over New Hope Creek in Durham County based on the uniqueness of the corridor.

*Final STIP: No change.*

**9. EB-5021 (Estes Dr., Greensboro St. to Seawell School Rd.)**

The FY 2007-2013 STIP programmed \$650,000 for this project. The draft FY 2008-2015 STIP programs \$480,000. The DCHC MPO and the Town of Chapel Hill request that the difference, \$170,000, be reserved for other DCHC MPO projects such as the Bolin Creek Greenway or potential cost overruns on EB-4707 (Old Durham-Chapel Hill Road).

*Final STIP: EB-5110 (Feasibility study for Bolin Creek Greenway) added.*

**10. U-3100B (Old Fayetteville Rd., NC 54 to Stroud Lane)**

The draft FY 2008-2015 STIP programs \$300,000 for right-of-way acquisition in 2012. The DCHC MPO and the Town of Carrboro request that this project be accelerated and that construction be fully funded. This project is ranked high on the DCHC MPO's Regional Priority List and is a top priority for the Town of Carrboro.

*Final STIP: No change.*

**c. Funding for Transit Planning****11. Special Transit Advisory Commission (STAC) Recommendations**

The Special Transit Advisory Commission (STAC) is a citizens' advisory committee established by the DCHC MPO and the Capital Area MPO to make recommendations concerning major transit investments in the Triangle. The STAC will soon be forwarding its recommendations to the DCHC MPO and the Capital Area MPO so that they may be considered for inclusion in the 2035 Long Range Transportation Plans for the two MPOs. Any major transit investment will require extensive planning and design work. There are two placeholders for alternatives analysis, engineering, and design for major transit investments in the draft FY 2008-2015 TIP (TE-4903 and TE-4706B). The DCHC MPO requests that NCDOT revise these projects as needed for the final FY 2008-2015 TIP based on the forthcoming STAC recommendation. DCHC MPO staff will provide specific details on these revisions in late March.

*Final STIP: Since the STAC report was not finalized until late April, there was not adequate time to revise the placeholders for alternatives analysis, engineering, and design for major transit investments (TE-4903 and TE-4706B) in the final STIP. These placeholders are unchanged from the draft STIP. The DCHC MPO and Capital Area MPO will need to amend the STIP/MTIP as these activities become funded.*

*DRAFT*

# **Conformity Determination Report**

## **2009–2015 Transportation Improvement Program**

- **Capital Area Metropolitan Planning Organization**
- **Durham-Chapel Hill-Carrboro Metropolitan Planning Organization**
- **Burlington-Graham Metropolitan Planning Organization**  
(for the portion of Orange County within the Burlington Graham MPO)
- **North Carolina Department of Transportation**  
(for the portions of the Triangle Ozone Maintenance Area in Chatham, Franklin, Granville, Johnston, Orange and Person Counties outside of MPO boundaries)

February 19, 2008

Digital versions of this report and its appendices are available at:  
<http://www.triangleair.org/topics.htm#transconf>

*This report was coordinated by the Triangle J Council of Governments for the North Carolina Department of Transportation, the Capital Area Metropolitan Planning Organization, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization and the Burlington Graham Metropolitan Planning Organization, in cooperation with the Kerr-Tar Rural Planning Organization, the Triangle Area Rural Planning Organization and the Upper Coastal Plain Rural Planning Organization.*

## 1.0 Introduction

The purpose of this report is to document compliance with the provisions of the Clean Air Act Amendments of 1990 (CAAA) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005. The conformity determination for the 2009–2015 Transportation Improvement Program (TIP) is based on a regional emissions analysis that utilized the transportation networks in adopted and conforming 2030 Long Range Transportation Plans (LRTPs) and the emissions factors developed by the North Carolina Department of Environment and Natural Resources (NCDENR). All regionally significant federally funded projects in areas designated by the United States Environmental Protection Agency (USEPA) as air quality nonattainment or maintenance areas must come from a conforming LRTP and TIP.

MPOs and the NCDOT are required by 23 CFR 134 and 40 CFR Parts 51 and 93 to make a conformity determination on any newly adopted or amended fiscally-constrained long range transportation plans and TIPs. Appendix A contains relevant portions of 40 CFR part 93. The intent of this report is to document the conformity determinations for the 2009–2015 TIPs for the Capital Area MPO, the Durham-Chapel Hill-Carrboro MPO, the Burlington Graham MPO, and the rural portions of the Triangle Ozone Maintenance Area that are the responsibility of the North Carolina Department of Transportation (NCDOT). In addition, the United States Department of Transportation (USDOT), specifically, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), must make a conformity determination on the LRTPs and TIPs in all non-attainment and maintenance areas. The Research Triangle Region is a maintenance area for ozone.

Conformity Determinations for the amended 2030 Long Range Transportation Plans in the Triangle Ozone Maintenance Area were most recently approved as follows:

- Burlington Graham MPO: April 12, 2005
- Capital Area MPO: May 16, 2007
- Durham-Chapel Hill-Carrboro MPO: May 9, 2007
- The NCDOT (for the rural portions of Chatham and Orange Counties in the Triangle Ozone Maintenance Area): June 7, 2007
- The NCDOT (for Franklin, Granville, Johnston and Person Counties): June 1, 2007

By these actions, the MPOs and NCDOT demonstrated that the amended 2030 Long Range Transportation Plans are consistent with Section 176(c) of the Clean Air Act, the State Implementation Plan, the Transportation Equity Act for the 21<sup>st</sup> Century, and 40 CFR Parts 51 and 93. These conformity demonstrations were documented by the MPOs and NCDOT in the report entitled *Conformity Analysis and Determination Report*. That report included the regional emissions test comparison prepared for the 2030 Long Range Transportation Plans demonstrating that emissions in each of the analysis years of the long range plan (2002, 2005, 2007, 2009, 2010, 2012, 2020 and 2030) are less than or equal to, the motor vehicle emissions budget established by the State Implementation Plan (or base year emissions, in areas where no State Implementation Plan was approved or found adequate by EPA) in accordance with 40 CFR Part 93) and approved by USEPA for the corresponding year.

USDOT made its conformity determination on the amended 2030 Long Range Transportation Plans listed above on June 29, 2007. A copy of the letter approving the conformity determinations is

included in Appendix B.

The TIP for Fiscal Years 2009-2015 developed by the Burlington Graham MPO and adopted by the TAC on \_\_\_\_\_, 2008 is a subset of the conforming 2030 LRTP documented in this report.

The TIP for Fiscal Years 2009-2015 developed by the Capital Area MPO and adopted by the TAC on \_\_\_\_\_, 2008 is a subset of the conforming 2030 LRTP documented in this report.

The TIP for Fiscal Years 2009-2015 developed by the Durham-Chapel Hill-Carrboro MPO and adopted by the TAC on \_\_\_\_\_, 2008 is a subset of the conforming 2030 LRTP documented in this report.

The rural (donut area) county projects from the STIP for Fiscal Years 2009-2015 developed by the NCDOT and adopted by the Board of Transportation on \_\_\_\_\_, 2008, are consistent with the rural (donut area) projects from the 2007-2013 STIP (for the donut area counties of Chatham, Franklin, Granville, Johnston, Orange and Person) that were modeled and found to conform by the USDOT on June 29, 2007.

## **2.0 Relationship of the LRTP and TIP**

In accordance with 40 CFR Parts 51 and 93, no further regional emissions analysis is required for the Transportation Improvement Program if the TIP is a subset of the LRTP and if the following conditions are met:

- The TIP is consistent with the conforming LRTP such that the regional emissions analysis performed on the LRTP applies to the TIP;
- The TIP contains all projects which must be started in the TIP's timeframe to implement the highway and transit system envisioned by the LRTP in each of its horizon years;
- All federally funded TIP projects which are regionally significant are part of the specific highway or transit system envisioned in the LRTP horizon years; and
- The design concept and scope of each regionally significant project identified in the TIP is not significantly different from that described in the LRTP.

This report documents that the Transportation Improvement Programs for Fiscal Years 2009-2015 are subsets of the 2030 LRTPs for the Capital Area MPO, the Durham-Chapel Hill-Carrboro MPO, the Burlington Graham MPO, and the rural portions of the Triangle Ozone Maintenance Area that are the responsibility of the North Carolina Department of Transportation (NCDOT). The 2030 LRTPs for each of these areas are fiscally constrained and are consistent with 23 CFR Part 450 Subpart C. These conformity determinations are based on the most recent estimates of the emissions and the most recent planning assumptions (including population, employment, travel and congestion estimates available) as determined by the appropriate MPOs and NCDOT. It has been demonstrated in the Conformity Determination Report that the LRTPs conform to the provisions of the Clean Air Act Amendments of 1990 and the Transportation Equity Act (TEA 21) approved by the USDOT on June 29, 2007. Also, these LRTPs conform to the purpose of the State Implementation Plan (SIP in

accordance with 40 CFR Part 93. Although as subsets of LRTPs, no further regional emissions analysis (emissions budget comparison) is typically required for TIPs, new emissions budgets for NO<sub>x</sub> were published on December 26, 2007; therefore comparisons to these new budgets are provided below. All areas for all years conform to the new budgets.

### Chatham County

Analysis Year	Model	Off-Model	Comparison Amount	Budget Amount	
2002	1,783	0			
<b>2008</b>	<b>1,387</b>	<b>0</b>	<b>1,387</b>	<b>1,565</b>	<b>OK</b>
2010	1,255	0	1,255	1,565	OK
<b>2017</b>	<b>799</b>	<b>0</b>	<b>799</b>	<b>948</b>	<b>OK</b>
2020	603	0	603	948	OK
2030	448	0	448	948	OK

### Durham County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Off-Model (reduction)	Comparison Amount	Budget Amount	
2002	18,938	73			
2007	13,081	72	13,009		
<b>2008</b>	<b>11,913</b>	<b>72</b>	<b>11,841</b>	<b>13,106</b>	<b>OK</b>
2009	10,744	71	10,673	13,106	OK
2010	9,470	71	9,399	13,106	OK
2012	7,439	64	7,375	13,106	OK
2015	5,097	53	5,045	13,106	OK
<b>2017</b>	<b>4,371</b>	<b>45</b>	<b>4,326</b>	<b>4,960</b>	<b>OK</b>
2020	3,282	34	3,248	<b>4,960</b>	OK
2030	2,750	34	2,716	<b>4,960</b>	OK

### Franklin County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Rural portion	Total County	Budget Amount	
2002	619	2,524	3,143		
2008	455	1,578	2,033	2,048	OK
2010	400	1,263	1,663	2,048	OK
2017	271	755	1,026	1,139	OK
2020	216	538	754	1,139	OK
2030	178	359	537	1,139	OK

### Johnston County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Rural portion	Comparison Amount	Budget Amount	
2002		12,534			
<b>2008</b>		10,658	10,658	<b>12,583</b>	
2010		10,032	10,032	<b>12,583</b>	OK
<b>2017</b>		5,724	5,724	5,958	OK
2020		3,877	3,877	5,958	OK
2030		2,347	2,347	5,958	OK

## Granville County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Rural portion	Comparison Amount	Budget Amount	
2002	207	4,414			
<b>2008</b>	138	2,472	2,610	<b>4,649</b>	
2010	115	1,825	1,940	<b>4,649</b>	OK
<b>2017</b>	70	925	995	<b>1,714</b>	OK
2020	51	539	590	<b>1,714</b>	OK
2030	47	383	430	<b>1,714</b>	OK

## Orange County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Off-Model	Comparison Amount	Budget Amount	
2002	14,391	0			
<b>2008</b>	<b>8,967</b>	<b>0</b>	<b>8,967</b>	<b>9,933</b>	<b>OK</b>
2010	7,159	0	7,159	9,933	OK
<b>2017</b>	<b>3,578</b>	<b>0</b>	<b>3,578</b>	<b>3,742</b>	<b>OK</b>
2020	2,043	0	2,043	<b>3,742</b>	OK
2030	1,382	0	1,382	<b>3,742</b>	OK

## Person County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Rural portion	Comparison Amount	Budget Amount	
2002		1,837			
<b>2008</b>		1,283	1,283	<b>1,359</b>	
2010		1,099	1,099	<b>1,359</b>	OK
<b>2017</b>		746	746	<b>791</b>	OK
2020		594	594	<b>791</b>	OK
2030		474	474	<b>791</b>	OK

## Wake County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Off-Model (reduction)	Comparison Amount	Budget Amount	
2002	81,638	284			
2007	36,429	212	36,218		
<b>2008</b>	<b>33,415</b>	<b>209</b>	<b>33,206</b>	<b>36,615</b>	<b>OK</b>
2009	30,400	206	30,194	<b>36,615</b>	OK
2010	26,739	168	26,571	<b>36,615</b>	OK
2012	21,850	197	21,653	<b>36,615</b>	<b>OK</b>
2015	15,216	240	14,977	<b>36,615</b>	OK
<b>2017</b>	<b>13,263</b>	<b>268</b>	<b>12,995</b>	<b>16,352</b>	<b>OK</b>
2020	10,334	311	10,023	<b>16,352</b>	OK
2030	9,419	276	9,143	<b>16,352</b>	OK

The Burlington Graham MPO Transportation Advisory Committee (TAC), as the decision making body of the Burlington Graham MPO, finds that the FY 2009-15 TIP is a subset of the 2030 LRTP for the Burlington Graham MPO, meets these conditions, and thus conforms to the purpose of the SIP (or base year emissions, in areas where no State Implementation Plan is approved or found adequate by EPA) in accordance with 40 CFR Part 93).

The Capital Area MPO Transportation Advisory Committee (TAC), as the decision making body of the Capital Area MPO, finds that the FY 2009-15 TIP is a subset of the 2030 LRTP for the Capital Area MPO, meets these conditions, and thus conforms to the purpose of the SIP in accordance with 40 CFR Part 93).

The Durham-Chapel Hill-Carrboro MPO Transportation Advisory Committee (TAC), as the decision making body of the Durham-Chapel Hill-Carrboro MPO, finds that the FY 2009-15 TIP is a subset of the 2030 LRTP for the Durham-Chapel Hill-Carrboro MPO, meets these conditions, and thus conforms to the purpose of the SIP in accordance with 40 CFR Part 93.

The North Carolina Department of Transportation, as the decision making body for STIP projects within the Triangle Area Ozone Maintenance Area that are outside of MPO boundaries, finds that rural (donut area) county projects from the FY 2009-15 STIP are consistent with the rural (donut area) projects from the FY 2007-2013 STIP (for the donut area counties of Chatham, Franklin, Granville, Johnston, Orange and Person) that were modeled and found to conform by the USDOT on June 29, 2007.

A copy of 2009-2015 TIP projects is attached to this report (Appendix C).

### **3.0 Latest Planning Assumptions**

The planning assumptions used to develop the Conformity Determination Report are the latest planning assumptions approved by the respective MPOs and NCDOT. Estimates of future population and employment are less than five years old. The vehicle age distribution and fleet mix distributions used as input to the emission model were based on the current data from North Carolina Division of Motor Vehicles. This data is also less than five years old.

### **4.0 Interagency Consultation**

The 2009-15 TIPs have undergone interagency consultation as required in the North Carolina Administrative Code Title 15A Subpart 2D 2002-2003 inclusive. An interagency consultation meeting involving the MPOs, NCDOT, NCDENR, FHWA and USEPA- Region 4 was held on November 29, 2007. A summary of issues raised and responses, along with any written agency comments, are provided in Appendix D. In addition, Conformity Technical Meetings were held on December 14, 2007 and February 15, 2008 and were attended by staff of FHWA, NCDENR, NCDOT, MPO and RPO partners to discuss 2009-15 TIP conformity requirements and timelines.

### **5.0 Public Involvement**

The 2009-15 TIPs were reviewed by the public in accordance with the Public Involvement Policies of

the Capital Area MPO, the Durham-Chapel Hill-Carrboro MPO, the Burlington Graham MPO and the North Carolina Department of Transportation (NCDOT). This report was also made available for public review by the Kerr-Tar Rural Planning Organization, Triangle Area Rural Planning Organization and Upper Coastal Plain Rural Planning Organization. Copies of citizen comments and agency responses to them are attached to this report in Appendix E.

## **6.0 Findings of Conformity**

6.1. The Burlington Graham MPO TAC, as the decision making body of the Burlington Graham MPO, finds that the FY 2009-15 TIP is a subset of the 2030 LRTP for the Burlington Graham MPO Metropolitan Area. The TIP meets the conditions described earlier in this document and thus conforms to the intent of the Clean Air Act and the requirements of 40 CFR §93.

6.2. The Durham-Chapel Hill-Carrboro MPO TAC, as the decision making body of the Durham-Chapel Hill-Carrboro MPO, finds that the FY 2009-15 TIP is a subset of the 2030 LRTP for the Durham-Chapel Hill-Carrboro MPO Metropolitan Area. The TIP meets the conditions described earlier in this document and thus conforms to the intent of the Clean Air Act and the requirements of 40 CFR §93.

6.3. The Capital Area MPO TAC, as the decision making body of the Capital Area MPO, finds that the FY 2009-15 TIP is a subset of the 2030 LRTP for the Capital Area MPO Metropolitan Area. The TIP meets the conditions described earlier in this document and thus conforms to the intent of the Clean Air Act and the requirements of 40 CFR §93.

6.4. The North Carolina Department of Transportation, as the decision making body for STIP projects within the Triangle Area Ozone Maintenance Area that are outside of MPO boundaries, finds that rural (donut area) county projects from the FY 2009-15 STIP are consistent with the rural (donut area) projects from the FY 2007-2013 STIP (for the donut area counties of Chatham, Franklin, Granville, Johnston, Orange and Person) that were modeled and found to conform by the USDOT on June 29, 2007, in accordance with 40 CFR Part 93.

Copies of adopting and endorsing resolutions and conformity findings for 2009-15 TIP projects are attached in Appendix F.

## Appendix A: Air Quality Regulations

### 40 CFR 93.122(g)

(g) *Reliance on previous regional emissions analysis.*

(1) Conformity determinations for a new transportation plan and/or TIP may be demonstrated to satisfy the requirements of §§93.118 (“Motor vehicle emissions budget”) or 93.119 (“Interim emissions in areas without motor vehicle emissions budgets”) without new regional emissions analysis if the previous regional emissions analysis also applies to the new plan and/or TIP. This requires a demonstration that:

(i) The new plan and/or TIP contain all projects which must be started in the plan and TIP’s timeframes in order to achieve the highway and transit system envisioned by the transportation plan;

(ii) All plan and TIP projects which are regionally significant are included in the transportation plan with design concept and scope adequate to determine their contribution to the transportation plan’s and/or TIP’s regional emissions at the time of the previous conformity determination;

(iii) The design concept and scope of each regionally significant project in the new plan and/or TIP are not significantly different from that described in the previous transportation plan; and

(iv) The previous regional emissions analysis is consistent with the requirements of §§93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or 93.119, as applicable.

(2) A project which is not from a conforming transportation plan and a conforming TIP may be demonstrated to satisfy the requirements of §93.118 or §93.119 without additional regional emissions analysis if allocating funds to the project will not delay the implementation of projects in the transportation plan or TIP which are necessary to achieve the highway and transit system envisioned by the transportation plan, the previous regional emissions analysis is still consistent with the requirements of §93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or §93.119, as applicable, and if the project is either:

(i) Not regionally significant; or

(ii) Included in the conforming transportation plan (even if it is not specifically included in the latest conforming TIP) with design concept and scope adequate to determine its contribution to the transportation plan’s regional emissions at the time of the transportation plan’s conformity determination, and the design concept and scope of the project is not significantly different from that described in the transportation plan.

(3) A conformity determination that relies on paragraph (g) of this section does not satisfy the frequency requirements of §93.104(b) or (c).

## **Appendix B: Federal Conformity Finding on Long Range Transportation Plans**

The accompanying pages include the conformity finding on the amended 2030 LRTPs from FHWA. For digital versions of this document, the following pdf file contains the conformity letter:

Fhwaletter2007

## **Appendix C: 2009-2015 Transportation Improvement Program Projects**

In printed versions of this report, the accompanying pages include project listings, by MPO, RPO or County. For digital versions of this document, the following pdf files contain the project lists:

C1 Durham-Chapel Hill-Carrboro MPO

C2 Capital Area MPO

C3 Triangle Area RPO (Chatham and Orange Counties)

C4 Kerr Tar RPO (Franklin, Granville and Person Counties)

C5 Johnston County

C6 Burlington-Graham MPO (no projects that add capacity in the Orange County section of the MPO)

For the draft version of this document, pdf files are available for the DCHC MPO (Appendix C1) and the Capital Area MPO (Appendix C2). There are no 2009-15 projects in the portion of Orange County within the Burlington-Graham MPO, although the MPO project list is included for reference.

Project listings for areas of counties outside of MPO boundaries are found in the RPO or Division summaries of the draft STIP: Kerr-Tar RPO for Franklin, Granville and Person Counties, Division 4 for Johnston County and TARPO for Chatham and Orange Counties.

## Appendix D: Comments from Interagency Consultation meeting

### TRIANGLE MAINTENANCE AREA

#### 2009 – 2015 TIP REVIEW INTERAGENCY CONSULTATION MEETING NOVEMBER 29, 2007 NCDOT Boardroom

*12/4/07 version*

#### Meeting Attendees:

- EPA: Amanetta Wood
- FHWA: Bill Marley, Loretta Barren, Eddie Dancausse Jill Stark
- NCDOT: Dan Thomas, Terry Arellano, Rockne Bryant, Mike Stanley, Atefe Northcutt, Michael Abuya, Linda Dosse, Mike Orr, Andy Bailey, Rick Lakata, Julie Bollinger, Van Argabright, Hemal Shah, Scott Walston, Julie Bollinger, Jonathan Parker, Shannon Ransom, Linh Nguyen, Sarah Smith, Ray McIntyre
- NCDAQ: Heather Hildebrandt
- Winston Salem MPO: Wendy Miller (via phone), Greg Errett (via phone) Fred Haith (via phone)
- High Point MPO: David Hyder
- Greensboro MPO: Lydia McIntyre (via phone)
- Burlington Graham MPO: Mike Nunn (via phone)
- CAMPO: Kenneth Withrow
- DCHC MPO: Ellen Beckman, Andy Henry (via phone)
- MUMPO: Bob Cook, Bob Cook (via phone), Tim Gibbs (via phone), Andy Grzynski (via phone), Joe McLelland (via phone), Barry Mosley (via phone)
- Gaston MPO: Hank Graham (via phone)
- Cabarrus Rowan MPO: Phil Conrad (via phone)
- Hickory MPO: John Tippett (via phone)
- Rocky Mount MPO: Bob League
- FCEAD: Carey Gentry (via phone)
- TJCOG: John Hodges-Copple
- Rocky River RPO: Dana Stoogenke (via phone)
- Lake Norman RPO: Rebecca Yarbrough (via phone)

## FHWA Review Comments:

### TRIANGLE AREA

#### DCHC

- **R-2000** (*Durham County STIP*) mileage in STIP is 29 and in LRTP is 0.69. Please explain.
  - The R-2000 mileage in the STIP (29 miles) is for the entire length of the project, while the mileage in the Amended 2030 LRTP (.0.69) is for the portion of the R-2000 project that is in the DCHC MPO planning area (i.e., Durham County).

#### BG MPO

- No comments

#### CAMPO

- **R-2814** (*Franklin County STIP*) mileage in STIP is 18.5 and in LRTP is 8.29. Please explain.
  - The 8.29 miles represents projects in the 2030 LRTP (From Ligon Mill Road to Franklin County) that were within the Capital Area MPO jurisdiction at that time. Franklin County at the time of the 2030 LRTP completion was not a member of the Capital Area MPO
- **I-4745** (*Johnston County STIP*) not in LRTP. Please explain.
  - Johnston County was not a member of the Capital Area MPO at the time of completion of the 2030 LRTP.
- **U-3334** (*Johnston County STIP*) not in LRTP. Please explain.
  - Johnston County was not a member of the Capital Area MPO at the time of completion of the 2030 LRTP.
- **R-2000** (*Wake County STIP*) mileage in STIP is 29 and in LRTP is 11. Please explain.
  - The CAMPO LRTP does not list completed projects. The LRTP has project F1a that corresponds to sections F and G of R-2000. Project F4a corresponds to sections AA, AB, and AC of R-2000. As this date, sections F and G of R-2000 are open to traffic.
- **R-2809** (*Wake County STIP*) mileage in STIP is 4.7 and in LRTP is 1.39. Please explain.
  - The draft STIP description includes the length of the whole project (Wake Forest Bypass). As of the completion of the 2030 LRTP, 3.31 miles of the project had been completed. The 1.39 miles of project in the LRTP were not under construction.
- **U-5024** (*Wake County STIP*) not in LRTP. Please explain.
  - Project U-5024 (Green Oaks Parkway in Holly Springs) is an economic development project that is partially being funded using economic development funds from the State of North Carolina. This project is not regionally significant and no Federal funds will be used.
- **U-4901** (*Wake County STIP*) not in LRTP. Please explain.
  - In 2020 HY as segments A12 and A13b

- ❑ **R-2257** (*Granville County STIP*) not in LRTP. Please explain.
  - Granville County was not a member of the Capital Area MPO at the time of completion of the 2030 LRTP.

## **DONUT AREAS**

- ❑ Chatham
  - No comments
- ❑ Franklin
  - No comments
- ❑ Granville
  - No comments
- ❑ Johnston
  - No comments
- ❑ Orange
  - No comments
- ❑ Person
  - No comment

## **Division of Air Quality Comments on the 2009-2015 STIPs**

### **Triangle Area**

#### **CAMPO**

- I could not find the following projects in the TIP:
  - **U-2908**, NC 54
    - This project was constructed and completed by the Town of Cary.
  - **U-4410**, South Loop Road
    - This project is partially complete in the LRTP. The portion that should have been in the TIP is complete. That is why it is not included in the TIP.
  - **U-4026**, Davis Drive
    - It is in the TIP under page 5-36.
  - **R-2906**, NC 55
    - This project is complete.
  - **R-2907**, NC 55
    - This project is complete.
  - **U-3344**, Airport Blvd
    - It is in the TIP under page 5-34.
  - **R-2641**, I-540 (Eastern)
    - This project is complete.
  - **U-3101**, US 1- 64
    - This project is complete.
- I could not find **U-5024**, Green Oaks Parkway, or **U-4901**, Falls of the Neuse Road, in the plan.
  - Project U-5024 (Green Oaks Parkway in Holly Springs) is an economic development project that is partially being funded using economic development funds from the State

of North Carolina. This project is not regionally significant and no Federal funds will be used.

- Project U-4901 In 2020 HY as segments A12 and A13b

## DCHC

- I could not find the following projects in the TIP:
  - **U-3105**, Garrett Road/ Chapel Hill Road
    - This project is complete
  - **U-2102**, Guess Road
    - This project is complete
  - **U-3853**, Hopson-Page Rd Ext
    - This project is complete
  - **I-2204**, I-40
    - This project is complete
  - **U-2302**, NC 86
    - This project is complete
  - **R-942**, US 15-501
    - This project is complete
  - **U-2808**, Us 70/Miami Blvd/ Mineral
    - This project is complete
  - **U-4410**, Hopson Rd realignment
    - **This project is will be completed in 2008**
- I could not find **I-5104**, I-540/I-40 intersection improvements, in the plan. Construction begins in 2010.
  - I-5104 will be folded into project R-2000. It does not impact the way that R-2000 was modeled for conformity.
- I could not find **U-4763B**, Triangle Parkway, in the plan. Is the part shown on the TIP not in Durham County?
  - This project in the amended LRTP (#66)
- Is the part of **U-2831** in the 2009 horizon year of the plan, the part complete?
  - The part of U-2831 in the LRTP is complete

## Burlington Graham MPO

- No Comments

## Donuts

- No comments for Person County.
- No comments for Orange County.
- No comments for Chatham County.
- No comments for Franklin County.
- No comments for Granville County.

