

**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

**February 9, 2011
9:00 AM****Committee Room
2nd Floor Durham City Hall**

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

ACTION ITEMS**5. December 8, 2010 TAC Meeting Minutes (9:00-9:05)
(Attachment 5)**

A copy of the December 8, 2010 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the December 8, 2010 TAC meeting.

**6. FY 2012-2018 Metropolitan Transportation Improvement Program, 2035 Long Range
Transportation Plan Amendment #2, and Air Quality Conformity Process (9:05-9:25)****(Attachment 6, 6A, 6B, 6C)****Ellen Beckmann, LPA Staff****Andy Henry, LPA Staff**

The DCHC MPO will be approving three documents by August 2011:

- the FY 2012-2018 Metropolitan Transportation Improvement Program,
- Amendment #2 to the 2035 Long Range Transportation Plan,
- and corresponding air quality conformity determinations.

The MTIP must be coordinated with the State Transportation Improvement Program which is scheduled to be approved by the Board of Transportation in August 2011. The LRTP amendment is needed to ensure that the MTIP/STIP and the LRTP are consistent. Since both documents are subject to the air quality conformity process, air quality conformity determination reports must be prepared and approved.

Attachment 6 is a memo on the three documents and the approval process. Attachment 6 highlights differences between the draft STIP and draft MTIP. Attachment 6A is NCDOT's response to the one-on-one meeting. Attachment 6B is the draft MTIP as recommended by the TCC. Attachment 6C is a resolution and table displaying the 2035 LRTP amendment for the DCHC MPO. The Capital Area MPO will be adopting a LRTP amendment as well.

Both the adoption of the MTIP and the adoption of the 2035 LRTP amendment require adoption of an air quality conformity determination report. The draft air quality conformity report will not be complete until early June and must be adopted in August.

TCC Recommendation: That the TAC release the FY 2012-2018 Draft Metropolitan Transportation Improvement Program and draft 2035 Long Range Transportation Plan Amendment #2 for public comment.

TCC Action: Release the FY 2012-2018 Draft Metropolitan Transportation Improvement Program and draft 2035 Long Range Transportation Plan Amendment #2 for public comment.

**7. Air Quality Conformity Process Memorandum of Agreement (9:25-9:30)
(Attachment 7)
Felix Nwoko, LPA Staff**

Attachment 7 is a proposed Memorandum of Agreement between the DCHC MPO, NCDOT, NCDENR, US EPA, FHWA, and FTA describing the commitments and responsibilities for the air quality conformity process. The MOA is a federal requirement. This MOA replaces an MOA approved by the DCHC MPO sixteen years ago that expired last year and was outdated.

TCC Recommendation: That the TAC approve the Memorandum of Agreement.

TAC Action: Approve the Memorandum of Agreement.

**8. NC 54 Corridor Study – Update (9:30 – 9:50)
(Attachment 8)
Leta Huntsinger, LPA Staff**

The DCHC MPO initiated the NC 54/I-40 Corridor Study to analyze the issues within the NC 54 corridor, evaluate mitigation measures, and identify transportation and land use strategies for accommodating current and future transportation needs. Current documents are posted on the study website: <http://www.nc54-i40corridorstudy.com/>. A public hearing was held on December 8, 2010 and the official public comment period ended on December 10, 2010. The Technical Steering Committee met on January 10, 2011 to review public comments and to develop a work plan for addressing these comments. Attachment 8 summarizes the proposed work plan for Phase II of the NC 54 Corridor Study.

TAC Action: Receive update.

**9. Triangle Regional Transit Program – Update (9:50 – 10:10)
Patrick McDonough, Triangle Transit**

Triangle Transit will provide an update on the development of the Triangle Regional Transit Program.

TAC Action: Receive update.

10. FY 2011-2012 Unified Planning Work Program (10:10-10:25)**(Attachment 10, 10A)****Maricia Brown, LPA Staff**

Annually, the DCHC MPO is required by federal regulations to prepare a Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities. Funding for the UPWP is provided on an annual basis by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Essentially, the UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Tasks are identified by an alphanumeric task code and description.

Action	Date
TAC receives FY12 UPWP development schedule & draft financial tables	2/09/11
TAC receives FY12 UPWP draft and releases for public comments	3/09/11
TAC holds hearing for public comments	4/13/11
TAC approves FY12 UPWP FINAL document.	5/11/11

Attachment 10 is a memo on the FY12 UPWP development process schedule. Attachment 10A is the FY12 UPWP draft financial tables.

TCC Recommendation: That the TAC receive the draft FY 2011-2012 UPWP and release for public comment.

TAC Action: Receive the draft FY12 UPWP draft financial tables.

11. TCC and TAC Meeting Schedule for 2011 (10:25-10:30)**(Attachment 11)****Ellen Beckmann, LPA Staff**

The meeting schedule for 2011 was adopted at the December TAC meeting. This schedule included an error in the listing of the December meeting dates. Attachment 11 is a corrected schedule for 2011.

TAC Action: Approve the 2011 TAC and TCC meeting schedule.

REPORTS:

12. Report from the TAC Chair

Lydia Lavelle, TAC Chair

TAC Action: Receive Report from TAC Chair

13. Report from the TCC Chair

Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

14. Report from Staff

(Attachment 14)

Felix Nwoko, LPA Staff

15. NCDOT Report

(Attachment 15)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

16. Recent News Articles and Updates

(Attachment 16)

17. Sustainable Communities Task Force Overview

(Attachment 17)

18. Executive Summary/Schedule for the 2040 North Carolina Statewide Transportation Plan

(Attachment 18)

19. NC Metropolitan Mayors Coalition Advocacy Update

(Attachment 19)

20. RTA 2011 Transportation Breakfast

(Attachment 20)

21. APTA Legislative Alert

(Attachment 21)

Adjourn

Next meeting: March 9, 2011, 7pm

Dates of Upcoming Transportation-Related Meetings:

2/18/2011, 10:30am	Tri-MAP @ RDU Authority
2/22/2011, noon	Durham Chamber Transportation Committee Meeting
3/8/2011, 7:30am	Regional Transportation Alliance 2011 Transportation Breakfast\
3/22/2011, noon	Durham Chamber Transportation Committee Meeting

TAC Directives to Staff

06/11/03 – 12/31/09 (Pending/In Progress/On Going)

01/01/10 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
4/12/06	Investigate use of peer review for Triangle Regional Model (TRM)	<u>In Progress</u> : TRM committee has taken up this project
4/12/06	Address cost splits for TRM tasks	<u>In Progress</u> : TRM Executive Committee has taken up this project.
8/09/06	Follow up with the BPAC and DATA Boards regarding public involvement for MPO activities.	<u>In Progress</u> :
5/13/09	Send a letter to Brier Creek shopping center management requesting bus shelters.	<u>In Progress</u> : LPA, CAT, and DATA staff are discussing transit access and passenger amenities.
11/11/09	Provide the TAC a summary of the Regional Transit Leadership Group meetings and status of the county transit plans.	<u>In Progress</u> : Status provided to TAC, TAC Chair and elected officials on an ongoing basis
1/13/10	Send letter to Chatham County BOCC regarding MAB expansion	<u>Completed</u> : See Attachment 19 of 2/10/10 TAC Agenda.
1/13/10	Send letter to NCDOT describing the ranking of multi-modal projects in the DCHC MPO's FY 2012-2018 TIP Regional Priority List	<u>Completed</u> : See Attachment 28 of 3/10/10 TAC Agenda.
2/10/10	Provide a recommendation for how to proceed with programming funding for alternatives to U-3808, Elizabeth Brady Road.	<u>In Progress</u> : See 3/10/10 TAC Agenda. Study has been drafted.
3/10/10	Address the issues raised regarding the Farrington Road Corridor Study.	<u>In Progress</u>
5/12/10	Send letter to Secretary Conti regarding funding for the East End Connector.	<u>Completed</u> : See 5/12/10 TAC Agenda.
8/11/10	Follow-up with UNC-Chapel Hill during public involvement period for NC 54 Corridor Study.	<u>Completed</u> :

1 **TRANSPORTATION ADVISORY COMMITTEE**

2 **December 8, 2010**

3 **MINUTES OF MEETING**

4 The Transportation Advisory Committee met on December 8, 2010, at 9:00 a.m. in the Council

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

6	**Diane Catotti	City of Durham
7	**Alice Gordon	Orange County
8	**Eric Hallman	Town of Hillsborough
9	*Ed Harrison	Town of Chapel Hill
10	**Mark Kleinschmidt	Town of Chapel Hill
11	**Lydia Lavelle	Town of Carrboro (TAC Vice-Chair)
12	**Ellen Reckhow	Durham County
13	**Mike Woodard	City of Durham (TAC Chair)
14		
15	Ellen Beckmann	City of Durham – Transportation
16	Julie Bollinger	NCDOT - TPB
17	David Bonk	Town of Chapel Hill
18	Maricia Brown	City of Durham – Transportation
19	Jeff Brubaker	Town of Carrboro
20	Stanley Buff	NCDOT – Division 7
21	Aaron Cain	City/County Planning
22	Bonnie Estes	City/County Planning
23	Bill Ferrell	Meadowmont Community Association
24	Louis P. Gonzalez	Citizen, 2226 NC 54
25	Andy Henry	City of Durham – Transportation
26	Joey Hopkins	NCDOT – Division 5
27	Leta Huntsinger	City of Durham – Transportation
28	Wendy Jacobs	Durham Planning Commission
29	Tom King	Town of Hillsborough
30	Karen Lincoln	Orange County
31	Brian Litchfield	Town of Chapel Hill
32	Debbie McCarthy	Citizen, Trenton Road
33	Patrick McDonough	Triangle Transit
34	(Illegible) McGill	Citizen, Trenton Road
35	Philip McGill	Citizen, Trenton Road
36	Dale McKeel	City of Durham – Transportation
37	Adena Messinger	Chatham County
38	Ryan Mickles	Town of Chapel Hill
39	Felix Nwoko	City of Durham – Transportation
40	Brian Rhodes	City of Durham – Transportation
41	Meg Scully	Durham County
42	Chris Selby	138 Celeste Circle
43	Tom Stark	Attorney, 6011 Farrington Road

44 Eric Teagarden Durham County
45 Mila Vega Orange County
46 David Willauer IEM - Sr. Freight Planner
47 Jim Wise News & Observer

48
49 **Voting Member
50 *Alternate or Non-Voting Member
51

52 Mike Woodard, TAC Chair, called the meeting to order at 9:09 a.m. and the Roll Call was
53 conducted.

54 **PRELIMINARIES:**

55 **Adjustments to the Agenda**

56 There were no adjustments to the agenda.

57 **Public Comments**

58 David Willauer, Senior Freight Planner with IEM, gave an update. IEM is working on a domestic
59 preparedness study for the Triangle. Mr. Willauer is serving on the Governor's Logistics Task Force and
60 they are looking for regional priorities across the state. Mr. Willauer stated that he requested that the
61 MPOs be involved and asked if members are contacted to please submit their local priorities to the
62 Governor's office.

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

64 The Directives to Staff are attached for review.

65 **ACTION ITEMS:**

66 **November 10, 2010 TAC Meeting Minutes (Attachment 5)**

67 A motion was made by Diane Catotti and seconded by Ellen Reckhow to approve the November
68 10, 2010 TAC Meeting Minutes. The motion carried unanimously.

69 **NC54/I-40 Corridor Study Public Hearing (Attachment 6)**

70 Mike Woodard thanked Leta Huntsinger and staff for working so hard and the responsiveness to
71 citizens.

72 Leta Huntsinger provided an update on the NC54/I-40 Corridor Study. Ms. Huntsinger stated
73 staff has received extensive comments from several local commissions and citizens. Due to the
74 comments received, staff has extended the contract so that a second phase of analysis can be done to
75 address concerns. The official comment period ends on December 10, 2010. The Technical Steering
76 Committee that oversees the study will meet in January 2011 to review and lay out an action plan of
77 how to address the comments.

78 Ellen Reckhow agrees with Ms. Huntsinger regarding the extensive negative comments from
79 both the citizens and official boards. Ms. Reckhow would like the results of the Technical Steering
80 Committee workshop to be brought back to the TAC in February to make sure we are moving in the right
81 direction.

82 Alice Gordon asked if there is a timeline for Phase II. Leta Huntsinger stated it will be late spring,
83 early summer before the updated Phase II report will be out. Leta Huntsinger stated the committee
84 should be able to provide the TAC with a schedule at the February 2011 meeting. Alice Gordon
85 expressed a concern of how the study will inform the county transit plans because of the lack of data.
86 Leta Huntsinger stated she will coordinate with Orange County's technical staff member to make sure
87 they are more involved.

88 Leta Huntsinger stated that, with the exception of concern over the alignment of the light rail
89 transit line which is being addressed by Triangle Transit's study, the response to the recommendations
90 in the study has been positive. Ms. Huntsinger doesn't see any major revamping of that element.

91 Ed Harrison stated that the Town of Chapel Hill added a sixth element to the list of study
92 concerns and it dealt with the light rail transit alignment. Leta Huntsinger stated the key points will be
93 the station locations. If the station areas move or no longer exist, they would have an impact on the
94 land use recommendations.

95 Ed Harrison stated that southbound Farrington Road traffic turning left onto NC54 eastbound
96 was not taken seriously. In addition, concern was raised over the influence of UNC on the study. Leta
97 Huntsinger stated university traffic will be completely analyzed by getting more data from Duke, NCCU,
98 along with land use. The perception is that the study appears to be biased to Chapel Hill because of the
99 amount of UNC and Chapel Hill data that was collected. Ed Harrison stated that UNC and Chapel Hill are
100 not the same. Staff will include more regional data in Phase II.

101 Ellen Reckhow stated if the improvements don't support the land use plan, then change the land
102 use assumptions to get better results.

103 Mike Woodard, TAC Chair, opened the Public Hearing period at 9:30 a.m.

104 Chris Selby, a resident of 138 Celeste Circle, spoke regarding the study. Mr. Selby stated the
105 corridor study recommends that our neighborhood be residential through 2035. Mr. Selby suggested
106 two things to protect and preserve their neighborhood. The first is substantial landscaping between
107 NC54 and the Eastwood Park neighborhood. The second is the relocation of the collector street from
108 Crossland to George King. This would have a number of benefits including less cut through traffic and
109 efficient traffic flow. He has a concern with the demolishing of homes.

110 Debbie McCarthy representing the Farrington HARP and Trenton Road Neighborhood
111 Association spoke regarding the study. Ms. McCarthy stated that on October 12, 2010, the Durham
112 Planning Commission voted to send this plan back to the drawing board after hearing from citizens. The
113 study is based on flawed data, transit mania, and unrealistic growth projections. For the people that live
114 in Durham that live in the historic and environmentally sensitive greenbelt known as the Farrington
115 Road Corridor the study has some seriously unfortunate implications. Ms. McCarthy has seven concerns
116 and two recommendations to make. First is the nodal intense development in the non-existent Leigh
117 Village. It looks at 75 units per acre which is unrealistic. Second, the growth scenario is unrealistic.
118 Third, the Park-n-Ride lot; if UNC feels their land is too valuable at the Friday Center we feel our land in

119 Durham is just as valuable and would not like to have a 2,000 space parking facility at Leigh Village. The
120 Park-n-Ride lot should be relocated to I-40 and NC751 if it needs to be relocated. Fourth; I-40 has
121 already been widened to six lanes in Durham and now eight lanes are proposed with a railroad track.
122 We think I-40 should also be widened in Chapel Hill and Orange County, not having a double standard
123 for Durham. Fifth; the flyover access ramps leaving Leigh Village to I-40 are completely incompatible
124 with low density residential neighborhoods in Trenton, Prescott Place, and Glenview Park. We should
125 not impact the environmentally sensitive nature of Durham Neighborhoods, Leigh Farm Park, or
126 Markham Memorial Gardens. Sixth is concern over the impact on water quality and Durham will be
127 responsible for cleaning it up. The two recommendations are: (1) Tame the hypothetical beast called
128 Leigh Village as it does not need to be the next Manhattan and (2) If a rail line is an absolute must, put it
129 down US15-501 which is already a straight corridor from Durham to Chapel Hill or put it down NC54
130 which is already a straight corridor from Durham to Chapel Hill or put it down I-40. When you get to
131 Eubanks Road there is a spur that leads directly to UNC and a bus palace that will take riders anywhere
132 they want to go in Chapel Hill.

133 Louis Gonzalez, a property owner on NC54, spoke regarding the study. Mr. Gonzalez feels the
134 study is driven by Chapel Hill particularly the use of Farrington Road. The access to Farrington Road is
135 limited and affects homeowners and businesses. Initially the developers of Leigh Valley contacted all
136 the owners stating that Farrington Road would not be impacted; which has completely changed. The
137 access to Farrington Road coming from NC54 west is not permitted. This will affect all the businesses.
138 Ironically, this area on Farrington Road is where UNC is developing many of its clinics and purposely so
139 people can get there from Chapel Hill and Durham very easily. Chapel Hill has driven this study so hard
140 and one of their priorities was to make sure that we had bicycle paths in the corridor that they claim will
141 carry 70,000 cars a day. Now for 25 years I have been using NC54 and have failed to see a bicycle
142 anywhere in the area. Yet, it is driven that we have to have bicycle lanes in that area. They don't even

143 get that in Meadowmont, which is supposed to be a town concept. They want Farrington Road access
144 cut off from either direction. The proposed Leigh Farms development is going to generate a lot of traffic
145 on Farrington Road. The people coming from the light rail station are going to be directed to a turn-
146 around; which is going to generate a problem with traffic. It is great for Chapel Hill; but Durham is
147 making all the sacrifices.

148 Eric Teagarden, a resident of Meadowmont, spoke regarding the study. Mr. Teagarden supports
149 the bike paths. Mr. Teagarden is in support of using George King as the north-south connector. Mr.
150 Teagarden is 100% in support of light rail. However, looking at the positioning of the light rail track
151 easement now, it becomes obvious from the environmental view to parallel NC54 across Little Creek
152 and from the engineering view the bridge span would be much less. Mr. Teagarden strongly urges in the
153 alternative analysis to look at paralleling NC 54 crossing Little Creek and constructing it in parallel with
154 all the other work that will be done. That does not mean it will impact station locations. The stations
155 are important for the ridership, not the alignment.

156 Bill Ferrell, representing Meadowmont Community Association, spoke regarding the study. Mr.
157 Ferrell stated his comments are on the Connector Street Plan build-out recommendations as noted in
158 the recently completed (draft) NC54/I-40 Corridor Study as well as related consideration for the Triangle
159 Transit's Light Rail Alternatives Analysis for the proposed light rail corridor as it crosses Little Creek along
160 Highway 54. The first comment is in December 2006, the Chapel Hill council passed Resolution 2006-12-
161 04/R-13. This requested the Durham-Chapel Hill-Carrboro (DCHC) Transportation Advisory Committee
162 (TAC) to direct the Metropolitan Planning Organization (MPO) to develop connectivity to the George
163 King Connector Street. This was to facilitate North-South traffic flow to Highway 54 as the planned
164 developments to the East of Little Creek and South of Creekside Elementary Schools are built out. The
165 Meadowmont Community Association board strongly supports this position by the Chapel Hill council.
166 The second comment is on behalf of the Meadowmont Community Board as they are suggesting; that all

167 parties review and incorporate the North-South George King Connector Street in any and all Collector
168 Street, Connector Street, and NC54/I-40 corridor development plans; that Meadowmont Lane be
169 maintained as a City street inclusive of only two (2) lanes and an existing 25 mph speed limit. And, not
170 to allow the control of Meadowmont Lane to shift to the NCDOT or any other body; that DCHC TAC and
171 DCHC MPO examine the economic and environmental cost savings of routing the Light Rail Transit
172 easement from the Leigh Village Station to parallel Highway 54 as it crosses Little Creek. This request is
173 in keeping with the Triangle Transit's Alternatives Analysis for the proposed light rail corridor, and we
174 request that this alternative routing provide the guidance for the Final Corridor plan.

175 We realize that today's hearing is to review data related to the NC54/I-40 study, we share these
176 comments with you in that all studies referenced are in fact interrelated. It is important that the
177 NC54/I-40 study group and consultants understand the economic and environmental routing benefits
178 proposed in the Light Rail Alternatives Analysis study, as all further refine their recommendations.

179 Tom Stark, an attorney representing many property owners at Farrington Road and NC54, spoke
180 regarding the study. Mr. Stark stated they are proposing a Washington DC-style elevated roundabout
181 which takes the NC54 traffic underneath as most of that traffic goes to Chapel Hill. We need to make
182 sure we maintain access for the commercial centers otherwise they will not survive.

183 Mike Woodard, TAC Chair, stated there being no further comments, the Public Hearing closed at
184 9:47 a.m.

185 **Chapel Hill Transit & Orange Public Transportation New Freedom – Cross Town Shuttle Project**
186 **(Attachments 7 and 7A)**

187
188 Maricia Brown provided an introduction for the Chapel Hill Transit & Orange Public
189 Transportation New Freedom – Cross Town Shuttle Project, along with the attachments.

190 Maricia Brown stated that the Chapel Hill Transit and Orange Public Transportation project is
191 delayed.

192 Brian Litchfield stated they received the funding in 2008 and the public meetings were in 2009.
193 Staff issues caused the delay and other priorities. They will refocus on the project this winter.

194 Alice Gordon asked if the funds are in trouble and Maricia Brown stated they probably have six
195 months before the funds lapse. There is a three year window for obligation.