- No comments for Johnston County.

## EPA Comments for 09-15 TIP

### Overall Comments

- Provide more description in future to determine if bridge projects are exempt or not. Any change for capacity would make the project nonexempt. For future descriptions, please provide existing and proposed lanes and the length for the bridge projects.
  - EPA is recommending that this be done for future LRTP updates/conformity determinations. FHWA will set up a conference call with EPA and NCDOT to discuss the details of this request and how it can be implemented.
  - In NC Federal Bridge Replacement does not allow for increased capacity. For additional capacity it will have a different project number associated with it.
- Recommend complete listing of exempt projects and enough information for IAC to make a determination on whether this project is truly exempt per the transportation conformity rule. In the exempt listing it would be helpful for the projects to be categorized as exempt per 93.126, 93.127 or 93.128 of the transportation conformity rule.
  - EPA is recommending that this be done for future LRTP updates/conformity determinations. FHWA will set up a conference call with EPA and NCDOT to discuss the details of this request and how it can be implemented.
- For multi-county projects it is going to be even more important when subarea budgets are available to account for the portion of the project in a particular county in that particular county's regional emissions. This will mean that more detail on what the terminus for the projects are based on the county and not the entire project.
  - EPA is recommending that this be done for future LRTP updates/conformity determinations. FHWA will set up a conference call with EPA and NCDOT to discuss the details of this request and how it can be implemented.
- Our recommendation for donut county projects in the future will be to have a listing of projects in the donut area that were considered in the regional emissions analysis for the LRTP adoptions so that subsequently we can compare these projects for future conformity determinations. For projects in LRTP it is easier to find the legacy listing.
  - EPA is recommending that this be done for future LRTP updates/conformity determinations. FHWA will set up a conference call with EPA and NCDOT to discuss the details of this request and how it can be implemented.
- For donut areas it is highly recommend an addendum table which provides complete project description (i.e., number of existing versus proposed lanes; terminus; whether the project is exempt; whether the project is regionally significant; and year for which the projects were considered open-to-traffic for the purpose of the regional emissions analysis.
  - EPA is recommending that this be done for future LRTP updates/conformity determinations. FHWA will set up a conference call with EPA and NCDOT to discuss the details of this request and how it can be implemented.

## TRIANGLE AREA

### DURHAM

- Could not find **U-4763B** in Durham County in the LRTP. Please Explain.
  - This project is in the amended LRTP (#66)

### CHATHAM

- No comments

### ORANGE

- No comments

### WAKE

- Could not find **U-5024** in Wake County in the LRTP. Please Explain.
  - Project U-5024 (Green Oaks Parkway in Holly Springs) is an economic development project that is partially being funded using economic development funds from the State of North Carolina. This project is not regionally significant and no Federal funds will be used.
- Could not find **U-4901** in Wake County in the LRTP. Please Explain.
  - Project U-4901 In 2020 HY as segments A12 and A13b
- For project R-2000 in Wake County, please explain why the TIP has the project listed as 29 miles whereas the LRTP has it listed as 11.
  - The CAMPO LRTP does not list completed projects. The LRTP has project F1a that corresponds to sections F and G of R-2000. Project F4a corresponds to sections AA, AB, and AC of R-2000. As this date, sections F and G of R-2000 are open to traffic.
- For project **R-2814** in Wake County, please explain why the TIP has the project listed as 18.5 miles whereas the LRTP has it listed as 8.
  - The 8.29 miles represents projects in the 2030 LRTP (From Ligon Mill Road to Franklin County) that were within the Capital Area MPO jurisdiction at that time. Franklin County at the time of the 2030 LRTP completion was not a member of the Capital Area MPO

### JOHNSTON

- Could not find **I-4754** in Johnston County in the LRTP. Please Explain.
  - This project is in Johnston County outside of the MPO boundary.
- Could not find **U-3334** in Johnston County in the LRTP. Please Explain.
  - Johnston County was not a member of the Capital Area MPO at the time of completion of the 2030 LRTP.

### GRANVILLE

- No comments

### FRANKLIN

- No comments

## **Appendix E: Comments and Responses from Public Involvement Process**

[NOTE: Appendix E will be included in the Final Report.]

## **Appendix F: TIP Adoption and Conformity Resolutions**

Appendix F includes TIP adoption/endorsement and conformity finding resolutions for applicable MPOs (adoption), RPOs (endorsement) and the NCDOT (conformity findings for rural counties, since TIP adoption has already occurred).

For digital versions of this document, the following pdf files contain these actions:

- F1 Burlington-Graham MPO 2009-15 TIP adoption
- F2 Burlington-Graham MPO 2009-15 TIP conformity finding
- F3 Durham-Chapel Hill-Carrboro MPO 2009-15 TIP adoption
- F4 Durham-Chapel Hill-Carrboro MPO 2009-15 TIP conformity finding
- F5 Capital Area MPO 2009-15 TIP adoption
- F6 Capital Area MPO 2009-15 TIP conformity finding
- F7 NCDOT Chatham County (rural portion) 2009-15 TIP conformity finding
- F8 NCDOT Franklin County 2009-15 TIP conformity finding
- F9 NCDOT Granville County 2009-15 TIP conformity finding
- F10 NCDOT Johnston County 2009-15 TIP conformity finding
- F11 NCDOT Orange County (rural portion) 2009-15 TIP conformity finding
- F12 NCDOT Person County 2009-15 TIP conformity finding
- F13 Kerr-Tar RPO 2009-15 TIP conformity endorsement
- F14 Upper Coastal Plain RPO 2009-15 TIP conformity endorsement
- F15 Triangle Area RPO 2009-15 TIP conformity endorsement

[NOTE: this appendix will be included in the final report]

## **Appendix G: Public Notifications**

Appendix G includes public notifications of the draft TIP. [NOTE: this appendix to be added in the final report]

For digital versions of this document, the following files contain these actions:

- G1 Burlington-Graham MPO 2009-15 TIP notification
- G2 Durham-Chapel Hill-Carrboro MPO 2009-15 TIP notification
- G3 Capital Area MPO 2009-15 notification

## **Appendix H: Motor Vehicle Emission Budgets**

Appendix H includes a copy of the Federal Register Notice for the Motor Vehicle Emission Budgets promulgated on December 26, 2007.

## Appendix I: Motor Vehicle Emission Budgets

Appendix I includes comparisons between the emissions generated by the transportation network in each county for each analysis year and the Motor Vehicle Emission Budgets promulgated on December 26, 2007.

### Chatham County

Analysis Year	Model	Off-Model	Comparison Amount	Budget Amount	
2002	1,783	0			
<b>2008</b>	<b>1,387</b>	<b>0</b>	<b>1,387</b>	<b>1,565</b>	<b>OK</b>
2010	1,255	0	1,255	1,565	OK
<b>2017</b>	<b>799</b>	<b>0</b>	<b>799</b>	<b>948</b>	<b>OK</b>
2020	603	0	603	948	OK
2030	448	0	448	948	OK

### Durham County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Off-Model (reduction)	Comparison Amount	Budget Amount	
2002	18,938	73			
2007	13,081	72	13,009		
<b>2008</b>	<b>11,913</b>	<b>72</b>	<b>11,841</b>	<b>13,106</b>	<b>OK</b>
2009	10,744	71	10,673	13,106	OK
2010	9,470	71	9,399	13,106	OK
2012	7,439	64	7,375	13,106	OK
2015	5,097	53	5,045	13,106	OK
<b>2017</b>	<b>4,371</b>	<b>45</b>	<b>4,326</b>	<b>4,960</b>	<b>OK</b>
2020	3,282	34	3,248	<b>4,960</b>	OK
2030	2,750	34	2,716	<b>4,960</b>	OK

### Franklin County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Rural portion	Total County	Budget Amount	
2002	619	2,524	3,143		
2008	455	1,578	2,033	2,048	OK
2010	400	1,263	1,663	2,048	OK
2017	271	755	1,026	1,139	OK
2020	216	538	754	1,139	OK
2030	178	359	537	1,139	OK

### Johnston County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Rural portion	Comparison Amount	Budget Amount	
2002		12,534			
<b>2008</b>		10,658	10,658	<b>12,583</b>	
2010		10,032	10,032	<b>12,583</b>	OK
<b>2017</b>		5,724	5,724	5,958	OK
2020		3,877	3,877	5,958	OK
2030		2,347	2,347	5,958	OK

## Granville County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Rural portion	Comparison Amount	Budget Amount	
2002	207	4,414			
<b>2008</b>	138	2,472	2,610	<b>4,649</b>	
2010	115	1,825	1,940	<b>4,649</b>	OK
<b>2017</b>	70	925	995	1,714	OK
2020	51	539	590	1,714	OK
2030	47	383	430	1,714	OK

## Orange County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Off-Model	Comparison Amount	Budget Amount	
2002	14,391	0			
<b>2008</b>	<b>8,967</b>	<b>0</b>	<b>8,967</b>	<b>9,933</b>	<b>OK</b>
2010	7,159	0	7,159	9,933	OK
<b>2017</b>	<b>3,578</b>	<b>0</b>	<b>3,578</b>	<b>3,742</b>	<b>OK</b>
2020	2,043	0	2,043	3,742	OK
2030	1,382	0	1,382	3,742	OK

## Person County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Rural portion	Comparison Amount	Budget Amount	
2002		1,837			
<b>2008</b>		1,283	1,283	<b>1,359</b>	
2010		1,099	1,099	<b>1,359</b>	OK
<b>2017</b>		746	746	791	OK
2020		594	594	791	OK
2030		474	474	791	OK

## Wake County

NOx Comparison Table (kg/day)					
Analysis Year	Model	Off-Model (reduction)	Comparison Amount	Budget Amount	
2002	81,638	284			
2007	36,429	212	36,218		
<b>2008</b>	<b>33,415</b>	<b>209</b>	<b>33,206</b>	<b>36,615</b>	<b>OK</b>
2009	30,400	206	30,194	<b>36,615</b>	OK
2010	26,739	168	26,571	<b>36,615</b>	OK
2012	21,850	197	21,653	<b>36,615</b>	<b>OK</b>
2015	15,216	240	14,977	<b>36,615</b>	OK
<b>2017</b>	<b>13,263</b>	<b>268</b>	<b>12,995</b>	<b>16,352</b>	<b>OK</b>
2020	10,334	311	10,023	16,352	OK
2030	9,419	276	9,143	16,352	OK



**RESOLUTION FINDING THE DURHAM-CHAPEL HILL-CARRBORO (DCHC) METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2009-2015 IN CONFORMITY WITH THE NORTH CAROLINA STATE IMPLEMENTATION PLAN (SIP) OR INTERIM EMISSIONS TESTS IN AREAS WHERE NO SIP HAS BEEN APPROVED OR FOUND ADEQUATE**

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

**WHEREAS**, the Transportation Advisory Committee is the duly recognized transportation decision making body for the 3-C transportation planning process (i.e., continuous, cooperative, and comprehensive) of the Durham–Chapel Hill–Carrboro Metropolitan Planning Organization; and

**WHEREAS**, the United States Environmental Protection Agency redesignated Durham County as a maintenance area for ozone on December 26, 2007 and redesignated Durham County as a maintenance area for carbon monoxide on September 18, 1995; and

**WHEREAS**, the Durham–Chapel Hill–Carrboro Metropolitan Planning Organization’s amended 2030 long range transportation plan conforms to the intent of the North Carolina State Implementation Plan (or interim emissions tests in areas where no SIP has been approved or found adequate); and

**WHEREAS**, that conformity determination used the latest planning assumptions approved by the Durham–Chapel Hill–Carrboro Metropolitan Planning Organization; and

**WHEREAS**, that conformity determination used the latest emissions model approved by the United States Environmental Protection Agency; and

**WHEREAS**, there are no transportation control measures listed in North Carolina’s State Implementation Plan; and

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

**WHEREAS**, the programs and projects included in the Durham-Chapel Hill-Carrboro Metropolitan Transportation Improvement Program for FY 2009-2015 are financially constrained in accordance with State and Federal law; and

**WHEREAS**, the programs are projects included in the Durham–Chapel Hill–Carrboro Metropolitan Transportation Improvement Program for FY 2009- 2015 are a direct subset of the amended 2030 Long Range Transportation Plan.

**NOW THEREFORE**, be it resolved that the Durham–Chapel Hill–Carrboro Metropolitan Transportation Improvement Program for FY 2009-2015 conforms to the intent of the North Carolina State Implementation Plan (or interim emissions tests in areas where no SIP has been approved or found adequate) in accordance with the clean Air Act as Amended, on this the 11th day of June, 2008.

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TAC Chair

STATE of: North Carolina  
COUNTY of: \_\_\_\_\_

I, \_\_\_\_\_, a Notary Public of \_\_\_\_\_ County, North Carolina do hereby certify that \_\_\_\_\_ personally appeared before me on the 11<sup>th</sup> day of June, 2008 to affix her signature to the foregoing document.

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

(Seal)

## MEMORANDUM

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

**FROM:** Lead Planning Agency

**DATE:** June 11, 2008

**RE:** 2035 LRTP Alternatives

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### **Purpose**

The purpose of this memorandum is to explain the objective of the 2035 LRTP Alternatives presentation and describe the contents of the various attachments for this agenda item.

### **Presentation Objective**

The objectives of the 2035 LRTP Alternatives presentation is to make sure that the TAC members understand the Land Use Scenarios, 2035 LRTP Alternatives, and the proposed public input process, and have an opportunity to provided comments on these documents. In addition, after receiving the presentation, the TCC wants the TAC to approve releasing the 2035 Alternatives at a future date when the transportation model data is complete for all of the Alternatives. The release will be contingent upon the review and approval of the TAC Chair.

At the time of the presentation, staff will provide the project tables, maps and estimated cost information that describe each of the 2035 LRTP Alternatives. However, the Triangle Regional Model (TRM) data that is needed to complete the evaluation analysis tables and maps, which provide the Alternative performance data such as congestion levels and transit ridership, will not be completed for all of the Alternatives. The presentation will provide the evaluation analysis for at least one Alternative so the TAC can review and comment on it. There is no TAC meeting in July, and as a result, a delay in approving the release of the 2035 LRTP Alternatives past the June TAC meeting will move that release to the August TAC meeting and jeopardize completing the 2035 LRTP by the June 2009 deadline.

### **TCC Recommendation**

The TCC recommends that the TAC release the Alternatives Analysis for public comment and schedule a public hearing for the August TAC meeting.

## TAC Action

Approve release of the 2035 LRTP Alternatives when the evaluation analysis data is completed contingent upon the review and approval of the TAC Chair; and, schedule a public hearing for the 2035 LRTP Alternatives for the August TAC meeting.

## Description of Attachments

### Land Use Scenarios

Staff has created Socioeconomic Data (SE Data – future location of population and employment) for four Land Use Scenarios, including *Constrained*, *Buildout*, *Transit Nodes* and *Transportation Corridors*. The TAC has reviewed and commented on the description of these scenarios at previous meetings. The presentation will mostly use maps to show how population and employment was changed from the Baseline SE Data (which is the SE Data that the TAC approved for use in the 2035 LRTP process and depicts the future population and employment based on current land use plan and policies).

Attachment 10A includes:

- Summary of land use scenarios. The TAC has reviewed and commented on this information at a previous meeting.
- Land Use Scenario Tables. These tables compare the population and employment totals for each Scenario, and show the population and employment movement between the TAZs. This is new information for the TAC.
- Land Use Scenario Maps. These are maps of each Scenario that shows the population and employment increase or decrease from the Baseline Scenario. This is new information for the TAC.

### LRTP Alternatives

Staff has defined five LRTP Alternatives for review and analysis, including *Highway Intensive*, *Fixed Guideway*, *Bus Transit*, *Moderate Multimodal*, and, *System Preservations*. The TAC has reviewed and commented on these Alternatives at a previous meeting. The presentation will mostly use maps to more easily define the Alternative for the user, and present evaluation data.

Attachment 10B includes:

- Summary Description of Alternatives. The TAC reviewed and commented on this information at their May meeting.
- Evaluation of Alternatives. This table provides a Performance Target table that will be completed as the Alternatives are processed, i.e., the travel demand model data for the Alternative is generated. This information is not yet complete.

- Preliminary Cost and Revenue. These data assist in evaluating the financial impact and worthiness of each Alternative. The cost information is not yet complete.
- Project Lists. These tables list all the highway and transit projects for each Alternative. The TAC has reviewed and commented on these tables at a previous meeting.
- Project Maps. These maps illustrate the highway and transit projects for each Alternative. These are not complete, and therefore not included.

#### Public Input

Staff has begun scheduling the review and input from elected officials, local boards and commissions, state and federal agencies, and the general public.

Attachment 10C is a matrix table shows the jurisdictions and agency types that will formally provide review and input.

### **Additional Public Input Information**

In addition to the tables, maps and summaries included in this presentation, there are other documents that will be released to the public to assist them in their evaluation of the 2035 LRTP Alternatives. These documents include:

- 2035 LRTP Goals and Objectives;
- 2035 LRTP Targets; and,
- 2035 LRTP Deficiency Analysis and Needs Assessment.

The TAC has already reviewed and approved these documents, and therefore copies are not enclosed. Copies are available on the MPO's Web site: [www.dchcmo.org](http://www.dchcmo.org).

## **2035 LRTP and CTP Land Use Scenarios (6/11/08)**

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### **Land Use Scenarios Proposed**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) prepares Socioeconomic Data (SE Data) for input into the Triangle Regional Model (TRM). The TRM produces transportation system performance data, such as the level of congestion and vehicle miles traveled, for the Long Range Transportation Plan (LRTP) and Comprehensive Transportation Plan (CTP). The question is often asked during the development process – How might changes in land use plans or policies affect the design and performance of future transportation system? And, how might local jurisdictions change their plans and policies to realize a desired outcome in the future transportation system?

The DCHC MPO has created land use scenarios as part of the 2035 LRTP and CTP development process. That is, the MPO has developed alternative land use assumptions that change the SE Data and subsequently will have an impact on the transportation system performance data of the TRM (travel demand model).

The proposed land use scenarios are summarized in the table on the next page.

### **Additional Information**

There are a few additional points that are important to understanding the use of these scenarios:

CAMPO Participation – The Capital Area Metropolitan Planning Organization (CAMPO) has developed SE Data for a set of land use scenarios that complement the four DCHC MPO land use scenarios. The SE Data for these scenarios has been combined and checked by the Triangle Regional Model Service Bureau.

Scenario Implementation

The TAC might be able to adopt the SE Data produced by a favorable land use scenario. The 2035 LRTP and Air Quality Conformity Determination would also be based on this newly adopted SE Data.

## 2035 LRTP and CTP Land Use Scenarios (June 11, 2008)

No.	Name	Description	Purpose	SE Data Changes	Land Use Plan Changes	Control Total Changes
1	<b>Baseline</b>	Uses current land use plans, policies and official actions. Most likely future reality.	Produces adopted LRTP and Air Quality Conformity Determination	None	None	No change -- Use baseline control totals
2	<b>Build-out</b>	Assumes all available land is developed as proposed in existing long range land use plans, policies and official actions.	Identify needs in CTP, which does not have time horizon, and show long range trajectory of current plans	Realize buildout for each TAZ	None	No control totals used because there is no time horizon
3	<b>Constrained Growth</b>	Assume overall slower growth than current forecasts (could include only "existing plus committed" transportation network)	Impact of slower growth because of congestion (reduced mobility)	Decrease development in specified TAZs	May not include any policy changes	Reduce population and employment control totals
4	<b>Travel Corridors</b>	Increase population and employment development in key <u>corridors</u> (perhaps those identified by Special Transit Advisory Commission)	Impact of new policies that direct development to existing transportation infrastructure	Increase development in identified TAZs, and reduce in other TAZs	Recommended specific policy changes that encourage and permit more development in corridors	No change -- Use baseline control totals
5	<b>Transit Nodes</b>	Increase population and employment development in transit oriented areas ( <u>distinct nodes</u> )	Impact of new policies that direct development to existing and appropriate transportation infrastructure	Increase development in identified TAZs, and reduce in other TAZs	Recommended specific policy changes that encourage and permit more development in corridors	No change -- Use baseline control totals

## Scenario Review

The remainder of this document presents several methods for reviewing the Scenarios.

### Total Comparison

The following two tables compare the total employment and population for each Scenario with the Baseline SE Data (the data approved by the TAC for use in the 2035 LRTP development and that is based on the current land use plans and policies of the jurisdictions). The tables demonstrate that the overall totals for the Travel Corridor and Transit Nodes Scenarios remain equal to the Baseline SE Data, and that the Buildout and Constrained Scenarios show expected increases and decreases, respectively, compared to the Baseline SE Data.

### Population

Jurisdiction	Baseline		Buildout		Constrained		Travel Corridors		Transit Nodes	
	2005	2035	Pop.	% Change	Pop.	% Change	Pop.	% Change	Pop.	% Change
Durham (1)	244,022	354,164	545,514	54%	325,325	-8%	354,163	0%	354,164	0%
Orange (2)	44,904	57,649	217,359	277%	50,346	-13%	57,649	0%	57,649	0%
Chatham (3)	34,067	117,130	140,583	20%	75,986	-35%	117,130	0%	117,150	0%
Chapel Hill (4)	58,339	80,483	86,957	8%	72,373	-10%	80,466	0%	80,483	0%
Carrboro	20,858	28,269	28,269	0%	24,626	-13%	28,255	0%	28,269	0%
Hillsborough	12,438	22,380	22,380	0%	21,262	-5%	22,380	0%	22,382	0%
<b>Total</b>	<b>414,628</b>	<b>660,075</b>	<b>1,041,062</b>	<b>58%</b>	<b>569,918</b>	<b>-14%</b>	<b>660,043</b>	<b>0%</b>	<b>660,097</b>	<b>0%</b>

## Employment

Jurisdiction	Baseline		Buildout		Constrained		Travel Corridors		Transit Nodes	
	2005	2035	Emp.	% Change	Emp.	% Change	Emp.	% Change	Emp.	% Change
Durham (1)	175,487	282,571	440,830	56%	258,653	-8%	282,583	0%	282,601	0%
Orange (2)	4,290	10,087	34,347	241%	9,204	-9%	10,087	0%	10,087	0%
Chatham (3)	8,199	23,863	47,035	97%	17,606	-26%	23,863	0%	23,853	0%
Chapel Hill (4)	36,702	74,875	82,313	10%	67,735	-10%	74,875	0%	74,923	0%
Carrboro	4,390	6,857	6,945	1%	5,734	-16%	6,856	0%	6,856	0%
Hillsborough	5,679	14,453	14,625	1%	13,916	-4%	14,452	0%	14,426	0%
<b>Total</b>	<b>234,747</b>	<b>412,706</b>	<b>626,095</b>	<b>52%</b>	<b>372,848</b>	<b>-10%</b>	<b>412,716</b>	<b>0%</b>	<b>412,746</b>	<b>0%</b>

(1) Durham County does not include Chapel Hill jurisdiction

(2) Includes parts of Orange County that are not in Carrboro, Chapel Hill and Hillsborough

(3) Includes eastern half of Chatham County

(4) Includes parts of Chapel Hill in Orange County and Durham County

### Movement Comparison

The total population and employment in the Travel Corridor and Transit Node Scenarios remains the same as that of the Baseline SE Data. However, the TAZ totals increase and decrease to depict a shift, or movement, of the population and employment from one TAZ to another. The following two tables show the amount of population and employment movement that occurs in these two Scenarios for the various jurisdictions, and indicates what percentage of the total this movement represents.

## Travel Corridor Movement

Jurisdiction	Population			Employment		
	Total	Movement	Percent Move	Total	Movement	Percent Move
Durham (1)	354,163	20,002	6%	282,583	13,138	5%
Orange (2)	57,649	4,780	8%	10,087	297	3%
Chatham (3)	117,130	0	0%	23,863	0	0%
Chapel Hill (4)	80,466	2,140	3%	74,875	1,371	2%
Carrboro	28,255	928	3%	6,856	230	3%
Hillsborough	22,380	849	4%	14,452	421	3%
<b>Total</b>	<b>660,043</b>	<b>28,699</b>	<b>4%</b>	<b>412,716</b>	<b>15,457</b>	<b>4%</b>

## Transit Node Movement

Jurisdiction	Population			Employment		
	Total	Movement	Percent Move	Total	Movement	Percent Move
Durham (1)	354,164	15,842	4%	282,601	20,535	7%
Orange (2)	57,649	5,370	9%	10,087	848	8%
Chatham (3)	117,150	24,671	21%	23,853	14,556	61%
Chapel Hill (4)	80,483	5,643	7%	74,923	1,532	2%
Carrboro	28,269	26	0%	6,856	830	12%
Hillsborough	22,382	842	4%	14,426	803	6%
<b>Total</b>	<b>660,097</b>	<b>52,394</b>	<b>8%</b>	<b>412,746</b>	<b>39,104</b>	<b>9%</b>

### TAZ Maps

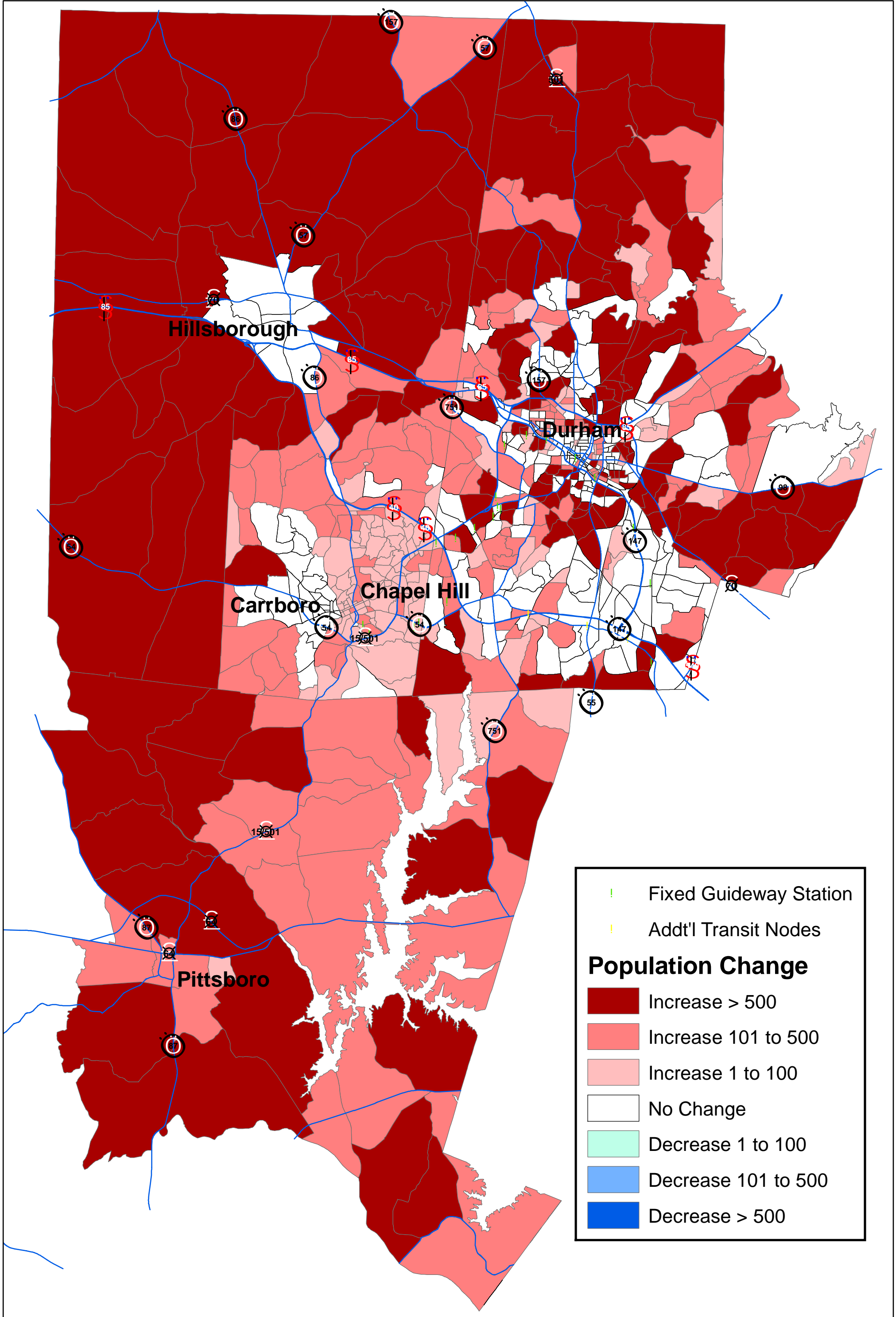
The remaining pages present eight maps; a population and employment map for each of the four Scenarios. The map coloring depicts the level of increase or decrease of population and employment in each TAZ (Traffic Analysis Zone) for that Scenario. The reader can distinguish the expected patterns such as the increases around transit stations and along corridors for the Transit Node and Travel Corridor Scenarios, and decreases in areas of low transportation access for the Constrained Scenario.