196 Brian Litchfield stated they will reconvene with Orange Public Transportation staff. They will
197 develop a schedule for the project and bring it back.

198 Alice Gordon asked that Brian Litchfield get with Karen Lincoln and Mila Vega after the TAC
199 meeting to get things moving.

200 Brian Litchfield will bring back a schedule and update at the January 2011 TAC meeting.

201 Maricia Brown encouraged everyone to focus our attention for the next call on projects that are
202 ready to go within one year.

203 **Surface Transportation Program – Direct Apportionment FY2010 and FY2011 Project Status Update**
204 **(Attachment 8)**

205
206 Maricia Brown provided an introduction for the Surface Transportation Program – Direct
207 Apportionment FY2010 and FY2011 Project Status Update, along with the attachment.

208 Maricia Brown is working with the project managers to get better updates on project status to
209 help keep TAC members informed. The purpose of the spreadsheet is to inform the TAC.

210 Diane Catotti asked when the next update will be and Maricia Brown stated that is up to the
211 TAC.

212 Ellen Reckhow asked if it could be color coded (i.e. one color to indicate project is on schedule
213 or delayed) and emailed to members.

214 Maricia Brown stated they will need to revise the schedules for FY2010 projects that are delayed
215 so it will be coming back soon.

216 Ellen Reckhow stated we need to look at delayed projects and diagnose problems and revise
217 procedures to prevent the problems in the future.

218 Lydia Lavelle suggested bringing it back to the TAC every other month with the status of projects
219 and Maricia Brown stated quarterly may be more appropriate as most projects won't change often.
220 Maricia Brown will work on color coding the projects as well.

221 **JARC/New Freedom Program 2011 Call for Projects Application Package (Attachments 9, 9A, 9B, and**
222 **9C)**

223
224 Maricia Brown provided an introduction for the JARC/New Freedom Program 2011 Call for
225 Projects Application Package, along with the attachments.

226 Maricia Brown stated she is working on translating the information into Spanish. The selection
227 process is the same. However, the reporting requirements are more detailed.

228 Alice Gordon stated the list is out of date for Orange County. Ms. Gordon suggested contacting
229 the Clerk, Donna Baker, to see if she can send the correct contacts to be added to the list.

230 Mike Woodard suggested mailing it when the mailing list is updated. Maricia Brown stated the
231 application period is December 10 through February 2011. The mailing list can be continuously updated
232 and applications mailed.

233 A motion was made by Lydia Lavelle and seconded by Mark Kleinschmidt to approve and release
234 the JARC & NF grant program application, mailing notice and identify any potential new applicants that
235 can be added to the mailing list. The motion carried unanimously.

236 **Capital Area/DCHC MPO Joint Legislative Agenda (Attachments 10 and 10A)**

237 Andy Henry provided an introduction and update on the Capital Area/DCHC MPO Joint
238 Legislative Agenda, along with the attachments.

239 A motion was made by Lydia Lavelle and seconded by Diane Catotti to approve 10A which is the
240 recommended Research Triangle Region Joint MPO Transportation Funding Legislative Agenda.

241 Ellen Reckhow suggested adding economic development to #1 to show support. Alice Gordon
242 stated that economic development is not the only reason. There are many other reasons (i.e. air quality,
243 environmental, global, and etc.). Ms. Gordon supports the document as submitted.

244 Mark Kleinschmidt is not supportive of reducing the fuel tax in favor of tolls. Mike Woodard
245 stated the intent is not to reduce the tax, but to add tolling as another funding source in addition to the
246 fuel tax. There is concern over sole dependence on the fuel tax. Mark Kleinschmidt suggested
247 eliminating the entire last sentence of #1.

248 Diane Catotti suggested changing the last sentence of #1 to read as follows: "Begin exploration
249 of user fee based revenue sources (e.g. tolls).

250 Ellen Reckhow suggested adding "or construction" after maintenance on the first line of #6.

251 A motion was made by Lydia Lavelle and seconded by Diane Catotti to approve Attachment 10A,
252 Research Triangle Region Joint MPO Transportation Funding Legislative Agenda, with the recommended
253 changes above and provide authority for the TAC Chair and Vice-Chair to negotiate language if CAMPO
254 has changes. The motion carried unanimously.

255 **Election of MPO Officers for 2011 (No Attachment)**

256 Diane Catotti and Mark Kleinschmidt were the Nominating Committee for the Election of MPO
257 Officers for 2011.

258 Diane Catotti stated the committee would like to nominate Lydia Lavelle, Town of Carrboro as
259 the TAC Chair and Ellen Reckhow, Durham County as TAC Vice-Chair.

260 Alice Gordon expressed a concern with Ellen Reckhow being an alternate for Durham County
261 and Diane Catotti stated she has had a conversation with Michael Page to make Ellen Reckhow the
262 voting member for Durham County.

263 A motion was made by Diane Catotti and seconded by Eric Hallman for Lydia Lavelle to be the
264 TAC Chair and Ellen Reckhow to be the TAC Vice-Chair. The motion carried unanimously.

265 **TCC and TAC Meeting Schedule for 2011 (Attachment 12)**

266 A motion was made by Diane Catotti and seconded by Alice Gordon to approve the TCC and TAC
267 Meeting Schedule for 2011. The motion carried unanimously.

268

REPORTS:**Report from the TAC Chair**

270 Mike Woodard took the opportunity to welcome Ellen Beckmann back from maternity leave.

271 Mike Woodard stated the federal reauthorization bill looks grim. The House changed parties
272 and the chair of the committee changed. The House is recommending a six-month extension of the bill.
273 The deficit committee has proposed raising the gas tax in 2013 and stopping the general fund transfer to
274 transportation.

275 Mike Woodard's trip to Denver was very informative. It is an interesting model for transit.

Report from the TCC Chair

277 There was no Report from the TCC Chair.

Report from Staff (Attachment 15)

279 Dale McKeel stated they are planning a regional bicycle/pedestrian workshop for the local
280 commission at the RDU Airport Authority on January 28, 2011 from 8:30 a.m. until 12:00 p.m. There
281 will be knowledge sharing of local groups & presentations.

282 Ellen Reckhow asked if there will be a presentation from TJCOG on the CORE Bike/Ped
283 presentation. Dale McKeel will check to see if they will do a presentation.

NCDOT Report (Attachment 16)

285 Joey Hopkins, NCDOT Division 5, provided an update on projects. The T.W. Alexander project is
286 6% ahead of schedule; but the contractor has filed for bankruptcy. The work has stopped. The bonding
287 company will have to get another contractor so it will fall behind schedule. However, if you notice
288 safety concerns, please contact NCDOT. The NC-540/I-40 project is almost complete. There is some
289 asphalt and thermoplastic repair work to be done. Unfortunately, you can't do that type of work with
290 the current weather. The Hillandale Road project is ongoing. NCDOT has passed the word onto the
291 hauling trucks that are going through the neighborhood. NCDOT is trying to figure out a way to cover up

292 the milling on the NC-751 project. They have instructed the contractor to work on it this weekend if
293 they can, but the weather is a concern as well as a basketball game this weekend.

294 Joey Hopkins stated it will be January 2011 before the draft version of the guidelines for
295 Complete Streets will be released for comments.

296 Ellen Reckhow asked how many miles were repaved by the ARRA funds and how much extra
297 road paving was able to be done because of the low bids. Ms. Reckhow suggested a press release.

298 Stanley Buff, NCDOT Division 7, provided an update. Alice Gordon asked about the Twin Creeks
299 Park Greenway agreement. Karen Lincoln stated it needs to be approved by the Board of Transportation
300 which is meeting this week and we should have an agreement within one week.

301 **Other**

302 Lydia Lavelle and all members thanked Mike Woodard for his service as TAC Chair this past year.

303 Mike Woodard thanked members and staff for the support throughout the year.

304 **INFORMATIONAL ITEMS:**

305 **Recent News Articles and Updates (Attachment 17)**

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

307 **Adjournment**

308 There being no further business before the Transportation Advisory Committee, the meeting
309 adjourned at 10:56 a.m.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: February 9, 2011

Subject: **FY 2012-2018 Metropolitan Transportation Improvement Program, 2035 Long Range Transportation Plan Amendment #2, and Air Quality Conformity Process**

The DCHC MPO will be approving three documents by August 2011:

- the FY 2012-2018 Metropolitan Transportation Improvement Program,
- Amendment #2 to the 2035 Long Range Transportation Plan,
- and corresponding air quality conformity determinations.

The MTIP must be coordinated with the State Transportation Improvement Program which is scheduled to be approved by the Board of Transportation in August 2011. The LRTP amendment is needed to ensure that the MTIP/STIP and the LRTP are consistent. Since both documents are subject to the air quality conformity process, an air quality conformity determination report must be prepared and approved.

A proposed schedule for the three documents is listed below:

- 2/9/2011 For the air quality modeling process, the TAC needs to identify changes to non-exempt projects in the first four years of the MTIP and projects crossing air quality horizon years in the LRTP.
The TAC releases the draft MTIP and LRTP Amendment #2 for public comment.
- 3/1/2011 through 6/17/2011 Air quality modeling, emission analysis, and conformity report preparation.
- 3/9/2011 The TAC holds a public hearing on the draft MTIP and LRTP Amendment #2.
- 4/13/2011 Earliest date that the TAC may approve the final MTIP and LRTP Amendment #2 (subject to air quality conformity).
- 5/11/2011 If not approved in April, the TAC may consider approval of the final MTIP and LRTP Amendment #2 (subject to air quality conformity).
- 6/8/2011 The TAC releases the air quality conformity draft for public comment.

8/10/2011 The TAC holds a public hearing on the air quality conformity draft and approves the air quality determination report.

9/2/2011 Federal action on air quality conformity determination.

The approval of the final MTIP and LRTP Amendment #2 may shift later in the schedule as long as approval occurs by the August TAC meeting.

Draft MTIP

The North Carolina Department of Transportation released the draft FY 2012-2018 State Transportation Improvement Program (STIP) in August 2010. The seven-year STIP is included within the Department's ten-year work program for FY 2011-2020. The DCHC MPO met with NCDOT to discuss the STIP in November 2010. Attachment 6A is a summary of the one-on-one meetings with NCDOT's responses to the MPO's requests. Subsequently, the TCC developed a recommended draft FY 2012-2018 Metropolitan Transportation Improvement Program (MTIP) (Attachment 6B). Attachment 6A also includes a table sent by NCDOT in late January that displays three project schedule updates that they intend to include in the final STIP. LPA staff recommends including these updates in the final MTIP.

The differences between the draft STIP and the TCC's recommended draft MTIP are listed in the table below. These differences are also highlighted in Attachment 6B. Federal regulations require that the STIP and MTIP agree in the first four years (FY 2012-2015).

Changes to Draft STIP

Route	ID	Description/Miles/Cost	Changes
I-40	I-3306	I-85 in Orange Co. to US-15-501; add additional lanes. <ul style="list-style-type: none"> • 20.7 miles • \$47 million 	Define Phase A as NC 86 to Durham County Line (westbound) and Phase C as I-85 to NC 86 and NC 86 to Durham County Line (eastbound) (Phase B is completed Durham County project) Fund Phase A in FY 2016 and FY 2017 for \$10,208,000. Phase C \$36,792,000 unfunded in post year.
I-85	I-0305	I-40 at Hillsborough to Durham County Line. Widen to six lanes and reconstruct interchanges and structures.	Include widening of NC 86 from US 70A to Old NC 10.
Old Durham/Chapel Hill Rd	EB-4707	Garrett Rd. to US 15-501; bicycle and pedestrian improvements. <ul style="list-style-type: none"> • 2.7 miles • \$4 million 	Add \$1million in funding in FY 2012. (Placeholder for potential cost increase.)

Route	ID	Description/Miles/Cost	Changes
US 15-501	U-5304	S. Columbia St. to Ephesus Ch. Rd.; sidewalks, wide outside lanes and transit accommodations. <ul style="list-style-type: none"> • 4 miles • \$5.1 million 	Accelerate by three years, thus construction starts FY 2016. Include roadway, transit, bicycle and pedestrian improvements consistent with recommendations of the Ephesus Church Road/Fordham Boulevard Transportation Study. <ul style="list-style-type: none"> • \$5 million + \$5.1 million
NC 54	FS-1005C	I-40 to NC 55 in City of Durham; feasibility study <ul style="list-style-type: none"> • 5.2 miles • \$91 million 	Add \$30.333 M in FY 2017, FY 2018, and FY 2019 to fully fund the project.
Durham Orange	TN-5102	New Freedom – Beyond Am. Disability Act Requirements	Delete – redundant with TM-5129B
Durham Orange Chatham	TM-5123B	Job Access / Reverse Commute: Capital, Planning, Operating Cost	Added Chatham County, funding amounts to be updated
Durham Orange Chatham	TM-5129B	New Freedom – Beyond Am. Disability Act Requirements	Added Chatham County, funding amounts to be updated
Durham Orange	TE-4706Au	Fixed Guideway: Light Rail Service – Durham-Chapel Hill Right-of-way	Added Durham County, Changed to Triangle Transit
Durham Orange	TE-4706Bu	Fixed Guideway: Light Rail – Alternatives Analysis, PE & Design – Durham-Chapel Hill	Added Durham County, Changed to Triangle Transit

Additions to Draft STIP

Route	ID	Description/Miles/Cost
NC 54	New TIP project	I-40 to Fordham Blvd.; feasibility study that considers results of MPO's NC 54 Study and includes roadway, bicycle, pedestrian and transit improvements. <ul style="list-style-type: none"> • 1.7 miles Add funding for short-term recommendations of the NC 54 corridor study in FY 2016-2020. (Use draft report recommendations as placeholder for final report recommendations.) Short-term improvements in draft report: <ul style="list-style-type: none"> • Park-n-Ride: \$1,795,000 capital, \$720,000 operating • Transit: \$2,100,000 capital, \$4,066,200 operating • Bicycle and Pedestrian \$6,820,000 • Roadway \$6,100,000 (without collector street network) • Total: \$21,601,200
Fayetteville Road	New TIP project	Woodcroft Pkwy to Riddle Rd.; widen to multilane and include bicycle, pedestrian and transit improvements; add \$7 million in funding each year from FY 2016 through 2018. <ul style="list-style-type: none"> • 2.3 miles • \$21 million

Route	ID	Description/Miles/Cost
Erwin Road	New TIP project	US 15-501 to NC 751; construct bicycle lanes, sidewalks and safety improvements; add \$5.5 million in funding in FY 2016. Statewide STP Enhancement program is suggested funding source. <ul style="list-style-type: none"> • 5.5 miles • \$5.5 million
Jack Bennett Road	New TIP project	US 15-501 to Lystra Rd.; safety improvements; add \$6.9 million in funding in FY 2016. <ul style="list-style-type: none"> • 2.3 miles • \$6.9 million
Churton Street	R-2825	US 70 Business to I-40; congestion mgmt., aesthetic and capacity improvements; add \$9.5 million each year in FY 2019 and 2020. <ul style="list-style-type: none"> • 2.5 miles • \$19 million
Eno Mountain Road	U-3436	Eno Mtn. Rd. and Mayo St. alignment; add \$2.4 million in funding in FY 2020. <ul style="list-style-type: none"> • \$2.4 million
NC 86	New TIP project	US 70 Bypass to Coleman Loop Rd.; widen to multilanes; add \$7.5 million in funding in FY 2020. <ul style="list-style-type: none"> • 0.42 mile • \$7.5 million
Orange Grove Road	New TIP project	Churton St. to US 70 Alternate; construct roadway; add \$30 million to FY 2020. <ul style="list-style-type: none"> • 0.40 mile • \$30 million
Park and Ride Facilities	New TIP project	Construct park-n-ride lots in five corridors: US 501 north of Durham; I-85 east of Durham; I-40/I-85 near Mebane; US 15-501 between Durham and Chapel Hill; and, I-40/NC 751 in Durham. <ul style="list-style-type: none"> • 2,500 total parking spaces • \$5,625,000
Orange Grove Road Pedestrian Bridge	EB-4980	Construct pedestrian bridge over I-40 (or retrofit existing vehicle bridge to accommodate pedestrians). <ul style="list-style-type: none"> • 0.04 mile • \$400,000

A few minor edits have been made to the public transportation section of the draft STIP in the draft MTIP. The MPO will be working with the public transit agencies and NCDOT over the coming months to make sure that the STIP and MTIP accurately reflect all planned transit projects.

The TCC has recommended that the TAC release the draft MTIP for public comment and schedule a public hearing. The MPO's public involvement plan establishes a minimum three-week public comment period. Notification will be posted in the newspaper and copies will be available in the planning departments of all MPO member jurisdictions and in public libraries as well as on www.dchcmo.org.

2035 LRTP Amendment #2

Amendment #2 to the 2035 LRTP corrects the mileage for five projects to match the figures in the STIP/MTIP and changes the air quality horizon year for one project (Carver Street Extension). Attachment 6C is the resolution and table for Amendment #2. The Capital Area MPO will be approving a corresponding amendment that includes corrections and changes to their projects.

Several DCHC MPO projects were coded incorrectly in the modeled network for the 2035 LRTP air quality conformity determination. The air quality conformity determination for the 2012-2018 STIP/MTIP and 2035 LRTP Amendment #2 will correct this error. Since the projects were correctly listed in the 2035 LRTP report, no amendment is needed to correct this modeling error.

TCC Recommendation: That the TAC release the draft FY 2012-2018 Metropolitan Transportation Improvement Program and draft 2035 Long Range Transportation Plan Amendment #2 for public review and schedule a public hearing for the March TAC meeting.

TAC Action: Release the draft FY 2012-2018 Metropolitan Transportation Improvement Program and draft 2035 Long Range Transportation Plan Amendment #2 for public review and schedule a public hearing for the March TAC meeting.

FY 2012-2018 STIP

NCDOT and DCHC MPO Meeting (11/10/10)

Follow-up Items

Staff and board members from the DCHC MPO and NCDOT met on November 10, 2010 to discuss the draft FY 2012-2018 State Transportation Improvement Program (STIP) and the MPO's priority list. The list below identifies items in which a meeting participant indicated there would be some follow-up investigation.

NCDOT responses in blue italics.

1. Churton Street Congestion in the Town of Hillsborough

The DCHC MPO presented the following projects as a replacement for the deleted Elizabeth Brady Road extension project:

- **A)** R-2825 (South Churton Street)
- **B)** U-3436 (Eno Mountain Road/Mayo Street alignment)
- **C)** NC 86 widening between US 70-A and Old NC 10
- **D)** NC 86 widening from US 70 Bypass to Coleman Loop Road
- **E)** Orange Grove Road Extension to US 70-Alternate

Mr. Fox stated that he, Mike Stanley and Mike Mills would discuss the funding of one or more of these projects in the STIP.

In determining which projects to fund in the draft Program and Resource Plan, prioritization was followed as were investment targets. DCHC had a disproportionate number of priorities on the subregional tier, including A), B), and E) above. The Mobility/Subregional category was already near capacity with 5-year work program projects, leaving relatively little room to add new projects in this category. DCHC has several of these projects (Weaver Dairy Road, Smith Level Road, Hillandale Road, Miami Boulevard). Were additional funding capacity to be realized in the Mobility/Subregional category, there are several Division 7 candidates that ranked higher than the above projects and therefore would be considered for funding ahead of them, including 3) below.

Regarding A), we will look at the prospect of programming additional feasibility studies/updates after a review of staff workload in the Feasibility Studies Unit.

Projects C) and D) did not appear as identified needs in the prioritization lists we received. Project C) could potentially show up as a need in the course of the I-305 NEPA review.

2. I-40 (I-3306) and I-85 (I-0305) widening

The DCHC MPO presented a design alternative for the I-40 widening – only add a lane to the westbound movement between US 15-501 and NC 86, and wanted the I-40 improvements to be scheduled before the I-85 improvements. Mr. Fox stated that NCDOT would discuss these options.

A phased approach to construction of I-3306 is likely, given the constrained financial picture of recent years. The above lane addition proposal merits review as a possible interim or first-stage project, and will be considered as part of the preconstruction phase.

Regarding the timing of this project and I-305, the NCDOT would take into account NEPA status / preconstruction readiness, as well as funding availability/eligibility. Bear in mind that the I-85 project is eligible for a funding source (Trust Fund – intrastate) that the I-40 project is not.

3. New Project (Erwin Road, from US 15-501 to NC 751)

The DCHC MPO requested funding for this project, possibly from the large buildup of Enhancement funding. Mr. Fox stated that Mike Mills, Wally Bowman and staff from the Bicycle and Pedestrian Division would get together at the next board meeting to discuss.

This project will be reviewed by the Division of Bicycle and Pedestrian Transportation to determine how it would rank as a bike/ped project, for comparative purposes.

See first comment to 1) above regarding programming of mobility projects on the Subregional tier. As a Mobility/Subregional candidate, this project competes with a large number of others statewide for a very limited portion of the STIP budget, in terms of eligibility. Funding targets for each goal/tier category were established on a statewide basis.

Board Members Mike Fox and Chuck Watts will look into the prospects for an increased funding allocation to the NCDOT's Bicycle / Pedestrian program, as one possible means of addressing these type projects going forward. In the meantime, further consideration will be given to partnering, using a mix of STIP and non-STIP funding sources, e.g. small construction, contingency, CMAQ, spot safety, and enhancement. Note that the MPO has at its discretion \$12 million in STP-DA not currently allocated to projects that can be applied to this project to move it forward. Consideration will also be given to segmentation, so that the highest-need portions of the project can be pursued as funding is identified.