### TAZ Tables

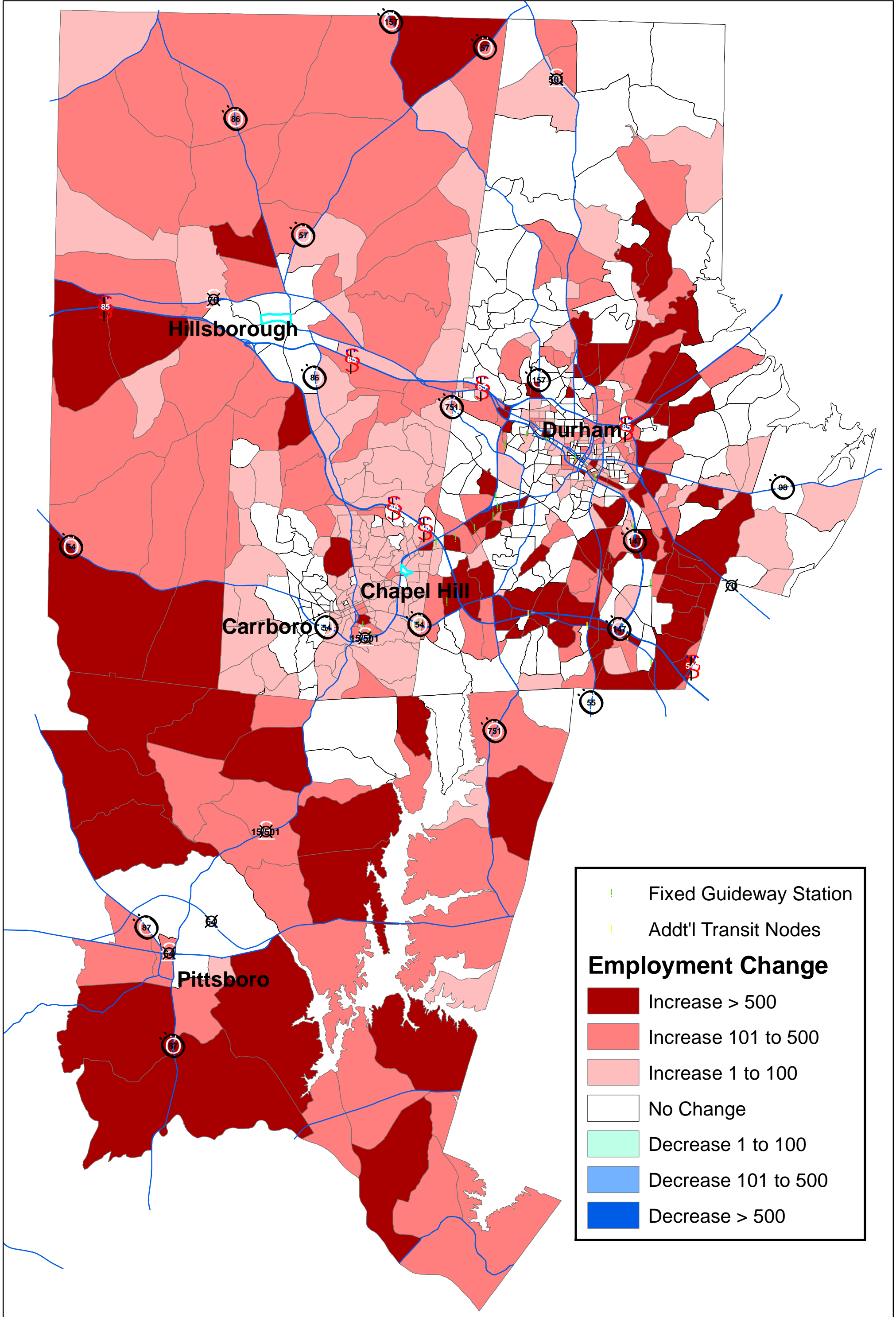
The tables showing the detailed SE Data for each of the four scenarios are voluminous and therefore are not included in this document. The tables are available on the MPO's Web site – [www.dchhcmpo.org](http://www.dchhcmpo.org), or by contacting Andy Henry, (919) 560-4366.

# Buildout L.U. Scenario -- Population Compared to Baseline

TAC 6/11/2008 Attachment 10A

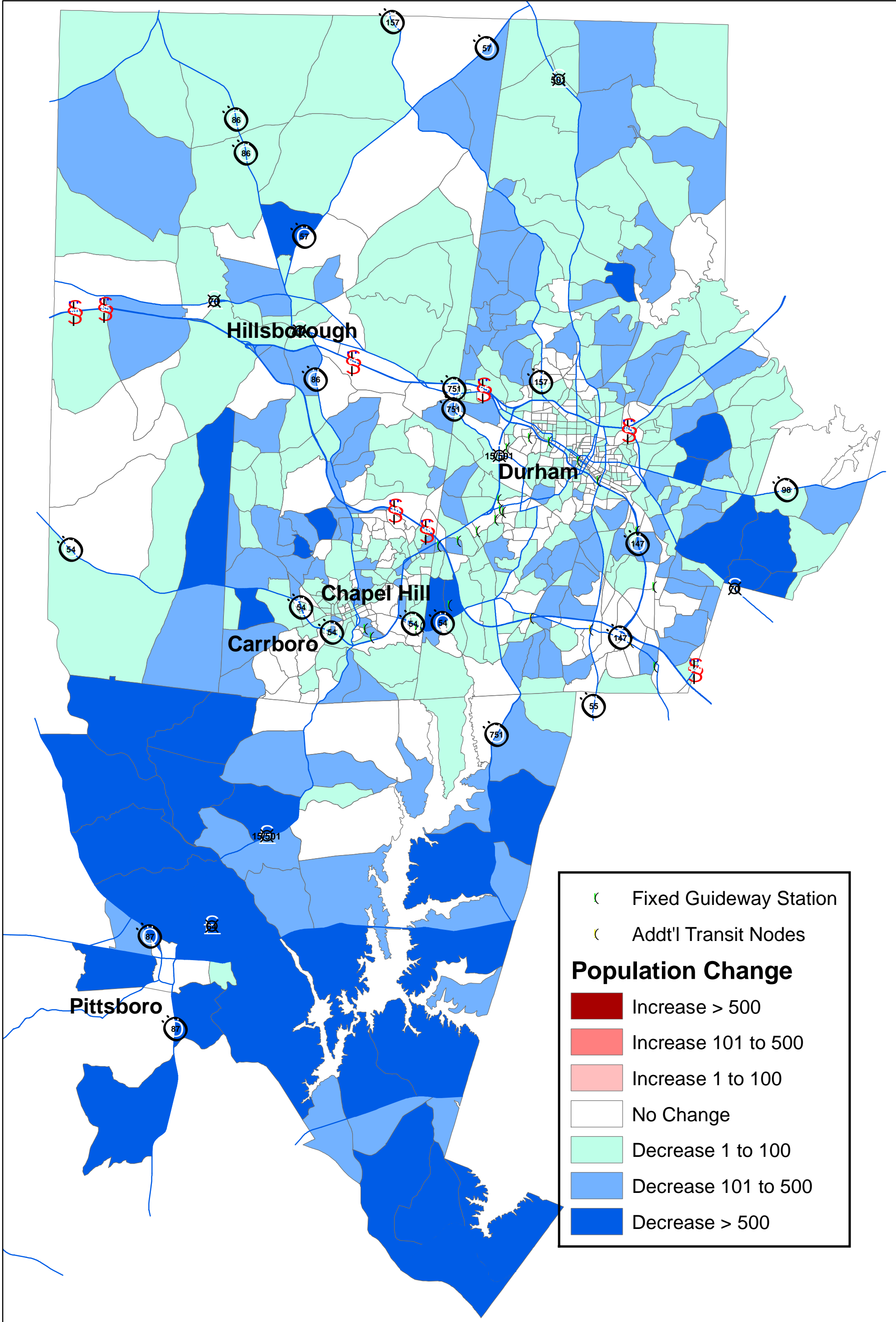


# Buildout L.U. Scenario -- Employment Compared to Baseline

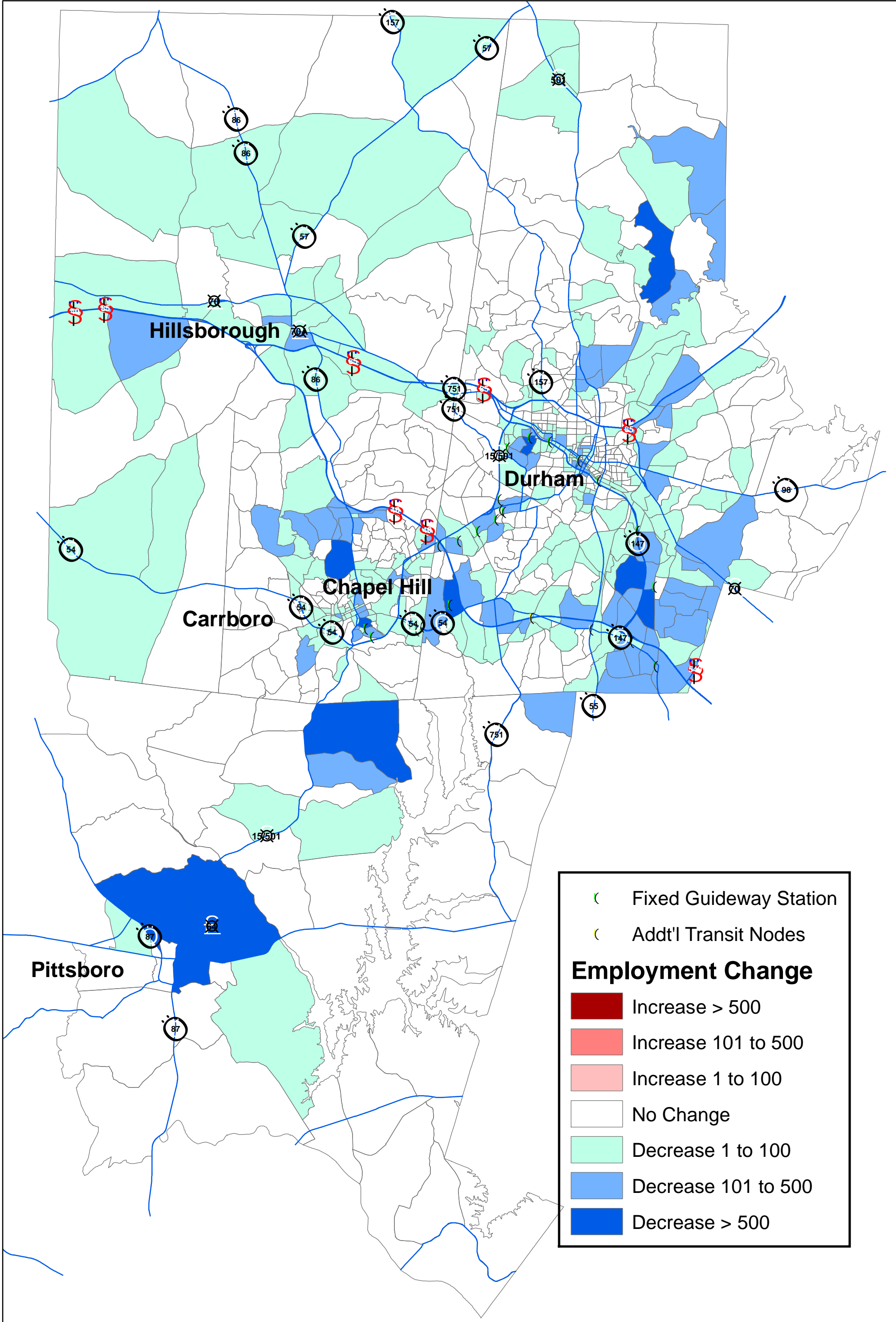


	Fixed Guideway Station
	Add'l Transit Nodes
<b>Employment Change</b>	
	Increase > 500
	Increase 101 to 500
	Increase 1 to 100
	No Change
	Decrease 1 to 100
	Decrease 101 to 500
	Decrease > 500

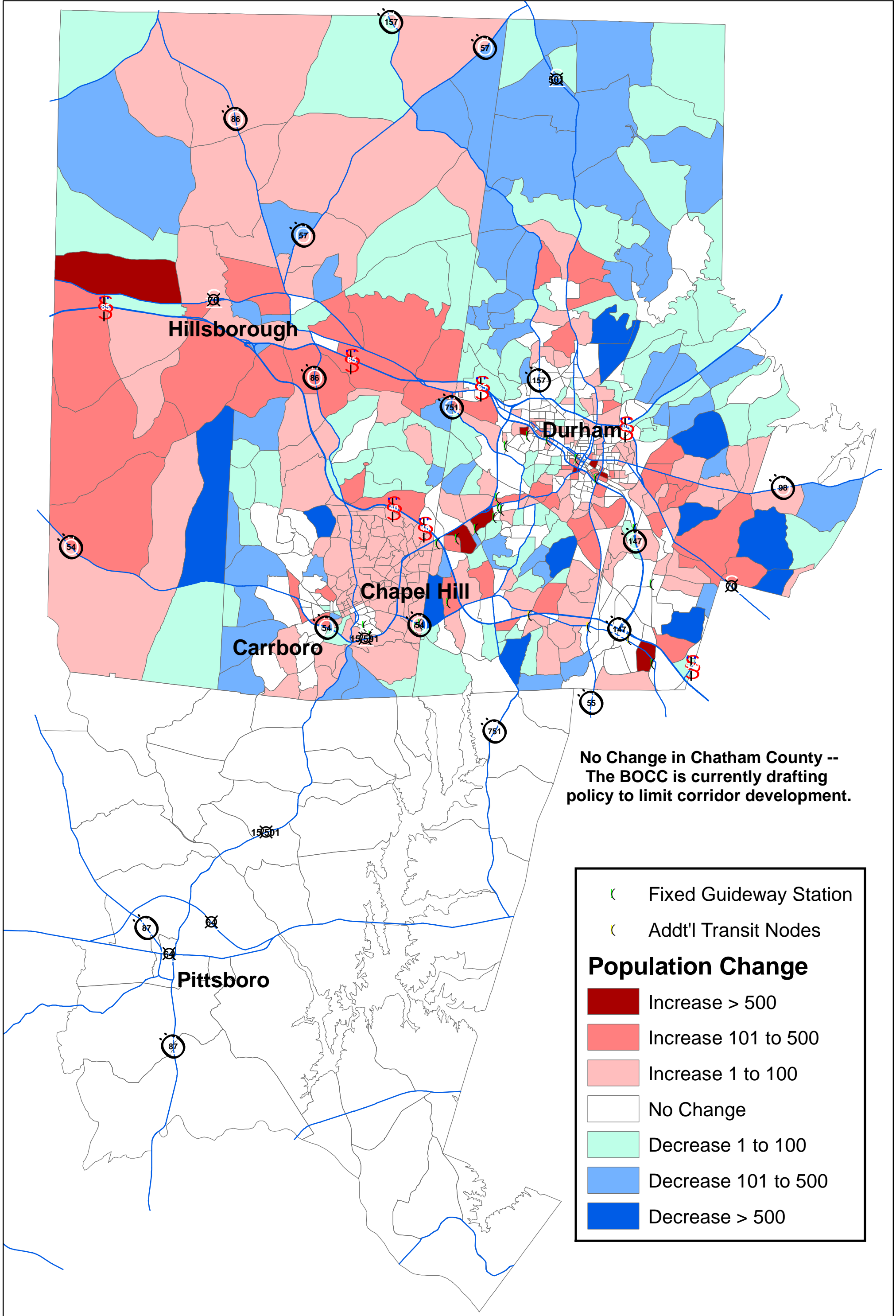
# Constrained L.U. Scenario -- Population Compared to Baseline



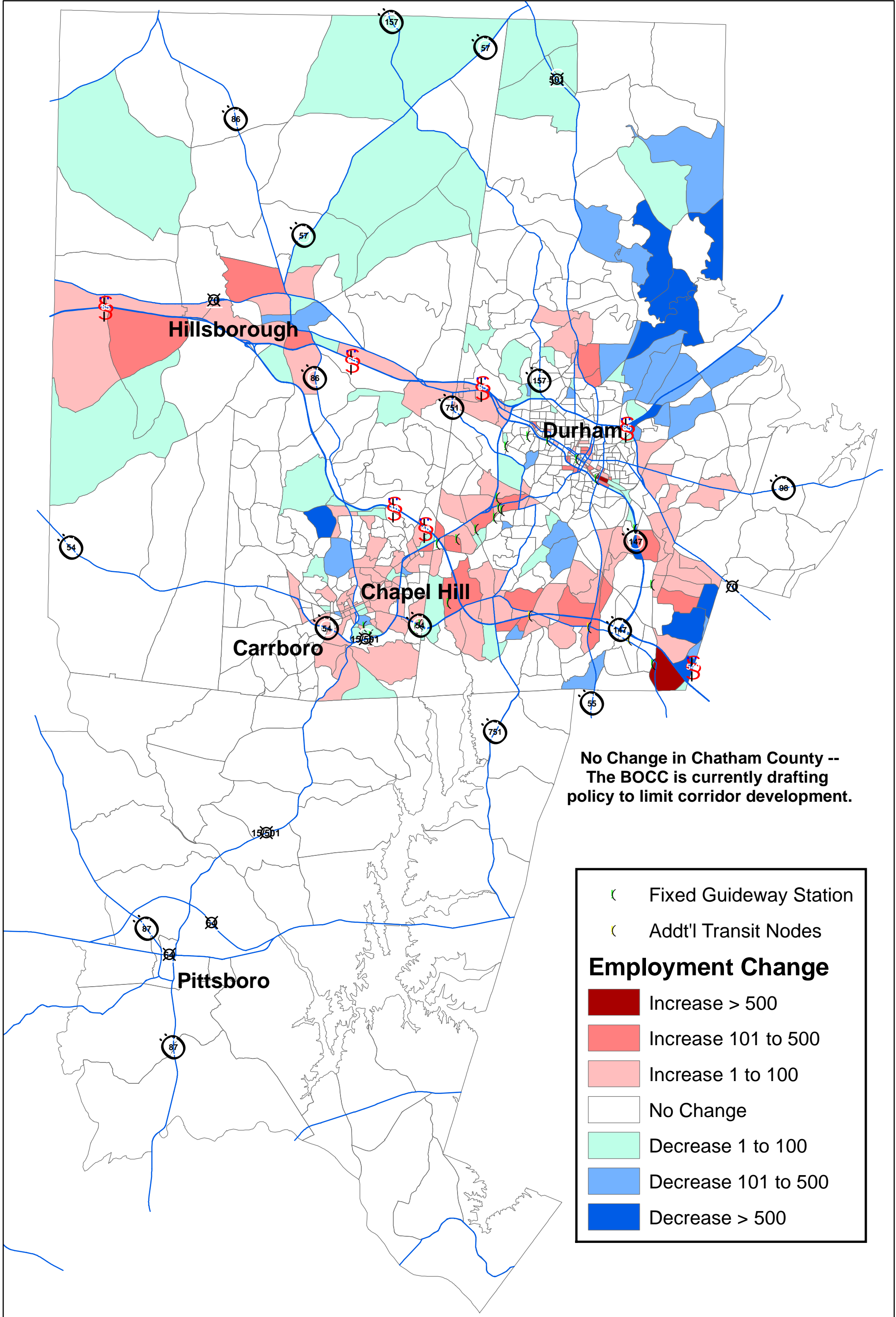
# Constrained L.U. Scenario -- Employment Compared to Baseline



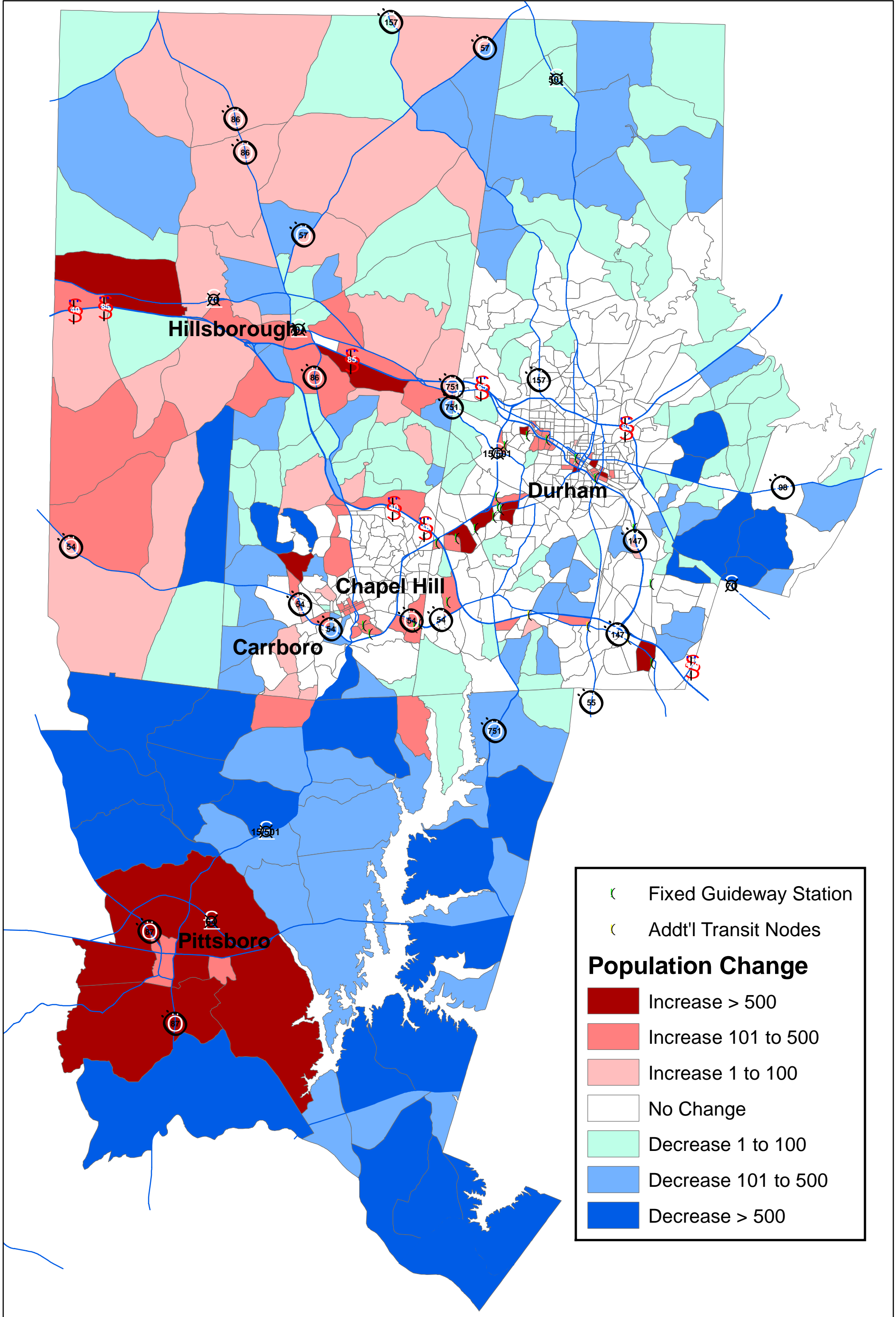
# Travel Corridor L.U. Scenario -- Population Compared to Baseline



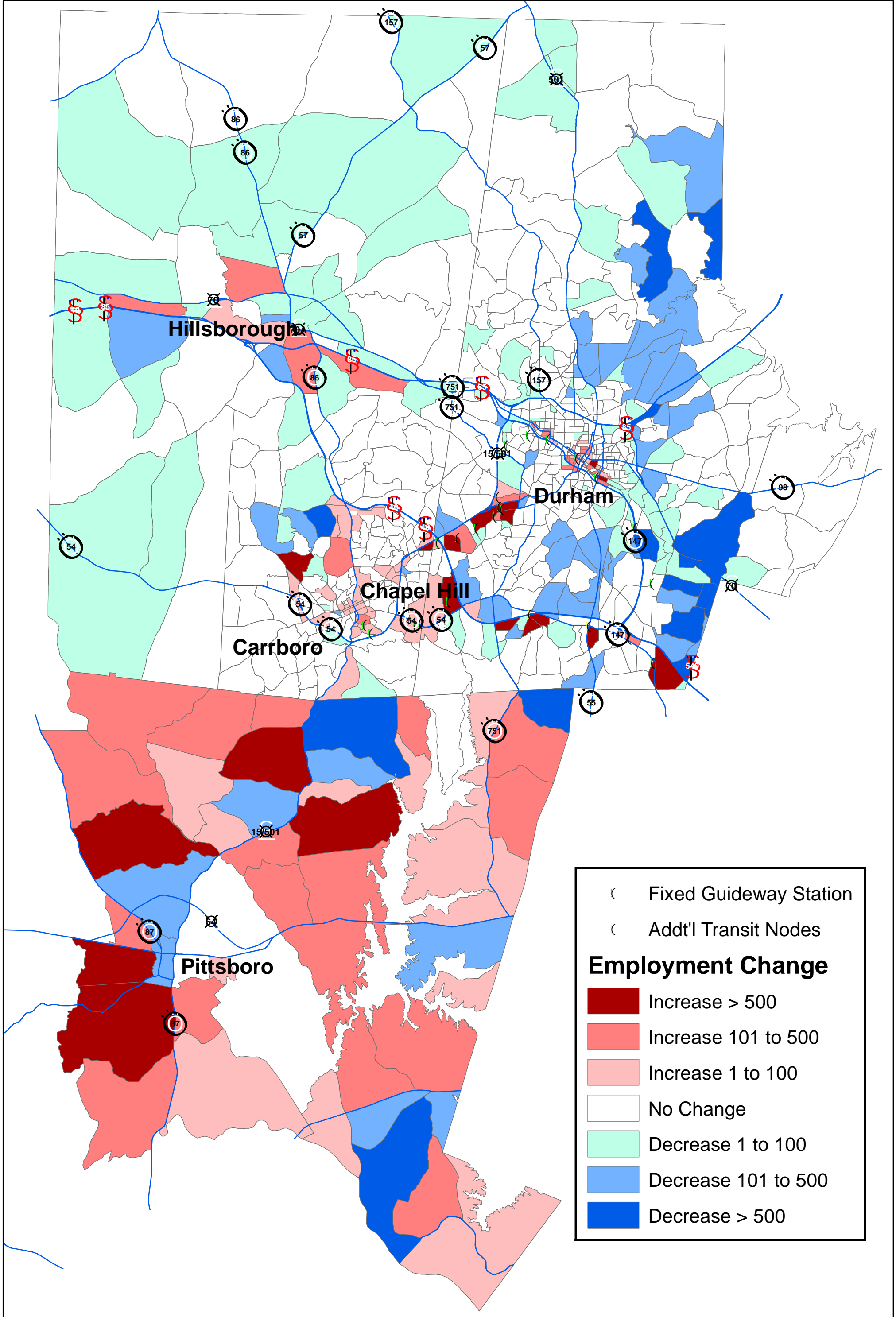
# Travel Corridor L.U. Scenario -- Employment Compared to Baseline



# Transit Node L.U. Scenario -- Population Compared to Baseline



# Transit Node L.U. Scenario -- Employment Compared to Baseline



## 2035 LRTP Alternatives

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### Transportation Systems and Land Use Scenarios

The DCHC MPO plans to develop and evaluate several Alternatives in the process to create the 2035 Long Range Transportation Plan. Each Alternative will be a combination of a Transportation System, which includes a set of highway, transit and other transportation improvements, and a Land Use Scenario that distributes the forecasted population and employment for the year 2035, and each Alternative will be run in the Triangle Regional Model (TRM) to produce a set of performance measures.