4. Jack Bennett Road [SR1717] (US 15-501 to Lystra Rd [SR1721]) -- safety improvements.

The DCHC MPO requested funding for this safety project. Tim Johnson, NCDOT Division 8, will check spot safety and hazard elimination funding for this project.

This project will be submitted to the Transportation Mobility and Safety Division for evaluation as a candidate for Spot Safety and/or Hazard Elimination funding.

5. FS-1005C (NC 54, from I-40 to NC 55)

The DCHC MPO requested funding for this high priority project in the latter years of the STIP cycle. Mr. Watts stated that they would get a response for the MPO.

The programming of a feasibility study was not meant to imply the project would not be funded. Due to unique characteristics of the project, in particular environmental impacts, it is believed that a feasibility study would allow for a more refined scope and cost on the project. These results would then be used to begin funding phases of the project in upcoming STIP cycles, applying budget capacity represented by the new years coming into the STIP window.

Given the concern expressed at the priority session regarding time frame for a feasibility study and the need to start NEPA, the NCDOT will consult with PDEA and others to determine the overall comfort level with the current description and estimates, as well as the probable lead time needed to reach LEDPA. Based on feedback received, a decision will be made whether to a) move forward with the feasibility study, b) start a funding stream in the out years of the Plan, or c) program for planning and environmental study only, thus allowing NEPA to be initiated.

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

The DCHC MPO requested funding for this high priority project in the latter years of the STIP cycle. Mr. Watts stated that they would investigate a funding source.

See first comment to 1) above regarding programming of mobility projects on the Subregional tier. The DCHC MPO currently has approximately \$12 million in STPDA obligation-adjusted apportionment not yet allocated to projects, which could be applied toward this project at the MPO's discretion. The MPO may wish to look at moving this project forward with a combination of STP-DA and local bond funds.

WORKSHEET

DCHC - FY changes from draft P&RP

PROGRAMS
 TAC 2/9/2011 STATE FUNDING *
 FEDERAL CASH FLOW *
 INTRASTATE *
 LOOPS *
 UNFUNDED *
 FEASIBILITY *

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

LOCATION	COUNTY	ID NUMBER	DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS					
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM										
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020						
2011-2020 STIP (July 2011)																						
SR 1005	ORANGE	B-5348	PHIL'S CREEK. REPLACE BRIDGE NO. 85	1045		FA																
						FA																
2010-2020 Draft STIP (July 2010)																						
SR 1005	ORANGE	B-5348	PHIL'S CREEK. REPLACE BRIDGE NO. 85	1063		FA																
						FA																
2011-2020 STIP (July 2011)																						
SR 1616	DURHAM	B-4943	DIAL CREEK (LAKE MICHIE). REPLACE BRIDGE NO. 20.	477		NFA																
						NFA																
						NFA																
2010-2020 Draft STIP (July 2010)																						
SR 1616	DURHAM	B-4943	DIAL CREEK (LAKE MICHIE). REPLACE BRIDGE NO. 20.	477		NFA																
						NFA																
						NFA																
2011-2020 STIP (July 2011)																						
DURHAM	DURHAM	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)	4800		STPEB	R	400														
CHAPEL HILL	ORANGE					STPDA	R	320														
						C	R	80														
						STPDA		C	3200													
						C		C	800													
2010-2020 Draft STIP (July 2010)																						
DURHAM	DURHAM	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)	5450	1450	STPDA	C	3200														
CHAPEL HILL	ORANGE					C	C	800														
2010-2020 Draft STIP (July 2010)																						

DCHC

DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member

Governments

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

**DRAFT FY 2012 – 2018
Metropolitan Transportation
Improvement Program
February 9, 2011**

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

(919) 560-4366

This page intentionally left blank.

Table of Contents

RESOLUTIONS.....	1
RESOLUTION TO ADOPT FY 2012-2018 MTIP.....	3
RESOLUTION TO ADOPT CONFORMITY STATEMENT FOR AIR QUALITY STATE IMPLEMENTATION PLAN.....	5
SECTION 1 – PURPOSE AND PROCESS.....	7
BACKGROUND AND PURPOSE.....	7
PROCESS AND SCHEDULE.....	7
SECTION 2 – LOCAL SUPPLEMENT (HIGHWAY/BICYCLE/PEDESTRIAN/ENHANCEMENTS).....	9
PROJECT TYPES.....	9
FORMAT AND LEGEND.....	9
SURFACE TRANSPORTATION PROGRAM -- DIRECT ATTRIBUTABLE (STP-DA).....	9
DRAFT MTIP.....	10
SECTION 3 – STATEWIDE TIP (TRANSIT).....	37
SECTION 4 – STATEWIDE TIP (OTHER).....	51
SECTION 5 – PUBLIC INVOLVEMENT.....	69
PUBLIC COMMENT PERIOD.....	69
PUBLIC HEARING.....	69
SUMMARY OF PUBLIC COMMENTS.....	69
SECTION 6 -- REFERENCE DOCUMENTS.....	65
REGIONAL PRIORITY LIST.....	65
COMPARISON OF FY09-15 STIP AND FY11-20 WORK PROGRAM.....	70
OTHER REFERENCE DOCUMENTS – ON THE WEB.....	72
PUBLIC INVOLVEMENT POLICY.....	73
DRAFT MTIP PRESS RELEASE.....	79

This page intentionally left blank.

Resolutions

Resolution to Adopt FY 2012-2018 MTIP

A copy of the “Resolution Adopting the Durham-Chapel Hill-Carrboro Metropolitan Transportation Improvement Program for FY 2012-2018” is shown on the following pages. A copy of the signed and notarized resolution will be available in the final MTIP report.

Resolution to Adopt Conformity Statement for Air Quality State Implementation Plan

A copy of the “Resolution Finding the Durham-Chapel Hill-Carrboro Metropolitan Transportation Improvement Program for FY 2012-2018 in Conformity with the North Carolina State Implementation Plan (SIP) or Interim Emissions Test in Areas Where No SIP Has Been Approved or Found Adequate” is shown on the following pages. A copy of the signed and notarized resolution will be provided in the final MTIP.

The North Carolina State Implementation Plan addresses the air quality requirements as set forth in the federal Clean Air Act as Amended. The Implementation Plan sets pollution emissions budgets for various sectors, such as transportation and utilities, and the conformity process checks to ensure that the emissions impacts set forth by implementing the Transportation Improvement Plan (TIP) will meet those emissions budgets.

This page intentionally left blank.

**RESOLUTION ADOPTING THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM
FOR FY 2011-2020**

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 2035 Long Range Transportation Plan; and

WHEREAS, the Transportation Plan has a planning horizon year of 2035, 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 public comment period of at least 21 days for the proposed Transportation Improvement Program; and

WHEREAS, for years one and two (i.e., years 2011 and 2012), 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 2011-2020 Metropolitan Transportation Improvement Program, dated April 13, 2011, for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization on this the 13th day of April, 2011.

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 13th day of August, 2008 to affix her signature to the foregoing document.

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

(Seal)

RESOLUTION FINDING THE DURHAM-CHAPEL HILL-CARRBORO (DCHC) METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2011-2020 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 2035 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 2011-2020 are financially constrained in accordance with State and Federal law; and

WHEREAS, the projects included in the Durham–Chapel Hill–Carrboro Metropolitan Transportation Improvement Program for FY 2009- 2015 are a direct subset of the amended 2035 Long Range Transportation Plan.

NOW THEREFORE, be it resolved that the Durham–Chapel Hill–Carrboro Metropolitan Transportation Improvement Program for FY 2011-2020 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 13th day of April, 2011.

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 13th day of August, 2008 to affix her signature to the foregoing document.

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

(Seal)

Section 1 – Purpose and Process

Background and Purpose

The Transportation Improvement Program (TIP) is typically a seven-year funding document for highway, public transportation, bicycle, pedestrian, and rail projects. The importance of the TIP stems from the fact that projects must be in the TIP in order to receive State or federal funding. In this current TIP cycle, the North Carolina Department of Transportation (NCDOT) has chosen to develop a ten-year funding document that contains program subsets. The five-year Work Program includes fiscal years 2011 through 2015. Projects funded in this program subset are well along in the environmental review and preliminary design phase. The five-year Developmental Program includes fiscal years 2016 through 2020. Projects funded in this program subset typically have not gone through the environmental review or preliminary design process, but instead are being set up for a feasibility study or other early investigation reviews. The Transportation Improvement Program continues to be a seven-year funding document including fiscal years 2012 through 2018. These program subsets are identified in the three NCDOT project tables used in this document and demonstrated in the following graphic.

Transportation Improvement Program									
5-Year Work Program					Developmental Program				
FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020

The MTIP review process includes the Work Program and Developmental Program, i.e., fiscal years 2011 through 2020. However, NCDOT and MPO action to adopt their respective TIPs will be for the TIP period, which includes fiscal years 2012 through 2018.

Every two years, the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) works with local citizens, government officials, elected officials, and the North Carolina Department of Transportation to develop a Metropolitan Transportation Improvement Program (MTIP) that is eventually adopted as part of the State Transportation Improvement Program (STIP). According to federal transportation regulations, the adopted MTIP and adopted STIP must be the same for the first four years of the program, i.e., FY 2012 through 2015.

Process and Schedule

To begin the TIP development process, the MPO develops a Regional Priority List to indicate the preference of the MPO for funding transportation projects and provides the List to the NCDOT. The NCDOT issues a draft STIP based on NCDOT policies and priorities, and the Regional List of Priorities. At that point, the MPO staff and TAC members meet with NCDOT officials to reconcile differences between the STIP and Regional Priority List. The MPO releases a draft MTIP for public comment, and then makes adjustments based on public and staff input to produce a final MTIP that is forwarded to the NCDOT. The draft MTIP is a copy of the draft STIP Local Supplement with the changes that the MPO desires to make. As required by federal transportation regulations, the projects and funding plan for the first four years of the final MTIP and final STIP must agree.

The following page shows the Proposed Development Schedule for the FY 2012-2018 MTIP. The dates shown on the Schedule are subject to change.

Proposed Development Schedule
FY 2012-2018 Metropolitan Transportation Improvement Program - MTIP

No.	Due Date	Task
1	10-Aug-10	NCDOT releases Draft 2012-2018 State Transportation Improvement Program (STIP)
2	11-Aug-10	TAC receives the MPO supplement to the draft 2012-2018 STIP
3	25-Aug-10	TCC reviews the MPO supplement to the draft 2012-2018 STIP
4	8-Sept-10	TAC reviews the MPO supplement to the draft 2012-2018 STIP, including analysis & comparison with the 2009-2015 MTIP and 2012-2018 Regional Priority List.
5	Sept 2010	TCC subcommittee develops One-on-One agenda (including discussion points) for TCC consideration.
6	22-Sept-10	TCC recommends One-on-One agenda and supporting documents for TAC consideration.
7	13-Oct-10	TAC receives One-on-One agenda and provides feedback.
8	10-Nov-10	NCDOT holds Division 5, 7 and 8 One-on-One meetings with the DCHC-MPO.
9	Sept - Feb	Development of the 2012-2018 MTIP.
10	17-Nov-10	TCC refers Draft 2012-2018 MTIP to TIP subcommittee
11	15-Dec-10 26-Jan-11	TCC reviews Draft 2012-2018 MTIP and forwards to TAC.
12	9-Feb-11	TAC receives Draft 2012-2018 MTIP and considers its release for public comment.
13	9-Mar-11	TAC holds Public Hearing on the Draft 2012-2018 MTIP (evening meeting) & provides direction to the TCC.
14	Dec-Feb	Local agencies review and comment on the Draft 2012-2018 MTIP.
15	23-Mar-11	TCC considers public comments and recommends approval of 2012-2018 MTIP.
16	13-Apr-11	TAC considers approval of Final 2012-2018 MTIP and Air quality conformity Determination
17	11-May-11	TAC approves final 2012-2018 MTIP and Air Quality Conformity Determination
18	18-May-11	MPO transmits 2012-2018 MTIP to NCDOT Secretary of Transportation
19	May-June	Reconciliation of 2012-2018 MTIP and 2012-2018 STIP
20	August 2011	Board of Transportation approves FY 2012-2018 STIP
21	1-Oct-11	Federal Approval of TIP

Section 2 – Local Supplement (*Highway/Bicycle/Pedestrian/Enhancements*)

Project Types

The Local Supplement contains the transportation projects from the State Transportation Improvement Program (STIP) that are in the DCHC MPO. The project types in the Local Supplement include:

- Interstate highways
- Urban roads
- Rural roads
- Bicycle and pedestrian (e.g., sidewalks) projects
- Bridges
- Safety and Hazard Elimination
- Transportation planning
- Transportation Enhancements
- Passenger Rail projects.

Format and Legend

At the beginning of the project table document is an explanation of the STIP with tables that describe the format of the local supplement and keys for the funding sources and work types. Information includes an identification number, project description, funding, estimated costs, schedule, and project phases (e.g., right-of-way acquisition and construction). The type of project can be denoted from the letter prefix in the project identification. For example, “I-2204” indicates that this particular project is an interstate highway. In addition, the project table is broken into the three project subsets: TIP; 5-Year Work Plan; and, Developmental Plan.

Surface Transportation Program -- Direct Attributable (STP-DA)

The Surface Transportation Program (STP) Direct Attributable (DA) provides funding for a variety of transportation projects. These project funds are shown in the TIP either as individual projects or grouped together in the following projects:

- U-4726 Bicycle and Pedestrian Allocation
- U-4727 Planning Allocation and UPWP Activities
- U-5023 Reserved for Future Programming

The STP-DA is unique among other state and federal transportation programs because the MPO directly programs the funding as long as the project meets NCDOT policies for the STP-DA. The program funds two types of projects. TIP Incidental Projects are defined as DOT TIP projects where additional features, such as sidewalks or an enhanced noise wall, are included. Independent Projects are unrelated to a programmed TIP roadway project or Enhancement project.

Draft MTIP

The Local Supplement is the draft State TIP developed by the NCDOT. The DCHC MPO uses the Local Supplement as a basis to develop the draft Metropolitan TIP. The draft MTIP indicates what changes were made to the Local Supplement. The tables below show which projects were changed in the Local Supplement and which projects were added to it to form the draft MTIP.

Changes to Draft STIP

Route	ID	Description/Miles/Cost	Changes
I-40	I-3306	I-85 in Orange Co. to US-15-501; add additional lanes. <ul style="list-style-type: none"> • 20.7 miles • \$47 million 	Define Phase A as NC 86 to Durham County Line (westbound) and Phase C as I-85 to NC 86 and NC 86 to Durham County Line (eastbound) (Phase B is completed Durham County project) Fund Phase A in FY 2016 and FY 2017 for \$10,208,000. Phase C \$36,792,000 unfunded in post year.
I-85	I-0305	I-40 at Hillsborough to Durham County Line. Widen to six lanes and reconstruct interchanges and structures.	Include widening of NC 86 from US 70A to Old NC 10.
Old Durham/ Chapel Hill Rd	EB-4707	Garrett Rd. to US 15-501; bicycle and pedestrian improvements. <ul style="list-style-type: none"> • 2.7 miles • \$4 million 	Add \$1million in funding in FY 2012. (Placeholder for potential cost increase.)
US 15-501	U-5304	S. Columbia St. to Ephesus Ch. Rd.; sidewalks, wide outside lanes and transit accommodations. <ul style="list-style-type: none"> • 4 miles • \$5.1 million 	Accelerate by three years, thus construction starts FY 2016. Include roadway, transit, bicycle and pedestrian improvements consistent with recommendations of the Ephesus Church Road/Fordham Boulevard Transportation Study. <ul style="list-style-type: none"> • \$5 million
NC 54	FS-1005C	I-40 to NC 55 in City of Durham; feasibility study <ul style="list-style-type: none"> • 5.2 miles • \$91 million 	Add \$30.333 M in FY 2017, FY 2018, and FY 2019 to fully fund the project.
Durham Orange	TN-5102	New Freedom – Beyond Am. Disability Act Requirements	Delete – redundant with TM-5129B
Durham Orange Chatham	TM-5123B	Job Access / Reverse Commute: Capital, Planning, Operating Cost	Added Chatham County, funding amounts to be updated
Durham Orange Chatham	TM-5129B	New Freedom – Beyond Am. Disability Act Requirements	Added Chatham County, funding amounts to be updated
Durham Orange	TE-4706Au	Fixed Guideway: Light Rail Service – Durham-Chapel Hill Right-of-way	Added Durham County, Changed to Triangle Transit

Route	ID	Description/Miles/Cost	Changes
Durham Orange	TE-4706Bu	Fixed Guideway: Light Rail – Alternatives Analysis, PE & Design – Durham-Chapel Hill	Added Durham County, Changed to Triangle Transit

Additions to Draft STIP

Route	ID	Description/Miles/Cost
NC 54	New TIP project	I-40 to Fordham Blvd.; feasibility study that considers results of MPO's NC 54 Study and includes roadway, bicycle, pedestrian and transit improvements. <ul style="list-style-type: none"> • 1.7 miles Add funding for short-term recommendations of the NC 54 corridor study in FY 2016-2020. (Use draft report recommendations as placeholder for final report recommendations.) Short-term improvements in draft report: <ul style="list-style-type: none"> • Park-n-Ride: \$1,795,000 capital, \$720,000 operating • Transit: \$2,100,000 capital, \$4,066,200 operating • Bicycle and Pedestrian \$6,820,000 • Roadway \$6,100,000 (without collector street network) • Total: \$21,601,200
Fayetteville Road	New TIP project	Woodcroft Pkwy to Riddle Rd.; widen to multilane and include bicycle, pedestrian and transit improvements; add \$7 million in funding each year from FY 2016 through 2018. <ul style="list-style-type: none"> • 2.3 miles • \$21 million
Erwin Road	New TIP project	US 15-501 to NC 751; construct bicycle lanes, sidewalks and safety improvements; add \$5.5 million in funding in FY 2016. Statewide STP Enhancement program is suggested funding source. <ul style="list-style-type: none"> • 5.5 miles • \$5.5 million
Jack Bennett Road	New TIP project	US 15-501 to Lystra Rd.; safety improvements; add \$6.9 million in funding in FY 2016. <ul style="list-style-type: none"> • 2.3 miles • \$6.9 million
Churton Street	R-2825	US 70 Business to I-40; congestion mgmt., aesthetic and capacity improvements; add \$9.5 million each year in FY 2019 and 2020. <ul style="list-style-type: none"> • 2.5 miles • \$19 million
Eno Mountain Road	U-3436	Eno Mtn. Rd. and Mayo St. alignment; add \$2.4 million in funding in FY 2020. <ul style="list-style-type: none"> • \$2.4 million
NC 86	New TIP project	US 70 Bypass to Coleman Loop Rd.; widen to multilanes; add \$7.5 million in funding in FY 2020. <ul style="list-style-type: none"> • 0.42 mile • \$7.5 million

Route	ID	Description/Miles/Cost
Orange Grove Road	New TIP project	Churton St. to US 70 Alternate; construct roadway; add \$30 million to FY 2020. <ul style="list-style-type: none"> • 0.40 mile • \$30 million
Park and Ride Facilities	New TIP project	Construct park-n-ride lots in five corridors: US 501 north of Durham; I-85 east of Durham; I-40/I-85 near Mebane; US 15-501 between Durham and Chapel Hill; and, I-40/NC 751 in Durham. <ul style="list-style-type: none"> • 2,500 total parking spaces • \$5,625,000
Orange Grove Road Pedestrian Bridge	EB-4980	Construct pedestrian bridge over I-40 (or retrofit existing vehicle bridge to accommodate pedestrians). <ul style="list-style-type: none"> • 0.04 mile • \$400,000



Draft STIP Supplement

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

2011 – 2020

August 2010

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS																										
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM																															
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020																											
INTERSTATE PROJECTS																																												
ORANGE	I-40	I-5364	EAST OF SR 1734 (ERWIN ROAD) TO DURHAM COUNTY LINE. PAVEMENT REHABILITATION.	0.4	250		IMPM									C	250																											
ALAMANCE GUILFORD ORANGE	I-40, I-73 AND I-85	I-5207	INTERSTATE MAINTENANCE PRESERVATION FOR DIVISION 7.		11550		IMPM	C	1155	C	1155	C	1155	C	1155	C	1155	C	1155	C	1155	C	1155																					
ORANGE	I-40/85	I-5142	WEST OF SR 1114 (BUCKHORN ROAD) TO I-40/85 INTERCHANGE. MILL, RESURFACE, PAVEMENT MARKINGS AND INSTALL RUMBLE STRIPS.		12000	12000																																						
UNDER CONSTRUCTION																																												
ORANGE	I-40	I-4716	I-85 TO DURHAM COUNTY LINE. DIAMOND GRINDING, JOINT SEALING, SLAB REPAIR AND MARKING	11.0	3303	3303																																						
UNDER CONSTRUCTION																																												
DURHAM ORANGE	I-40	I-3306	I-85 IN ORANGE COUNTY TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM COUNTY. ADD ADDITIONAL LANES.	20.7	128452	81452	IM NHS																	C	2042	A	C	2042	A		G	4700	A	G	4700	A	C	9400	A	C	14100	A	C	22075
<p>A I-85 TO DURHAM COUNTY LINE. NC 86 TO DURHAM COUNTY LINE (WESTBOUND)</p> <p>B ORANGE COUNTY LINE TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM - COMPLETE.</p> <p>C NC 86 TO DURHAM COUNTY LINE (EASTBOUND) AND I-85 TO NC 86</p>																																												
DURHAM GRANVILLE	I-85	I-5145	NORTH OF US 70 IN DURHAM COUNTY TO NORTH OF NC 56 IN GRANVILLE COUNTY. PAVEMENT PRESERVATION.	12.9	8500		IM	C	8500																																			
DURHAM	I-85	I-5334	SOUTH OF US 15-501 TO NORTH OF US 70. CLEAN AND RESEAL JOINTS, AND REPAIR SPALLS.	4.6	3000		IMPM																																					
DURHAM	I-85	I-5331	NORTH OF MILE POST 183 TO GRANVILLE COUNTY LINE. CLEAN AND RESEAL JOINTS AND REPAIR SPALLS.	0.7	250		IMPM																																					
ORANGE	I-85	I-5312	EAST OF I-40 TO DURHAM COUNTY LINE. PAVEMENT REHABILITATION.	7.6	6450		IMPM																																					
ORANGE	I-85	I-5138	I-40/85 SPLIT NEAR HILLSBOROUGH TO SR 1006 (ORANGE GROVE ROAD). MILL, RESURFACE AND OVERLAY.		2023	2023																																						
UNDER CONSTRUCTION																																												

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

		STATE TRANSPORTATION IMPROVEMENT PROGRAM																																	
COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED																	
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS																	
INTERSTATE PROJECTS																																			
ORANGE	I-85	I-0305*	I-40 AT HILLSBOROUGH TO DURHAM COUNTY LINE. WIDEN TO SIX LANES AND RECONSTRUCT INTERCHANGES AND STRUCTURES. INCLUDE WIDENING OF NC 86 FROM US 70A TO OLD NC 10	7.5	212582	1800	NHS																												
							NHS																												
							NHS																												
							IM																									C	10534	A	
							NHS																									C	15800	A	
							NHS																												
							NHS																												
							NHS																												
							NHS																												
							NHS																												
A SR 1006 NEAR HILLSBOROUGH TO EAST OF SR 1709.																				C	21066	A													
B EAST OF SR 1709 TO DURHAM COUNTY LINE.																																			
PLANNING/DESIGN IN PROGRESS																																			
DURHAM	NC 540	I-5378	NC 54 TO I-40. CLEAN AND RESEAL JOINTS, AND REPAIR SPALLS.	1.0	1475		IMPM																												
DURHAM	GRANVILLE	I-40, I-85, I-440 AND I-540	INTERSTATE MAINTENANCE PRESERVATION FOR DIVISION 5.		15420		IMPM	C	1542		C	1542		C	1542		C	1542		C	1542		C	1542		C	1542		C	1542					
DURHAM	DURHAM	I-4743*	I-85, US 70 TO SR 1632 (RED MILL ROAD), EXIT 182. ADD LANES.	6.4																															
UNFUNDED LOOP PROJECT - 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																																			
RURAL PROJECTS																																			
DURHAM	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. WIDEN TO MULTI-LANES AND REPLACE RAILROAD STRUCTURE.	1.1	5500	5500																													
UNDER CONSTRUCTION - PROJECT LET WITH U-4026																																			
DURHAM	VARIOUS	R-5164	RESURFACING ON FEDERAL-AID ROUTES.		7993	7993																													
A I-85, ORANGE COUNTY LINE TO SR 1401(COLE MILL ROAD); NC 147, I-85 TO THE END OF ASPHALT ROADWAY NEAR EXIT 14; US 15-501 BYPASS, I-85 TO US 15-501 BUSINESS - \$8.65 M - UNDER CONSTRUCTION.																																			
B I-40, NC 147 TO EAST OF I-540 - \$3.75 M - WORK TO BE ACCOMPLISHED UNDER R-2000AF.																																			
C US 15-501 BUSINESS SOUTH, NC 98 TO US 15/501 BUSINESS; US 15-501 BUSINESS NORTH, US 15-501 TO NC 98, US 15-501 BUSINESS, US 15-501 TO SR 1361 (VICKERS AVENUE) AND SR 1127 (CHAPEL HILL STREET), GREAT JONES TO MOREHEAD AVENUE - \$1.09 M - UNDER CONSTRUCTION.																																			

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS															
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM																				
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020																
RURAL PROJECTS																																	
ORANGE	VARIOUS	R-5178	RESURFACING ON FEDERAL-AID ROUTES.		1505	1505																											
							A	NC 57, NC 86 TO SR 1544 (PEARSON ROAD) - UNDER CONSTRUCTION.																									
							B	NC 86 (SOUTH COLUMBIA STREET) FROM SR 1010 (FRANKLIN STREET) TO CAMERON AVENUE - UNDER CONSTRUCTION.																									
DURHAM	SR 1004 OLD OXFORD ROAD	R-5135	US 501 BUSINESS (NORTH ROXBORO STREET) TO THE GRANVILLE COUNTY LINE. WIDEN AND RESURFACE.		1670	1670																											
								UNDER CONSTRUCTION																									
DURHAM WAKE	RALEIGH I-540 NC 540	R-2000*	NORTHERN WAKE FREEWAY, NC 55 WEST OF MORRISVILLE TO US 64 EAST NEAR KNIGHTDALE. FREEWAY ON NEW LOCATION.	29.0	660077	660077																											
							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 - WORK TO BE ACCOMPLISHED UNDER U-4763B - NORTH CAROLINA TURNPIKE AUTHORITY PROJECT.																									
							AE	ITS DEVICES, I-540 AND NC 54/EMPEROR BOULEVARD - COMPLETE.																									
							AF	I-540/I-40 INTERCHANGE IMPROVEMENTS - UNDER CONSTRUCTION.																									
							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.																									
URBAN PROJECTS																																	
DURHAM	NC 55	U-5143	DURHAM, SR 1171 (RIDDLE ROAD) INTERSECTION. CONSTRUCT TURN LANES.		250	250																											
								UNDER CONSTRUCTION																									
CHATHAM DURHAM ORANGE	VARIOUS	U-4727	DURHAM-CHAPEL HILL-CARRBORO URBAN AREA PLANNING (DCHC) ALLOCATION AND UNIFIED WORK PROGRAM.		13331	6739		STPDA	PE	1229	PE	1434	PE	1150	PE	720	PE	742															
								L	PE	307	PE	358	PE	287	PE	180	PE	185															
								IN PROGRESS																									

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 2/9/2011 Attachment 6B

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS			
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM								
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020				
URBAN PROJECTS																					
CHATHAM DURHAM ORANGE	VARIOUS	U-5023	DURHAM-CHAPEL HILL-CARRBORO (DCHC) DA FUNDS - RESERVED FOR FUTURE PROGRAMMING.		20138		STPDA									C 3730	C 4102	C 4102	C 4102	C 4102	
DURHAM	VARIOUS	U-5146	DURHAM, SIGNAL UPGRADE AT VARIOUS LOCATIONS ON CITY MAINTAINED SYSTEM.		180	180															
DURHAM	VARIOUS	U-5142	INSTALL LED TRAFFIC SIGNALS ON CITY MAINTAINED SYSTEM		550	550															
ORANGE	CARRBORO	U-2803	SR 1919 (SMITH LEVEL ROAD), ROCK HAVEN ROAD TO BRIDGE NO. 88. WIDEN TO MULTI-LANES.	0.6	11051	3601	S R	3100													
							S				C 4350										
PLANNING/DESIGN/RIGHT OF WAY IN PROGRESS																					
DURHAM ORANGE	DURHAM CHAPEL HILL	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	5450 6450	1450	STPDA C	3200	C 800												
							C	800	C 200												
DIVISION DESIGN/LET - IN PROGRESS																					
ORANGE	CHAPEL HILL	U-3306	SR 1733 (WEAVER DAIRY ROAD), NC 86 TO SR 1734 (ERWIN ROAD). CORRIDOR UPGRADE, PART ON NEW LOCATION.	2.8	17125	11025	STP C	6100													
RIGHT OF WAY/CONSTRUCTION IN PROGRESS																					
DURHAM ORANGE	CHAPEL HILL	U-4704	CHAPEL HILL-CARRBORO COMPUTERIZED TRAFFIC SIGNAL SYSTEM.		5450	5450															
UNDER CONSTRUCTION																					
DURHAM ORANGE	CHAPEL HILL	U-5119	BUS RAPID TRANSIT OPERATIONAL IMPROVEMENTS		625		STPDA PE	48													
							C PE	12													
							STPDA		C 452												
							C		C 113												
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY TOWN																					
ORANGE	CHAPEL HILL	U-0624	NC 86 (SOUTH COLUMBIA STREET), SR 1906 (PUREFOY ROAD) TO SR 1902 (MANNING DRIVE). CORRIDOR UPGRADE TO INCLUDE BICYCLE LANES.	0.7	7310	3010	STP		C 4300												
RIGHT OF WAY IN PROGRESS																					
ORANGE	CHAPEL HILL	U-5304	US 15-501, NC 86 (SOUTH COLUMBIA STREET) TO SR 1742 (EPHESUS CHURCH ROAD). SIDEWALKS, WIDE OUTSIDE LANES AND TRANSIT ACCOMMODATIONS. INCLUDE INTERSECTION IMPROVEMENTS AT EPHESUS CHURCH ROAD	4.0	5150 10150		NHS									C 5150	C 5000		C 5150		

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 2/9/2011 Attachment 6B

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM																		
							5 YEAR WORK PROGRAM										DEVELOPMENTAL PROGRAM					UNFUNDED			
							FUNDS	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS							
URBAN PROJECTS																									
DURHAM	DURHAM	U-3308	NC 55 (ALSTON AVENUE), NC 147 (I. L. "BUCK" DEAN FREEWAY) TO US 70 BUSINESS-NC 98 (HOLLOWAY STREET). WIDEN TO FOUR LANE DIVIDED FACILITY AND REPLACE NORFOLK-SOUTHERN RAILROAD BRIDGES.	1.0	31024	2596	STP	R	800																
							STP			M	28														
							STP						C	13800		C	13800								
DURHAM	DURHAM	U-0071*	EAST END CONNECTOR, NC 147 (BUCK DEAN FREEWAY) TO NORTH OF NC 98. MULTI-LANE DIVIDED, PART ON NEW LOCATION.	3.2	181789	9056	T			R	21950		R	21950											
							T			U	3000		U	3000											
							T						M	3833											
							T							C	29750		C	29750							
PLANNING/DESIGN IN PROGRESS																									
DURHAM	DURHAM	U-4722*	US 501 (ROXBORO ROAD), US 501 BYPASS (DUKE STREET) TO SR 1640 (GOODWIN ROAD).	4.4			UNFUNDED LOOP PROJECT - 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-4012	US 15-501, NORTH OF MT. MORIAH ROAD TO SOUTH OF GARRETT ROAD. ADD AN ADDITIONAL NORTH AND SOUTHBOUND LANE AND CONSTRUCT AN ADDITIONAL RIGHT TURN LANE IN THE SOUTHEAST QUADRANT OF INTERCHANGE AT I-40 (EXIT 270).	0.9	15609	15609	UNDER CONSTRUCTION																		
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	8265	8265	RIGHT OF WAY/CONSTRUCTION IN PROGRESS																		
DURHAM	DURHAM	U-4009	SR 1126 (SERVICE ROAD) PARALLEL TO US 15-501. RELOCATE EXISTING SERVICE ROAD.	0.3	5683	5683	UNDER CONSTRUCTION																		
DURHAM WAKE	DURHAM	U-4721*	NORTHERN DURHAM PARKWAY, I-540 TO ROXBORO ROAD. (COORDINATE WITH U-4720)	18.8			UNFUNDED LOOP PROJECT - 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-3309	SR 2028 (T.W. ALEXANDER DRIVE), SR 1121 (CORNWALLIS ROAD) TO SR 1959 (MIAMI BOULEVARD). WIDEN TO A FOUR LANE DIVIDED FACILITY.	1.7	14933	11214	STP	C	3719	A															
							A																		
							B																		

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS
URBAN PROJECTS																		
DURHAM	DURHAM	U-4720*	US 70, LYNN ROAD TO THE PROPOSED NORTHERN DURHAM PARKWAY. (COORDINATE WITH U-4721)	7.8														
UNFUNDED LOOP PROJECT - 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-5151	DURHAM, SR 1670 (GEER STREET) AT MIAMI BOULEVARD. INTERSECTION REDESIGN.		80	80												
UNDER CONSTRUCTION																		
DURHAM	DURHAM	U-5122	NC 98, SR 1838 (JUNCTION ROAD) TO SR 1811 (SHERRON ROAD). MILL AND RESURFACE.		1285	1285												
UNDER CONSTRUCTION																		
DURHAM	DURHAM	U-5124	DURHAM, SR 1978 (OLD PAGE ROAD), SR 1926 (ANGIER AVENUE) TO SR 2095 (PAGE ROAD EXTENSION). PATCH AND RESURFACE.		128	128												
UNDER CONSTRUCTION																		
DURHAM	DURHAM	U-5126	US 501 BYPASS (DUKE STREET), SR 1443 (HORTON ROAD) TO HUDSON STREET. MILL AND RESURFACE.		770	770												
UNDER CONSTRUCTION																		
DURHAM	DURHAM	U-3804	SR 1321 (HILLDALE ROAD), I-85 TO SR 1407 (CARVER STREET). WIDEN TO MULTI-LANES.	0.7	11941	11941												
UNDER CONSTRUCTION																		
DURHAM	DURHAM	U-5127	DURHAM, SR 1321 (HILLDALE-FULTON STREET), I-85 TO SR 1320 (ERWIN ROAD). MILL AND RESURFACE.		300	300												
UNDER CONSTRUCTION																		
DURHAM	DURHAM	U-5150	DURHAM, WILLIAM PENN STREET AT BEN FRANKLIN STREET. INSTALL TRAFFIC SIGNAL.															
UNDER CONSTRUCTION - LET WITH U-5148																		
DURHAM	DURHAM	U-5149	DURHAM, RENAISSANCE PARKWAY AT SOUTHPOINT MALL ENTRANCE NEAR SOUTHPOINT CINEMA AND AT AMERICAN TOBACCO TRAIL. INSTALL TRAFFIC SIGNALS.		300	300												
UNDER CONSTRUCTION																		
DURHAM	DURHAM	U-5148	DURHAM, NORTHPOINTE DRIVE, HOME DEPOT TO KROGER. INSTALL TRAFFIC SIGNAL.		400	400												
UNDER CONSTRUCTION - INCLUDES U-5150																		

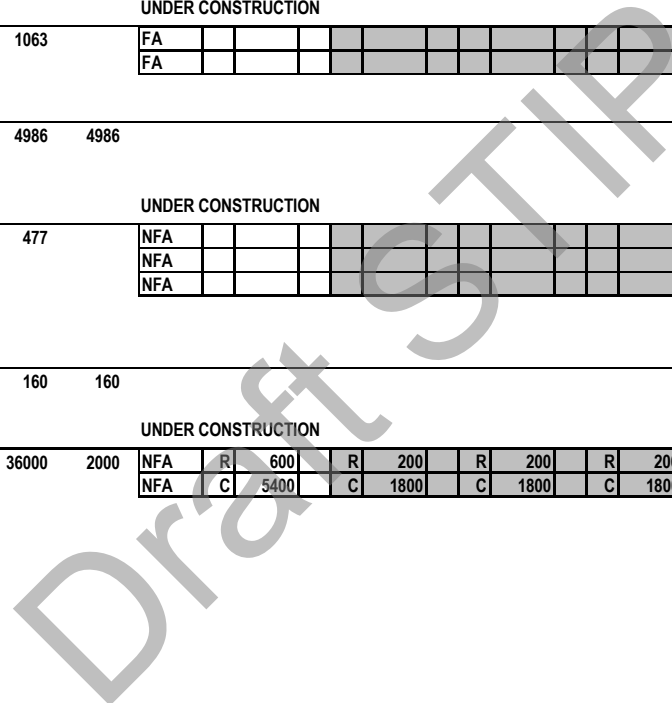
* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 2/9/2011 Attachment 6B

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED										
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						FUTURE YEARS									
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020											
FEDERAL BRIDGE PROJECTS																												
ORANGE	US 70 BYPASS	B-4962	ENO RIVER. REPLACE BRIDGE NO. 46		6600		FA										R	600										
							FA											C	6000									
ORANGE	SR 1002	B-4216	STROUDS CREEK. REPLACE BRIDGE NO. 66		1054	1054		UNDER CONSTRUCTION																				
ORANGE	SR 1005	B-5348	PHIL'S CREEK. REPLACE BRIDGE NO. 85		1063		FA											R	97									
							FA												C	966								
DURHAM	SR 1116	B-3450	NEW HOPE CREEK. REPLACE BRIDGE NO. 217, SANDY CREEK. REPLACE BRIDGE NO. 122.		4986	4986		UNDER CONSTRUCTION																				
DURHAM	SR 1616	B-4943	DIAL CREEK (LAKE MICHIE). REPLACE BRIDGE NO. 20.		477		NFA											R	40									
							NFA											U	52									
							NFA													C	385							
ORANGE	VARIOUS	B-5191	BRIDGE EXPANSION JOINT REPAIRS AT SELECTED LOCATIONS.		160	160		UNDER CONSTRUCTION																				
CHATHAM	VARIOUS	BD-5108	DIVISION 8 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.		36000	2000	NFA	R	600	R	200	R	200	R	200	R	200	R	300	R	400	R	400	R	400	R	500	
HOKE							NFA	C	5400	C	1800	C	1800	C	1800	C	1800	C	2700	C	3600	C	3600	C	3600	C	4500	
LEE																												
MONTGOMERY																												
MOORE																												
RANDOLPH																												
RICHMOND																												
SCOTLAND																												
IN PROGRESS - BRIDGE PURCHASE ORDER CONTRACT (BPOC)																												
DURHAM	VARIOUS	BD-5105	DIVISION 5 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.		36000	2000	NFA	R	600	R	200	R	200	R	200	R	200	R	300	R	400	R	400	R	400	R	500	
FRANKLIN							NFA	C	5400	C	1800	C	1800	C	1800	C	1800	C	2700	C	3600	C	3600	C	3600	C	4500	
GRANVILLE																												
PERSON																												
VANCE																												
WAKE																												
WARREN																												
IN PROGRESS - BRIDGE PURCHASE ORDER CONTRACT (BPOC)																												

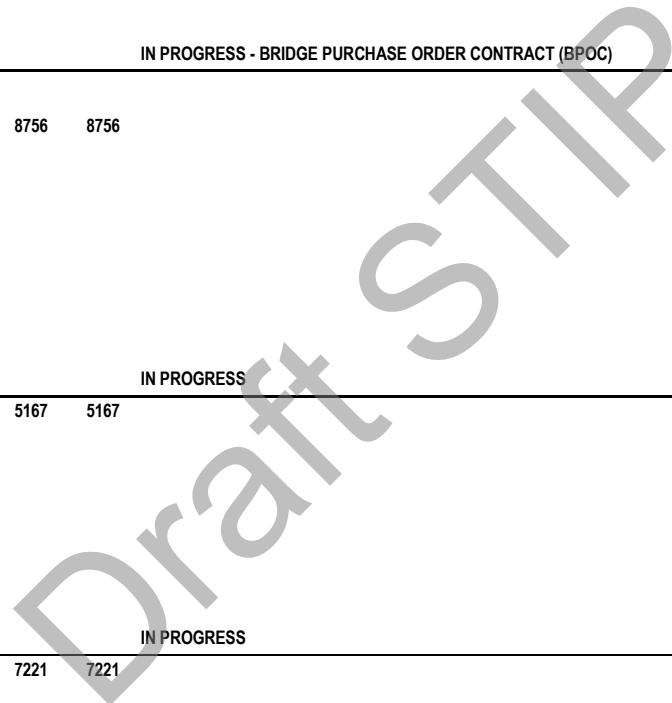


DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 2/9/2011 Attachment 6B

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM																							
							5 YEAR WORK PROGRAM										DEVELOPMENTAL PROGRAM					UNFUNDED								
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS													
FEDERAL BRIDGE PROJECTS																														
ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	VARIOUS	BD-5107	DIVISION 7 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.		36000	2000	NFA	R	600	R	200	R	200	R	200	R	200	R	300	R	400	R	400	R	400	R	500			
							NFA	C	5400	C	1800	C	1800	C	1800	C	1800	C	2700	C	3600	C	3600	C	3600	C	4500			
IN PROGRESS - BRIDGE PURCHASE ORDER CONTRACT (BPOC)																														
MITIGATION PROJECTS																														
CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	VARIOUS	EE-4908	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 8 PROJECT MITIGATION.		8756	8756																								
IN PROGRESS																														
DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	VARIOUS	EE-4905	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 5 PROJECT MITIGATION.		5167	5167																								
IN PROGRESS																														
ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	VARIOUS	EE-4907	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 7 PROJECT MITIGATION.		7221	7221																								
IN PROGRESS																														
BICYCLE AND PEDESTRIAN PROJECTS																														
ORANGE	VARIOUS	EB-5108	SR 1112 (DAIRYLAND ROAD), SR 1111 UNION (CHAPEL GROVE ROAD) TO SR 1006 (ORANGE GROVE ROAD). ADD WIDE PAVED SHOULDERS.																											
SCHEDULED FOR FEASIBILITY STUDY																														



DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED	FUTURE YEARS
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
BICYCLE AND PEDESTRIAN PROJECTS																			
ORANGE	CARRBORO CHAPEL HILL	EL-4995	DRY CREEK GREENWAY.		736	36	O										C	700	
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY TOWN - IN PROGRESS																			
ORANGE	CARRBORO	EL-4994	BOLIN CREEK GREENWAY.		1476	738	STPDA	C	590										
							C	C	148										
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY TOWN																			
ORANGE	CARRBORO	U-3100B	SR 1107 (OLD FAYETTEVILLE ROAD), NC 54 TO SR 1106 (STROUD LANE). PROVIDE BICYCLE AND PEDESTRIAN FACILITIES AND TRANSIT ACCOMMODATIONS.	0.5	6534	6534													
UNDER CONSTRUCTION - PROJECT U-3100A COMPLETE																			
ORANGE	CHAPEL HILL	EB-5110	BOLIN CREEK GREENWAY, NC 86 (MARTIN LUTHER KING, JR. BOULEVARD TO UMSTEAD PARK.																
SCHEDULED FOR FEASIBILITY STUDY																			
ORANGE	COUNTYWIDE	EB-3606	BICYCLE ROUTE MAPPING AND SIGNING.		50	50													
IN PROGRESS																			
CHATHAM	DURHAM	EB-2921F	AMERICAN TOBACCO RAIL TRAIL. DURHAM COUNTY LINE TO WAKE COUNTY LINE. CONSTRUCT A MULTI-PURPOSE TRAIL.		2392	2392													
UNDER CONSTRUCTION																			
ORANGE	SR 1006 ORANGE GROVE ROAD	EB-4980	CONSTRUCT PEDESTRIAN BRIDGE OVER I-40.																
SCHEDULED FOR FEASIBILITY STUDY																			
CONGESTION MITIGATION PROJECTS																			
DURHAM	TRIANGLE TRANSIT	C-5173	EXPANDED EXPRESS BUS SERVICE, HOLLY SPRINGS TO DOWNTOWN RALEIGH VIA APEX AND CARY. OPERATING ASSISTANCE TO EXTEND CURRENT ROUTE BETWEEN APEX AND DOWNTOWN RALEIGH AND CONSTRUCT TWO NEW PARK AND RIDE LOTS.		4466		CMAQ				PE	281							
ORANGE	AUTHORITY						O				PE	70							
WAKE							CMAQ				R	1283							
							O				R	321							
							CMAQ				C	655							
							O				C	164							
							CMAQ				O	451	O	451					
							O				O	113	O	113	O	113			

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM					UNFUNDED							
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					FUTURE YEARS		
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
CONGESTION MITIGATION PROJECTS																				
ORANGE	CARRBORO	C-5181	JONES CREEK GREENWAY, CONSTRUCT A 100 FOOT BRIDGE AND 650 FOOT PAVED TRAIL TO FILL GAP BETWEEN THE CARRBORO UPPER BOLIN TRAIL AND TWIN CREEKS GREENWAY AND IMPLEMENT PROGRAM TO SUPPORT NON-VEHICLE TRIPS TO MORRIS GROVE ELEMENTRY SCHOOL.	300				CMAQ				PE	24							
								C				PE	6							
								CMAQ				C	206							
								C				C	52							
								CMAQ						N	10					
								C						N	2					
DURHAM ORANGE	CHAPEL HILL	C-5104	PURCHASE TWO (2) HYBRID ELECTRIC BUSES AND PROVIDE PORTION OF OPERATING EXPENSE FOR THREE YEARS.	2100	1979			CMAQ	O	97										
								C	O	24										
								IN PROGRESS												
ORANGE	CHAPEL HILL	C-5177	MLK, JR. SHARED PATHWAY, CONSTRUCT PATHWAY ALONG MLK, JR. BOULEVARD, HOMESTEAD ROAD TO PINEY MOUNTAIN ROAD.	906				CMAQ				R	180							
								C				R	45							
								CMAQ				C	545							
								C				C	136							
ORANGE	CHAPEL HILL	C-5179	NORTH ESTES DRIVE, CONSTRUCT A TEN FOOT PATHWAY, FIVE FOOT SIDEWALKS AND A FOUR FOOT BIKE LANE.	1182				CMAQ				R	166							
								C				R	41							
								CMAQ						C	780					
								C						C	195					
MECKLENBURG ORANGE	CHARLOTTE HILLSBOROUGH	C-5111	INSTALL TWO STATE MAINTAINED E-85 FUELING SITES.	250	250			IN PROGRESS												
CHATHAM DURHAM FRANKLIN GRANVILLE HARNETT JOHNSTON ORANGE WAKE	TRIANGLE J COUNCIL OF GOVERNMENTS	C-5102	TRIANGLE TRANSPORTATION DEMAND MANAGEMENT PROGRAM SERVICES FOR EMPLOYERS AND ORGANIZATIONS IN THE TRIANGLE OZONE NON-ATTAINMENT REGION. MARKETING AND OUTREACH.	8028	1627			CMAQ	N	343	A	N	371	A						
								O	N	86	A	N	93	A						
								CMAQ	N	279	B	N	299	B						
								O	N	70	B	N	75	B						
								CMAQ				N	382	B	N	385	B	N	458	B
								O				N	423	B	N	431	B	N	496	B

A CAPITAL AREA MPO PARTICIPATION - IN PROGRESS BY TRIANGLE J COUNCIL OF GOVERNMENT.
 B DURHAM-CHAPEL HILL-CARRBORO MPO PARTICIPATION - IN PROGRESS BY TRIANGLE J COUNCIL OF GOVERNMENT.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM																		UNFUNDED				
							5 YEAR WORK PROGRAM										DEVELOPMENTAL PROGRAM					FUTURE YEARS							
							FUNDS	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020												
CONGESTION MITIGATION PROJECTS																													
ORANGE	COUNTYWIDE HILLSBOROUGH	C-4932A	CONSTRUCT A PARK AND RIDE SHELTER AND INSTALL BIKE RACKS ON BUSES. SECTION A: DURHAM-CHAPEL HILL-CARRBORO (DCHC) MPO TO PARTICIPATE IN CONSTRUCTION AND OPERATING ASSISTANCE FOR ONE YEAR FOR A NEW TRANSIT SERVICE.		93	93																							
							IN PROGRESS																						
DURHAM	DURHAM	C-4928	MORREENE ROAD, NEAL ROAD TO ERWIN ROAD. CONSTRUCT BIKE LANES AND SIDEWALKS.		1441		STPDA	C	931																				
							CMAQ	C	222																				
							C	C	288																				
							PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY CITY																						
DURHAM	DURHAM	C-4929	BICYCLE PARKING PROGRAM. INSTALL BIKE RACKS AT VARIOUS LOCATIONS.		48	48																							
							IN PROGRESS																						
DURHAM	DURHAM	C-5103	PURCHASE TWO (2) HYBRID ELECTRIC BUSES AND PROVIDE PORTION OF OPERATING ASSISTANCE FOR TWO YEARS.		1686	1686																							
							IN PROGRESS																						
DURHAM	DURHAM	C-5175	DURHAM AREA TRANSIT AUTHORITY (DATA) OPERATING ASSISTANCE FOR NEW FIXED ROUTE.		2438		CMAQ						O	951		O	999												
							C						O	238		O	250												
DURHAM	DURHAM	C-5178	CAMPUS WALK AVENUE, MORREENE ROAD TO LASALLE STREET AND LASALLE STREET, KANGAROO DRIVE TO ERWIN ROAD. CONSTRUCT SIDEWALKS.		336		CMAQ									C	269												
							C									C	67												
DURHAM	DURHAM	C-5180	DURHAM AREA TRANSIT AUTHORITY (DATA), REPLACEMENT OF FIVE HYBRID CUTAWAYS (LIGHT TRANSIT VEHICLES).		729		CMAQ									A	583												
							C									A	146												
DURHAM	DURHAM	C-5182	HOPE VALLEY ROAD, CONSTRUCT SIDEWALKS AND BIKE LANES BETWEEN MLK, JR. PARKWAY AND US 15-501 BUSINESS		1386		CMAQ											R	107										
							C											R	27										
							CMAQ											C	1002										
							C											C	250										

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM					UNFUNDED						
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					FUTURE YEARS	
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
CONGESTION MITIGATION PROJECTS																			
DURHAM	DURHAM	C-5183	CONSTRUCT SIDEWALKS.		2127			CMAQ						C	778	A			
								C						C	194	A			
								CMAQ								C	924	B	
								C							C	231	B		
								A CAMERON BOULEVARD, ERWIN ROAD AND DUKE UNIVERSITY ROAD.											
								B ALSTON AVENUE, CARPENTER FLETCHER ROAD TO SEDWICK ROAD.											
DURHAM	DURHAM	C-4702	TEN (10) - REPLACEMENT BUSES.		3000	3000		IN PROGRESS - FUNDS FLEXED TO FEDERAL TRANSIT ADMINISTRATION											
ORANGE	HILLSBOROUGH	C-5184	RIVERWALK TRAIL, PHASE III. CONSTRUCT A PAVED OFF-ROAD TAIL ALONG ENO RIVER CONNECTING RIVER PARK, GOLD PARK AND THE OCCONEECHEE MOUNTAIN STATE NATURAL AREA.		621			CMAQ							PE	40			
								C							PE	10			
								CMAQ							R	183			
								C							R	250			
								C								C	138		
DURHAM	TRIANGLE J	C-4924	TRIANGLE J COUNCIL OF GOVERNMENTS (COG). DEVELOP A FLEXIBLE WORK SCHEDULE FOR EMPLOYEES AND ORGANIZATIONS IN TRIANGLE OZONE NON-ATTAINMENT AREA FOR THREE YEARS.		5626	300		CMAQ				N	481	N	482	N	572	N	620
ORANGE	COUNCIL OF							C				N	423	N	430	N	496	N	579
WAKE	GOVERNMENTS							A DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN CAPITAL AREA MPO (CAMPO) - IN PROGRESS.											
								B DEVELOP FLEXIBLE WORK SCHEDULES FOR EMPLOYEES IN DURHAM-CHAPEL HILL-CARRBORO (DCHC) - IN PROGRESS.											
								IN PROGRESS BY TRIANGLE J COUNCIL OF GOVERNMENTS											
ENHANCEMENT PROJECTS (LOCAL PROJECTS)																			
ORANGE	VARIOUS	EL-5103	CARRBORO, INSTALL BUS SHELTERS AT SELECTED LOCATIONS.		76	76		UNDER CONSTRUCTION BY TOWN											
CHATHAM	VARIOUS	U-4726	DCHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION.		11941	4606		STPDA	C	1980	C	1578	C	2184	C	126			
DURHAM								C	C	495	C	395	C	546	C	31			
ORANGE								PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS - IN PROGRESS											
ORANGE	CARRBORO	EL-4828	MORGAN CREEK GREENWAY (WEST), SMITH LEVEL ROAD TO UNIVERSITY LAKE. CONSTRUCT GREENWAY.		535	40		STPDA	C	396									
								C	C	99									
								PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY TOWN - IN PROGRESS											

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM												UNFUNDED FUTURE YEARS
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM							
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
ENHANCEMENT PROJECTS (LOCAL PROJECTS)																				
ORANGE	CHAPEL HILL	EL-4601	MORGAN CREEK GREENWAY (EAST). US 15-501-CULBETH ROAD TO SMITH LEVEL ROAD. TEN FOOT MULTI-USE ASPHALT PATH INCLUDING ACCESS TO MERRITT PASTURE.		1290	1290														
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY TOWN - IN PROGRESS																				
DURHAM	DURHAM	EL-4999	BICYCLE AND PEDESTRIAN TRAILS IN DURHAM AND DURHAM COUNTY. ACQUISITION OF RAIL CORRIDORS AND CONSTRUCTION.																	
PROGRAMMED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY - PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS																				
DURHAM	DURHAM	EL-2921E	AMERICAN TOBACCO RAIL TRAIL. NC 54 TO CHATHAM COUNTY LINE. CONSTRUCT A MULTI-PURPOSE TRAIL.		5762	5762														
PARTS A-D COMPLETE; PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY CITY - IN PROGRESS																				
DURHAM	DURHAM	U-4445	NC 147 (DURHAM FREEWAY), NEAR ALSTON AVENUE. CONSTRUCT PEDESTRIAN BRIDGE OVER NC 147 AND REMOVE EXISTING SUBSTANDARD PEDESTRIAN BRIDGE.		2000	2000														
UNDER CONSTRUCTION BY OTHERS																				
DURHAM	DURHAM	U-4724	CORNWALLIS ROAD, SOUTH ROXBORO ROAD TO UNIVERSITY DRIVE. BIKE AND PEDESTRIAN FEATURES.		1970		STPDA	C	1576											
								C	C	394										
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY CITY																				
HAZARD ELIMINATION PROJECTS																				
ORANGE	US 70 NC 751	SF-4907B	INSTALL RIGHT TURN LANE.		165	165														
IN PROGRESS																				
ORANGE	NC 86	W-5318	NC 57 TO CASWELL COUNTY LINE. GEOMETRIC IMPROVEMENTS, PAVED SHOULDERS AND RUMBLE STRIPS.	12.2	4654		HES													
								HES												
IN PROGRESS																				
ORANGE	NC 57 NC 157	SF-4907C	WIDEN NC 57 FOR LEFT TURN LANES AND INSTALL A TRAFFIC SIGNAL AT THE INTERSECTION OF NC 157.		654	54	HES			R	50									
								HES			C	550								
IN PROGRESS																				
CHATHAM	NC 751	SF-4908I	INTERSECTION WITH SR 1731 (O'KELLY CHURCH ROAD). INSTALL TRAFFIC SIGNAL AND LEFT TURN LANE.		593	593														
UNDER CONSTRUCTION																				

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 2/9/2011 Attachment 6B

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM					UNFUNDED					
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					FUTURE YEARS
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	
HAZARD ELIMINATION PROJECTS																		
CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	VARIOUS	W-5208	DIVISION 8 RUMBLE STRIPS, GUARDRAIL AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		100	100												
DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS																		
ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	VARIOUS	W-5207	DIVISION 7 RUMBLE STRIPS, GUARDRAIL AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		500	500												
DIVISION PURCHASE ORDER CONTRACT (DPOC) - UNDER CONSTRUCTION																		
DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	VARIOUS	W-5205	DIVISION 5 RUMBLE STRIPS, GUARDRAIL AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		180	180												
DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS																		
DURHAM	DURHAM	W-5110	NC 55 (ALSTON AVENUE) AT LAWSON STREET. CONSTRUCT LEFT TURN LANES ON NC 55.	0.2	975			HES	R	500								
								HES			C	475						

Draft STIP

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED	
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						FUTURE YEARS
					FUNDS		FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
PASSENGER RAIL PROJECTS																		
ALAMANCE	AMTRAK	P-2918	TRAIN 73/74 OPERATIONS BETWEEN CHARLOTTE AND RALEIGH AND CAPITAL YARD MAINTENANCE FACILITY.	194910	103248		S(5)	O	2600	O	2600	O	2600	O	2600	O	2600	
CABARRUS							T2001	O	4000	O	4000	O	4000	O	4000	O	4000	
DURHAM							STHSR	PE	50	E								
GUILFORD							STHSR	O	478	E								
MECKLENBURG							STHSR	PE	160	F	PE	154	F					
ROWAN							STHSR	C	8711	F	C	4679	F					
WAKE							STHSR	C	6257	G								
							STHSR	PE	51	H								
							STHSR	R	567	H								
							STHSR	C	3797	H								
							STHSR	PE	91	I								
							STHSR	C	667	I								
							A EQUIPMENT REBUILD - 2 F59PHI LOCOMOTIVES - IN PROGRESS. B PURCHASE 2 USED LOCOMOTIVES - ACQUIRED. C EQUIPMENT REHAB - 3 LOCOMOTIVES - IN PROGRESS. D EQUIPMENT REHAB - 3 PASSENGER CARS - IN PROGRESS. E PASSENGER TRAIN SECURITY SYSTEM, CCTVDATA NETWORK AND GENERATORS - IN PROGRESS. F CRISP CHARLOTTE MAINTENANCE FACILITY TRACK EXTENSION AND SHOP BUILDING - IN PROGRESS. G EQUIPMENT - PURCHASE 4 USED PASSENGER CARS AND REHAB 7 - IN PROGRESS. H CAPITAL YARD PHASE 1 IMPROVEMENTS - EXTEND TRACKS 1 AND 2, MAJOR WORK TRACK 3 - IN PROGRESS. I EQUIP 9 STATIONS AND PLATFORMS WITH ADA/FRA PIDS - IN PROGRESS.											
							IN PROGRESS											
ALAMANCE	AMTRAK	P-2908	CAPITAL AND OPERATIONS COST OF TRAIN 79/80 BETWEEN CHARLOTTE AND ROCKY MOUNT.	47795	35795		S(5)	O	2400	O	2400	O	2400	O	2400	O	2400	
CABARRUS																		
DURHAM																		
EDGEcombe																		
GUILFORD																		
JOHNSTON																		
MECKLENBURG																		
NASH																		
ROWAN																		
WAKE																		
WILSON																		
							IN PROGRESS											
ORANGE	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	DURHAM	P-3802	STATION CONSTRUCTION.	1250	1250		CMAQ											
							UNDER CONSTRUCTION											

* INDICATES INTRASTATE PROJECT

Additions to the draft STIP

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION/DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM														UNFUNDED FUTURE YEARS																	
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM																										
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020																						
DURHAM ORANGE	DURHAM CHAPEL HILL	U-XXXX	NC 54, I-40 TO US 15-501 (FORDHAM BLVD). SHORT-TERM ROADWAY IMPROVEMENTS FROM NC 54 STUDY.		6100	0														R C	3050	R C	3050																
DURHAM ORANGE	DURHAM CHAPEL HILL	T-XXXX	NC 54, I-40 TO US 15-501 (FORDHAM BLVD). SHORT-TERM TRANSIT IMPROVEMENTS FROM NC 54 STUDY.		6166	0																3088		3088															
DURHAM ORANGE	DURHAM CHAPEL HILL	T-XXXX	NC 54, I-40 TO US 15-501 (FORDHAM BLVD). SHORT-TERM PARK-AND- RIDE IMPROVEMENTS FROM NC 54 STUDY.		2515	0																1258		1257															
DURHAM ORANGE	DURHAM CHAPEL HILL	U-XXXX	NC 54, I-40 TO US 15-501 (FORDHAM BLVD). SHORT-TERM BICYCLE AND PEDESTRIAN IMPROVEMENTS FROM NC 54 STUDY.		6820	0																R C	3410	R C	3410														
DURHAM	DURHAM	U-XXXX	SR 1118 (FAYETTEVILLE ROAD), WOODCROFT PARKWAY TO SR 1171 (RIDDLE ROAD). WIDEN TO 4-LANE DIVIDED, BIKE LANES, SIDEWALKS	2.3	21000	0																R C	7000	C	7000	C	7000												
DURHAM ORANGE	DURHAM CHAPEL HILL	E-XXXX	SR1306 (ERWIN ROAD), US 15-501 TO NC 751. CONSTRUCT BICYCLE LANES, SIDEWALKS, AND SAFETY IMPROVEMENTS.	5.5	5500	0																R C	5500																
CHATHAM	CHATHAM	R-XXXX	SR 1717 (JACK BENNETT ROAD), US 15-501 TO SR 1724 (LYSTRA ROAD). SAFETY IMPROVEMENTS.	2.3	6900	0																R C	6900																
ORANGE	HILLSBOROUGH	R-2825	SR 1009 (CHURTON STREET), US 70 BUSINESS TO I-40. CONGESTION MANAGEMENT, STREETSCAPE, WIDENING.	2.5	19000	0																														R C	9500	C	9500
ORANGE	HILLSBOROUGH	U-3436	SR 1148 (ENO MOUNTAIN ROAD) AND SR 1192 (MAYO STREET) REALIGNMENT		2400	0																														R C	2400		
ORANGE	HILLSBOROUGH	U-XXXX	NC 86, US 70 BYPASS TO SR 1332 (COLEMAN LOOP ROAD). WIDEN TO MULTI-LANES	0.4	7500	0																														R C	7500		
ORANGE	HILLSBOROUGH	U-XXXX	SR 1006 (ORANGE GROVE ROAD), SR 1009 (CHURTON STREET) TO US 70A. CONSTRUCT ROADWAY.	0.4	30000	0																														R C	30000		

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION/DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM															UNFUNDED FUTURE YEARS								
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM																		
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016		FY 2017		FY 2018		FY 2019		FY 2020										
DURHAM ORANGE	DURHAM CHAPEL HILL	TX-XXXX	CONSTRUCT PARK-AND-RIDE LOTS IN THE FOLLOWING CORRIDORS <ul style="list-style-type: none"> • US 501 NORTH OF DURHAM • I-85 EAST OF DURHAM • I-40/I-85 WEST OF HILLSBOROUGH • US 15-501 BETWEEN DURHAM AND CHAPEL HILL • I-40/NC 751 IN DURHAM 		1630	0	FED										C	326													
ORANGE	HILLSBOROUGH	E-XXXX	SR 1006 (ORANGE GROVE ROAD), CONSTRUCT BICYCLE AND PEDESTRIAN BRIDGE OVER I-40	0.04	400	0												C	400												

Section 3 – Statewide TIP (*Transit*)

This section has the pages from the Statewide Transit STIP that contain projects in the DCHC MPO planning area, including:

- Durham Area Transit Authority (DATA) projects
- Chapel Hill Transit (CHT) projects
- Triangle Transit projects
- Rural Operating Assistance Program (ROAP) in Durham, Orange and Chatham counties
- Statewide transit programs

An explanation of the table format and keys for the funding sources and work types can be found at the beginning of the Local Supplement of the STIP, which is in a previous section of this document.