The table on the next page shows the combinations of Transportation Systems and Land Use Scenarios that will be modeled for the 2035 LRTP development process.

- The first two Transportation Systems (#1 and #2), the 2030 LRTP and Comprehensive Transportation Plan, will be used to compare with the 2035 LRTP Alternatives.
- The next five Transportation Systems (#3 through #7), are Alternatives for the 2035 LRTP.

Each of these Transportation Systems will be combined with one, or more, Land Use Scenarios to produce a set of performance measures that can be used to compare and evaluate the various Alternatives. There is a unique set of Socioeconomic Data (SE Data) for each Land Use Scenario. The Baseline Land Use Scenario, for example, is the SE Data approved by the Transportation Advisory Committee (TAC) for use in developing the 2035 LRTP and is based on the current land use plans and policies of the local jurisdictions. The other Land Use Scenarios, which have been previously presented and discussed with the TAC, assume certain changes to current land use policies. The Transportation System and Land Use Scenarios have only been combined into logical matches. For example, the Intensive Highway Transportation System assumes many highway improvements but relatively few transit improvements and no fixed-guideway stations, and thus this System was not matched with the Transit Node Land Use, which is designed to support fixed-guideway stations.

There are 15 combinations. However, three of the combinations are designated (with footnote #3) as having a lower priority compared to the others. Given the tight LRTP development schedule, these combinations might not be completed. The System Preservation (#7) will not require travel demand model runs because the TRM (model) is not designed to be sensitive to the levels of Intelligent Transportation Systems (ITS), Travel Demand Management (TDM) and other related programs and policies. The impact of these programs and policies can be accounted for after the model is run (these are sometimes called off-model credits).

## Combinations of Transportation Systems and Land Use Scenarios (1)

No.	Transportation System	Land Use Scenarios				
		Baseline	Constrained	Buildout	Corridor	Transit Nodes
<b>Benchmarks for comparison</b>						
1	<b>2030 Adopted LRTP</b> Currently adopted plan	1a ✓				
2	<b>Comprehensive Transportation Plan</b> Vision Plan to address population and employment buildout beyond the year 2035; no budget constraint	2a		2b		
<b>2035 LRTP Alternatives</b>						
3	<b>Intensive Highway</b> Emphasize highway investment to address transportation needs	3a	3b		3b	
4	<b>Fixed Guideway</b> Light rail and other grade separated transit	4a			4b (3)	4c
5	<b>Bus Transit</b> Emphasize bus transit service to address transportation needs	5a			5b	5c (3)
6	<b>Moderate Multimodal</b> Continue current investment trends with some shift to non-automobile modes	6a			6b	6c (3)
7	<b>System Preservation (2)</b> Preserve effectiveness of existing transportation using ITS, TDM, and CMS-TSM projects and policies					

- (1) Each combination of a Transportation System and Land Use Scenario will require a unique travel demand model run.
- (2) The Triangle Regional Model (TRM) is not designed to be very sensitive to changes in ITS, TDM, and CMS-TSM projects and policies. Therefore, the System Preservation Alternative will not require additional model runs.
- (3) These are relatively low priority combinations, and thus might not be completed given the tight development schedule.

✓ = Model run completed

## Evaluation of Alternatives

This section discusses the various data that will be produced to assist in evaluating the Alternatives.

### Performance Data

The Triangle Regional Model (TRM) will produce the data needed to calculate the Target performance measures for each of the proposed Alternatives. The TAC reviewed and approved these Targets in February 2008. The table on the following page presents the Performance Target format – the data will be completed as the Alternatives are processed. In addition, the staff and TAC might request additional evaluation information such as “V/C” maps (Volume/Capacity – shows congestion on roadways) and ridership for specific transit systems.

### Preliminary Cost Data

As the Alternatives are processed, a preliminary total cost figure will be produced for each Alternative. These total cost figures are expected to be several billion dollars.

### Preliminary Revenue Data

The 2035 LRTP must be fiscally-constrained, which means that the projected revenues must cover the projected costs. The following table provides a preliminary Revenue estimate, in present dollar value, for the DCHC MPO over a 29-year period – from 2007 through 2035. The estimate for Alternatives with fixed guideway projects is \$295 higher because it assumes grant federal funding to pay for a portion of the fixed guideway capital costs.

	Low Estimate	High Estimate
	<u>Amount (in millions)</u>	<u>Amount (in millions)</u>
Without Fixed Guideway Projects	4,184	5,379
With Fixed Guideway Projects	4,479	5,674

## Project List

Following the Performance Target table, there is a list of highway and transit projects that shows which projects are in each of the Alternatives.

## Project Maps

Highway and transit maps that correspond to these project lists will also be distributed.

## 2035 Long Range Transportation Plan Alternative Performance v. Targets

		Alternatives					Targets		
		CTP	Highway	Fixed Guideway	Bus Transit	Mod. Multimodal	Good	Better	Best
<b>1</b>	<b>Mobility Targets</b>								
1.1	VMT Per Capita (daily miles)						29.1	27.5	24.5
1.2	Total VMT Reduction from 2035 Baseline						5%	10%	20%
1.3	VHT per capita (daily minutes)						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)						12%	8%	4%
1.6	Average Travel Time (work trips) (daily minutes)						24	22	20
1.7	Average Travel Time (all trips) (daily minutes)						15	14	13
1.8	Average Travel Time (all peak trips) (daily minutes)						19	17	15
<b>2</b>	<b>Transit Targets</b>								
2.1	Transit Mode Share (all trips)						3.0%	5.0%	8.0%
2.2	Percent Ridership Increase from 2035 Baseline						100%	200%	400%
2.3	Transit Mode Share (work trips)						5.0%	8.0%	12.0%
2.4	Daily Transit Trips per Capita						0.29	0.43	0.72
<b>3</b>	<b>TDM Targets</b>								
3.1	Percent SOV Trip Share (all trips)						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)						78.4%	74.3%	66.0%
3.4	Percent Non-motorized Trip Share (all trips)						9%	11%	15%
3.5	Percent Non-motorized trip increase from 2035 Baseline						30%	59%	117%
<b>4</b>	<b>Air Quality and Environmental Targets</b> (Guide data is the federal Air Quality Conformity budget)								
4.1	Carbon Monoxide - CO (kg/day)						5% under budget	10% under budget	20% under budget
4.2	Nitrogen Oxides - NOx (kg/day)						5% under budget	10% under budget	20% under budget
4.3	Greenhouse Gas Reduction (community target)						10%	20%	30%
<b>5</b>	<b>Financial/Economics Targets</b>								
5.1	Revenue/Cost Gap (Ratio of traditional revenue/cost)						0.90	0.95	1.00
5.2	Cost per Trip						\$0.20	\$0.18	\$0.16
5.3	Cost of Congestion (in million \$)						1,030	848	666
<b>6</b>	<b>Environment Justice/Land Use Targets</b>								
6.1	Percent of EJ Population within 1/4 mile of transit						65%	75%	85%
6.2	Percent of Employment within 1/4 mile of transit						75%	80%	90%
6.3	EJ Travel Time (ratio of avg.travel time) (EJ/All)						1.00	0.95	0.90

**2035 LRTP and CTP**  
**Highway Projects and Alternatives**

New ID	Project	Project Limits	Existing Cross-Section	CTP 2040 Proposed Cross-Section	County	Proposed Improvement	AQ year	Benchmarks			LRTP Alternatives				
								0-- E+C	1-- 2030	2-- CTP	3-- Hwy	4-- FG	5-- Bus	6-- Mod	7-- Pres
1	Alexander Dr	Cornwallis Rd to NC 147	2-lane	4-lane divided	Durham	Widening	2017	0	1	1	1	1	1	1	1
2	Alexander Dr	NC 147 to Miami Blvd	2-lane	4-lane divided	Durham	Widening	2007	1	1	1	1	1	1	1	1
2.1	Alexander Dr	NC 147 to Miami Blvd	4-lane divided	6-lane divided	Durham	Widening	2040	0	0	1	1	0	0	0	0
3	Alexander Dr	NC 54 to NC 55	2-lane	4-lane divided	Durham	Widening	2025	0	1	1	1	1	1	1	1
4	Alexander Dr	NC 54 to Cornwallis Rd	2-lane	4-lane divided	Durham	Widening	2025	0	1	1	1	1	1	1	1
5	Alston Ave Ext	Holloway St to Old Oxford/Roxboro	New	4-lane divided	Durham	New	2035	0	1	1	1	1	1	1	1
5.1	Anderson St Ext (15th St)	Erwin Rd to Main (US 70 Bus)	2-lane	4-lane	Durham	Widening	2040	0	0	1	1	0	0	0	0
5.2	Barbee Road	E Woodcroft Pkwy to Herndon Rd	2-lane	4-lane	Durham	Widening	2040	0	0	1	1	0	0	0	0
6	Berryhill/Old Fayetteville Conn.	Old Fayetteville Rd to NC 54 Bypass	New	2-lane	Orange	New	2007	1	1	1	1	1	1	1	1
7	BPW Club/Rock Haven Conn.	Loop at Smith Level Road	New	2-lane	Orange	New	2007	1	1	1	1	1	1	1	1
7.1	Briggs Ave Ext	Lawson-NE Creek Pkwy	2-lane	4-lane divided	Durham	Widening		0	0	1	1				
8	Briggs Ave Ext	So-Hi Dr to Riddle Rd	New	4-lane	Durham	New	2017	0	1	1	1	1	1	1	1
8.1	Burton Road Ext	Burton Rd to Red Mill Rd/I-85	new	2-lane	Durham	New	2040	0	0	1	1	0	0	0	0
8.2	Carpenter Fletcher	Woodcroft Pewit ext to NC 55	2 lane	4-lane divided	Durham	Widening	2035	0	0	1	1	0	0	0	0
9	Carver Street Ext	Armfield St to Old Oxford Rd	New	4-lane divided	Durham	New	2017	0	1	1	1	0	0	0	0
10	Chin Page Ext.	Page Rd to Wake County Line	New	4-lane	Durham	New	2025	0	1	1	1	0	0	0	0
11	Churton Connector	Old NC 86 to NC 86 (Between I-85 & I-40)	New	4-lane divided	Orange	New	2008	1	1	1	1	1	1	1	1
11.1	Club Blvd	Washington to Roxboro	2-lane	4-lane divided	Durham	Widening	2040	0	0	1	1	0	0	0	0
11.2	Club Blvd	Roxboro to Geer St	2-lane	4-lane divided	Durham	Widening	2040	0	0	1	1	0	0	0	0
12	Cornwallis Rd	MLK to Alexander Dr	2-lane	4-lane divided	Durham	Widening	2025	0	1	1	1	0	0	0	0
13	Cornwallis Rd Ext	Miami Blvd to Chin Page Rd	New	4-lane divided	Durham	New	2035	0	1	1	1	0	0	0	0
14	Davis Dr	NC 54 to County Line	2-lane	4-lane divided	Durham	Widening	2009	1	1	1	1	1	1	1	1
14.1	Duke Street (North)	I-85 to N Roxboro split	4-lane	6-lane	Durham	Widening	2040	0	0	1	1	0	0	0	0
15	East End Connector (EEC)	NC 147 to US 70 E; US 70:EEC to NC 98	New	6-lane freeway	Durham	New	2017	0	1	1	1	1	1	1	1
15.1	East End Connector (EEC)	NC 147 to US 70 E; US 70:EEC to NC 99	6-lane freeway	8-lane HOV freeway	Durham	Widening	2040	0	0	1	1	0	0	0	0
16	Elizabeth Brady Rd Ext	US 70 Business to St Mary's Rd	New	4-lane divided	Orange	New	2017	0	1	1	1	1	1	1	1
17	Estes Dr	Greensboro Rd to NC 86	2-lane	3-lane	Orange	Widening	2025	0	1	1	1	1	1	1	1
18	FarmHouse/Tramore Conn.	Old NC 86 to Stratford Drive	New	2-lane	Orange	New	2035	0	1	1	1	0	0	0	0
19	Farrington Mill Rd	Jack Bennett Rd to Durham Co line	2-lane	4-lane divided	Durham	Widening	2035	0	0	1	1	0	0	0	0

**2035 LRTP and CTP**  
**Highway Projects and Alternatives**

New ID	Project	Project Limits	Existing Cross-Section	CTP 2040 Proposed Cross-Section	County	Proposed Improvement	AQ year	Benchmarks			LRTP Alternatives				
								0-- E+C	1-- 2030	2-- CTP	3-- Hwy	4-- FG	5-- Bus	6-- Mod	7-- Pres
20	Farrington Mill Rd	Barbee Chapel Rd to Chatham Co. line	2-lane	4-lane divided	Durham	Widening	2035	0	0	1	1	0	0	0	0
21	Farrington Rd	Barbee Chapel Rd to Stagecoach Rd	2-lane	4-lane divided	Durham		2035	0	0	1	1	0	0	0	0
22	Fayetteville Rd	Woodcroft Pkwy to South Point	2-lane	4-lane divided	Durham	Widening	2005	1	1	1	1	1	1	1	1
23	Fayetteville Rd	Woodcroft Pkwy to Cornwallis Rd	2-lane	4-lane divided	Durham	Widening	2017	0	1	1	1	1	1	1	1
24	Garrett Rd	NC 751 to US 15-501	2-lane	4-lane divided	Durham	Widening	2025	0	1	1	1	0	0	0	0
25	Garrett Rd/NC 751/nc54	Garrett/NC 751 to NC 54	Intersection	4-lane	Durham	Widening	2008	0	0	1	1	1	1	1	1
25.1	Geer Street	Club Blvd to Cheek	2-lane	4-lane	Durham	Widening	2040	0	0	1	1	0	0	0	0
26	Globe St Ext. (Brier Creek Pkwy)	Miami Blvd. To Wake County Line	New	4-lane	Durham	New	2035	0	1	1	1	0	0	0	0
27	Glover Rd	Glover Rd/NC 147 interchange; 147 to Angier	2-lane	Interchg/4-lane divided	Durham	Widen/interchg	2025	0	1	1	1	0	0	0	0
28	Glover Rd	Angier to US 70	New	4-lane divided	Durham	New	2025	0	1	1	1	0	0	0	0
29	Guess Rd	Carver St to Umstead Rd	2-lane	5-lane/4-lane divided	Durham	Widening	2006	1	1	1	1	1	1	1	1
29.1	Hamlin Road Ext	Glenn Rd to Red Mill Rd	new	2-lane	Durham	New	2040	0	0	1	1	0	0	0	0
29.2	Herndon Rd	Scott King to Barbee Rd/Massey Chapel	2-lane	4-lane divided	Durham	Widening	2040	0	0	1	1	0	0	0	0
30	Hillandale Rd	I-85 to Carver St.	2-lane	4-lane divided	Durham	Widening	2011	1	1	1	1	1	1	1	1
31	Hillandale Rd	Carver to Horton Rd	2-lane	4-lane divided	Durham	Widening	2025	0	1	1	1	0	0	0	0
32	Hillandale Rd Ext	Horton Rd to Guess Rd	New	4-lane divided	Durham	New	2035	0	1	1	1	0	0	0	0
33	Hillsborough Rd/Old Fayetteville	Lorraine St to Old Fayetteville/NC 54	2-lane	2-lane (36-ft curb/gutter)	Orange	Widening	2025	0	1	1	1	1	1	1	1
34	Holloway Street	US 70 to east of Junction Rd	2-lane	5-lane	Durham	Widening	2009	1	1	1	1	1	1	1	1
35	Homestead Rd	High School Rd to NC 86	2-lane	3-lane	Orange	Widening	2025	0	1	1	1	1	1	1	1
36	Homestead Rd	Old NC 86 to High School Rd	2-lane	3-lane	Orange	Widening	2025	0	1	1	1	1	1	1	1
37	Hopson Rd. realignment (RTP)	Louis Stephens Dr to NC 55	2-lane	2-lane	Durham	Realignment	2010	1	1	1	1	1	1	1	1
39	Horton Rd	Duke St to Hillandale Rd	2-lane	4-lane divided	Durham	Widening	2035	0	1	1	1	0	0	0	0
40	(Horace Williams Network) Carolina North	Carolina North Campus (this is not an extension of Weaver Dairy Rd.)	New	2-lane	Orange	New	2020	0	1	1	1	1	1	1	1
41	I-40/Farrington Rd interchange	I-40/Farrington Interchange	New	Interchange	Durham	New	2025	0	0	1	1	0	0	0	0
42	I-40	US 15-501 to NC 147	4-lane freeway	6-lane freeway	Durham	Widening	2006	1	1	1	1	1	1	1	1
43	I-40	US 15-501 to NC 86	4-lane freeway	6-lane freeway	Orange	Widening	2035	0	1	1	1	0	0	0	0

**2035 LRTP and CTP**  
**Highway Projects and Alternatives**

New ID	Project	Project Limits	Existing Cross-Section	CTP 2040 Proposed Cross-Section	County	Proposed Improvement	AQ year	Benchmarks			LRTP Alternatives				
								0-- E+C	1-- 2030	2-- CTP	3-- Hwy	4-- FG	5-- Bus	6-- Mod	7-- Pres
44	I-40	NC 86 to I-85	4-lane freeway	6-lane freeway	Orange	Widening	2035	0	1	1	1	0	0	0	0
45	I-40 HOV	Wake County Line to NC 86	New	HOV/HOT lane	Durham	New	2035	0	1	1	1	0	1	0	0
45.1	I-40 HOV	NC 86 to I-85/Orange County Line	New	HOV/HOT lane	Durham	New	2040	0	0	1	1	0	1	0	0
46	I-540	Ramp improvement: I-540 W to I-40 W	1-lane ramp	2-lane ramp	Durham	Widening	2010	0	1	1	1	1	1	1	1
47	I-85	US 15-501 Bypass N to US 70	4-lane freeway	8-lane freeway	Durham	Widening	2006	1	1	1	1	1	1	1	1
48	I-85	I-40 to the Durham Co line	4-lane freeway	8-lane freeway	Orange	Widening	2025	0	1	1	1	1	1	1	1
49	I-85	US 70 to Red Mill Rd.	4-lane freeway	8-lane HOV freeway	Durham	Widening	2035	0	1	1	1	1	1	1	1
50	Infinity Rd	Roxboro Rd to Snow Hill Rd	2-lane	4-lane divided	Durham	Widening	2035	0	1	1	1	0	0	0	0
50.1	Jack Bennet Rd/Lystra Rd.	US 15-5501 South to Farrington Mill/Point Rd	2-lane	4-lane divided	Chatham	Widening	2035	0	0	1	1	0	0	0	0
50.2	Kemp Road (SR 1902)	SR 1809 to Olive Branch	new	2-lane	Durham	New	2040	0	0	1	1	0	0	0	0
51	Lake Hogan Farms Rd	Eubanks Road to Homestead Rd.	New	2-lane	Orange	New	2020	0	1	1	1	1	1	1	1
52	Latta Rd	Guess Rd to Roxboro Rd	2-lane	4-lane divided	Durham	Widening	2035	0	1	1	1	0	0	0	0
53	Leesville Rd Ext	Northern Parkway to US 70/Page Rd.	New	4-lane	Durham	New	2035	0	1	1	1	0	0	0	0
54	Leesville Rd Realignment	East of Olive Branch Rd to County line	2-lane	4-lane	Durham	Realignment	2035	0	1	1	1	0	0	0	0
54.1	Leesville Rd	US 70 to Panoramic Dr	New	2-lane	Durham	New	2040	0	0	1	1	0	0	0	0
56	Louis Stephens Drive (RTP)	Hopson Rd to County Line	New	4-lane	Durham	New	2010	0	1	1	1	1	1	1	1
57	Lynn Rd. Ext	NC 98/Glover Rd Ext to Existing Lynn Rd.	New	2-lane	Durham	New	2035	0	1	1	1	0	0	0	0
57.1	Massey Chapel Rd	Fayetteville Rd. to Herndon Rd	2-lane	4-lane	Durham		2040	0	0	1	1	0	0	0	0
58	Mason Farm Rd Realignment	Near S Columbia St	2-lane	2-lane	Orange	Realignment	2025	0	1	1	1	0	0	0	0
59	Miami Blvd.	Methodist Dr to Angier Ave	2-lane	5-lane	Durham	Widening	2009	1	1	1	1	1	1	1	1
60	Midland Terrace	NC 98 to Geer St	New	2-lane	Durham	New	2035	0	1	1	1	0	0	0	0
61	Midland Terrace	Dearborn to Old Oxford Rd/Hamlin Junction	New	2-lane	Durham	New	2035	0	1	1	1	0	0	0	0
62	MLK Parkway	Old Chapel Hill Rd to NC 55	2-lane/new	4-lane divided	Durham	New	2007	1	1	1	1	1	1	1	1
63	MLK Pkwy (NC 55 interchange)	NC 55 to Cornwallis Rd connector	New	4-lane divided	Durham	New	2035	0	1	1	1	0	0	0	0

### 2035 LRTP and CTP Highway Projects and Alternatives

New ID	Project	Project Limits	Existing Cross-Section	CTP 2040 Proposed Cross-Section	County	Proposed Improvement	AQ year	Benchmarks			LRTP Alternatives				
								0-- E+C	1-- 2030	2-- CTP	3-- Hwy	4-- FG	5-- Bus	6-- Mod	7-- Pres
64	NC 147	Alston Ave to I-40	4-lane freeway	6-lane HOV freeway	Durham	Widening	2035	0	1	1	1	0	0	0	0
64.1	NC 147	Alston Ave to I-85	4-lane freeway	6-lane HOV freeway	Durham	Widening	2040	0	0	1	1	0	0	0	0
65	NC 147	East End Conn to I-40	New	HOV lane	Durham	Widening	2035	0	1	1	1	0	0	0	0
66	NC 147 South Ext (Triangle Pkwy -toll)	I-40 to County Line	New	6-lane freeway	Durham	New	2017	0	1	1	1	1	1	1	1
67	NC 54	Burning Tree to Barbee Chapel	4-lane	6-lane divided	Durham	Widening	2005	1	1	1	1	1	1	1	1
68	NC 54	Miami Blvd to Wake Co line	2-lane	4-lane divided	Durham	Widening	2007	1	1	1	1	1	1	1	1
69	NC 54	I-40 Interchange to NC 55	2-lane	4-lane divided	Durham	Widening	2025	0	1	1	1	1	1	1	1
70	NC 54	I-40 to Barbee Chapel Rd	4-lane	6-lane divided	Durham	Widening	2025	0	1	1	1	0	0	0	0
71	NC 54/NC 751/Garrett Rd	NC 751/Garrett to NC 54	Intersection	Upgrade	Durham	Upgrade		1	1	1	1	1	1	1	1
72	NC 54/Page Rd	Davis Dr to Miami Blvd	2-lane	4-lane divided	Durham	Widening	2009	1	1	1	1	1	1	1	1
73	NC 54/US 15-501 Bypass	NC 54 to US 15-501	4-lane	6-lane divided	Orange	Widening	2025	0	1	1	1	0	0	0	0
74	NC 55	Cornwallis Rd to Wake Co.	2-lane	4-lane divided	Durham	Widening	2007	1	1	1	1	1	1	1	1
75	NC 55 (Alston Ave.)	NC 147 to NC 98	2-lane	4-lane divided	Durham	Widening	2017	1	1	1	1	1	1	1	1
76	NC 751	US 64 (MAB) to Durham Co. line	2-lane	4-lane divided	Chatham	Widening	2035	0	1	1	1	0	0	0	0
77	NC 751	Fayetteville/Scott King Rd to S Roxboro St	2-lane	4-lane divided	Durham	Widening	2025	0	1	1	1	0	0	0	0
78	NC 751	Chatham Co. Line to Fayetteville/Scott King Rd		4-lane divided	Durham		2035	0	1	1	1	0	0	0	0
80	NC 86	Old NC 10 to US 70 Business	2-lane	4-lane divided	Orange	Widening	2025	0	1	1	1	0	0	0	0
81	NC 86	US 70 Bypass to NC 57	2-lane	4-lane divided	Orange	Widening	2025	0	1	1	1	0	0	0	0
81.1	NC 98 (Holloway St)	Wake County Line to Mineral Springs	2-lane	4-lane	Durham	Widening	2040	0	0	1	1	0	0	0	0
83	Northern Durham Pkwy	US 70 E to I 85 N	New	4-lane divided	Durham	New	2025	0	1	1	1	1	1	1	1
84	Northern Durham Pkwy	I 85 North to Old Oxford Hwy	New	4-lane divided	Durham	New	2025	0	1	1	1	1	1	1	1
85	Northern Durham Pkwy	Old Oxford Hwy to Roxboro Rd	New	4-lane divided	Durham	New	2025	0	1	1	1	1	1	1	1
85.1	Oakdale Rd.	Old NC 85 to Old NC 86	new	2-lane	Orange		2040	0	0	1	1	0	0	0	0
86	Old NC 86	I-40 to Lafayette Dr.	2-lane	4-lane divided	Orange	Widening	2035	0	1	1	1	1	1	1	1
87	Old NC 86	Lafayette Dr to US 70 Business	2-lane	4-lane divided	Orange	Widening	2035	0	1	1	1	1	1	1	1
88	Old Oxford Rd	Roxboro Rd to Snow Hill Rd	2-lane	4-lane divided	Durham	Widening	2025	0	1	1	1	0	0	0	0
89	Olive Branch Rd Ext	NC 98 to US 70	New	2-lane	Durham	New	2035	0	1	1	1	0	0	0	0
89.1	Orange Factory Road	Snow Hill to Orange Factory	New	2-lane	Durham	New	2040	0	0	1	1	0	0	0	0

**2035 LRTP and CTP**  
**Highway Projects and Alternatives**

New ID	Project	Project Limits	Existing Cross-Section	CTP 2040 Proposed Cross-Section	County	Proposed Improvement	AQ year	Benchmarks			LRTP Alternatives				
								0-- E+C	1-- 2030	2-- CTP	3-- Hwy	4-- FG	5-- Bus	6-- Mod	7-- Pres
89.2	Orange Factory Road	Treyburn to Staggsville Connector	New	2-lane	Durham	New	2040	0	0	1	1	0	0	0	0
90	Page Rd	I-40 to Page Rd Ext	2-lane	4-lane divided	Durham	Widening	2035	0	1	1	1	0	0	0	0
91	Riddle Rd. Extension	Briggs Ave. to NC 147	New	2-lane	Durham	New	2025	0	1	1	1	0	0	0	0
91.1	Riddle Rd. Extension	Cornwallis to NC 55	New	2-lane	Durham	New	2040	0	0	1	1	0	0	0	0
92	Roxboro Road (501N)	Duke Street to Goodwin Rd	4-lane divided	6-lane divided	Durham	Widening	2035	0	1	1	1	1	1	1	1
93	Roxboro St Ext	Hope Valley Farms to MLK Pkwy	2-lane	4-lane divided	Durham	Widening	2005	1	1	1	1	1	1	1	1
94	Roxboro St	Cornwallis Rd to MLK Pkwy	2-lane	4-lane divided	Durham	New	2025	0	1	1	1	0	0	0	0
94.1	Roxboro St South	Summit to E. Lakewood	2-lane	4-lane divided	Durham	Widening	2040	0	0	1	1	0	0	0	0
95	Scott King Rd	Grandale Dr to Hopson Rd	New	4-lane divided	Durham	New	2035	0	1	1	1	0	0	0	0
95.1	Scott King Rd	Grandale Dr to Fayetteville Rd	2-lane	4-lane divided	Durham	Widening	2035	0	0	1	1	0	0	0	0
96	Seawell School Connector	Lake Hogan Farms Rd to Seawell School Rd	New	2-lane	Orange	New	2035	0	1	1	1	0	0	0	0
97	Smith Level Rd	Rock Haven Rd to NC 54 bypass	2-lane	Multilanes	Orange	Widening	2017	0	1	1	1	1	1	1	1
97.1	Snow Hill Rd (SR 1631)	Infinity Rd to Old Oxford Ext	new	2-lane	Durham	New	2040	0	0	1	1	0	0	0	0
98	South Columbia St	NC 54 to Manning Dr.	2-lane	turn lanes/bike facilities	Orange	Widening	2017	0	1	1	1	1	1	1	1
100	Stadium Drive Ext	Shaftsbury Dr to Kirkwood Dr	2-lane	3-lane curb & gutter	Durham	Widening	2005	1	1	1	1	1	1	1	1
101	Stagecoach Rd	Farrington Mill Rd to NC 751	2-lane	4-lane divided	Durham	Widening	2017	0	0	1	1	0	0	0	0
101.1	Staggsville Rd (1615)	SR 1619 to SR 1626	New	2-lane	Durham	New	2040	0	0	1	1	0	0	0	0
102	SW Durham Dr	Rizzo Conf. Dr to I-40	New	2-lane divided	Durham	New	2025	0	1	1	1	0	0	0	0
103	SW Durham Pkwy	Farrington Rd (I-40 to Old Chapel Hill Rd)	2-lane	4-lane divided	Durham	Widening	2025	0	1	1	1	1	1	1	1
104	SW Durham Pkwy	Watkins Rd (Old Chapel Hill Rd to US 15-501)	2-lane	4-lane divided	Durham	Widening	2017	0	1	1	1	1	1	1	1
105	SW Durham Pkwy	NC 54 to Rizzo Conf. Driveway	New	4-lane divided	Durham	New	2005	1	1	1	1	1	1	1	1
106	SW Durham Pkwy	15-501 to Mt. Moriah Rd.	New	4-lane divided	Durham	New	2025	0	1	1	1	1	1	1	1
106.1	T. W. Alexander Dr	Miami Blvd to US 70	4-lane divided	6-lane divided	Durham	Widening	2035	0	0	1	1	0	0	0	0
107	T. W. Alexander Dr Ext	US 70 to Carpenter Ponds (Durham Portion)	New	4-lane divided	Durham	New	2025	0	1	1	1	0	0	0	0
108	UNC Access to the Bypass	Manning Dr to 54/15-501 Bypass	New	4-lane divided	Orange	New	2025	0	1	1	1	0	0	0	0
109	US 15-501	Pittsboro Bypass (MAB) to Orange Co. line	2-lane	4-lane divided	Chatham	Widening	2007	1	1	1	1	1	1	1	1

**2035 LRTP and CTP**  
**Highway Projects and Alternatives**

New ID	Project	Project Limits	Existing Cross-Section	CTP 2040 Proposed Cross-Section	County	Proposed Improvement	AQ year	Benchmarks			LRTP Alternatives				
								0-- E+C	1-- 2030	2-- CTP	3-- Hwy	4-- FG	5-- Bus	6-- Mod	7-- Pres
110	US 15-501	Mt Moriah Rd to Garrett Rd	4-lane divided	6-lane divided	Durham	Widening	2009	1	1	1	1	1	1	1	1
111	US 15-501	I-40 to Franklin St	4-lane divided	6-lane divided	Orange	Widening	2035	0	1	1	1	0	0	0	0
112	US 15-501	Orange Co line to Chapel Hill Bypass	2-lane	4-lane divided	Orange	Widening	2007	1	1	1	1	1	1	1	1
113	US 15-501	Bypass to I-40 (freeway conversion)	6-lane divided	6-lane freeway	Durham	Widening	2035	0	1	1	1	0	0	0	0
114	US 15-501 Bypass	Pickett Rd to Morreene Rd	4-lane freeway	6-lane freeway	Durham	Widening	2035	0	1	1	1	0	0	0	0
115	US 15-501 Service Rd (SR 1126)	Relocation of existing service road.	2-lane	2-lane	Durham	Realignment	2009	1	1	1	1	1	1	1	1
115.1	US 70	I-85 to East End Connector	6-lane freeway	8-lane HOV freeway	Durham	Widening	2040	0	0	1	1	0	0	0	0
116	US 70	Lynn Rd to Wake Co line	4-lane divided	6-lane freeway	Durham	Widening	2025	0	1	1	1	0	0	0	0
117	US 70 Bypass	NC 86 to I-85 (exit 170)	2-lane	4-lane divided	Orange	Widening	2025	0	1	1	1	0	0	0	0
118	US 70/Miami Blvd/Mineral	Intersection Upgrade	Existing	Upgrade	Durham	New	2009	1	1	1	1	1	1	1	1
119	Weaver Dairy Rd	NC 86 to Erwin Rd	2-lane	3-lane	Orange	Widening	2017	0	1	1	1	1	1	1	1
120	Western Bypass	US 70 to NC 86	New	2-lane	Orange		2025	0	1	1	1	0	0	0	0
121	Western Bypass	NC 86 to Stroud Creek Rd	New	2-lane	Orange		2025	0	1	1	1	0	0	0	0
122.1	Woodcroft Pkwy	Barbee Rd to Carpenter-Fletcher Rd.	2-lane divided	4-lane divided	Durham	Widening	2035	0	0	1	1	1	1	1	1
123	Woodcroft Pkwy Ext	Garrett Rd to Hope Valley Rd	New	4-lane divided	Durham	New	2025	0	1	1	1	0	0	0	0

**2030 L RTP and CTP**  
**Transit Projects and Alternatives**

Old ID	Route Name	System	CTP Peak Headway	CTP Off-Peak Headway	Reg. Fare	Service Type		Benchmarks:			L RTP Alternatives:				
								0-- E+C	1-- 2030	2-- CTP	3-- Hwy	4-- FG	5-- Bus	6-- Mod	7-- Pres
STAC	Burlington to Downtown Raleigh	MTC	45	NA	NA	Express	Commuter Rail	0	0	1	0	0	0	1	0
STAC	Selma to Downtown Durham	MTC	45	NA	NA	Express	Commuter Rail	0	0	1	0	0	0	1	0
STAC	Carolina North to Durham Multimodal Center Corridor	MTC	10	20	NA	Regional	LRT or BRT	0	1	1	0	1	0	0	0
STAC	UNC Hospital to Carolina North	MTC	10	20	NA	Local	High Level Bus Priority	0	0	1	0	0	0	0	0
STAC	Burlington to Carolina North:	MTC	45	NA	NA	Express	Commuter Rail	0	0	1	0	0	0	0	0
STAC	Hillsborough to Carolina North	MTC	30	60	NA	Regional	Low Level Bus Priority	0	0	1	0	0	1	0	0
STAC	Triangle Expressway/Apex I40 to Triangle Metro Center	MTC	20	60	NA	Regional	Buses on Turnpike	0	0	1	0	0	1	0	0
STAC	Duke to Triangle Metro Center via NC 147	MTC	20	60	NA	Regional	Buses on HOT	0	0	1	0	0	1	0	0
STAC	Durham to North Durham	MTC	30	60	NA	Express	Low Level Bus Priority	0	0	1	0	0	1	0	0
STAC	Duke to Triangle Metro Center	MTC	10	20	NA	Regional	Regional Rail (DMU)	0	0	1	0	1	0	0	0
STAC	Triangle Metro Center to NW Cary	MTC	10	20	NA	Regional	Regional Rail (DMU)	0	0	1	0	1	0	0	0
STAC	NW Cary to Downtown Raleigh to Durant Rd	MTC	10	20	NA	Regional	Regional Rail (DMU)	0	0	0	0	0	0	0	0
STAC	Durant Rd to Wake Forest	MTC	45	NA	NA	Express	Commuter Rail	0	0	0	0	0	0	0	0
STAC	Wake Forest to Franklinton	MTC	30	60	NA	Express	Conventional Express Bus	0	0	0	0	0	0	0	0
STAC	I-40: Wake/ Johnston Counties to Triangle Metr	MTC	20	60	NA	Regional	Buses on HOT	0	0	0	0	0	1	0	0
STAC	I-540 Northern Arc	MTC	20	60	NA	Regional	Buses on HOT	0	0	1	0	0	1	0	0
STAC	Southern Arc 540 Eastern/Southern Segments	MTC	20	60	NA	Regional	Buses on Turnpike	0	0	1	0	0	0	0	0
STAC	Pittsboro to Chapel Hill	MTC	30	60	NA	Regional	Low Level Bus Priority	0	0	1	0	0	0	0	0
STAC	Triangle Metro Center to Carolina North	MTC	10	20	NA	Regional	Bus Rapid Transit	0	0	1	0	1	1	0	0
STAC	Apex to Cary	MTC	30	30	NA	Regional	Regional Rail (DMU)	0	0	0	0	0	0	0	0
STAC	Raleigh to Durham via US 70	MTC	30	60	NA	Regional	Low Level Bus Priority	0	0	1	0	0	0	0	0

**2030 LRTP and CTP  
Transit Projects and Alternatives**

Old ID	Route Name	System	CTP Peak Headway	CTP Off-Peak Headway	Reg. Fare	Service Type		Benchmarks:			LRTP Alternatives:				
								0-- E+C	1-- 2030	2-- CTP	3-- Hwy	4-- FG	5-- Bus	6-- Mod	7-- Pres
STAC	Downtown Raleigh to Zebulon	MTC	30	60	NA	Regional	Low Level Bus Priority	0	0	0	0	0	0	0	0
STAC	Raleigh to Fuquay-Varina	MTC	30	60	NA	Regional	Low Level Bus Priority	0	0	0	0	0	0	0	0
STAC	Chapel Hill Circulator	MTC	10	10	NA	Local	Low Level Bus Priority	0	0	1	1	1	1	1	0
STAC	Durham Circulator	MTC	10	10	NA	Local	Low Level Bus Priority	0	0	1	0	1	1	1	0
STAC	Raleigh Circulator 1	MTC	10	10	NA	Local	Low Level Bus Priority	0	0	0	0	0	0	0	0
STAC	Raleigh Circulator 2	MTC	10	10	NA	Local	Low Level Bus Priority	0	0	0	0	0	0	0	0
STAC	Cary Circulator	MTC	10	20	NA	Local	Low Level Bus Priority	0	0	0	0	0	0	0	0
STAC	RTP-RDU Circulator	MTC	10	10	NA	Local	Bus Rapid Transit	0	0	1	0	1	1	1	0
23	DATA Treyburn Station Feeder	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	1	0	0
24	DATA Woodcroft Feeder IB	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	0	0	0
25	DATA Woodcroft Feeder OB	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	0	0	0
26	DATA Meridian Pkwy Feeder IB	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	0	0	0
27	DATA Meridian Pkwy Feeder OB	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	0	0	0
28	DATA Joyner-Club-Duke IB	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	1	1	1	1
29	DATA Joyner-Club-Duke OB	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	1	1	1	1
30	DATA S Square Feeder IB	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	1	0	0
31	DATA S Square Feeder OB	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	1	0	0
32	DATA S Square Shuttle IB	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	1	0	0
33	DATA S Square Shuttle OB	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	1	0	0
34	DATA 17 Feeder Eno Loop	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	1	0	0
35	DATA 17 Feeder OB	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	1	0	0
36	DATA 17 Feeder IB	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	1	0	0
37	DATA 30R Duke Hospital IB	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	1	1	1	1
38	DATA 30 Duke Hospital OB	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	1	1	1	1
39	DATA 28R RTP E IB	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	1	1	1	1
40	DATA 28 RTP E OB	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	1	1	1	1
41	DATA 27R Ngate-RTP W IB	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	1	0	0
42	DATA 27 Ngate-RTP W OB	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	1	0	0
43	DATA 25 DurReg-DukeMed OB	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	1	1	1	1
44	DATA 25R DurReg-DukeMed IB	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	1	1	1	1
45	DATA 20 Ngate-RTP OB	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	1	1	1	1

**2030 LRTP and CTP  
Transit Projects and Alternatives**

Old ID	Route Name	System	CTP Peak Headway	CTP Off-Peak Headway	Reg. Fare	Service Type		Benchmarks:			LRTP Alternatives:					
								0-- E+C	1-- 2030	2-- CTP	3-- Hwy	4-- FG	5-- Bus	6-- Mod	7-- Pres	
46	DATA 20R Ngate-RTP IB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
47	DATA 15R Willowdale IB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
48	DATA 15 Willowdale OB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
49	DATA 20 UniDr-RTP IB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
50	DATA 20 UniDr-RTP OB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
51	DATA 17 Roxboro-Davinci SB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
52	DATA 17 Roxboro-Davinci NB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
53	DATA Durham XT NWB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
54	DATA Durham XT SEB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
63	DATA Treyburn NB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
64	DATA Treyburn SB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
65	DATA Bethesda SB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
66	DATA Bethesda NB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
67	DATA 17 Horton-Davinci SEB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
68	DATA 17 Horton-Davinci NWB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
69	DATA 21 Ngate-Spoint OB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
70	DATA 21 Ngate-Spoint IB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
71	DATA Holoway/The Village OB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
72	DATA Holoway/The Village IB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
73	DATA Riddle Station Feeder IB	DATA	7	15	\$ 1.	Local bus	2040		1	1		0	1	0	0	0
74	DATA Riddle Station Feeder OB	DATA	7	15	\$ 1.	Local bus	2040		1	1		0	1	0	0	0
75	DATA NC98 - US70 - Miami OB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
76	DATA NC98 - US70 - Miami IB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
77	DATA Dtech-Snow IB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
78	DATA Dtech-Snow OB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
79	DATA Dtown Terminal Shuttle IB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
80	DATA Dtown Terminal Shuttle OB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
81	DATA Dtown Terminal Feeder IB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
82	DATA Dtown Terminal Feeder OB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
83	DATA EPA IB	DATA	7	15	\$ 1.	Express bus	2040		1	1		1	1	1	1	1
84	DATA EPA OB	DATA	7	15	\$ 1.	Express bus	2040		1	1		1	1	1	1	1
85	DATA 19 Feeder OB	DATA	7	15	\$ 1.	Local bus	2040		1	1		0	1	1	0	0
86	DATA 19 Feeder IB	DATA	7	15	\$ 1.	Local bus	2040		1	1		0	1	1	0	0
87	DATA 18 Feeder OB	DATA	7	15	\$ 1.	Local bus	2040		1	1		0	1	1	0	0
88	DATA 18 Feeder IB	DATA	7	15	\$ 1.	Local bus	2040		1	1		0	1	1	0	0
89	DATA 12XR DTT-EPA IB	DATA	7	15	\$ 1.	Express bus	2040		1	1		1	1	1	1	1
90	DATA 12X DTT-EPA OB	DATA	7	15	\$ 1.	Express bus	2040		1	1		1	1	1	1	1
91	DATA 7SPR Southpoint Mall IB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1
116	DATA 7SP Southpoint Mall OB	DATA	7	15	\$ 1.	Local bus	2040		1	1		1	1	1	1	1

**2030 LRTP and CTP  
Transit Projects and Alternatives**

Old ID	Route Name	System	CTP Peak Headway	CTP Off-Peak Headway	Reg. Fare	Service Type		Benchmarks:			LRTP Alternatives:				
								0-- E+C	1-- 2030	2-- CTP	3-- Hwy	4-- FG	5-- Bus	6-- Mod	7-- Pres
327	DATA 1-3 OB:Hillndal-Guess-MdInd	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	1	1	1	
328	DATA 3-1 IB:MdInd-Guess-Hillndal	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	1	1	1	
329	DATA 13 IB:Fayette-Birchwood	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	1	1	1	
330	DATA 12 OB:Downtown-TTATerm	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	1	1	1	
331	DATA 7 OB:Downtown-Southpointe	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	1	1	1	
332	DATA 14 OB:NCCUShuttle	DATA	7	15	Free	Local bus	2040		1	1	1	1	1	1	
333	DATA 14 IB:NCCUShuttle	DATA	7	15	Free	Local bus	2040		1	1	1	1	1	1	
334	DATA 17 IB:Treyburn-Horton	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	1	1	1	
335	DATA 16 OB:Downtown-MineralSprng	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	1	1	1	
336	DATA 4-2 OB:Horton-Angier	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	1	1	1	
337	DATA 2-4 IB:Angier-Horton	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	1	1	1	
354	DATA 15 OB:WellonsVlg-Briarcreek	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	1	1	1	
355	DATA 15 IB:Briarcreek-WellonsVlg	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	0	1	1	
356	DATA 11-9 IB:Bennett-DRHosp	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	0	1	1	
357	DATA 5-6 OB:Emrld-Crnw-Cnstitutn	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	0	1	1	
358	DATA 10-8 IB:Woodcroft-DrhmTech	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	0	1	1	
359	DATA 1-3 OB:Hillndal-Point-MdInd	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	0	1	1	
360	DATA 6-5 IB:Cnstitutn-HV-Emerald	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	0	1	1	
361	DATA 5-6 OB:Emerald-HV-Cnstitutn	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	0	1	1	
366	DATA 13 OB: Birchwood-Fayette	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	0	1	1	
405	DATA 12 IB:TTATerm-Downtown	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	0	1	1	
406	DATA 7 IB:Southpointe-Downtown	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	0	1	1	
407	DATA 17 OB:Horton-Treyburn	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	0	1	1	
408	DATA 16 IB:MineralSprng-Downtown	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	0	1	1	
409	DATA 9-11 OB:DRHosp-Bennett	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	0	1	1	
410	DATA 8-10 OB:DrhmTech-Woodcroft	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	0	1	1	
411	DATA 8-10 OB:DrhmTech-NewHopeCmn	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	0	1	1	
419	DATA 3-1 IB:MdInd-Point-Hillndal	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	0	1	1	
420	DATA 10-8 IB:NewHopeCmn-DrhmTech	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	0	1	1	
441	DATA 6-5 IB:Cnstitutn-Crnw-Emrld	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	0	1	1	
L1	NDP: Carver Street ext via old oxfor	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	0	0	
L1	NDP: Carver Street ext via old oxfor	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	0	0	
L2	North Creek Pkway:Cornwallis-Brier C	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	1	0	1	
L2	North Creek Pkway:Cornwallis-Brier C	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	1	0	1	
L3	S Alston Glover:Cornwallis/S Alston-	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	0	0	
L3	S Alston Glover:Cornwallis/S Alston-	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	0	0	
L4	S Roxboro/NC 751:W Cornwallis- South	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	1	0	1	
L4	S Roxboro/NC 751:W Cornwallis- South	DATA	7	15	\$ 1.	Local bus	2040		1	1	1	1	0	1	
L5	SW Durham Dr: Mt Moraih- NC 54/Hunti	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	0	0	

**2030 LRTP and CTP  
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Old ID	Route Name	System	CTP Peak Headway	CTP Off-Peak Headway	Reg. Fare	Service Type		Benchmarks:			LRTP Alternatives:				
								0-- E+C	1-- 2030	2-- CTP	3-- Hwy	4-- FG	5-- Bus	6-- Mod	7-- Pres
L5	SW Durham Dr: Mt Moraih- NC 54/Hunti	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	0	0	0
L6	University Drive: Morehead-Cornwalli	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	0	0	0
L6	University Drive: Morehead-Cornwalli	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	0	0	0
L7	W Trinity/Buchanan: Avondale- Chapel	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	0	0	0
L7	W Trinity/Buchanan: Avondale- Chapel	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	0	0	0
L8	Sparger/Cole Mill:hillsborough rd N-	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	0	0	0
L8	Sparger/Cole Mill:hillsborough rd N-	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	0	0	0
L9	Scott King RD: Renaissance pkway- Ho	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	0	0	0
L9	Scott King RD: Renaissance pkway- Ho	DATA	7	15	\$ 1.	Local bus	2040		1	1	0	1	0	0	0
427	TTA Rail: Dur-CH SB	TTA	7	15	\$ 2.	Rail	2035		1	1	0	1	0	0	0
428	TTA Rail: Dur-CH NB	TTA	7	15	\$ 2.	Rail	2035		1	1	0	1	0	0	0
425	TTA Rail: Ral-Dur EB	TTA	7	15	\$ 2.	Rail	2035		1	1	0	1	0	0	0
426	TTA Rail: Ral-Dur WB	TTA	7	15	\$ 2.	Rail	2035		1	1	0	1	0	0	0
c3a	dchc: durham beltline -Treyburn NB	DCHC	7	15	\$ 2.	Rail	2035		1	1	0	1	0	0	0
c3b	dchc: durham beltline-Treyburn SB	DCHC	7	15	\$ 2.	Rail	2035		1	1	0	1	0	0	0
c4a	dchc: durham beltline-Creedmor-butne	DCHC	7	15	\$ 2.	Rail	2040		1	1	0	1	0	0	0
c4b	dchc: durham beltline-Creedmor-butne	DCHC	7	15	\$ 2.	Rail	2040		1	1	0	1	0	0	0
c5a	dchc: durham beltline-briggs ave-dow	DCHC	7	15	\$ 2.	Rail	2040		1	1	0	1	0	0	0
c5b	dchc: durham beltline-briggs ave-dow	DCHC	7	15	\$ 2.	Rail	2040		1	1	0	1	0	0	0
c6	dchc: durham beltline-briggs ave-dun	DCHC	7	15	\$ 2.	Rail	2040		1	1	0	1	0	0	0
c7a	dchc: durham beltline-NC 147- briggs	DCHC	7	15	\$ 2.	Rail	2040		1	1	0	1	0	0	0
c7b	dchc: durham beltline-NC 147- briggs	DCHC	7	15	\$ 2.	Rail	2040		1	1	0	1	0	0	0
c8a	Chapel Hill/Carrboro - Hillsborough/	DCHC	7	15	\$ 2.	Rail	2040		0	1	0	1	0	0	0
c8b	Chapel Hill/Carrboro - Hillsborough/	DCHC	7	15	\$ 2.	Rail	2040		0	1	0	1	0	0	0
c9a	Burlington to Duke Commuter rail NB	DCHC	7	15	\$ 2.	Rail	2040		1	1	0	1	0	0	0
c9b	Burlington to Duke Commuter rail NB	DCHC	7	15	\$ 2.	Rail	2040		1	1	0	1	0	0	0
cb1	downtown durham DATA terminal via du	DCHC	7	15	\$ 1.	local	2040		1	1	0	0	0	0	0
cb2	downtown durham DATA terminal via du	DCHC	7	15	\$ 1.	local	2040		1	1	0	0	0	0	0
cb3	Duke univ to mebane: erwin/fulton vi	DCHC	7	15	\$ 1.	local	2040		1	1	0	0	0	0	0
cb4	Chapel Hill from Columbia St via MLK	DCHC	7	15	\$ 1.	local	2040		1	1	0	0	0	0	0
cb5	RDU -Hillsborough: RDU via I40 NC 86	DCHC	7	15	\$ 1.	local	2040		1	1	0	0	0	0	0
cb5a	Chapel Hill	DCHC	7	15	\$ 1.	local	2040		0	1	0	0	0	0	0
cb6	NC54 W to Alance Co:from US15501 via	DCHC	7	15	\$ 1.	local	2040		0	1	0	0	0	0	0
cb7	NC54 W to Alamance: jones ferry rd t	DCHC	7	15	\$ 1.	local	2040		0	1	0	0	0	0	0
cb8	Chapel to Pittsboro: columbia via US	DCHC	7	15	\$ 1.	local	2040		1	1	0	1	0	0	0
cb9	Mt carmel church rd: us15501 to old	DCHC	7	15	\$ 1.	local	2040		1	1	0	1	0	0	0
cb10	nc98 wake forest rd: DATA terminal t	DCHC	7	15	\$ 1.	express	2040		1	1	0	1	0	0	0
cb11	US70 Glenwood Ave:DATA term via chap	DCHC	7	15	\$ 1.	local	2040		1	1	0	0	0	0	0
cb12	NC 147 Triangle Parkway: from Duke/F	DCHC	7	15	\$ 1.	local	2040		1	1	0	0	0	0	0