PUBLIC TRANSPORTATION PROGRAM
(Urban With Funds)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS			
						FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM							
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019		FY 2020		
WAKE	CAPITAL AREA TRANSIT	TD-4943	FACILITY: TRANSIT CENTER - MOORE SQUARE STATION EXPANSION.	3300		FBUS	800	800	800			240							
						L	100	100	100			30							
						STAT	100	100	100			30							
WAKE	CAPITAL AREA TRANSIT	TD-5116	FACILITY: PARK & RIDE	3503	875	FUZ	700	700	700										
						L	88	88	88										
						STAT	88	88	88										
WAKE	CAPITAL AREA TRANSIT	TG-5113S	SAFETY & SECURITY	861	135	FUZ	64	50	54	20	125	105	118	95	53	42			
WAKE	CAPITAL AREA TRANSIT	TO-5128	OPERATING ASSISTANCE	28292	2572	STAT	2572	2572	2572	2572	2572	2572	2572	2572	2572	2572			
WAKE	CAPITAL AREA TRANSIT	TP-5100	PLANNING ASSISTANCE - 5303/04	2299	209	FMPL	167	167	167	167	167	167	167	167	167	167			
						L	21	21	21	21	21	21	21	21	21	21			
						STAT	21	21	21	21	21	21	21	21	21	21			
WAKE	CAPITAL AREA TRANSIT	TT-4908	SURVEILLANCE CAMERAS	1084	542	FUZ													
						L													
						STAT													
WAKE	CARY/C-TRAN	TD-4912	FACILITY: PARK & RIDE - NEW HOPE CHURCH RD	1192		CMAQ			797										
						L			395										
WAKE	CARY/C-TRAN	TG-4935	ROUTINE CAPITAL: AUTOMATED PASSENGER COUNTER	284		L	57												
						STPDA	227												
WAKE	CARY/C-TRAN	TG-5114S	SAFETY & SECURITY	75		FUZ						23	14	11	11	8	8		
WAKE	CARY/C-TRAN	TO-5129	OPERATING ASSISTANCE	25191	1881	L	1900	2000	2200	2500	2600	1700	1900	2000	2200	2500			
						STAT	181	181	181	181	181	181	181	181	181	181			
ORANGE	CHAPEL HILL TRANSIT	C-5104	EXPANSION BUS (2) HYBRID - PLUS 3 YRS OPS	238	117	CMAQ	97												
						L	24												
ORANGE	CHAPEL HILL TRANSIT	TA-4726	REPLACEMENT BUS - ARTICULATED HYBRID	31493	9998	FUZ	4896	2608			1939	1939	1939	1939	1939				
						L	612	326			242	242	242	242	242				
						STAT	612	326			242	242	242	242	242				
ORANGE	CHAPEL HILL TRANSIT	TA-4748	REPLACEMENT BUS: PARATRANSIT	3633	703	FUZ			923	634	157	157	157	157	157				
						L			79	79	20	20	20	20	20				
						STAT			115	115	20	20	20	20	20				
ORANGE	CHAPEL HILL TRANSIT	TA-4979	REPLACEMENT VANS (16)	1685	703	FUZ	160		634										
						L	15		79										
						STAT	15		79										

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

PUBLIC TRANSPORTATION PROGRAM
(Urban With Funds)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	
ORANGE	CHAPEL HILL TRANSIT	TG-4731	ROUTINE CAPITAL: SIGNS, BENCHES, SHELTERS, SPARE PARTS, FAREBOX REPLACEMENT, SHOP & OFFICE EQUIPMENT, ETC.	14915	1659	FUZ 955 984 1013 1043 1074 L 239 246 253 261 269 STPDA 204	1074	1074	1074	1074	1074						
ORANGE	CHAPEL HILL TRANSIT	TG-4732	ROUTINE CAPITAL: SIGNS, BENCHES, SHELTERS, SPARE PARTS, FAREBOX REPLACEMENT, SHOP & OFFICE EQUIPMENT, ETC.	771	70	FUZ 32 432 56 L 59 108 14											
ORANGE	CHAPEL HILL TRANSIT	TG-4732C	SERVICE VEHICLES FLEET: SUPERVISOR, TOW, SUPPORT	436	240	FUZ L 157 39											
ORANGE	CHAPEL HILL TRANSIT	TG-5120S	SAFETY & SECURITY	1617	262	FUZ 79 59 45 36 340	331	317	61	61	26						
ORANGE	CHAPEL HILL TRANSIT	TO-5133	OPERATING ASSISTANCE	39270	3570	STAT 3570 3570 3570 3570 3570	3570	3570	3570	3570	3570						
ORANGE	CHAPEL HILL TRANSIT	TT-5109	TECHNOLOGY: FCC RADIO UPGRADE	1656		L 331 STPDA 1325											
MECKLENBURG	CHARLOTTE AREA TRANSIT	TA-4710	EXPANSION BUS	43750	14389	CMAQ 460 460 FUZ 6566 6885 L 3236 10368 STAT 678 708											
MECKLENBURG	CHARLOTTE AREA TRANSIT	TA-4785	REPLACEMENT BUS - (C-5106)	5000	1000	CMAQ 800 800 800 800 L 100 100 100 100 STAT 100 100 100 100											
MECKLENBURG	CHARLOTTE AREA TRANSIT	TA-5121	REPLACEMENT BUS	112372	13929	FUZ 6566 6885 9335 L 3236 10368 1166 STAT 678 708 1166	9335	9335	9335	9335	9335						
MECKLENBURG	CHARLOTTE AREA TRANSIT	TC-4701	JOB ACCESS / REVERSE COMMUTE: CAPITAL, PLANNING, OPERATING COST	7920	720	JARC 360 360 360 360 360 L 360 360 360 360 360	360	360	360	360	360						
MECKLENBURG	CHARLOTTE AREA TRANSIT	TD-4702	FACILITY: TRANSIT CENTER IMPROVEMENTS	10000	2900	FUZ 1680 2320 1680 L 210 290 210 STAT 210 290 210											
MECKLENBURG	CHARLOTTE AREA TRANSIT	TD-4703	FACILITY: MAINTENANCE N. DAVIDSON ST.	8500	8500												
MECKLENBURG	CHARLOTTE AREA TRANSIT	TD-4704	FACILITY: PARK & RIDE	14700	3300	CMAQ 1600 2600 FUZ 400 2000 L 550 2475 950 STAT 250 325 250											
MECKLENBURG	CHARLOTTE AREA TRANSIT	TE-4901	FIXED: NE CORRIDOR TRANSITWAY - PLANS, DESIGN, ACQUISITION, CONSTRUCTION	1710000	36000	FNS 32000 70000 130000 95000 85000 L 16000 35000 65000 47500 42500 STAT 16000 35000 65000 47500 42500	85000	85000	85000	85000	85000						

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

PUBLIC TRANSPORTATION PROGRAM
(Urban With Funds)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS										
						FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM														
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019		FY 2020									
MECKLENBURG	CHARLOTTE AREA TRANSIT	TE-5103	FIXED: CHARLOTTE STREETCAR - PLANS, DESIGN, ACQUISITION, CONSTRUCTION	127400		L				6500		27750		26750		2700										
						STAT				6500		27750		26750		2700										
MECKLENBURG	CHARLOTTE AREA TRANSIT	TG-5101S	SAFETY & SECURITY	11940	2121	FUZ		1210		1505		2097		1662		1354		394		450		403		407		337
MECKLENBURG	CHARLOTTE AREA TRANSIT	TN-4701	NEW FREEDOM - BEYOND AM. DISABILITY ACT REQUIREMENTS	3807	288	FNF		244		254		270		280		294		294		294		294		294		294
						L		61		64		68		70		74		74		74		74		74		74
MECKLENBURG	CHARLOTTE AREA TRANSIT	TO-4796	OPERATING ASSISTANCE - DOWNTOWN SHUTTLE (C-5107)	1300	1300																					
MECKLENBURG	CHARLOTTE AREA TRANSIT	TO-5137	OPERATING ASSISTANCE	138072	12552	STAT		12552		12552		12552		12552		12552		12552		12552		12552		12552		12552
MECKLENBURG	CHARLOTTE AREA TRANSIT	TT-4906	TECHNOLOGY: BUS LOCATION, ON-BOARD COMPUTERS, COMPUTER SOFTWARE & HARDWARE	38750	2500	FUZ		2000		3000		3000		3000		3000		3000		3000		3000		3000		3000
						L		250		375		375		375		375		375		375		375		375		375
						STAT		250		375		375		375		375		375		375		375		375		375
MECKLENBURG	CHARLOTTE AREA TRANSIT	TW-4901	FIXED GUIDEWAY MODERNIZATION	7400	500	FMOD		350		600		650		800		300		350		600		650		800		
						L		100		100		100		100		100		100		100		100		100		
						STAT		100		100		100		100		100		100		100		100		100		
MECKLENBURG	CHARLOTTE AREA TRANSIT	TW-5102	FIXED GUIDEWAY MODERNIZATION - BRIDGE PROGRAM - INSPECTION & EMERGENCY REPAIRS	7000	500	FMOD		350		600		650		800		300		350		600		650		800		
						L		44		75		81		100		100		44		75		81		100		
						STAT		44		75		81		100		100		44		75		81		100		
MECKLENBURG	CHARLOTTE AREA TRANSIT	TW-5104	FIXED GUIDEWAY MODERNIZATION - BUS AND RAIL STATE OF GOOD REPAIR	7000	500	FMOD		350		600		650		800				300		350		600		650		800
						L		44		75		81		100				100		44		75		81		100
						STAT		44		75		81		100				100		44		75		81		100
DURHAM	DURHAM/DATA	TA-4923	REPLACEMENT BUS - HYBRID	32502	4800	FUZ		3840		3840		3840		3840		1133		1133		1133		1133		1133		1133
						L		480		480		480		480		142		142		142		142		142		142
						STAT		480		480		480		480		142		142		142		142		142		142
DURHAM	DURHAM/DATA	TA-5019	REPLACEMENT: PARATRANSIT VANS	841		CMAQ						583														
						FUZ		90																		
						L		11				146														
						STAT		11																		
DURHAM	DURHAM/DATA	TG-4738	ROUTINE CAPITAL: PREVENTIVE MAINTENANCE, SPARE PARTS, EQUIPMENT, PASSENGER AMENITIES, SERVICE VEHICLES	36864	3763	FUZ		2535		2582		2670		2670		2670		2670		2670		2670		2670		2670
						L		634		646		668		668		668		668		668		668		668		668
DURHAM	DURHAM/DATA	TG-4738A	PREVENTIVE MAINTENANCE: FIXED ROUTE	28749	3035	FUZ		2535		2535		2582		2670		2535		2535		2535		2535		2582		2670
DURHAM	DURHAM/DATA	TG-4738B	PREVENTIVE MAINTENANCE - PARATRANSIT	500	500																					
DURHAM	DURHAM/DATA	TG-5115S	SAFETY & SECURITY	2209	242	FUZ		233		232		330		235		192		156		147		147		147		148

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

PUBLIC TRANSPORTATION PROGRAM
(Urban With Funds)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS		
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM							
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
DURHAM ORANGE	DURHAM/DATA	TN-5102	NEW FREEDOM - BEYOND AM. DISABILITY ACT REQUIREMENTS	1386	126	FNF L	63	63	63	63	63	63	63	63	63	63	63		
DURHAM	DURHAM/DATA	TO-5130	OPERATING ASSISTANCE	2438		CMAQ L			951	999									
CUMBERLAND	FAYETTEVILLE TRANSIT	TA-4948	REPLACEMENT BUS	5742	5742														
CUMBERLAND	FAYETTEVILLE TRANSIT	TD-4708	FACILITY: INTERMODAL CENTER: NEW DESIGN, ACQUISITION, CONSTRUCTION	1400	1400														
CUMBERLAND	FAYETTEVILLE TRANSIT	TG-5119S	SAFETY & SECURITY	340	84	FUZ		219											
CUMBERLAND	FAYETTEVILLE TRANSIT	TM-5130	JOB ACCESS / REVERSE COMMUTE: CAPITAL, PLANNING, OPERATION COST	4488	408	JARC L	204	204	204	204	204	204	204	204	204	204	204		
CUMBERLAND	FAYETTEVILLE TRANSIT	TN-5101	NEW FREEDOM - BEYOND AM. DISABILITY ACT REQUIREMENTS	2134	194	FNF L	97	97	97	97	97	97	97	97	97	97	97		
CUMBERLAND	FAYETTEVILLE TRANSIT	TO-5132	OPERATING ASSISTANCE	5874	534	STAT	534	534	534	534	534	534	534	534	534	534	534		
CUMBERLAND	FAYETTEVILLE TRANSIT	TP-5103	PLANNING ASSISTANCE - 5303/04 FUNDS	736	66	FMPL L STAT	53	53	53	53	53	53	53	53	53	53	53	53	53
GASTON	GASTONIA TRANSIT	TA-4926	EXPANSION BUS	1642	400	FUZ L STAT													
GASTON	GASTONIA TRANSIT	TD-5113	FACILITY: INTERMODAL CENTER: NEW DESIGN, ACQUISITION, CONSTRUCTION	21900	800	FBUS L STAT	3600	13280											
GASTON	GASTONIA TRANSIT	TG-5117	ROUTINE CAPITAL: SIGNS, BENCHES, SHELTERS, SPARE PARTS, FAREBOX REPLACEMENT, SHOP & OFFICE EQUIPMENT, ETC.	341	227	FUZ L													
GASTON	GASTONIA TRANSIT	TG-5126S	SAFETY & SECURITY	274	27	FUZ	36	133						5	5	5	5		
GASTON	GASTONIA TRANSIT	TO-5142	OPERATING ASSISTANCE	2937	267	STAT	267	267	267	267	267	267	267	267	267	267	267		
WAYNE	GATEWAY	TA-4762	REPLACEMENT BUS - 35'	1870	700	FUZ L STAT	966												
WAYNE	GATEWAY	TA-4908	EXPANSION BUS	325	325														
WAYNE	GATEWAY	TD-4712	FACILITY: INTERMODAL CENTER - UNION STATION	1704	1704														

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

PUBLIC TRANSPORTATION PROGRAM
(Urban With Funds)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

FISCAL YEARS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS				
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM									
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020					
ALAMANCE FORSYTH GUILFORD	PART - Burlington-Graha	TP-5108	PLANNING ASSISTANCE - 5303/04 FUNDS	265	25	FMPL	20	20	20	20	20	20	20	20	20	20					
						L	2	2	2	2	2	2	2	2	2	2					
						STAT	2	2	2	2	2	2	2	2	2	2					
CABARRUS	RIDER/CONCORD	TA-4961	REPLACEMENT BUS	3000		FUZ								600	600	600					
						L									75	75	75				
						STAT									75	75	75				
CABARRUS	RIDER/CONCORD	TG-5103	ROUTINE CAPITAL: SIGNS, BENCHES, SHELTERS, SPARE PARTS, FAREBOX REPLACEMENT, SHOP & OFFICE EQUIPMENT, ETC.	1180		L	28	28	28	28	28	28	28	28	28	28					
						STAT	90	90	90	90	90	90	90	90	90	90	90				
CABARRUS	RIDER/CONCORD	TG-5125S	SAFETY & SECURITY	118		FUZ	30	30						34	8	8	8				
CABARRUS	RIDER/CONCORD	TO-5138	OPERATING ASSISTANCE	23163	313	L	986	986	986	986	986	986	986	986	986	986	986				
						STAT	1299	1299	1299	1299	1299	1299	1299	1299	1299	1299	1299	1299			
ROWAN	SALISBURY	TO-5201	OPERATING ASSISTANCE	2486	226	STAT	226	226	226	226	226	226	226	226	226	226	226				
EDGECOMBE NASH	TAR RIVER TRANSIT	TA-4909	REPLACEMENT: PARATRANSIT VANS	159	53	FUZ								106							
EDGECOMBE NASH	TAR RIVER TRANSIT	TD-4718	FACILITY: REGIONAL TRANSFER / ADMIN.	2500	250	FUZ								2250							
EDGECOMBE NASH	TAR RIVER TRANSIT	TD-4910	FACILITY: TRANSIT STOPS IN COMM. AREAS	84	40	FUZ								36							
						L								4							
						STAT								4							
EDGECOMBE NASH	TAR RIVER TRANSIT	TG-4785A	ADA PARATRANSIT SERVICE	920		FUZ	74	74	74	74	74	74	74	74	74	74	74				
						L	18	18	18	18	18	18	18	18	18	18	18	18			
EDGECOMBE NASH	TAR RIVER TRANSIT	TG-4785B	PREVENTIVE MAINTENANCE: FIXED ROUTE	3490		FUZ	279	279	279	279	279	279	279	279	279	279	279	279			
						L	70	70	70	70	70	70	70	70	70	70	70	70	70	70	
EDGECOMBE NASH	TAR RIVER TRANSIT	TG-5112S	SAFETY & SECURITY	27	3	FUZ								24							
EDGECOMBE NASH	TAR RIVER TRANSIT	TO-5127	OPERATING ASSISTANCE	8354	844	FUZ	392	392	392	392	392	392	392	392	392	392	392	392			
						L	78	78	78	78	78	78	78	78	78	78	78	78	78		
						STAT	281	281	281	281	281	281	281	281	281	281	281	281	281		
WAKE	TRIANGLE TRANSIT	TA-4818	REPLACEMENT BUS: (11) OVER THE ROAD COACHES CAMPO FUNDED	5500	5500																
WAKE	TRIANGLE TRANSIT	TA-4818A	REPLACEMENT BUS	14620	1820	FUZ	1456	1456	1456	1456	1456	1456	1456	736	736	736	736	736			
						L	182	182	182	182	182	182	182	92	92	92	92	92			
						STAT	182	182	182	182	182	182	182	92	92	92	92	92			

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

PUBLIC TRANSPORTATION PROGRAM
(Urban With Funds)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS		
						FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019		FY 2020	
DURHAM ORANGE	TRIANGLE TRANSIT	TA-4818B	REPLACEMENT BUS	10722	1170	FUZ	936	936	936	936	650	650	650	650	650			
						L	117	117	117	117	81	81	81	81	81			
						STAT	117	117	117	117	81	81	81	81	81			
WAKE	TRIANGLE TRANSIT	TA-4994	REPLACEMENT BUS: PARATRANSIT (4) LIGHT TRANSIT VEHICLES - CAMPO FUNDED	220	220													
WAKE	TRIANGLE TRANSIT	TA-5123A	EXPANSION BUS	13800	1380	FUZ	1104	1104	1104	1104	920	920	920	920	920			
						L	138	138	138	138	115	115	115	115	115			
						STAT	138	138	138	138	115	115	115	115	115			
DURHAM ORANGE	TRIANGLE TRANSIT	TA-5123B	EXPANSION BUS	9570	1380	FUZ	728	728	728	728	606	606	606	606	608			
						L	91	91	91	91	76	76	76	76	76			
						STAT	91	91	91	91	76	76	76	76	76			
DURHAM ORANGE	TRIANGLE TRANSIT	TG-4821	ROUTINE CAPITAL: SIGNS, BENCHES, SHELTERS, SPARE PARTS, FAREBOX REPLACEMENT, SHOP & OFFICE EQUIPMENT, ETC.	11313	1313	FUZ	800	800	800	800	800	800	800	800	800			
						L	200	200	200	200	200	200	200	200	200			
WAKE	TRIANGLE TRANSIT	TG-5116S	SAFETY & SECURITY	1982	49	FUZ	198	30	30	30	297	272	269	269	269			
DURHAM ORANGE	TRIANGLE TRANSIT	TG-5123S	SAFETY & SECURITY	1982	49	FUZ	198	30	30	30	297	272	269	269	269			
WAKE	TRIANGLE TRANSIT	TM-5123A	JOB ACCESS / REVERSE COMMUTE: CAPITAL, PLANNING, OPERATING COST	3828	348	JARC	174	174	174	174	174	174	174	174	174			
						L	174	174	174	174	174	174	174	174	174			
DURHAM ORANGE CHATHAM	TRIANGLE TRANSIT VARIOUS	TM-5123B	JOB ACCESS / REVERSE COMMUTE: CAPITAL, PLANNING, OPERATING COST	3828	348	JARC	174	174	174	174	174	174	174	174	174			
						L	174	174	174	174	174	174	174	174	174			
WAKE	TRIANGLE TRANSIT	TM-5129A	NEW FREEDOM - BEYOND AM. DISABILITY ACT REQUIREMENTS	1716	156	FNF	78	78	78	78	78	78	78	78	78			
						L	78	78	78	78	78	78	78	78	78			
DURHAM ORANGE CHATHAM	TRIANGLE TRANSIT VARIOUS	TM-5129B	NEW FREEDOM - BEYOND AM. DISABILITY ACT REQUIREMENTS	1716	156	FNF	78	78	78	78	78	78	78	78	78			
						L	78	78	78	78	78	78	78	78	78			
WAKE	TRIANGLE TRANSIT	TO-5131	OPERATING ASSISTANCE	10736	976	STAT	976	976	976	976	976	976	976	976	976			
DURHAM ORANGE	TRIANGLE TRANSIT	TO-5135	OPERATING ASSISTANCE	10736	976	STAT	976	976	976	976	976	976	976	976	976			
WILSON	WILSON	TO-5202	OPERATING ASSISTANCE	2288	208	STAT	208	208	208	208	208	208	208	208	208			
FORSYTH	WINSTON SALEM - MPO	TP-5105	PLANNING ASSISTANCE - 5303/04 FUNDS	1133	103	FMPL	83	83	83	83	83	83	83	83	83			
						L	10	10	10	10	10	10	10	10	10			
						STAT	10	10	10	10	10	10	10	10	10			
FORSYTH	WINSTON SALEM TRANSIT	TA-4795	REPLACEMENT BUS - PARATRANSIT - LOW FLOOR	182	182													