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cb13	NC 55 to Apex : Alston rail station	DCHC	7	15	\$ 1.	local	2040		1	1	0	0	0	0	0
cb14	Western Wake RDU via aviation pkway	DCHC	7	15	\$ 1.	local	2040		1	1	0	0	0	0	0
cb16	NC 54-RDU: Southpoint mail, via slat	DCHC	7	15	\$ 1.	local	2040		1	1	0	1	0	0	0
162	CHT Gateway Feeder 2	CHT	5	10	Free	Local bus	2040		1	1	0	1	0	0	0
163	CHT Gateway Feeder 3	CHT	5	10	Free	Local bus	2040		1	1	0	1	0	0	0
164	CHT HW 2B Feeder	CHT	5	10	Free	Local bus	2040		1	1	0	1	0	0	0
165	CHT HW 2A Feeder	CHT	5	10	Free	Local bus	2040		1	1	0	1	0	0	0
166	CHT HW 1B Feeder	CHT	5	10	Free	Local bus	2040		1	1	0	1	0	0	0
167	CHT HW 1A Feeder	CHT	5	10	Free	Local bus	2040		1	1	0	1	0	0	0
168	CHT Eubanks Station 1B Feeder	CHT	5	10	Free	Local bus	2040		1	1	0	1	0	0	0
169	CHT Eubanks Station 1A Feeder	CHT	5	10	Free	Local bus	2040		1	1	0	1	0	0	0
170	CHT MOD 10 XPS OB	CHT	5	10	Free	Express bus	2040		1	1	1	1	0	1	1
171	CHT MOD 10 XPS IB	CHT	5	10	Free	Express bus	2040		1	1	1	1	0	1	1
172	CHT Meadowmont Feeder OB	CHT	5	10	Free	Local bus	2040		1	1	0	1	0	0	0
173	CHT Meadowmont Feeder IB	CHT	5	10	Free	Local bus	2040		1	1	0	1	0	0	0
174	CHT CH MODY	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
175	CHT CARR 2 Feeder	CHT	5	10	Free	Local bus	2040		1	1	0	1	0	0	0
176	CHT Base 11 S Orange OB	CHT			Free	Express bus	2040		1	1	1	0	0	1	1
177	CHT Base 11 S Orange IB	CHT			Free	Express bus	2040		1	1	1	0	0	1	1
178	CHT MOD 8 OB-1	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
179	CHT MOD 8 IB-1	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
180	CHT MOD 8 OB-2	CHT	5	10	Free	Express bus	2040		1	1	1	1	0	1	1
181	CHT MOD 8 IB-2	CHT	5	10	Free	Express bus	2040		1	1	1	1	0	1	1
182	CHT MOD 1 OB	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
183	CHT MOD 1 IB	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
184	CHT Meadowmont Feeder 3	CHT	5	10	Free	Local bus	2040		1	1	0	1	0	0	0
185	CHT Meadowmont Feeder 2	CHT	5	10	Free	Local bus	2040		1	1	0	1	0	0	0
186	CHT MODV OB	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
187	CHT MODV IB	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
188	CHT MOD 22 Exp OB	CHT			Free	Express bus	2040		1	1	1	0	0	1	1
189	CHT MOD 22 Exp IB	CHT			Free	Express bus	2040		1	1	1	0	0	1	1
190	CHT MOD 21 OB	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
191	CHT MOD 21 IB	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
192	CHT HW 3B Feeder	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
193	CHT HW 3A Feeder	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
194	CHT EW Crosstown	CHT			Free	Express bus	2040		1	1	1	0	0	1	1
195	CHT Carr 1B Feeder	CHT	5	10	Free	Local bus	2040		1	1	0	1	0	0	0
196	CHT Carr 1A Feeder	CHT	5	10	Free	Local bus	2040		1	1	0	1	0	0	0
197	CHT Base 9 Mason Farm Exp OB	CHT			Free	Express bus	2040		1	1	1	0	0	1	1

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198	CHT Base 9 Mason Farm Exp IB	CHT			Free	Express bus	2040		1	1	1	0	0	1	1
199	CHT Base 8 UNC Exp OB	CHT	5	10	Free	Express bus	2040		1	1	1	1	0	1	1
200	CHT Base 8 UNC Exp IB	CHT	5	10	Free	Express bus	2040		1	1	1	1	0	1	1
201	CHT Base 2 New Hope Commons OB	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
202	CHT Base 2 New Hope Commons IB	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
203	CHT Base 13 Hills. Exp OB	CHT			Free	Express bus	2040		1	1	1	0	0	1	1
204	CHT Base 13 Hills. Exp IB	CHT			Free	Express bus	2040		1	1	1	0	0	1	1
205	CHT Base 1 Carr N OB	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
206	CHT Base 1 Carr N IB	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
207	CHT Base 4 Laurel Hills OB	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
208	CHT Base 4 Laurel Hills IB	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
209	CHT Base 3 Estes-Carrboro OB	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
210	CHT Base 3 Estes-Carrboro IB	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
211	CHT MOD 20 Pitt. Exp OB	CHT			Free	Express bus	2040		1	1	1	0	0	1	1
212	CHT MOD 20 Pitt. Exp IB	CHT			Free	Express bus	2040		1	1	1	0	0	1	1
253	CHT A OB:MLKBlvd-Weiner	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
254	CHT A IB:Weiner-MLKBlvd	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
255	CHT CW OB:JonesFerry-Pittsboro	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
256	CHT CW IB:Pittsboro-JonesFerry	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
257	CHT CM IB:FamPrac-JonesFerry	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
258	CHT CM OB:JonesFerry-FamPrac	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
259	CHT CPX OB:CarrboroP&R-UNC	CHT			Free	Express bus	2040		1	1	1	0	0	1	1
260	CHT CPX IB:UNC-CarborroP&R	CHT			Free	Express bus	2040		1	1	1	0	0	1	1
261	CHT D OB:SmithLevel-Providence	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
262	CHT D IB:Providence-SmithLevel	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
263	CHT CL OB: UNCHosp-WaldenGrnfls	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
264	CHT CL IB: WaldenGrnfls-UNCHosp	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
265	CHT FCX OB:FridayCntr-Pittsboro	CHT			Free	Express bus	2040		1	1	1	0	0	1	1
266	CHT FCX IB:Pittsboro-FridayCntr	CHT			Free	Express bus	2040		1	1	1	0	0	1	1
267	CHT F IB:ColonyWoods-McDougle	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
268	CHT F OB:McDougle-ColonyWoods	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
269	CHT G OB:BookerCreek-Briarcliff	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
270	CHT G IB:Briarcliff-BookerCreek	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
271	CHT HS OB:Hghsch-VarsityTheater	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
272	CHT HS IB:VarsityTheater-Hghsch	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
273	CHT HUX OB:HedrickBldg-UNCHosp	CHT	5	10	Free	Express bus	2040		1	1	1	1	0	1	1
274	CHT HUX IB:UNCHosp-HedrickBldg	CHT	5	10	Free	Express bus	2040		1	1	1	1	0	1	1
275	CHT J OB:RockCrkApt-SGreensboro	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
276	CHT J IB:SGreensboro-RockCrkApt	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1

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277	CHT JFX OB:JonesFerry-Pittsboro	CHT			Free	Express bus	2040		1	1	1	0	0	1	1
278	CHT JFX IB:Pittsboro-JonesFerry	CHT			Free	Express bus	2040		1	1	1	0	0	1	1
279	CHT NS IB:SVillage-Eubanks	CHT			Free	Local bus	2040		1	1	1	0	0	1	1
280	CHT NUX OB: PRLot-UNCHosp	CHT	5	10	Free	Express bus	2040		1	1	1	1	0	1	1
281	CHT NUX IB:UNCHosp-PR Lot	CHT	5	10	Free	Express bus	2040		1	1	1	1	0	1	1
282	CHT T OB:ECHHghSch-UNCHosp	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
283	CHT T IB:UNCHosp-ECHHghSch	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
284	CHT U OB:FranklinSt-BowlesDr	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
285	CHT U IB:BowlesDr-FranklinSt	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
286	CHT RU OB:FamilyPract-Columbia	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
287	CHT RU IB:Columbia-FamilyPract	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
288	CHT V OB:SVillage-Meadowmont	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
289	CHT V IB:Meadowmont-SVillage	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
290	CHT N OB:FamilyPract-EstsPrkApt	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
291	CHT N IB:EstsParkApt-FamilyPract	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
292	CHT M IB:UnivMall-CrestCole	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
293	CHT M OB:CrestCole-UnivMall	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
308	CHT NS OB:Eubanks-SVillage	CHT			Free	Local bus			1	1	1	0	0	1	1
362	CHT S OB: HedrickBldg-UNCHosp	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
363	CHT S IB: UNCHosp-HedrickBldg	CHT	5	10	Free	Local bus	2040		1	1	1	1	0	1	1
c1	BRT 1 IB I40_Rosemary_UNC	CHT	3	10	free	BRT	2040		0	1	0	1	0	0	0
c2	BRT 1 OB UNC- Rosemary - I40	CHT	3	10	free	BRT	2040		0	1	0	1	0	0	0
c3	BRT 3A IB I40 to UNC via US 15	CHT	3	10	free	BRT	2040		0	1	0	1	0	0	0
c4	BRT 3A OB UNC to I40 via US15	CHT	3	10	free	BRT	2040		0	1	0	1	0	0	0
c5	BRT 3B IB I40-Elizabeth-UNC	CHT	3	10	free	BRT	2040		0	1	0	1	0	0	0
c6	BRT 3B OB UNC-Elizabeth-I40	CHT	3	10	free	BRT	2040		1	1	0	1	0	0	0
c7	BRT 3C IB I40 to Carolina N	CHT	3	10	free	BRT	2040		0	1	0	1	0	0	0
c8	BRT 3C OB Carolina N to I40	CHT	3	10	free	BRT	2040		0	1	0	1	0	0	0
c9	BRT 4 IB City Boundary to UNC	CHT	3	10	free	BRT	2040		0	1	0	1	0	0	0
c10	BRT 4 OB UNC to City Boundary	CHT	3	10	free	BRT	2040		0	1	0	1	0	0	0
c11	BRT 5 IB I40 to UNC	CHT	3	10	free	BRT	2040		0	1	0	0	0	0	0
c12	BRT 5 OB UNC to I40	CHT	3	10	free	BRT	2040		0	1	0	0	0	0	0
c13	BRT 6 IB to Carolina North	CHT	3	10	free	BRT	2040		0	1	0	1	0	0	0
c14	BRT 6 OB from Carolina North	CHT	3	10	free	BRT	2040		0	1	0	1	0	0	0
c15	BRT 7 IB to Carolina North	CHT	3	10	free	BRT	2040		0	1	0	1	0	0	0
c16	BRT 7 IB to UNC	CHT	3	10	free	BRT	2040		0	1	0	1	0	0	0
c17	BRT 7 OB from Carolina North	CHT	3	10	free	BRT	2040		0	1	0	1	0	0	0
c18	BRT 7 OB from UNC	CHT	3	10	free	BRT	2040		0	1	0	1	0	0	0
c19	BRT 8 IB to UNC	CHT	3	10	free	BRT	2040		0	1	0	1	0	0	0

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								0-- E+C	1-- 2030	2-- CTP	3-- Hwy	4-- FG	5-- Bus	6-- Mod	7-- Pres
c20	BRT 8 OB from UNC	CHT	3	10	free	BRT	2040		0	1	0	1	0	0	0
c21	BRT 8 IB to Carolina North	CHT	3	10	free	BRT	2040		0	1	0	1	0	0	0
c22	BRT 8 OB from Carolina North	CHT	3	10	free	BRT	2040		0	1	0	1	0	0	0
117	Duke Med 1 WB	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
118	Duke Med 1 EB	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
119	Duke Villa NB	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
120	Duke Villa SB	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
121	Duke Med 4 WB	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
122	Duke Med 4 EB	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
123	Duke Student Park WB	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
124	Duke Student Park EB	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
125	Duke Med 3 SB	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
126	Duke Med 3 NB	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
127	Duke Science Loop CW	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
128	Duke Science Loop CCW	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
129	Duke E/Cent./W WB	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
130	Duke E/Cent./W EB	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
131	Duke E/W WB	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
132	Duke E/W EB	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
309	DUKE C2 OB:WestCampus-EastCampus	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
310	DUKE C2 IB:EastCampus-WestCampus	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
311	DUKE C3 OB:ScienceDr-EastCampus	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
312	DUKE C3 IB:EastCampus-ScienceDr	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
313	DUKE H1 IB:Entry11-PG3	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
314	DUKE H1 OB:PG3-Entry11	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
315	DUKE H2 IB:HospNorth-PG3	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
316	DUKE H3 OB:HospNorth-HillsbghRd	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
317	DUKE H3 IB:HillsbghRd-HospNorth	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
318	DUKE H5 OB:MillBldg-HockPlaza	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
319	DUKE PR1 IB:Entry11-BassettDr	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
320	DUKE PR2 IB:ScienceDr-BassettDr	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
321	DUKE H2 OB:PG3-HospNorth	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
322	DUKE PR1 OB:BassettDr-Entry11	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
323	DUKE PR2 OB:BassettDr-ScienceDr	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
324	DUKE H6 OB: LaSalleStLot-Entry11	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
325	DUKE C1 IB:WestCampus-EastCampus	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
326	DUKE C1 OB:EastCampus-WestCampus	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
364	DUKE H5 IB: HockPlaza-MillBldg	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
365	DUKE H6 IB: Entry11-LasalleStLot	Duke	5	10	Free	Local bus	2035		1	1	1	1	0	1	1

### 2030 LRTP and CTP Transit Projects and Alternatives

Old ID	Route Name	System	CTP Peak Headway	CTP Off-Peak Headway	Reg. Fare	Service Type		Benchmarks:			LRTP Alternatives:				
								0-- E+C	1-- 2030	2-- CTP	3-- Hwy	4-- FG	5-- Bus	6-- Mod	7-- Pres
156	NCCU Circular	NCCU	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
157	NCCU Shuttle SB	NCCU	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
158	NCCU Shuttle NB	NCCU	5	10	Free	Local bus	2035		1	1	1	1	0	1	1
159	OPT Hillsborough-Chapel Hill SB	OPT	7	15	\$ 0.	Express bus	2035		1	1	1	1	0	1	1
160	OPT Hillsborough-Chapel Hill NB	OPT	7	15	\$ 0.	Express bus	2035		1	1	1	1	0	1	1

## 2035 LRTP and CTP Public Involvement Meeting Dates

The DCHC MPO will take the 2035 Long Range Transportation Plan Alternatives Analysis and Preferred Option out for public comment. This will include presentation to local boards and public workshops. These tables display the schedule for local board review.

### Alternatives Analysis – Local Board Review

The TAC meeting on August 13 will include a public hearing on the Alternatives Analysis, but written comments can be submitted until the August 27 TCC meeting.

Jurisdiction	Elected Board	Planning Board	Transportation Board	Bicycle/ Pedestrian Board	Transit Board	Public Workshops
<b>City of Durham</b>	8/7/2008	7/8/2008	n/a	7/15/2008	8/6/2008	2 in July/August*
<b>Durham County</b>	8/4/2008 or 8/11/2008	7/8/2008	n/a	7/15/2008	n/a	See Durham
<b>Chapel Hill</b>	6/25/2008**	n/a	n/a	n/a	n/a	1 in July/August
<b>Carrboro</b>	9/2/2008***	8/21/2008	8/21/2008	n/a	n/a	See Chapel Hill
<b>Hillsborough</b>	7/17/2008	7/17/2008	n/a	n/a	n/a	1 in July/August
<b>Orange County</b>	8/19/2008	Will be invited to attend Transportation Board meeting	7/16/2008	n/a	n/a	See Chapel Hill and Hillsborough
<b>Chatham County</b>	8/18/2008	8/5/2008	n/a	n/a	n/a	1 in July/August

\*One workshop will emphasize environmental justice issues and organizations.

\*\*Presentation will not include all modeling results.

\*\*\*The Carrboro BOA meeting is after the August TCC meeting so comments will be forwarded directly to the TAC.

## Preferred Option – Local Board Review

The TAC meeting on October 8 will include a public hearing on the Preferred Option, but written comments can be submitted until the October 22 TCC meeting.

<b>Jurisdiction</b>	<b>Elected Board</b>	<b>Planning Board</b>	<b>Transportation Board</b>	<b>Bicycle/ Pedestrian Board</b>	<b>Transit Board</b>	<b>Public Workshops</b>
<b>City of Durham</b>	10/9/2008	10/14/2008	n/a	9/16/2008	10/1/2008	2 in September/October*
<b>Durham County</b>	10/6/2008 or 10/13/2008	10/14/2008	n/a	9/16/2008	n/a	See Durham
<b>Chapel Hill</b>	10/6/2008	9/16/2008	9/25/2008	n/a	n/a	1 in September/October
<b>Carrboro</b>	10/21/2008	10/2/2008	10/2/2008	n/a	n/a	See Chapel Hill
<b>Hillsborough</b>	10/13/2008	9/18/2008	n/a	n/a	n/a	1 in September/October
<b>Orange County</b>	10/21/2008	Will be invited to attend Transportation Board meeting	9/17/2008	n/a	n/a	See Chapel Hill and Hillsborough
<b>Chatham County</b>	10/20/2008	10/7/2008	n/a	n/a	n/a	1 in September/October

\*One workshop will emphasize environmental justice issues and organizations.

# Farrington Road Corridor Study: Project Update

## Detailed Presentation (Shortened presentation to be provided at TAC meeting)

Presentation to the DCHC MPO Transportation Advisory Committee  
June 11, 2008



Kimley-Horn  
and Associates, Inc.

Presentation to the DCHC MPO Transportation Advisory Committee  
June 11, 2008



## Agenda

- Project Overview
- Issues and Analysis
- Preliminary Recommendations
- Scenario Planning (results to be provided at the TAC meeting)



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## Project Overview

- DCHC desires **assessing and mitigation of existing and future congestion** on Farrington Road corridor
- Analysis uses combination of travel demand modeling (**TransCAD**) and land use/policy modeling (**CommunityViz**)
- Desired outcome is recommended **transportation** improvements and **land use** policy recommendations

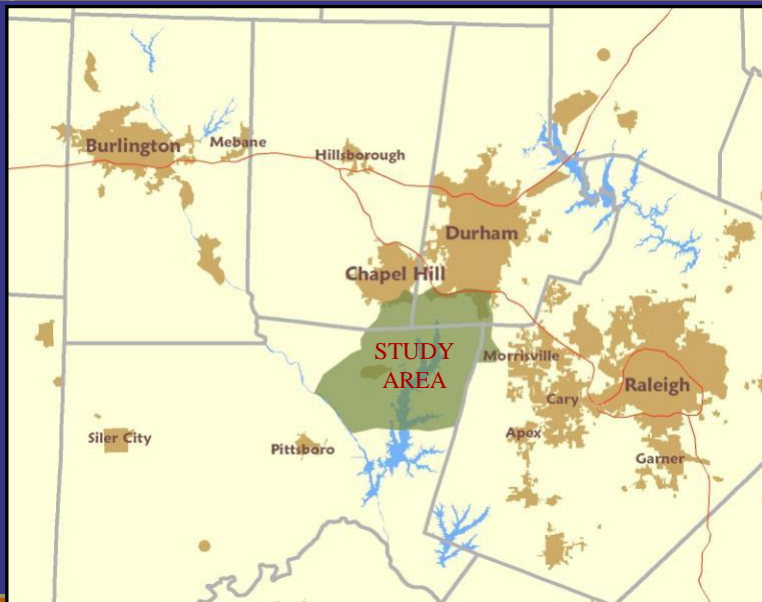


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## Study Area



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## Project Overview

- Large areas of undeveloped land in study area
- Jordan Lake is large constraint to development and transportation system
- Surrounding highways (I-40, US 15-501, NC 55, NC 751) have increasing traffic pressure
- Most roads in study area are 2-Lane rural sections
- I-540 will have impact on development in eastern Chatham/Western Wake County

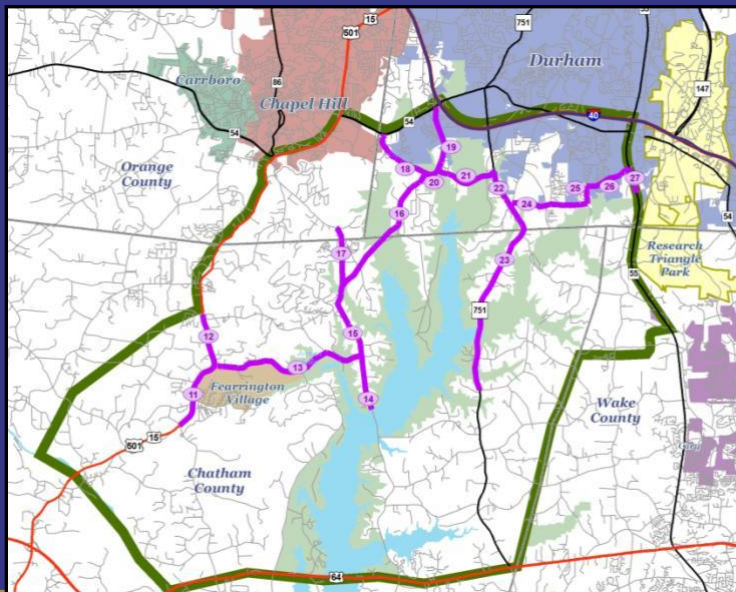


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## Study Area



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## Project Overview

- Collected Corridor Data for 17 segments
- Collected Intersection Data for 9 intersections
- Used TransCAD model and CommunityViz to forecast 2035 corridor and intersection data for study area
- Identified corridor level and intersection level deficiencies
- Have preliminary recommendations
- Will test alternative land use plan

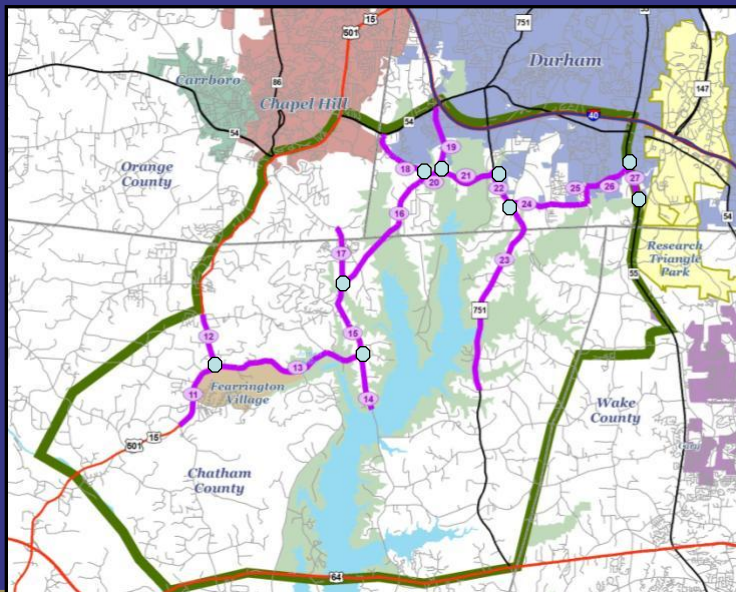


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## Study Area



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## Corridor Analysis

- Using travel demand model and CommunityViz to test land use scenarios
- “Trend” development pattern
  - **Planner-based** (Current 2035 TRM)
  - **Policy-based** (CommunityViz Reallocation)
- “Alternative” development pattern
- Housing and Employment forecasts from CommunityViz feed directly into TransCAD



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## Allocation Method Comparison

- **Planner Based Forecasts**
  - Current basis of Triangle Regional Model output
  - Local Knowledge/Historic Trends
  - Established Control Totals for Counties and sub-areas
- **Policy Based Forecasts**
  - Community-Viz based
  - Uses same control totals
  - Uses constraints and suitability to allocate data



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## Allocation Method Comparison

- **CommunityViz** considers constraints and policies to create an accurate **build-out** of a parcel
- Some planner based forecasts not achievable based on constraints and policies
- **Planner Based** considers pipeline developments and “local knowledge”, which greatly influences **if and when** an area builds out
- **CommunityViz** uses suitability index which can be used to created an objective, repeatable process

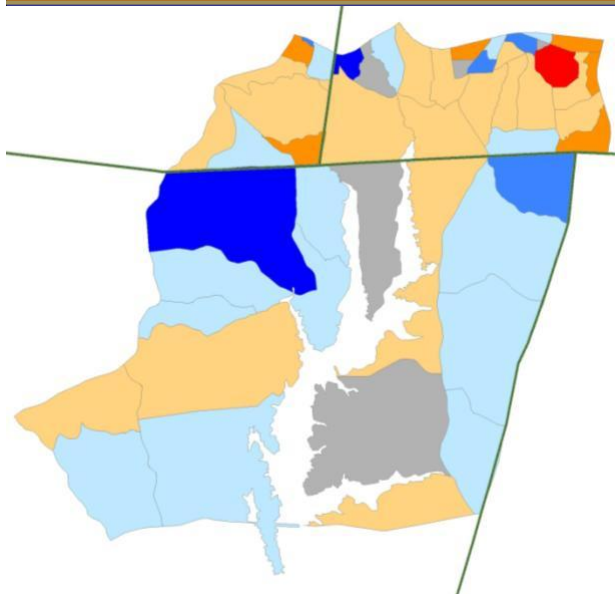


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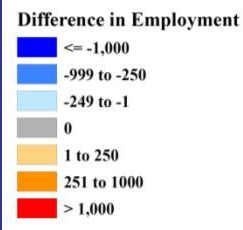
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## 2035 Land Use Allocation Differences



CommunityViz Allocation  
minus Planner Allocation

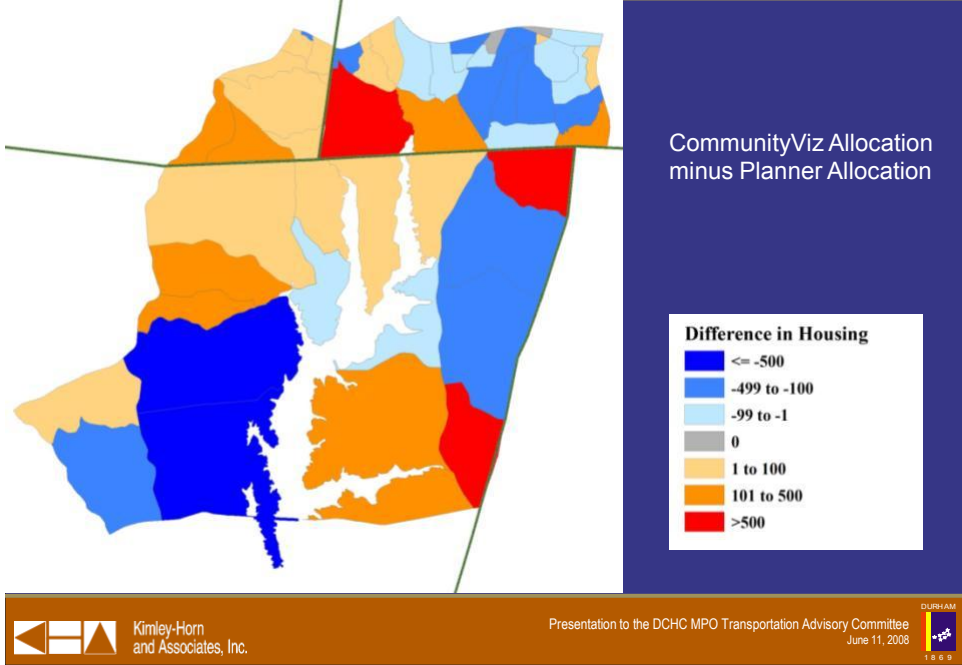


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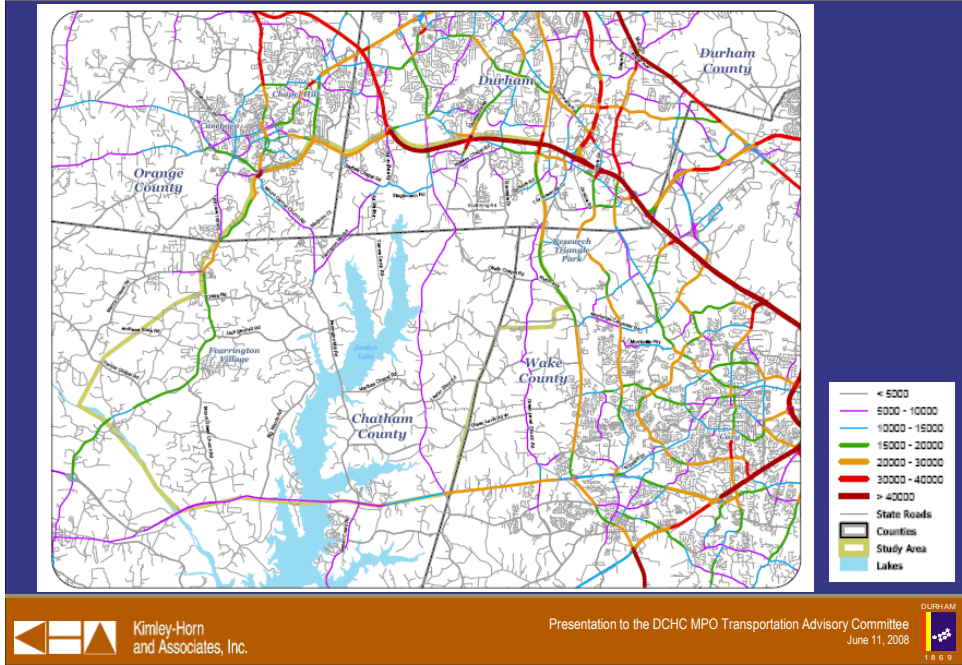
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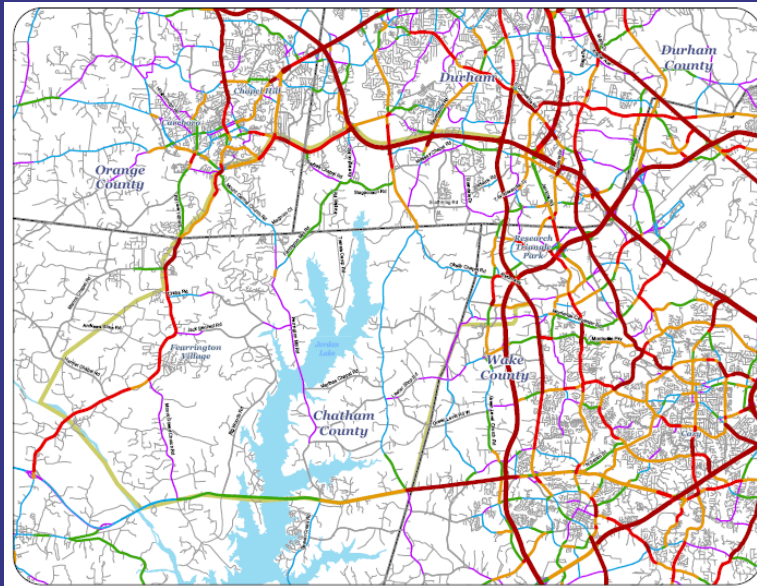
## 2035 Land Use Allocation Differences



## 2005 Baseline Model Volumes



## 2035 Baseline Model Volumes

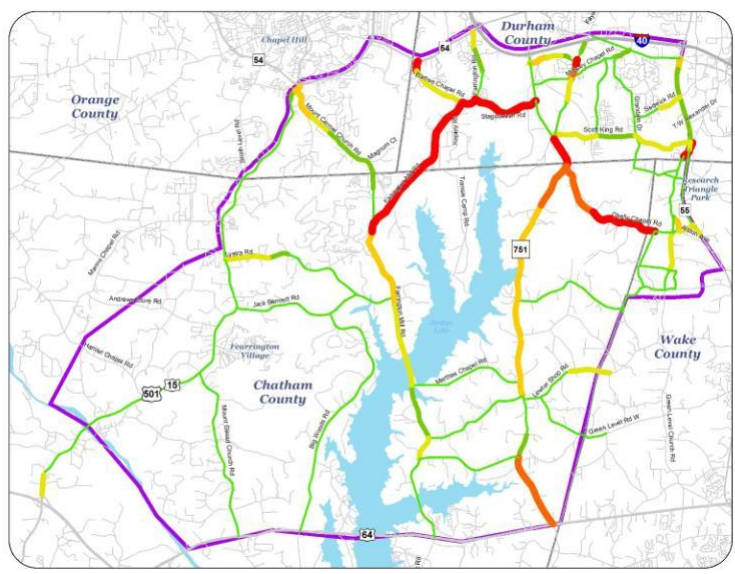


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## 2035 Corridor Deficiencies



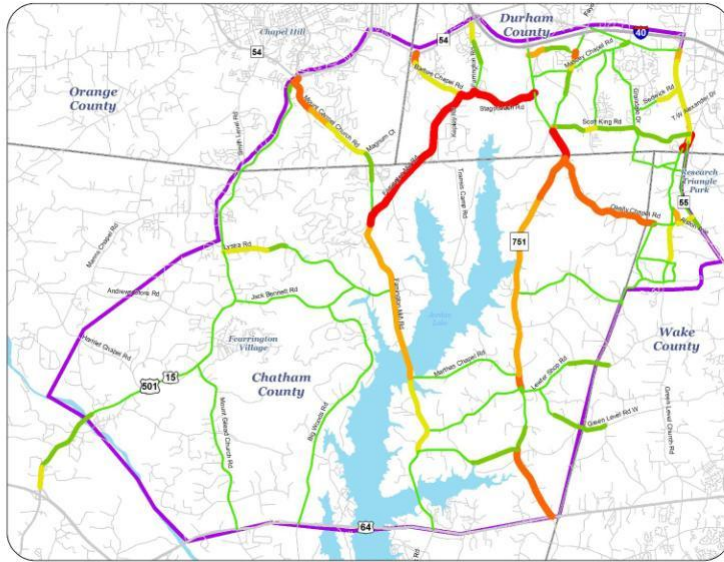
**Planner-based  
Land Use**

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## 2035 Corridor Deficiencies



**Policy-based  
Land Use**



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## Initial Findings

- **Model Volume Differences between Planner allocated and CommunityViz allocated not substantial**
- **CommunityViz did project higher volumes in currently rural area, but shows similar “trouble spots”**
- **Recommendations based on outputs of both scenarios**
- **Alternative land use output will be compared against CommunityViz trend output**



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## “Trend” Traffic Forecast

Section	Road	From	To	2035 Capacity	2007 Volume	2007 LOS	Baseline 2035 Volume (Planner)	Baseline 2035 LOS (Planner)	Baseline 2035 Volume (Policy)	Baseline 2035 LOS (Policy)
11	US 15-501	Southern PAB	Jack Bennett Road	53,200	15,700	A	28,300	B	28,700	B
12	US 15-501	Jack Bennett Road	Northern PAB	53,200	17,300	A	24,600	B	25,100	B
13	Jack Bennett Rd	US 15-501	Farrington Point Road	11,900	3,300	A	4,700	B	6,400	B
14	Farrington Rd	Southern PAB	Lystra Road	11,800	5,900	B	11,200	D	12,500	E
15	Farrington Point Rd	Lystra Road	Mt. Camel Church Rd.	10,500	8,000	B	12,700	F	13,200	F
16	Old Farrington Pt Rd	Mt. Camel Church Rd.	Barbee Chapel Road	9,400	7,700	B	20,500	F	20,000	F
17	Mt Camel Rd	Farrington Mill Road	Downing Creek Pkwy	12,400	6,000	B	7,500	C	8,600	C
18	Barbee Chapel Rd	Farrington Mill Road	NC 54	9,500	4,300	B	9,600	E	8,700	D
19	Farrington Rd	Stagecoach Road	Ridgefield Drive	15,300	5,700	B	10,600	C	11,200	C
20	Farrington Rd	Barbee Chapel Road	Stagecoach Road	15,300	5,300	B	25,100	F	25,700	F
21	Stagecoach Rd	Farrington Road	NC 751	9,500	6,700	C	18,900	F	19,400	F
22	NC 751 (Hope Valley Rd)	Stagecoach Road	Scott King Road	53,200	9,000	C	25,100	B	25,600	B
23	NC 751 (Hope Valley Rd)	Scott King Road	Southern PAB	11,800	10,900	D	15,300	F	15,100	F
24	Scott King Road	NC 751	Grandale Drive	9,500	1,700	A	8,200	D	7,600	C
25	Grandale Dr	Scott King Road	Sedwick Road	9,500	4,000	B	4,800	B	4,300	B
26	Sedwick Rd	Grandale Drive	NC 55	12,500	6,800	B	7,000	B	6,500	B
27	NC 55	Sedwick Road	Alexander Drive	39,700	15,400	B	32,800	C	34,400	D

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## Framework Plan

- Short-term **Operational** Improvements
- Long-term **Capacity** Improvements
- Scenario Planning

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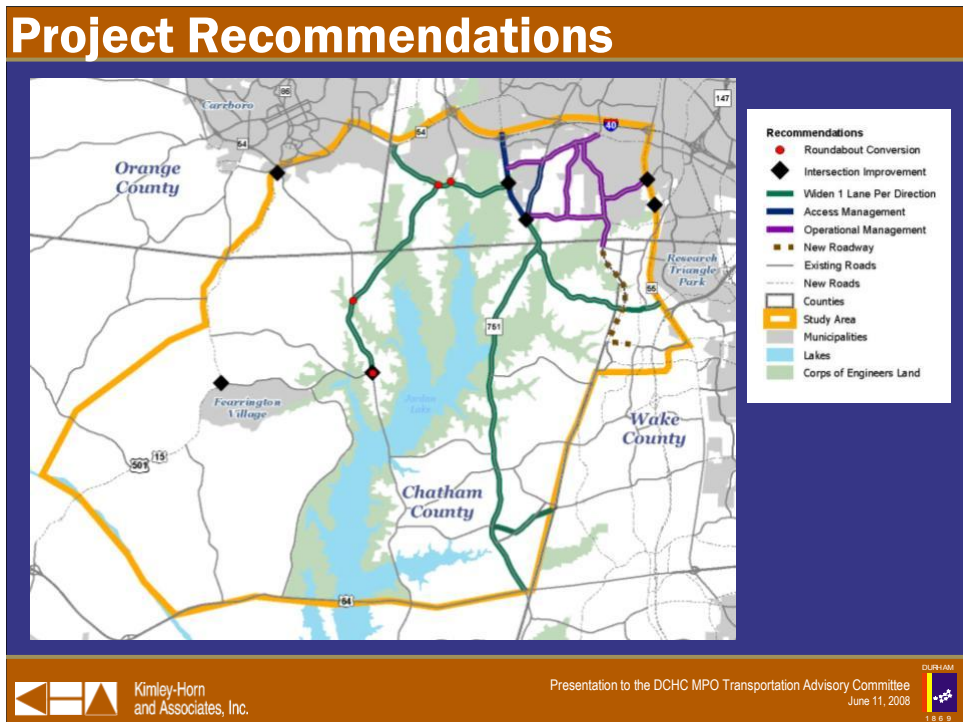
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## Traffic "Today & Tomorrow"

Section	Road	From	To	2035 Capacity	2007 Volume	2007 LOS	Baseline 2035 Volume (Planner)	Baseline 2035 LOS (Planner)	Baseline 2035 Volume (Policy)	Baseline 2035 LOS (Policy)
11	US 15-501	Southern PAB	Jack Bennett Road	53,200	15,700	A	28,300	B	28,700	B
12	US 15-501	Jack Bennett Road	Northern PAB	53,200	17,300	A	24,600	B	25,100	B
13	Jack Bennett Rd	US 15-501	Farrington Point Road	11,900	3,300	A	4,700	B	6,400	B
14	Farrington Rd	Southern PAB	Lystra Road	11,800	5,900	B	11,200	D	12,500	E
15	Farrington Point Rd	Lystra Road	Mt. Camel Church Rd.	10,500	8,000	B	12,700	F	13,200	F
16	Old Farrington Pt Rd	Mt. Camel Church Rd.	Barbee Chapel Road	9,400	7,700	B	20,500	F	20,000	F
17	Mt Camel Rd	Farrington Mill Road	Downing Creek Pkwy	12,400	6,000	B	7,500	C	8,600	C
18	Barbee Chapel Rd	Farrington Mill Road	NC 54	9,500	4,300	B	9,600	E	8,700	D
19	Farrington Rd	Stagecoach Road	Ridgefield Drive	15,300	5,700	B	10,600	C	11,200	C
20	Farrington Rd	Barbee Chapel Road	Stagecoach Road	15,300	5,300	B	25,100	F	25,700	F
21	Stagecoach Rd	Farrington Road	NC 751	9,500	6,700	C	18,900	F	19,400	F
22	NC 751 (Hope Valley Rd)	Stagecoach Road	Scott King Road	53,200	9,000	C	25,100	B	25,600	B
23	NC 751 (Hope Valley Rd)	Scott King Road	Southern PAB	11,800	10,900	D	15,300	F	15,100	F
24	Scott King Road	NC 751	Grandale Drive	9,500	1,700	A	8,200	D	7,600	C
25	Grandale Dr	Scott King Road	Sedwick Road	9,500	4,000	B	4,800	B	4,300	B
26	Sedwick Rd	Grandale Drive	NC 55	12,500	6,800	B	7,000	B	6,500	B
27	NC 55	Sedwick Road	Alexander Drive	39,700	15,400	B	32,800	C	34,400	D

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## Short Term Recommendations

### Guiding Principles:

- No “significant” new infrastructure required
- Use **Access Management** on NC 751 and Fayetteville Road
- Use **Operational Management** on smaller “neighborhood” roads between NC 751 and RTP
- **Geometric improvements** at multiple study intersections



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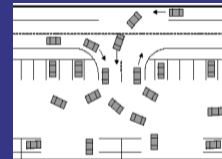
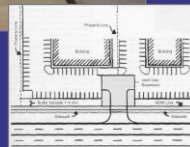
## Short Term - Access Management

### “What is it?”

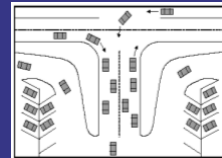
The Problem



Shared use Driveways



Before



After



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## Short Term - Operational Management

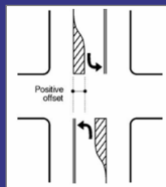
Operational Improvements at intersections and along key corridors

- Geometric Improvements/Traffic Calming
- Pedestrian Provisions/Crosswalks
- Signal Improvements
- Maintain "Residential Character"

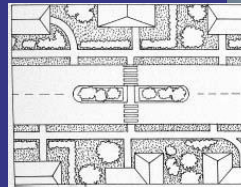
Signal Improvements



Left Turn Offsets



Pedestrian Crossing



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## Long Term Recommendations

### Guiding Principles:

- Growth within the study area (and surrounding communities) **will** require improvements
- **Consistent with other plans** incl. LRTP, Cary Comprehensive Transportation Plan (CTP)
- Improvements: widening, new sections, intersection realignment, **roundabouts**, and **transportation strategies**
- **Maintain rural character/Scenic viewshed** (Jordan Lake) while balancing travel demand and safety



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## Long Term Recommendations

- Continue use of **Access Management** and **Operational Management** strategies
- **Improve connectivity**: develop collector street plan (CSP) similar to Southwest Durham/Southeast Chapel Hill Plan
- **Roundabouts**
- Some **Widenings** and new location arterials (major capacity improvements)



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## Long Term - Collector Street Plan

### Collector Streets/Connectivity

- Reduced travel on major thoroughfares
- Increased access opportunities for emergency response vehicles
- 2-lane Roads built by the development community



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# Long Term - Collector Street Plan

## Street Spacing

Land Use/Type of Collector Street	Intensity	Access Function	Approximate Street Spacing
Low Intensity Residential	Less than 2 dwelling units per acre	High	3,000 to 6,000 ft apart
Medium Intensity Residential	2 to 4 dwelling units per acre	High	1,500 to 3,000 ft apart
High Intensity Residential	More than 4 dwelling units per acre	High	750 to 1,500 ft apart
Activity Center	Mixed-use residential/commercial	Medium	750 to 1,500 ft apart

Source: Southwest Durham/Southeast Chapel Hill Collector Street Plan

Ultimately, these street spacing guidelines can be used as a “rule of thumb” during the development review process.



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# Long Term - Roundabouts

- Multiple “skewed” intersections on Farrington Road Corridor with sight distance/safety problems
- Heavy left turns and directional flows at existing intersections
- Environmental constraints will make realignment of intersections difficult
- Analysis shows roundabouts operate better in peak conditions than signals at all four intersections

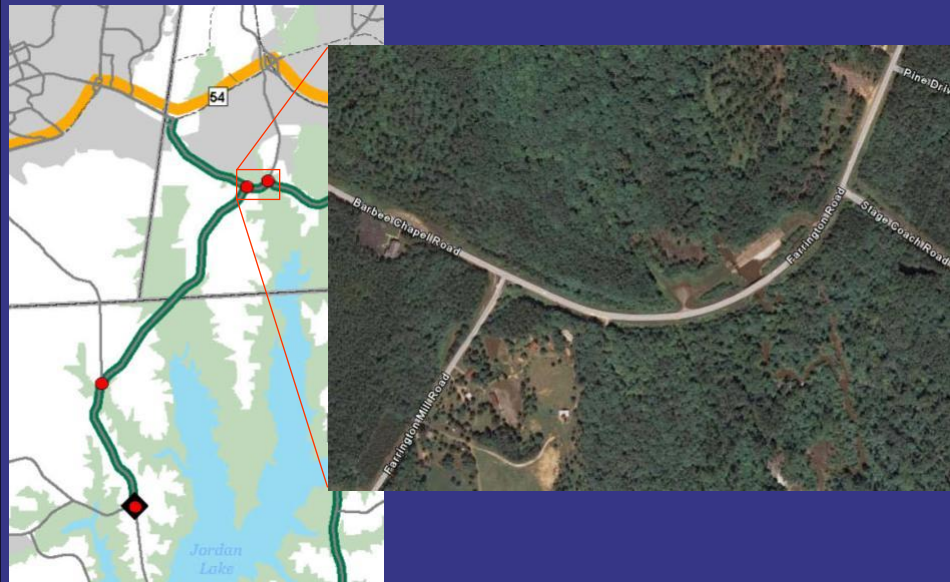


Kimley-Horn and Associates, Inc.

Presentation to the DCHC MPO Transportation Advisory Committee  
June 11, 2008



# Long-Term Roundabouts

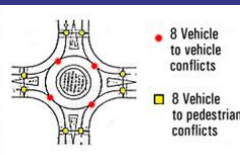
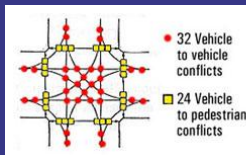


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# Long Term - Roundabouts



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## Long Term – Capacity Improvements

- **New connections** as development occurs (incorporate Cary CTP recommendations)
- **Widen NC 751** from US 64 to NC 54 (*current LRTP project*)
- **Widen Farrington Road/Old Farrington Point Road** from Lystra Road to Stagecoach Road (*current LRTP project*)
- **Widen Barbee Chapel Road** from Farrington Road to NC 54
- **Widen Stagecoach Road** from Farrington Road to NC 751 (*current LRTP project*)



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## Long Term – Capacity Improvements

- **Widen O’Kelly Chapel Road** from NC 751 to Wake Co.
- **Widen Luther Road** from NC 751 to Wake Co. (Cary CTP)
- Four proposed **roundabouts on Farrington Road**
  - Lystra Road (currently signalized)
  - Mount Carmel Road (unsignalized)
  - Barbee Chapel Road (unsignalized)
  - Stagecoach Road (unsignalized)



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## Scenario Planning

### What is scenario planning?

Scenario planning is an analytical process that provides the framework for developing a shared, long-term vision of a community.

### How does it measure sustainable development?

- environmental stewardship
- economic prosperity
- equitable distribution of community resources

*Sustainable development is all about playing well with others.*



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Scenario Planning results will be provided at the TAC Meeting



Kimley-Horn  
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## MEMORANDUM

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

**From:** DCHC MPO Lead Planning Agency

**Date:** June 11, 2008

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

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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 – March 2008
- TAC review Land Use Scenarios – May 2008
- TAC review LRTP Alternatives – June 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**

- 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 complete
- Presentation at June TAC

#### **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 underway
- 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).

- ✓ 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 I (TTA new start model revision) completed in October 2005.
- ✓ Phase II TTA New Start model conversion to TransCad to be completed in August 2006.
- Calibration of 2002 model in TransCad anticipated to be completed in fall 2007.
- Validation of 2002 model against 2005 count data anticipated to be completed in fall 2007.

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

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

- Mandated by federal regulations
- Draft plan to be prepared in 2008.

### **Update of the MPO Public Involvement Policy Consistent with SAFETEA-LU**

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

### **MPO Expansion for the next LRTP Update**

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

### **Public Outreach for the East End Connector Planning and Environmental Study**

- ✓ LPA working on the Public Involvement and Outreach Program for the East End Connector Planning and Environmental Study (NEPA).
- ✓ Development of mailing list database complete.
- ✓ Received project schedule and time line from NCDOT.
- ✓ Newsletter distributed May 2006
- ✓ Speakers Bureau presentations June 2006 – ongoing
- ✓ First public meeting September 26, 2006
- ✓ Second public meeting – January 30, 2007
- ✓ Alternative 3 selected as LEDPA – June 19, 2007
- ✓ Ad Hoc Committee Meetings – August 9, 2007, August 27, 2007, September 19, 2007, October 10, 2007, November 7, 2007, December 5, 2007
- ✓ Third public meeting December 10, 2007, Orange Grove Missionary Baptist Church
- Environmental Study expected completion - Spring 2008

**NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 6/1/2008**

County	TIP #	Route	Location Description	Contract Amount	Length	Contractor Name	Resident Engineer	RE Ph. #	Contract Completion	Scheduled Progress	Actual Progress	Estimated Completion
Durham	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%	100%	
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	Cadmus Capehart, PE	(919) 840-0914	6/15/2008	70.5%	27.7%	12/15/2008
DURHAM	U-4410DB	HOPSON ROAD	NEW ALIGNMENT OF HOPSON ROAD FROM NC-55 TO LOUIS STEPHENS DRIVE	\$ 3,476,305.55	0.587 miles	Thompson Contracting, Inc.	Jeff Allen, PE	(919) 733-9499	10/1/2008	55.5%	52.0%	10/1/2008
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	36.4%	48.1%	11/1/2009
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	10.5%	11.2%	8/1/2010
DURHAM	2008 RESURF	US-501, NC-55, SR	RESURFACING AND SHLDR RECONSTR. OF US-501, NC-55 AND 14 SECTIONS OF SECONDARY RDS	\$ 3,389,883.53	21.5 miles	C C Mangum Company LLC	Cadmus Capehart, PE	(919) 840-0914	8/1/2008	17.5%	25.1%	8/1/2008
DURHAM	B-3169	RIVERMONT ROAD	BRIDGE 158 ON RIVERMONT ROAD (SR-1402)	\$ 539,350.81	0.067 miles	SMITH-ROWE, INC.	Aaron V. Earwood, PE	(919) 220-4680	11/10/2008			
DURHAM / WAKE	B-3528	LEESVILLE ROAD	BRIDGE OVER SYCAMORE CREEK ON LEESVILLE ROAD (SR-1839)	\$ 1,174,705.74	0.284 miles	Mountain Creek Contractors, LLC	Cadmus Capehart, PE	(919) 840-0914	5/15/2009	3.3%	3.6%	5/15/2009

**NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 6/1/2008**

County	TIP #	Route	Location Description	Contract Estimate	Length	Contact Engineer	Phone #	Contract Let Date
DURHAM	B-4109	PICKETT ROAD	BRIDGE OVER MUD CREEK ON PICKETT ROAD (SR-1303)	\$ 850,000.00	0.078 miles	D. TAYLOR	(919) 250-4016	5/20/2008
DURHAM / WAKE	2008-RESURF	US-70	WIDENING, RESURF. AND SHLDR RECONSTR. OF US-70 W OF ANGIER AVE TO W OF ANGUS DR	\$ 2,000,000.00	4.39 miles	M. KNEIS	(919) 220-4600	5/20/2008
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	U-3309A	TW ALEXANDER DR	WIDENING FROM CORNWALLIS ROAD TO EAST OF NC-147	\$ 8,900,000.00	1.072 miles	J. MOORE	(919) 250-4016	2/17/2009

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	<b>Proposal being developed</b>
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.; <b>Pre-con 6/4/08</b>
Orange	41488	US 15-501 @ SR 1900 (Old Mason Farm Road)	Extend the left turn lane on northbound US 15-501 , revise the signal and add a right turn lane at SR 1900	\$147,500.00	District design underway
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 include as part of large STP- DA sidewalk contract for Nash St.-Enc. Agreement under review
Orange	41686	NC 54 @ SR 1102/1951 (Dodson's Crossroads/ Butler Rd.)	Construct left turn lanes in both directions	\$250,000.00	<b>S.T. Wooten Corp. ; Available 6/2/08</b>
Orange	41953	SR 1733 (Weaver Dairy Rd.) @ SR 1737 (Sunrise Dr.)	Install a traffic signal	\$75,000	Signal installed- to be operable by 5/30/08
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	APAC-Atlantic, Thompson Arthur Div.; <b>100% complete</b>
Orange	42037	SR 1939 (Damascus Ch. Rd.) 0.8 mi. west of SR 1919 (Smith Level Rd.)	Install guardrail at Pipe# 89	\$17,000	Req. by OWASA; District POC
Orange	42038	SR 1005 (Greensboro - Chapel Hill Rd.) approx. 1.6 mi. west of SR 1942 (Jones Ferry Rd.)	Install guardrail at Bridge# 85	\$11,000	Req. by OWASA; District POC
Orange	42039	SR 1115 (Bradshaw Quarry Rd. 0.4 mi. west of SR 1114 (Buckhorn Rd.)	Install guardrail at Bridge# 33	\$30,000	Req. by OWASA; District POC

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

Orange	42040	SR 1006 (Orange Grove Rd.) 0.3 mi. south of SR 1177 (Orange Grove-Calvander Rd.)	Install guardrail at the culvert	\$24,000	Req. by OWASA; District POC
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.; to begin 7/1/08 ICD 8/8/08 Compl. 10/31/08; FA patching underway
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	Design=90% compl.; to 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	<b>Scope revised to include a signal</b>
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.; <b>began 5/19/08</b> Compl. 6/27/08
Orange	SS-4907 J 41634.3	NC 54 and SR 1945 (Neville Rd.)	Construct a left turn lane	\$187,000.00	<b>S.T. Wooten Corp.</b> ; Avail. 6/2/08 Compl. 8/8/08
Orange	U-4008 35009.3.2	US 15-501 & SR 1734 (Erwin Rd.)	Grading, drainage, paving and intersection improvements(Super Street)	\$4.98 million	98% complete; open to traffic 1/8/08; Rev. compl 5/30/08
<b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b>					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
Orange	I-4716	I-40	Grind and reseal joints on I-40 from I-85 to Durham Co.	\$1.5 million to be revised	Jan. 20, 2009
Orange	B-4218	SR 1730 (Turkey Farm Rd.)	Replace Bridge # 108 over New Hope Creek	<b>\$750,000.00</b>	July 15, 2008
Orange	B-4592	SR 1561 (Lawrence Rd.)	Replace Bridge # 64 over the Eno River	\$1.6 million	Jan. 20, 2009
Orange	R-4468	I-85/I-40 Weigh Station	Upgrade weigh in motion technology on SBL/WBL	\$1.0 million	<b>June 25, 2008</b>
Orange	U-4704	Chapel Hill-Carrboro	Computerized Traffic Signal System	<b>\$5.0 million</b>	<b>April 21, 2009</b>

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 Modified: May 27, 2008 06:39 AM

As Rob Munro sits down, left, Katie Ploghoft enjoys the Triangle Transit express bus from Raleigh to Chapel Hill on Thursday. Ploghoft, a UNC law student, is riding the bus to and from an internship in Raleigh.  
 Staff Photos by Ethan Hyman



## Drivers turn to buses as gas prices climb

### Area transit lines see increase in ridership, plan service upgrades

Bruce Siceloff, Staff Writer

Katie Ploghoft stepped aboard Triangle Transit's Chapel Hill-Raleigh express for the first time Thursday. Right away, she knew she'd found a good thing.