FUNDING AMOUNTS TO BE UPDATED

FUNDING AMOUNTS TO BE UPDATED

PUBLIC TRANSPORTATION PROGRAM
(Unfunded Urban)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	
WAKE	CARY/C-TRAN	TD-4918u	FACILITY: QUEUE JUMP LANES - DAVIS DRIVE.														
WAKE	CARY/C-TRAN	TD-5201u	FACILITY: MAINTENANCE & OPERATIONS														
WAKE	CARY/C-TRAN	TD-5209u	FACILITY: MAINTENANCE & OPERATIONS														
WAKE	CARY/C-TRAN	TD-5214u	FACILITY: MAINTENANCE & OPERATIONS														
WAKE	CARY/C-TRAN	TG-5213u	PREVENTIVE MAINTENANCE: PARATRANSIT														
WAKE	CARY/C-TRAN	TG-5214u	PREVENTIVE MAINTENANCE: FIXED ROUTE														
WAKE	CARY/C-TRAN	TG-5215u	SERVICE VEHICLES FLEET: SUPERVISOR, TOW, SUPPORT														
WAKE	CARY/C-TRAN	TO-5202u	OPERATING ASSISTANCE														
ORANGE	CHAPEL HILL TRANSIT	TA-4726Au	REPLACEMENT BUS	886	886	FED											
ORANGE	CHAPEL HILL TRANSIT	TA-4979Au	REPLACEMENT VANS - SAFE-RIDE	427	210	FED						31		31			
ORANGE	CHAPEL HILL TRANSIT	TA-4981u	REPLACEMENT: SEDANS/WAGONS/4X4	117	117	FED											
ORANGE	CHAPEL HILL TRANSIT	TA-4995u	EXPANSION BUS	3600	3600	FED											
ORANGE	CHAPEL HILL TRANSIT	TA-5114u	EXPANSION BUS - HILLSBOROUGH CIRCULATOR	198	198	FED											
ORANGE	CHAPEL HILL TRANSIT	TD-4710u	FACILITY: PARK & RIDE	3500	3500	FED											
ORANGE	CHAPEL HILL TRANSIT	TD-5204u	FACILITY: INTERMODAL CENTER - HILLSBOROUGH	150	150	FED											
ORANGE DURHAM	CHAPEL HILL TRANSIT TRIANGLE TRANSIT	TE-4706Au	FIXED GUIDEWAY: LIGHT RAIL SERVICE-DURHAM-CHAPEL HILL-RIGHT-OF-WAY	5600	5600	FED											
ORANGE DURHAM	CHAPEL HILL TRANSIT TRIANGLE TRANSIT	TE-4706Bu	FIXED GUIDEWAY: LIGHT RAIL - ALTERNATIVES ANALYSIS, PE & DESIGN - DURHAM-CHAPEL HILL														
ORANGE	CHAPEL HILL TRANSIT	TG-4732Du	SERVICE VEHICLES FLEET: SUPERVISOR, TOW, SUPPORT														
ORANGE	CHAPEL HILL TRANSIT	TG-5217u	PREVENTIVE MAINTENANCE: FIXED ROUTE														
ORANGE	CHAPEL HILL TRANSIT	TG-5218u	SECURITY AND SAFETY														
ORANGE	CHAPEL HILL TRANSIT	U-5119u	FIXED GUIDEWAYS: BUS RAPID TRANSIT OPERATIONAL IMPROVEMENTS	169626	626	FED		16900		16900		16900		16900		16900	
MECKLENBURG	CHARLOTTE AREA TRANSIT	TA-4710Au	REPLACEMENT BUS - DEBT SERVICE PAYMENT (C-4954)	65639	33539	FED		3210		3210		3210		3210		3210	
MECKLENBURG	CHARLOTTE AREA TRANSIT	TA-4711u	REPLACEMENT: PARATRANSIT FLEET	2500	2500	FED											

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

PUBLIC TRANSPORTATION PROGRAM
(Unfunded Urban)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS		
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM							
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
CABARRUS	CONCORD	TG-5221u	SERVICE VEHICLES FLEET: SUPERVISOR, TOW, SUPPORT																
CABARRUS	CONCORD	TT-5203u	TECHNOLOGY: VEH. TRACKING, PASSENGER INFO, DATA COMMUNICATIONS, TRAFFIC SIGNAL PRIORITY																
DURHAM	DURHAM/DATA	TA-4755u	EXPANSION BUS - HYBRID	25296	5296	FED	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000			
DURHAM	DURHAM/DATA	TA-4923Au	REPLACEMENT BUS	5330		FED	533	533	533	533	533	533	533	533	533	533			
DURHAM	DURHAM/DATA	TA-4923Bu	REPLACEMENT BUS - HYBRID	4650		FED	465	465	465	465	465	465	465	465	465	465			
DURHAM	DURHAM/DATA	TA-5105u	REPLACEMENT BUS: PARATRANSIT VEH.																
DURHAM	DURHAM/DATA	TA-5117u	REPLACEMENT BUS: PARATRANSIT VEH.																
DURHAM	DURHAM/DATA	TD-4945u	FACILITY: PARK & RIDE																
DURHAM	DURHAM/DATA	TE-5201u	FIXED GUIDEWAY: NCRR GRADE SEPARATIONS AND TRACK REALIGNMENTS IN DURHAM COUNTY	8034	8034	FED													
DURHAM	DURHAM/DATA	TG-5222u	SERVICE VEHICLES FLEET: SUPERVISOR, TOW, SUPPORT																
DURHAM	DURHAM/DATA	TT-4911u	TECHNOLOGY: VEH. TRACKING, PASSENGER INFO, DATA COMMUNICATIONS, TRAFFIC SIGNAL PRIORITY																
CUMBERLAND	FAYETTEVILLE TRANSIT	TA-4743u	REPLACEMENT VANPOOL VANS.																
CUMBERLAND	FAYETTEVILLE TRANSIT	TA-4955u	EXPANSION - VANPOOLS VANS																
CUMBERLAND	FAYETTEVILLE TRANSIT	TA-4990u	EXPANSION BUS																
CUMBERLAND	FAYETTEVILLE TRANSIT	TA-4999u	EXPANSION BUS: SMALL																
CUMBERLAND	FAYETTEVILLE TRANSIT	TD-4708u	FACILITY - INTERMODAL CENTER: NEW DESIGN, ACQUISITION, CONSTRUCTION	13700		FED		13700											
CUMBERLAND	FAYETTEVILLE TRANSIT	TG-5223u	SECURITY AND SAFETY																
CUMBERLAND	FAYETTEVILLE TRANSIT	TG-5224u	SERVICE VEHICLES : SUPERVISOR, TOW, SUPPORT																
CUMBERLAND	FAYETTEVILLE TRANSIT	TT-5204u	TECHNOLOGY: VEH. TRACKING, PASSENGER INFO, DATA COMMUNICATIONS, TRAFFIC SIGNAL PRIORITY																
GASTON	GASTONIA TRANSIT	TA-5103u	REPLACEMENT BUS: 35' HYBRID ELECTRIC	25000		FED	2500	2500	2500	2500	2500	2500	2500	2500	2500	2500			
GASTON	GASTONIA TRANSIT	TA-5109u	REPLACEMENT BUS - HYBRID	1500	1500	FED													
GASTON	GASTONIA TRANSIT	TA-5111u	REPLACEMENT BUS: 35' HYBRID ELECTRIC																

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

PUBLIC TRANSPORTATION PROGRAM
(Unfunded Urban)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS					
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM										
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020						
WAKE	TRIANGLE TRANSIT	TA-4992Au	EXPANSION - VANPOOLS VANS	300	300	FED																
DURHAM ORANGE	TRIANGLE TRANSIT	TA-4992Bu	EXPANSION - VANPOOLS VANS	300	300	FED																
WAKE	TRIANGLE TRANSIT	TA-4993Au	EXPANSION - PARATRANSIT FLEET	121	121	FED																
DURHAM ORANGE	TRIANGLE TRANSIT	TA-4993Bu	EXPANSION - PARATRANSIT FLEET	121	121	FED																
WAKE	TRIANGLE TRANSIT	TA-4994Au	REPLACEMENT: PARATRANSIT FLEET	121	121	FED																
DURHAM ORANGE	TRIANGLE TRANSIT	TA-4994Bu	REPLACEMENT: PARATRANSIT FLEET	121	121	FED																
WAKE	TRIANGLE TRANSIT	TA-5107u	REPLACEMENT VANPOOL VANS.																			
DURHAM ORANGE	TRIANGLE TRANSIT	TA-5108u	REPLACEMENT VANPOOL VANS.																			
DURHAM ORANGE WAKE	TRIANGLE TRANSIT	TA-5123Bu	EXPANSION BUS	7464	910	FED		728		728		728		728		607		607		607		607
DURHAM ORANGE WAKE	TRIANGLE TRANSIT	TD-4941u	FACILITY: PARK & RIDE: NELSON ROAD EXPANSION	500	500	FED																
WAKE	TRIANGLE TRANSIT	TD-4944u	FACILITY: I-40 BUS BYPASS SHOULDER PROJECT.	40	40	FED																
DURHAM ORANGE WAKE	TRIANGLE TRANSIT	TE-4705Bu	FIXED: AIRPORT RAIL PROJECT-PLANNING/PE/DEIS																			
WAKE	TRIANGLE TRANSIT	TE-4903Au	FIXED GUIDEWAY: LIGHT RAIL SERVICE-RALEIGH-RTP-DURHAM DESIGN PHASE 1	1000	1000	FED																
DURHAM ORANGE	TRIANGLE TRANSIT	TE-4903Bu	FIXED GUIDEWAY: LIGHT RAIL SERVICE-RALEIGH-RTP-DURHAM DESIGN PHASE 1	1000	1000	FED																
DURHAM ORANGE	TRIANGLE TRANSIT	TE-4903Du	FIXED GUIDEWAY: TRIANGLE TRANSIT LIGHT RAIL SERVICE-RALEIGH-RTP-DURHAM																			
WAKE	TRIANGLE TRANSIT	TE-4903Eu	FIXED GUIDEWAY: TRIANGLE TRANSIT LIGHT RAIL SERVICE-RALEIGH-RTP-DURHAM																			
DURHAM ORANGE WAKE	TRIANGLE TRANSIT	TG-5246u	SERVICE VEHICLES FLEET: SUPERVISOR, TOW, SUPPORT																			

DRAFT

PUBLIC TRANSPORTATION PROGRAM
(Unfunded Urban)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS		
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM							
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
DURHAM ORANGE WAKE	TRIANGLE TRANSIT	TG-5247u	PREVENTIVE MAINTENANCE: FIXED ROUTE																
DURHAM ORANGE WAKE	TRIANGLE TRANSIT	TG-5248u	PREVENTIVE MAINTENANCE: PARATRANSIT																
FORSYTH	WINSTON SALEM TRANSIT	TA-4795Au	REPLACEMENT BUS: SMALL BUS (8)	13700		FED				13700									
FORSYTH	WINSTON SALEM TRANSIT	TA-4795Bu	REPLACEMENT BUS SMALL	592	592	FED													
FORSYTH	WINSTON SALEM TRANSIT	TA-4931u	REPLACEMENT BUS	23680	23680	FED													
FORSYTH	WINSTON SALEM TRANSIT	TD-4734Bu	FACILITY: INTERMODAL STATION	5917		FED		891		1835		1031		974		1186			
FORSYTH	WINSTON SALEM TRANSIT	TG-5249u	SERVICE VEHICLES FLEET: SUPERVISOR, TOW, SUPPORT	19105		FED				6118		6301				6686			
FORSYTH	WINSTON SALEM TRANSIT	TG-5250u	PREVENTIVE MAINTENANCE: FIXED ROUTE	774		FED								581		193			
FORSYTH	WINSTON SALEM TRANSIT	TT-5211u	TECHNOLOGY: VEH. TRACKING, PASSENGER INFO, DATA COMMUNICATIONS, TRAFFIC SIGNAL PRIORITY	674		FED				674									
ALEXANDER BURKE CALDWELL CATAWBA	WPRTA	TA-5101u	REPLACEMENT BUS	7500		FED		7500											
ALEXANDER BURKE CALDWELL CATAWBA	WPRTA	TA-5104u	EXPANSION BUS	2108		FED		2108											
ALEXANDER BURKE CALDWELL CATAWBA	WPRTA	TA-5110u	EXPANSION BUS																
ALEXANDER BURKE CALDWELL CATAWBA	WPRTA	TG-5251u	SECURITY AND SAFETY	1000		FED		1000											

DRAFT

PUBLIC TRANSPORTATION PROGRAM
(Unfunded Urban)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	
ALEXANDER BURKE CALDWELL CATAWBA	WPRTA	TG-5253u	SERVICE VEHICLES FLEET: SUPERVISOR, TOW, SUPPORT														
ALEXANDER BURKE CALDWELL CATAWBA	WPRTA	TT-5107u	TECHNOLOGY: VEH. TRACKING, PASSENGER INFO, DATA COMMUNICATIONS, TRAFFIC SIGNAL PRIORITY														
DURHAM ORANGE	TRIANGLE TRANSIT	TD-4944Bu	FACILITY: I-40 BUS BYPASS SHOULDER PROJECT.	40	40	FED											

DRAFT

PUBLIC TRANSPORTATION PROGRAM
(ROAP)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS		
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM							
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
CLEVELAND GASTON IREDELL LINCOLN		TJ-5109	OPS FOR EMPLOYMENT TRANSPORTATION	1727	157	OAWP	157	157	157	157	157	157	157	157	157	157			
BUNCOMBE, HAYWOOD MADISON TRANSYLVANNIA		TJ-5110	OPS FOR EMPLOYMENT TRANSPORTATION	946	86	OAWP	86	86	86	86	86	86	86	86	86	86			
HOKE RICHMOND ROBESON SCOTLAND		TJ-5111	OPS FOR EMPLOYMENT TRANSPORTATION	1782	162	OAWP	162	162	162	162	162	162	162	162	162	162			
BLADEN CUMBERLAND HARNETT SAMPSON		TJ-5112	OPS FOR EMPLOYMENT TRANSPORTATION	1903	173	OAWP	173	173	173	173	173	173	173	173	173	173			
BRUNSWICK COLUMBUS PENDER		TJ-5113	OPS FOR EMPLOYMENT TRANSPORTATION	1309	119	OAWP	119	119	119	119	119	119	119	119	119	119			
DUPLIN GREENE LENOIR WAYNE		TJ-5114	OPS FOR EMPLOYMENT TRANSPORTATION	924	84	OAWP	84	84	84	84	84	84	84	84	84	84			
MCDOWELL POLK RUTHERFORD		TJ-5115	OPS FOR EMPLOYMENT TRANSPORTATION	550	50	OAWP	50	50	50	50	50	50	50	50	50	50			
CHATHAM LEE MOORE ORANGE		TJ-5116	OPS FOR EMPLOYMENT TRANSPORTATION	880	80	OAWP	80	80	80	80	80	80	80	80	80	80			
CHEROKEE CLAY GRAHAM JACKSON MACON SWAIN		TJ-5117	OPS FOR EMPLOYMENT TRANSPORTATION	473	43	OAWP	43	43	43	43	43	43	43	43	43	43			

DRAFT

PUBLIC TRANSPORTATION PROGRAM
(ROAP)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS		
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM							
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
DAVIE STOKES SURRY YADKIN		TJ-5118	OPS FOR EMPLOYMENT TRANSPORTATION	715	65	OAWP	65	65	65	65	65	65	65	65	65	65			
DURHAM WAKE		TJ-5119	OPS FOR EMPLOYMENT TRANSPORTATION	1617	147	OAWP	147	147	147	147	147	147	147	147	147	147			
FRANKLIN GRANVILLE PERSON VANCE WARREN		TJ-5120	OPS FOR EMPLOYMENT TRANSPORTATION	847	77	OAWP	77	77	77	77	77	77	77	77	77	77			
EDGECOMBE JOHNSTON NASH WILSON		TJ-5121	OPS FOR EMPLOYMENT TRANSPORTATION	1243	113	OAWP	113	113	113	113	113	113	113	113	113	113			
CABARRUS ROWAN		TJ-5122	OPS FOR EMPLOYMENT TRANSPORTATION	594	54	OAWP	54	54	54	54	54	54	54	54	54	54			
CHEROKEE		TJ-5123	OPS FOR EMPLOYMENT TRANSPORTATION																
HENDERSON		TJ-5124	OPS FOR EMPLOYMENT TRANSPORTATION	374	34	OAWP	34	34	34	34	34	34	34	34	34	34			
GUILFORD		TJ-5125	OPS FOR EMPLOYMENT TRANSPORTATION	1287	117	OAWP	117	117	117	117	117	117	117	117	117	117			
MECKLENBURG		TJ-5126	OPS FOR EMPLOYMENT TRANSPORTATION	2618	238	OAWP	238	238	238	238	238	238	238	238	238	238			
NEW HANOVER		TJ-5127	OPS FOR EMPLOYMENT TRANSPORTATION	440	40	OAWP	40	40	40	40	40	40	40	40	40	40			
FORSYTH		TJ-5128	OPS FOR EMPLOYMENT TRANSPORTATION	803	73	OAWP	73	73	73	73	73	73	73	73	73	73			
ALAMANCE		TJ-5129	OPS FOR EMPLOYMENT TRANSPORTATION	561	51	OAWP	51	51	51	51	51	51	51	51	51	51			
CAMDEN CHOWAN CURRITUCK DARE GATES HYDE PASQUOTANK PERQUIMANS TYRRELL WASHINGTON		TL-5101	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	6017	547	EDTAP	547	547	547	547	547	547	547	547	547	547			

DRAFT

PUBLIC TRANSPORTATION PROGRAM (ROAP)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED	
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					FUTURE YEARS	
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
HOKE RICHMOND ROBESON SCOTLAND		TL-5111	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	3839	349	EDTAP	349	349	349	349	349	349	349	349	349			
BLADEN CUMBERLAND HARNETT SAMPSON		TL-5112	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	4884	444	EDTAP	444	444	444	444	444	444	444	444	444			
BRUNSWICK COLUMBUS PENDER		TL-5113	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	3927	357	EDTAP	357	357	357	357	357	357	357	357	357			
DUPLIN GREENE LENOIR WAYNE		TL-5114	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	3762	342	EDTAP	342	342	342	342	342	342	342	342	342			
MCDOWELL POLK RUTHERFORD		TL-5115	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	2563	233	EDTAP	233	233	233	233	233	233	233	233	233			
CHATHAM LEE MOORE ORANGE		TL-5116	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	3938	358	EDTAP	358	358	358	358	358	358	358	358	358			
CHEROKEE CLAY GRAHAM JACKSON MACON SWAIN		TL-5117	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	4356	396	EDTAP	396	396	396	396	396	396	396	396	396			
DAVIE STOKES SURRY YADKIN		TL-5118	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	3498	318	EDTAP	318	318	318	318	318	318	318	318	318			
DURHAM WAKE		TL-5119	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	5412	492	EDTAP	492	492	492	492	492	492	492	492	492			
FRANKLIN GRANVILLE PERSON VANCE WARREN		TL-5120	OPS FOR ELDERLY AND DISABLED TRANSPORTATION SERVICES.	4136	376	EDTAP	376	376	376	376	376	376	376	376	376			

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

PUBLIC TRANSPORTATION PROGRAM
(ROAP)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS	
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
BRUNSWICK COLUMBUS PENDER		TR-5113	OPS FOR GENERAL PUBLIC IN RURAL AREAS	4752	432	L	39	39	39	39	39	39	39	39	39	39		
						RGP	393	393	393	393	393	393	393	393	393	393		
DUPLIN GREENE LENOIR WAYNE		TR-5114	OPS FOR GENERAL PUBLIC IN RURAL AREAS	4400	400	L	36	36	36	36	36	36	36	36	36	36		
						RGP	364	364	364	364	364	364	364	364	364	364		
MCDOWELL POLK RUTHERFORD		TR-5115	OPS FOR GENERAL PUBLIC IN RURAL AREAS	1980	180	L	16	16	16	16	16	16	16	16	16	16		
						RGP	164	164	164	164	164	164	164	164	164	164		
CHATHAM LEE MOORE ORANGE		TR-5116	OPS FOR GENERAL PUBLIC IN RURAL AREAS	4840	440	L	40	40	40	40	40	40	40	40	40	40		
						RGP	400	400	400	400	400	400	400	400	400	400		
CHEROKEE CLAY GRAHAM JACKSON MACON SWAIN		TR-5117	OPS FOR GENERAL PUBLIC IN RURAL AREAS	4741	431	L	39	39	39	39	39	39	39	39	39	39		
						RGP	392	392	392	392	392	392	392	392	392	392		
DAVIE STOKES SURRY YADKIN		TR-5118	OPS FOR GENERAL PUBLIC IN RURAL AREAS	4290	390	L	35	35	35	35	35	35	35	35	35	35		
						RGP	355	355	355	355	355	355	355	355	355	355		
DURHAM WAKE		TR-5119	OPS FOR GENERAL PUBLIC IN RURAL AREAS	4686	426	L	39	39	39	39	39	39	39	39	39	39		
						RGP	387	387	387	387	387	387	387	387	387	387		
FRANKLIN GRANVILLE PERSON VANCE WARREN		TR-5120	OPS FOR GENERAL PUBLIC IN RURAL AREAS	5038	458	L	42	42	42	42	42	42	42	42	42	42		
						RGP	416	416	416	416	416	416	416	416	416	416		
EDGECOMBE JOHNSTON NASH WILSON		TR-5121	OPS FOR GENERAL PUBLIC IN RURAL AREAS	5522	502	L	46	46	46	46	46	46	46	46	46	46		
						RGP	456	456	456	456	456	456	456	456	456	456		
CABARRUS ROWAN		TR-5122	OPS FOR GENERAL PUBLIC IN RURAL AREAS	3091	281	L	26	26	26	26	26	26	26	26	26	26		
						RGP	255	255	255	255	255	255	255	255	255	255		
CHEROKEE		TR-5123	OPS FOR GENERAL PUBLIC IN RURAL AREAS	682	62	L	6	6	6	6	6	6	6	6	6	6		
						RGP	56	56	56	56	56	56	56	56	56	56		