"This is like my platinum gold, right here," said Ploghoft, a UNC-Chapel Hill law student, as she clutched her new bus pass.

Carpooling to Raleigh for her summer internship quickly proved too expensive. Each day she and a friend split \$8 for parking and \$10 for gas, and they knew the cost of fuel would only get worse.

"Every day we go by the gas station, it's up, it's up," said Ploghoft, 26.

The surge in gas prices this spring -- a 65-cent rise in two months to a record average of \$3.92 per gallon for regular on Monday -- has driven Triangle commuters in unprecedented numbers to park their cars and board the buses.

Raleigh's Capital Area Transit hauled 50,000 more passengers in April than in the same month a year earlier, and transit agencies across the Triangle reported an average increase of 19 percent. CAT expects to end the fiscal year June 30 with 4.6 million bus riders, about 500,000 above last year's count.

"I don't think people thought we'd ever see it happen so rapidly," David Eatman, Raleigh transit administrator, said of gas prices and their effect on rising bus ridership.

As bus routes get busier and commuters clamor for better service, the Triangle's transit agencies are rolling out a few new routes and planning more improvements. At the same time, they're scrambling to cover their own sharply higher fuel bills.

A new express bus from Wake Forest to Raleigh is scheduled for launch in July. For a one-way fare of \$2.50, commuters from Franklin County and northern Wake will have a new option to leave their cars at a park-and-ride lot in downtown Wake Forest. They'll let somebody else handle the hazards of Capital Boulevard traffic.

Fare-free circulator shuttle buses will start looping through downtown Raleigh in September and downtown Durham next spring. Wake Forest and the Wakefield community will begin sharing a new circulator bus in July.

Some commuters are surprised to find themselves boning up on bus schedules. The price of gas has forced Saba Tarley and his wife to park their cars during the week -- and to live in separate towns.

Tarley, 36, and his wife realized two months ago that they no longer could afford to drive each day from their Cary home to his job in Raleigh and her job near Chapel Hill.

"It costs \$60 now to fill her tank," Tarley said last week as he waited for a bus at the Triangle Transit transfer center in Research Triangle Park. "And if she has to drive from Cary to Chapel Hill every day, then in less than three days we're out of gas."

Now his wife stays during the week at her parents' home in Durham. She rides the bus to work.

Saba Tarley catches a bus from Cary to work in Raleigh each morning. His son attends school a few blocks from the hair salon he owns on Hillsborough Street, and they ride the bus home together.

On weekends, the Tarleys are reunited in Cary with each other, and their cars.

"When the gas thing started getting crazy, we kind of planned it out this way," Tarley said. "It's not cheap, but it's reasonable for us. We'll try to wait it out."

Tarley said he and his wife are a little embarrassed about having to rely on public transportation. They declined to be photographed, and she didn't want to speak with a reporter.

But he said riding the bus has worked out better than he had expected.

"I didn't know it was great until I started doing it," Tarley said. "Before, I thought it was just a waste of time.

"But once you understand the schedule and you start getting to the bus stop on time, you will always be on time to where you are supposed to get. I've never had problems."

New transit commuters have discovered that the price of bus travel can vary widely. Regionwide passes cost \$4 per day or \$64 for 30 days (\$80 for a pass that includes express buses). But some riders get discounts or travel for free.

Ploghoft and other UNC-CH students pay nearly \$100 each year in student transit fees to help underwrite the university's share of the fare-free Chapel Hill Transit system. She pays nothing for the regionwide GoPass that gets her a seat on the Chapel Hill-to-Raleigh express.

Other Triangle universities, government agencies and big private employers also subsidize some or all of the cost of a bus pass.

Karen Adkins has a physical disability that qualifies her to ride for \$10 a week. A Durham Area Transit Authority bus stops near her house in Durham, and a Triangle Transit bus drops her at Sony Ericsson in RTP, where she washes dishes in the employees' cafeteria.

"I use the bus to go to the store, pay all my bills, go to the doctor, everything," said Adkins, 56. "I just use my car on weekends if I want to go out of town."

In bedroom communities that ring the Triangle's work centers, commuters are waiting for the chance to board the bus and leave their cars at home.

Recent proposals by Triangle mayors and by a 29-member citizen advisory panel call for new bus routes from Burlington, Pittsboro, Fuquay-Varina, Garner, Clayton, Zebulon and other outlying towns. Wake

Forest happened to be first in line for the local circulator and the Raleigh express buses that will start rolling in July.

"When we first started talking about doing this, gas was cheap," said Wake Forest Mayor Vivian Jones. "And now that we see gas prices going up so high, a lot of people are looking for alternative ways to go to work or go shopping.

"A lot of people who two years ago would not have noticed anything are coming up to me now and saying, 'I can't wait for the bus.' "

(Staff photographer Ethan Hyman contributed to this report.)

### **TRANSIT UPGRADES COMING**

Here are some of the bus routes and other improvements the Triangle's transit agencies expect to launch in the coming year:

**WAKE FOREST TO RALEIGH EXPRESS:** From downtown Wake Forest down U.S. 1 to Triangle Town Center in North Raleigh. During rush hour, the route continues south to the state government complex and Moore Square in downtown Raleigh. Fare: \$2.50 each way. Startup: July.

**WAKE FOREST/WAKEFIELD CIRCULATOR:** Starting as a single bus making hourly orbits of inner Wake Forest and parts of Wakefield. The loop includes Wake Forest's east end neighborhoods, library and government offices, Wakefield Commons, U.S. 1 shopping centers, Wake Forest high school and seminary. Fare: Free in first weeks, undetermined later. Startup: July.

**DOWNTOWN RALEIGH CIRCULATOR:** A fare-free shuttle for people who work, live or play in the central business district including government offices, Glenwood South, City Market, and the new convention center that opens in September. Route and schedule to be worked out this summer. Startup: Abbreviated version to launch in September.

**DOWNTOWN DURHAM CIRCULATOR:** A free shuttle looping through downtown to link outlying parking lots and the planned Durham Station transfer center, also serving visitors to big downtown events. Startup: Spring 2009.

**BETTER BUS STOPS:** New lighting for Durham stops, new benches and shelters for Raleigh stops.

**MORE FREQUENT BUSES:** The wait between buses drops from 30 to 15 minutes on Raleigh's Capital Boulevard and New Bern Avenue routes. On some routes, the wait drops from 60 minutes to 30 minutes.

(Staff photographer Ethan Hyman contributed to this report.)

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Staff photographer Ethan Hyman contributed to this report.

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## Transit plan calls for \$8.2B network

**By Ray Gronberg : The Herald-Sun**  
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**May 22, 2008**

RALEIGH -- It will take elected officials months to decide whether to embrace a new report that calls for development of an \$8.2 billion regional transit network, local transportation planners say.

Durham, Chapel Hill and Carrboro officials likely won't be voting until late fall on how many of the report's recommendations to incorporate in their plans, Orange County Commissioner Alice Gordon said Wednesday during a rare assembly of the elected officials who oversee transportation planning in the Triangle.

They came together at the RBC Center to hear from members of the Special Transit Advisory Commission, the panel they created more than a year ago to study transit issues after it became clear the Bush administration wouldn't subsidize a planned commuter-rail connection between Raleigh and Durham.

The committee's report offered a new endorsement for the construction of a rail system. But it also said Triangle governments should beef up the area's bus service, adding express and shuttle runs to popular destinations and new routes to outlying bedroom communities.

The projected \$8.2 billion cost of the plan includes projected inflation over the next 27 years. Construction of a rail network from North Raleigh through Cary, then downtown Durham to Chapel Hill would consume about half the money.

Supporters of the plan hope to raise slightly more than half the needed funds by getting Wake, Durham and Orange counties to levy a half-percent sales-tax surcharge on retail purchases in the area. The levy would mirror one officials in Mecklenburg County used to build a rail line there.

One of the special committee's co-chairmen, George Cianciolo of Chapel Hill, said the panel left it to elected officials to decide in what sequence the various bus and rail projects should occur.

"The challenges are funding, [changing] land-use patterns and policies, and making transit a serious priority and creating a regional approach to decision making," Cianciolo said, adding later that officials also have to sell voters on the plan.

On this side of the Triangle, the Durham-Chapel Hill-Carrboro Transportation Advisory Committee will start reviewing the plan next month and at that time hold the first public hearing on it to gather opinion, said Gordon, the panel's chairwoman.

Local planners are busy drafting a roads-included transportation plan that's supposed to list all the projects they think will be needed in 2035. At least one option they consider also will include most of the transit group's recommendations, Gordon said.

Another hearing is likely in August, with one on the 2035 plan vote to follow in November, she said.

No matter what, the transit proposals aren't "going to sit on a shelf," Gordon said, promising that they'll receive a thorough review.

Gordon's counterpart from the group that handles planning for Wake County, Wake County Commissioners Chairman Joe Bryan, didn't offer a similar time line.

Bryan said he and his fellow Wake commissioners have sought a briefing from members of the special transit committee. But he noted that state legislators are unlikely to approve a transit-tax bill during their just-opened election-year session.

"Whether the moving forward is with buses or land use or a combination thereof, there's a lot of due diligence still to be done," Bryan said, neglecting to mention rail as another possibility.

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## Commission boosts Triangle Expressway

By Bruce Siceloff, Staff Writer

A package of transportation proposals sent to the General Assembly today would enable construction of the the 18-mile Triangle Expressway to begin this fall. It also would allow Triangle voters to tax themselves for transit projects and would focus more state money on reducing urban traffic jams.

The 21st Century Transportation Commission also called for a statewide fund to provide \$161 million per year for urban bus and rail transit projects. But the group did not recommend new taxes to pay for it, and members were split on whether the legislature should provide more state money for transit this year.

The only new transportation money would come from a request that the legislature stop taking \$172 million from the Highway Trust Fund each year to spend for non-transportation needs.

Some of this money would be used instead to leverage plans by the N.C. Turnpike Authority for new expressways that will be financed mostly with tolls collected from drivers. The rest of the \$172 million could be spent on other roads and bridges or used to underwrite a statewide transportation bond issue this fall.

The turnpike authority wants a state pledge of \$22 million per year to close the expected gap between toll collections and the cost of building and operating the \$900 million Triangle Expressway, an 18-mile road for commuters in western Wake County and Research Triangle Park. Approval of gap funding would allow construction to start this fall, with completion expected in 2010 and 2011.

The 21st Century panel, chaired by insurance executive Brad Wilson of Raleigh, recommended \$75 million in gap funding to leverage a total of four turnpike projects, worth about \$3 billion, expected to start construction in the next few years.

That would leave \$97 million per year currently spent on non-transportation needs, enough to cover debt retirement for an \$800 million transportation bond issue. While panel members favored a \$75 million gap payment and also recommended a bond referendum, they said legislators should not ask voters to approve a transportation bond issue that is too small to be effective.

"Going to the public with a bond of any less than \$1 billion as a first step to address the transportation needs in North Carolina may not be worth doing," said Wilson, the chief operating officer of Blue Cross and Blue Shield of North Carolina.

Wilson said the 21st Century panel, appointed last fall by legislative leaders and Gov. Mike Easley, is likely next year to recommend that the General Assembly raise new taxes for more transportation funding, and possibly a bigger bond issue.

If legislators agree on a bond referendum this year, they could reduce the turnpike gap money to \$45 million and have enough money left over to finance a \$1.1 billion bond issue, commission members said.

Half of any new money should be earmarked for urban loops, interstates, and cutting traffic congestion, panel members said, with the rest routed to current road and bridge projects. The group was split on whether to use any of that money for transit.

The commission also called for local-option legislation that would allow Triangle and other metropolitan counties to help pay for transit projects with a sales tax of up to one-half cent per dollar, and with a small increase in vehicle registration fees. The local tax hikes would require approval from county commissioners and local voters.

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## **Voters could decide on tax for traffic relief**

Bruce Siceloff, Staff Writer

Triangle mayors and legislators are lining up behind legislation to tackle urban traffic congestion, start building the state's first modern toll roads and find money for better bus service and a rail transit network.

Sen. Richard Stevens, a Cary Republican, is sponsoring a bill to set up a statewide fund for urban transit and congestion relief. House sponsors include Democratic Reps. Deborah Ross of Raleigh and Lucy Allen of Louisburg. Other Triangle legislators are co-sponsors.

The measure would allow Triangle voters to consider implementing a half-cent sales tax dedicated to public transit. Proceeds from the tax -- a nickel on every \$10 purchase -- could cover more than half the cost of a 27-year, \$8.2 billion rail-bus plan proposed recently by a three-county citizen advisory panel.

"It's something for the public to decide," Raleigh Mayor Charles Meeker said. "With increasingly high gas prices, the idea of having additional bus service and rail service for the future makes a good deal of sense for our area.

"In terms of our competition, Charlotte has moved ahead on regional transit, and we in the Triangle are far behind. It will affect our economic development over time."

Meeker and the mayors of Durham, Cary and Chapel Hill called on the legislature to approve the local sales tax option and other recommendations from the statewide 21st Century Transportation Commission. Stevens is a member of the commission.

"I'm a strong advocate for building and maintaining roads, but also looking for alternatives," Stevens said Wednesday. He said he hoped Republican and Democratic legislators would agree to let Triangle voters consider the transit tax.

"We're asking citizens to decide," Stevens said. "If they don't want to be taxed, we don't do it. If they do, let's move ahead."

The legislation also would increase transportation spending by ending the yearly transfer of \$172 million from the Highway Trust Fund to the state's General Fund, where it is used for nontransportation purposes.

The 21st Century panel said the change would provide seed money to start construction on the Triangle Expressway, an 18-mile toll road proposed for Research Triangle Park and western Wake County. House Democratic leaders said Wednesday that their priorities for this year included startup money for the state's first toll projects.

The money also could underwrite a statewide transportation bond issue of more than \$1 billion.

Some of the bill's sponsors said they could not predict whether the legislature this year will authorize a local transit tax vote or approve new state transit money.

"I don't think people expect every single one of these proposals is going to be passed in the next six weeks," Ross said. "But I think it's important we start having a framework for thinking about urban transit issues, and this bill provides that."

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## Mass transit funding input sought

**BY RAY GRONBERG : The Herald-Sun**  
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**May 15, 2008**

DURHAM -- Chapel Hill, Durham and Carrboro officials agreed Wednesday that if the Triangle someday uses a sales-tax surcharge to finance mass transit, the planning groups that oversee transportation spending here deserve a say in how the money's spent.

They also agreed that part of the revenue should go to existing, in-city bus services like the Durham Area Transit Authority and Chapel Hill Transit instead of being reserved exclusively for inter-city bus and rail links promoted by the Triangle Transit Authority.

Chapel Hill Mayor Kevin Foy said the existing bus systems are barely treading water financially and need additional funding if they're to feed riders to a regional transit network.

Regional links "can't go forward if we can't continue to fund our bus systems in a robust way," Foy told fellow members of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee on Wednesday. "And I know we can't. Our property taxes cannot afford to prop up our bus systems."

Wednesday's discussion focused on a legislative proposal emerging from a study group appointed last October by N.C. Senate President Pro Tem Marc Basnight, D-Dare, and N.C. House Speaker Joe Hackney, D-Orange.

The state-level "21st Century Transportation Committee" favors giving the Triangle and the Greensboro/High Point/Winston-Salem areas the power to levy a half-percent sales-tax surcharge for transit.

Officials in Mecklenburg County already have that power and have used it to fund construction of a 9-mile commuter-rail corridor linking downtown Charlotte with its southern suburbs.

But Foy noted that Charlotte officials also devote a fair bit of the \$90 million or so in annual surcharge revenue they collect to their city's bus system.

The Triangle will have to do likewise, he said.

In-city bus lines will become an essential part of any regional network "and we have to have the money to grow" them, Foy said.

TTA officials, however, contend that diversions to the existing city bus systems will undercut the region's ability to finance an ambitious new transit plan that includes rail links from Chapel Hill to North Raleigh and a network of new bus lines serving bedroom communities on the fringes of the Triangle.

"Would there be enough money to pay for fixed [inter-city transit links like a rail corridor] in the end?" asked Chapel Hill Town Councilman Bill Strom, a TTA board member who represents the agency in Transportation Advisory Committee debates. "That's the question."

Durham and Chapel Hill officials made it plain they want some say over the allocation of any sales-tax revenue, rather than leaving it up to county governments and TTA to decide as the state study panel suggests.

At the suggestion of Durham city Transportation Manager Mark Ahrendsen, they agreed that the way to assert more control is by asking legislators to make sure the Transportation Advisory Committee and a similar group in Wake County have a veto over the underlying financial plans for the use of the revenue.

Durham County Commissioner Becky Heron and Orange County Commissioner Alice Gordon made it clear that there's no guarantee their governments would support a transit tax, even if the General Assembly gave them the right to levy one.

Other programs, they said, could easily merit a higher priority.

"Building schools and social services is just eating us alive," Heron said.

Her comment illustrated that for all their worrying about the likelihood of increasing traffic congestion, elected officials even in the relatively transit-friendly western Triangle aren't necessarily sold on the ambitious plans TTA is pushing.

Nor, as Foy said, are they particularly willing to allot a bigger share of their property-tax revenue on local bus service.

Chapel Hill devotes about 10 percent of its property tax revenue -- \$2.6 million -- to its bus system. The bulk of Chapel Hill Transit's money comes from state government.

Durham city officials don't account for their allocations to DATA as clearly as do Chapel Hill's. But they spend at most about 6 percent of their government's property tax revenue -- a maximum of \$6.7 million -- on the bus system.

In both cities, critics of the bus systems contend they serve only a fraction of the population -- mostly UNC students in Chapel Hill, mostly low-income black residents in Durham.

Chapel Hill launched its much-praised fare-free service in 2002 only after the administration and student government at UNC agreed to pick up most of the tab. DATA managers also want to expand ridership by going fare-free, but the idea has little support on the City Council.

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## IN MY OPINION

### Lynx system inspiring big ideas for rest of state

#### Plan for \$1.6 billion congestion relief fund picking up steam

JACK BETTS

RALEIGH --

When legislative leaders set up the 21st Century Transportation Committee last year, few would have bet real money that its most impressive recommendation would center on a visionary proposal to boost urban transit systems.

Fewer still would have bet that such a proposal would come from the desk of a former state transportation secretary known as the grandfather of the N.C. Highway Trust Fund -- a man for whom a section of Interstate 85 is known.

Perhaps that's why Sam Hunt attracted so much attention earlier this year when he proposed a congestion relief fund of \$1.6 billion to match local funds in the state's urban areas to build transit projects such as Charlotte's highly popular Lynx system.

Hunt made his proposal after seeing the new system in January and hearing from Charlotte Mayor Pat McCrory, who had backed a sales tax to fund the system and championed its retention in a referendum last year.

Voters overwhelmingly opted to keep the tax, and ridership has exceeded expectations -- a result that may enhance McCrory's stature in this year's governor's race. With skyrocketing fuel costs, voters will be looking for innovative ideas on transportation.

Hunt's support for transit gave the idea credence it previously lacked -- and has resulted in one of the most talked-about proposals in the General Assembly's short legislative session.

Rep. Becky Carney, D-Mecklenburg, a former Mecklenburg County commissioner who has worked on transit issues for years, jumped at the opportunity this spring to sponsor the Congestion Relief/Intermodal Transport Fund, co-sponsored by 26 Democrats and Republicans. Sen. Richard Stevens, a former Wake county manager and now an influential Republican, is sponsoring the bill in the Senate.

"It's really the first time I can recall that anyone at the legislature has proposed a comprehensive approach to transportation funding," said Molly Diggins, state director of the N.C. Sierra Club.

Since introducing the bill less than two weeks ago, Carney has been floored by the number of legislators who said they supported it and wished they had become co-sponsors. "They're asking me, 'Why would someone from Charlotte do this?' And the answer is because we have had such success in Charlotte," Carney said. "The transit options we have in Charlotte work, and now everyone wants those options."

The 12-page bill offers funds to local governments and transportation authorities to plan transportation services and for intermodal rail facilities and inland ports. It also would support improvements to rail lines serving ports and military facilities, help expand intercity passenger rail and extend local transit funding options to other large urban areas.

It means voters in the Triad and the Triangle would be able to hold referendums on adding half-cent sales and use taxes for transportation systems. Contiguous counties could adopt a one-fourth-cent sales tax. Regional transportation authorities could raise local vehicle registration charges from \$5 to \$7, and counties of 160,000 population or over could adopt car rental taxes for transit systems.

The bill doesn't appropriate any money. It simply authorizes urban counties to adopt local taxes for transportation projects and authorizes creation of the Congestion Relief and Intermodal Transportation 21st Century Fund to provide money for an array of transportation uses. How it would be funded would be

decided in another legislative session. But the bill offers Wake, Durham and Orange counties in the Triangle and Forsyth and Guilford in the Triad the opportunity to do what Charlotte has done.

"I just think it starts the framework for a comprehensive transportation plan for North Carolinians, giving them options for getting to work, shopping and recreation," said Carney. "It broadens our thinking for the 21st and 22nd century transportation options."

There's one other thing. Because the bill doesn't appropriate money, it leaves decision-making to local voters, Carney said. "This is about the public, not the legislature, deciding what is best.

In my opinion Jack Betts

## **Workers seek help handling gas costs**

### **Schedule flexibility, telecommuting urged at UNC-CH**

Samuel Spies, Staff Writer

CHAPEL HILL - Employees at UNC-Chapel Hill say the university can do more to help them save gas money.

The Employee Forum, which represents nonfaculty staff members, plans to call on UNC-CH to promote telecommuting, flexible work hours and alternative transportation. Forum delegates will discuss the issue Wednesday and could put it to a vote.

"Many of the lower-paid employees live further away," Chairman Ernie Patterson said. "There's a lot of people who have a lot of commuting to do."

An early draft of a proposed resolution contains a chart estimating gasoline costs per month for top administrators and employees, on the basis of how far they live from campus. It said some vice chancellors spend 0.21 to 0.68 percent of their monthly pay on gas, while the average employee spends 3.45 percent.

"The senior members of this administration earning corpulent salaries, live close to the University, and therefore are not nearly as impacted in their work life by rising fuel prices," the draft reads. It also asks for the formation of an "emergency gas price crisis task force" to come up with new strategies.

Though the resolution hasn't been passed, on Monday outgoing UNC Chancellor James Moeser said he thought forming a task force would be a good idea, a university spokeswoman said.

Patterson said that no single solution exists and that changes will have to be tailored to individual jobs. Some employees, he suggested, could work four 10-hour days, saving a day's worth of gas.

Patterson, who manages computer networks for the biology department, said he gave up his parking pass two years ago and started walking or biking from his home in Carrboro.

In the past, the forum has asked the chancellor's office to promote van pools and increase subsidies for them. Currently the university offers \$20 a month to registered van pool riders in its commuter alternatives program. Patterson said work schedules need to be flexible so workers can arrive and leave together as well.

The forum, which is made up of about 75 delegates, also has asked the chancellor's office to maximize telecommuting options.

The university's Office of Human Resources encourages departments to be as flexible as possible in allowing alternative work schedules. It says flexible schedules can be used to reduce days that employees commute and help them use mass transit.

But the Employee Forum last year passed a resolution that said many managers had been unwilling to make changes.

The university's commuter alternatives program, which has more than 3,500 members, offers free bus service from nine park-and-ride lots. Program members also get free Triangle Transit bus passes and access to an "emergency ride home" program.

Last month Brenda Malone, associate vice chancellor for human resources, sent a memo to department heads and deans saying flexible scheduling can improve morale.

"With the continuing increases in gas prices, you are once again encouraged to make every effort to work with your employees to identify flexible work arrangements that might ease their commuting challenges," she wrote.

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## East End Connector funds rise \$32 million

**By Ray Gronberg : The Herald-Sun**

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**Jun 5, 2008**

DURHAM -- The newest version of the state's road-construction plan will include \$32 million more for Durham's long-planned East End Connector, the city's delegate on the N.C. Board of Transportation says.

That allocation follows earlier commitments of nearly \$100 million and keeps the project on track for a 2013 construction start, board member and Durham lawyer Ken Spaulding said Wednesday.

That's a year later than the current schedule lists, but a year better than planners in the N.C. Department of Transportation proposed in their initial draft of the 2009-15 state road plan.

"The only other recourse would be to let it slip again," Spaulding said in advance of a scheduled vote today on the statewide road plan. "And I have found that once these projects start slipping, they never get built."

Spaulding and other local officials likely have to find at least another \$30 million in the next year or so to fully fund the project.

DOT's long-range planners are assuming the link between the Durham Freeway and U.S. 70 will cost about \$162 million.

But consultants working on the connection's environmental-impact studies last summer estimated that it would cost \$193 million.

Both figures are substantial increases from the \$100 million or so officials were figuring as the project's likely cost two years ago when Spaulding first started pushing the board to fund it.

The 2.5-mile connector is a relatively short highway, but it will feature large, multilevel flyover interchanges at both ends. The necessary bridgework -- plus the fast-rising price of steel and

other construction material -- is the main driver behind the project's increasing cost.

Worries about inflation and the statewide competition for road dollars have led Durham officials to consider compromises. One is inherent in the new \$32 million allocation, as it comes from a pool of so-called "equity" money that would otherwise have been available for other area road projects.

All the previous allocations Spaulding landed for the connector come from the pool of money the General Assembly established in the late 1980s to pay for loop roads around the state's major cities.

The East End Connector is the only Durham project that qualifies for loop money, and until recently local administrators had resisted drawing on other sources to pay for it. They contended that the city is due the same consideration as Charlotte, Greensboro, Raleigh and other cities that have benefited from loop allocations.

But inflation in the construction market is devaluing the state's road dollars so fast that local officials recently concluded they have no choice but to bend on that point.

Given a choice between compromise and a delay if state officials maintain there's not enough loop money available, local elected officials are willing to tap other sources "to move this project along," said Mark Ahrendsen, Durham's transportation manager.

Spaulding said the city's agreement to that will help. "It shows a commitment," he explained.

To save money DOT engineers are also considering building the connector with four travel lanes instead of the planned six. Their thinking is that four lanes would dovetail better with the area's existing road network, particularly with the four-lane Durham Freeway.

The agency would still reserve space for additional travel lanes, and build them eventually, after demand justifies widening the Durham Freeway itself, Ahrendsen said.

Motorists traveling the connector might not notice much of a difference anyway.

The connector is so short that the acceleration and deceleration lanes for the on- and off-ramps, even though they don't count as travel lanes, will make the road seem like it has six lanes, DOT District Engineer Wally Bowman said.

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**Beckmann, Ellen**

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**From:** NC Go! [ncgo@ncgo.org]  
**Sent:** Thursday, May 29, 2008 2:02 PM  
**To:** Beckmann, Ellen  
**Subject:** Take Action! Help Stop a Gas Tax Holiday

**Say NO to the gas tax holiday**

Contact your legislators today!

[Take Action!](#)

Legislators in the NC House and Senate have introduced bills that would seriously harm transportation funding. House bill 2193 (Rep. Joe Boylan, sponsor) and Senate bill 1817 (Sen. James Forrester, sponsor) would implement "Holidays" on the state motor fuels tax this summer, suspending collection of the gas tax for up to 90 days.

**If passed and signed into law, these measures could take away about \$425 million in much-needed transportation revenue while saving drivers only a few dollars per tankful.** Citizens stand to lose much more in damage to vehicles or loss of life due to poorly maintained or unsafe roads.

Tell leaders in the House, Senate and crucial committees that a gas tax holiday is a short-sighted fix that will do more harm than good.

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