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

PUBLIC TRANSPORTATION PROGRAM
(Statewide)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS			
						FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM							
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019		FY 2020		
STATEWIDE		TI-9701	INTERCITY BUS SERVICE	87700	7800	FNU	2950	3000	3500	3500	4000	4000	4500	4500	5000	5000			
						L	2950	3000	3500	3500	4000	4000	4500	4500	5000	5000			
STATEWIDE		TK-9701A	RECOVERY ACT FUNDED CAPITAL ASSISTANCE FOR RURAL AREA GENERAL PUBLIC TRANSIT SERVICES	25147	25147														
STATEWIDE		TK-9701B	RECOVERY ACT FUNDED STATE ADMINISTRATION AND OVERSIGHT FOR RURAL AREA GENERAL PUBLIC TRANSIT SERVICES	2925	2925														
STATEWIDE		TK-9702	CAPITAL ASSISTANCE FOR RURAL AREA GENERAL PUBLIC TRANSIT SERVICES	81574	6940	FNU	4800	5500	5200	5250	5300	5400	6000	6000	6000	6000	6000		
						L	600	668	650	656	663	675	750	750	750	750	750		
						STCP	1062	1217	1151	1162	1173	1195	1328	1328	1328	1328	1328		
STATEWIDE		TK-9703	PROJECT ADMINISTRATION, NCDOT ADMINISTRATION OVERSIGHT, AND PLANNING ASSISTANCE FOR RURAL AREA GENERAL PUBLIC TRANSIT SERVICES	240923	18875	FNU	15000	15500	16000	16500	17000	17000	17000	17000	17000	17000	17000		
						L	2812	1938	2000	2062	2125	2125	2125	2125	2125	2125	2125		
						STAT	2300	3429	3540	3651	3761	3761	3761	3761	3761	3761	3761		
STATEWIDE		TK-9704A	CAPITAL, OPERATING ASSISTANCE AND PROGRAM ADMINISTRATOR FOR ELDERLY AND DISABLED PERSONS TRANSIT SERVICE	52116	3115	FEPD	6500	3200	3400	3600	3800	4000	4200	4400	4600	4800			
						L	102	50	53	56	59	62	66	69	72	600			
						STAT	812	400	425	450	475	500	525	550	575	600			
STATEWIDE		TK-9704B	OPERATING ASSISTANCE AND PROGRAM ADMINISTRATOR FOR ELDERLY AND DISABLED PERSONS TRANSIT SERVICE	840	542	L	13	6	7	7	7	8	8	9	9	75			
						STAT	13	6	7	7	7	8	8	9	9	75			
STATEWIDE		TL-9701	OPERATING ASSISTANCE FOR RURAL ARE GENERAL PUBLIC TRANSIT SERVICES	60956	4270	FNU	1092	1196	1256	1319	1385	1454	1526	1526	1526	1526			
						L	3392	3714	3900	4095	4300	4515	4741	4741	4741	4741			
STATEWIDE		TM-9701	CAPITAL, OPERATING ASSISTANCE AND PROGRAM ADMINISTRATOR FOR DISABLED PERSONS' TRANSIT SERVICES	28468	1605	FNF	3100	1650	1733	1819	1910	2006	2106	2211	2322	2438			
						L	880	206	217	227	239	251	263	276	290	305			
						STAT	140	206	217	227	239	251	263	276	290	305			
STATEWIDE		TM-9702	CAPITAL, OPERATING ASSISTANCE AND PROGRAM ADMINISTRATOR FOR EMPLOYMENT TRANSIT SERVICES	43455	1419	JARC	5024	2500	2625	2756	2894	3039	3191	3350	3518	3694			
						L	1291	622	653	686	720	756	794	833	875	919			
						STAT	205	99	104	109	115	120	126	133	139	146			
STATEWIDE		TP-5200	PLANNING AND SUPPORT ACTIVITIES	4923	373	FMPL	364	364	364	364	364	364	364	364	364	364			
						STAT	91	91	91	91	91	91	91	91	91	91			
STATEWIDE		TT-9702	TECHNOLOGY PROJECTS IN URBAN AREAS	10828	1244	L	147	100	89	89	89	89	89	89	89	89			
						UTCH	1325	900	800	800	800	800	800	800	800	800			

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

DRAFT

This page intentionally left blank.

Section 4 – Statewide TIP (*Other*)

The Statewide TIP includes all projects in the FY 2012-2018 State TIP that are statewide in scope. Since a portion of these various projects may occur within the DCHC MPO, these projects must be listed in the MTIP. The Statewide TIP is listed on the following pages.

An explanation of the table format and keys for the funding sources and work types can be found at the beginning of the Local Supplement of the STIP, which is in a previous section of this document.

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	
INTERSTATE PROJECTS																	
STATEWIDE	I-95	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	16800											
IN PROGRESS																	
STATEWIDE	VARIOUS	I-9999	IM BALANCE.	0.0													
STATEWIDE	VARIOUS	I-9998	INTERSTATE PREVENTATIVE MAINTENANCE.														
RURAL PROJECTS																	
STATEWIDE	VARIOUS	M-0405	STATEWIDE MOWING MAINTENANCE CONTRACTS FOR PROPERTIES ACQUIRED BY NCDOT IN ADVANCE OF STIP PROJECTS.		1372	372	S	N	100	N	100	N	100	N	100	N	100
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0281	CENTER FOR TRANSPORTATION AND THE ENVIRONMENT	0.0	1500	1500											
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0360	DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		15980	5980	S	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0376	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.		14900	5900	S	PE	900	PE	900	PE	900	PE	900	PE	900
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0377	ENVIRONMENTAL STREAMLINING. COORDINATE, PLAN, FACILITATE, IMPLEMENT AND TRACK INITIATIVES.		3000	3000											
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0391	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS		6978	2978	S	PE	400	PE	400	PE	400	PE	400	PE	400
IN PROGRESS																	
STATEWIDE	VARIOUS	M-0392	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		2800	1200	S	PE	160	PE	160	PE	160	PE	160	PE	160
IN PROGRESS																	
STATEWIDE	VARIOUS	R-4701	TRAFFIC SYSTEM OPERATIONS PROGRAM (SIGNAL MAINTENANCE).		375230	175230	STP	C	20000	C	20000	C	20000	C	20000	C	20000
IN PROGRESS																	

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS		
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM							
							FUNDS	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
RURAL PROJECTS																			
STATEWIDE	VARIOUS	R-4500	ECONOMIC DEVELOPMENT.		10000		S	C	5000	C	5000								
IN PROGRESS																			
STATEWIDE	VARIOUS	R-2929	NATIONAL PARKS SERVICE SPOT SAFETY AND SIGN REHABILITATION.	0.0	1000		FLPP	C	100	C	100	C	100	C	100	C	100	C	100
UNDER CONSTRUCTION BY FEDERAL HIGHWAY ADMINISTRATION																			
STATEWIDE	VARIOUS	R-4436	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY.		41878	16878	STP	N	2500	N	2500	N	2500	N	2500	N	2500	N	2500
IN PROGRESS																			
STATEWIDE	VARIOUS	R-4067	POSITIVE GUIDANCE PROGRAM (PAVEMENT MARKINGS AND MARKERS, LED SIGNAL HEAD REPLACEMENT)		103412	63412	STP	C	4000	C	4000	C	4000	C	4000	C	4000	C	4000
IN PROGRESS																			
STATEWIDE	VARIOUS	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																			
STATEWIDE	VARIOUS	R-8888	STATEWIDE PLANNING FOR TRAFFIC FORECASTING, PRE-TIP PLANNING AND PURPOSE AND NEED STUDIES.		1494	494	S	F	100	F	100	F	100	F	100	F	100	F	100
IN PROGRESS																			
STATEWIDE	VARIOUS	R-2930	NATIONAL PARKS SERVICE EMERGENCY PAVEMENT REHABILITATION.	0.0	700		FLPP	C	70	C	70	C	70	C	70	C	70	C	70
UNDER CONSTRUCTION BY FEDERAL HIGHWAY ADMINISTRATION																			
STATEWIDE	VARIOUS	R-4454	IMPROVEMENT PROJECTS THAT FURTHER ECONOMIC GROWTH AND DEVELOPMENT IN SMALL URBAN AND RURAL AREAS.		47000	47000													
IN PROGRESS																			
STATEWIDE	VARIOUS	R-4049	TRAFFIC OPERATIONS (INCIDENT MANAGEMENT, 511, SMARTLINK, TEC, TMC)	0.0	230792	100792	IM	C	9750	C	9750	C	9750	C	9750	C	9750	C	9750
							NHS	C	3250	C	3250	C	3250	C	3250	C	3250	C	3250
IN PROGRESS																			
STATEWIDE	VARIOUS	R-4073	ASPHALT MATERIALS TESTING LABORATORIES CORRECTIVE ACTION PLAN FOR GROUNDWATER CLEAN-UP AT 54 SITES.		22632	12632	STP	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000
IN PROGRESS																			

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED															
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						FUTURE YEARS														
							FUNDS	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020															
RURAL PROJECTS																																
STATEWIDE	VARIOUS	R-9999WM	ENVIRONMENTAL MITIGATION AND MINIMIZATION.		178681	61631		NHS	M	50	M	1500	M	1500	M	1500	M	8500	M	7000	M	4000	M	11000	M	12000	M	11500				
								T				M	1500	M	1500	M	1500	M	8500	M	7000	M	4000	M	11000	M	12000	M	11500			
								IN PROGRESS																								
STATEWIDE		M-0359	PROGRAM DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH. DEVELOP A PROCEDURES MANUAL.		300	300		IN PROGRESS																								
STATEWIDE		M-0428	ADVANCED VEHICLE RESEARCH CENTER (AVRC).		297	297		IN PROGRESS																								
URBAN PROJECTS																																
STATEWIDE	VARIOUS	U-4500	ECONOMIC DEVELOPMENT.		3667			S				C	3667																			
								IN PROGRESS																								
FEDERAL BRIDGE PROJECTS																																
STATEWIDE	VARIOUS	B-4693	STATEWIDE SURVEY OF HISTORICAL BRIDGES.		1000	1000		IN PROGRESS																								
STATEWIDE	VARIOUS	B-4700	BRIDGE PRESERVATION ISSUES AT SELECTED SITES.		129316	49316		FA	C	2500	C	2500	C	2500	C	2500	C	5000	C	5000	C	5000	C	5000	C	5000	C	5000				
								NFA	C	2500	C	2500	C	2500	C	2500	C	5000	C	5000	C	5000	C	5000	C	5000	C	5000				
								IN PROGRESS																								
STATEWIDE	VARIOUS	B-9999	BRIDGE INSPECTION PROGRAM.	0.0	238572	128572		BRGI	I	11000	I	11000	I	11000	I	11000	I	11000	I	11000	I	11000	I	11000	I	11000	I	11000				
								IN PROGRESS																								
STATEWIDE	VARIOUS	BK-5131	BRIDGE PRESERVATION AT SELECTED LOCATIONS.		1500	1500		UNDER CONSTRUCTION																								
STATEWIDE	VARIOUS	BK-5102	BRIDGE PAINTING AT 19 SELECTED LOCATIONS.		2027	2027		IN PROGRESS																								
STATEWIDE	VARIOUS	BK-5132	IN-DEPTH ENGINEERING EVALUATION OF WEIGHT RESTRICTIONS ON LOAD POSTED BRIDGES ON US AND NC DESIGNATED ROUTES.		1000	1000		IN PROGRESS																								
STATEWIDE	VARIOUS	BK-5101	DECK PRESERVATION AT 15 SELECTED LOCATIONS.		7747	7747		UNDER CONSTRUCTION																								
STATEWIDE	VARIOUS	BK-5100	ESTABLISH BRIDGE MANAGEMENT SYSTEM.		5000	5000		IN PROGRESS																								

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED					
								5 YEAR WORK PROGRAM										FUTURE YEARS					
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020						
FEDERAL BRIDGE PROJECTS																							
STATEWIDE	VARIOUS	BR-5100	REHABILITATE BRIDGES AT SELECTED LOCATIONS.		150000		FA						C	25000	C	25000	C	25000	C	25000	C	25000	
SCHEDULED FOR PLANNING AND ENVIRONMENTAL STUDY ONLY																							
STATEWIDE	VARIOUS	M-0418	STORM WATER RUNOFF. RESEARCH, DESIGN, CONSTRUCT, MAINTAIN AND MONITOR STORM WATER DRAINAGE FROM 50 BRIDGES OVER WATERWAYS. (HB 2346, SECTION 25.18)		5860	5860																	
UNDER CONSTRUCTION																							
STATEWIDE	VARIOUS	M-0379	SCOUR EVALUATION PROGRAM OF EXISTING BRIDGES.		3100	3100																	
IN PROGRESS																							
BICYCLE AND PEDESTRIAN PROJECTS																							
STATEWIDE	VARIOUS	EB-5130	BICYCLE MAPS AND ROUTES. REVISE, UPDATE, REPRINT MAPS AND SIGN ROUTES.		600		STPEB MP	5 A MP	5 A MP	5 A MP	5 A MP	5 A MP	MP	5 A MP	5 A MP	5 A MP	5 A MP	5 A MP	5 A MP				
							STPEB MP	5 B MP	5 B MP	5 B MP	5 B MP	5 B MP	MP	5 B MP	5 B MP	5 B MP	5 B MP	5 B MP	5 B MP				
							STPEB MP	50 C MP	50 C MP	50 C MP	50 C MP	50 C MP	MP	50 C MP	50 C MP	50 C MP	50 C MP	50 C MP	50 C MP				
A NORTH CAROLINA BICYCLE HIGHWAY MAPS. B LOCAL BICYCLE MAPS. C URBAN, REGIONAL AND COUNTY BICYCLE MAPS.																							
STATEWIDE	VARIOUS	EB-2956	STATEWIDE BICYCLE PROGRAM.	0.0	13645	8645	STPEB C	500	C	500	C	500	C	500	C	500	C	500	C	500			
IN PROGRESS																							
STATEWIDE	VARIOUS	EB-2966	SAFETY-EDUCATION PROJECTS.	0.0	670	420	STPEB B	25	B	25	B	25	B	25	B	25	B	25	B	25			
IN PROGRESS																							
STATEWIDE	VARIOUS	EB-4012	NORTH CAROLINA BICYCLING HIGHWAYS NO. 10 (SANDHILLS SECTOR): MAPPING AND SIGNING.	0.0																			
DELETED - WORK TO BE ACCOMPLISHED UNDER EB-3120																							
STATEWIDE	VARIOUS	EB-4013	SPOT IMPROVEMENTS: SHORT PAVEMENT SECTIONS, BICYCLE RACKS AND SIGNING NEEDS.	0.0	3830	2830	STPEB C	100	C	100	C	100	C	100	C	100	C	100	C	100			
IN PROGRESS																							
STATEWIDE	VARIOUS	EB-4411	ROADWAY IMPROVEMENTS FOR BICYCLE SAFETY ON STATE AND LOCAL DESIGNATED BIKE ROUTES.		9880	7880	STPEB C	200	C	200	C	200	C	200	C	200	C	200	C	200			
IN PROGRESS																							
STATEWIDE	VARIOUS	EB-3314	STATEWIDE PEDESTRIAN FACILITIES PROGRAM.	0.0	5600	4100	STPEP C	150	C	150	C	150	C	150	C	150	C	150	C	150			
IN PROGRESS																							
STATEWIDE	VARIOUS	EB-5118	STATEWIDE BIKE AND PEDESTRIAN FACILITY DEVELOPMENT.		3331	3331																	
IN PROGRESS																							

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED									
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS									
BICYCLE AND PEDESTRIAN PROJECTS																											
STATEWIDE	VARIOUS	EB-9999	BIKE-PEDESTRIAN BALANCE		30000		STPEB							C	5000	C	5000	C	5000	C	5000	C	5000				
STATEWIDE	REGIONAL	EB-4410	AREA-WIDE BICYCLE IMPROVEMENTS FEASIBILITY STUDIES.		200	150	STPEB	F	5	F	5	F	5	F	5	F	5	F	5	F	5	F	5				
IN PROGRESS																											
CONGESTION MITIGATION PROJECTS																											
STATEWIDE	NC RAILROAD	C-4901	RAIL DIVISION, CONSTRUCT A SECOND MAIN LINE BETWEEN THOMASVILLE AND LEXINGTON IN DAVIDSON COUNTY.		52295	7776	STHSR	PE	1119	PE	1135	PE	1154														
								STHSR	R	2749	R	5852	R	5951													
								STHSR	C	4475	C	12045	C	7789													
								O	C	750	C	750	C	750													
A NCRRIP - RESTORE DOUBLE TRACK, BOWERS TO LAKE - UNDER CONSTRUCTION.																											
STATEWIDE	VARIOUS	C-3600	DEPARTMENT OF MOTOR VEHICLES (DMV), VEHICLE EMISSION COMPLIANCE SYSTEM. UPGRADE NORTH CAROLINA'S MOTOR VEHICLE EMISSIONS INSPECTION AND MAINTENANCE (I/M) PROGRAM.	0.0	6702	6702																					
IN PROGRESS BY DEPARTMENT OF MOTOR VEHICLES																											
STATEWIDE	VARIOUS	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																					
IN PROGRESS																											
STATEWIDE	NON-ATTAINMENT AND MAINTENANCE AREAS	C-5100	SCHOOL BUS DIESEL PARTICULATE FILTER AND CLOSED CASE VENTILATION SYSTEM RETROFITS.		2000	2000																					
IN PROGRESS BY DEPARTMENT OF AIR QUALITY																											
STATEWIDE	NORTH CAROLINA DIVISION OF AIR QUALITY	C-4903	NORTH CAROLINA AIR AWARENESS OUTREACH PROGRAM TO PROVIDE EDUCATION AND PRODUCE DAILY AIR QUALITY FORECAST.		1500	500	CMAQ	N	80	N	80	N	80	N	80	N	80	N	80	N	80	N	80	N	80		
								O	N	20	N	20	N	20	N	20	N	20	N	20	N	20	N	20			
IN PROGRESS BY DEPARTMENT OF AIR QUALITY																											
STATEWIDE	STATEWIDE	C-9999	CONGESTION MITIGATION AIR QUALITY (CMAQ) PROGRAM BALANCE IN NON-ATTAINMENT AREAS		123000		CMAQ																				
								C	12000	C	21000	C	30000	C	30000	C	30000										

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

Table with columns: COUNTY, ROUTE/CITY, ID NUMBER, LOCATION / DESCRIPTION, LENGTH, TOTAL PROJ COST (THOU), PRIOR YEARS COST (THOU), FUNDS, STATE TRANSPORTATION IMPROVEMENT PROGRAM (5 YEAR WORK PROGRAM, DEVELOPMENTAL PROGRAM), UNFUNDED, FUTURE YEARS. Rows include Congestion Mitigation Projects (C-4902), Enhancement Projects (E-4603, E-4599, E-4018, E-3821, E-4602, E-9999, ER-3611, ER-5100, ER-3419).

STATEWIDE PROJECTS

TAC 2/9/2011 Attachment 6B

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM																			UNFUNDED			
							5 YEAR WORK PROGRAM										DEVELOPMENTAL PROGRAM					FUTURE YEARS							
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020													
ENHANCEMENT PROJECTS (ROADSIDE)																													
STATEWIDE	VARIOUS	ER-3102	IMPLEMENTATION OF STATEWIDE SCENIC BYWAYS PROGRAM.	0.0	1781	1031	STPEL	N	75	N	75	N	75	N	75	N	75	N	75	N	75								
							IN PROGRESS																						
STATEWIDE	VARIOUS	ER-3101	SPECIAL EVENTS PLANTING STATEWIDE.	0.0	13429	9429	STPEL	L	400	L	400	L	400	L	400	L	400	L	400	L	400	L	400						
							IN PROGRESS																						
STATEWIDE	VARIOUS	ER-3100	PLANTING OF WILDFLOWERS AND PERENNIAL BULBS ON FEDERAL-AID SYSTEM.	0.0	17849	11849	STPEL	L	600	L	600	L	600	L	600	L	600	L	600	L	600	L	600						
							IN PROGRESS																						
STATEWIDE	VARIOUS	ER-2973	ROADSIDE BEAUTIFICATION PROJECTS IN ALL FOURTEEN HIGHWAY DIVISIONS.	0.0	62993	32993	STPEL	L	3000	L	3000	L	3000	L	3000	L	3000	L	3000	L	3000	L	3000						
							IN PROGRESS																						
STATEWIDE	VARIOUS	ER-2971	SIDEWALK PROGRAM IN ALL FOURTEEN HIGHWAY DIVISIONS.	0.0	27358	13358	STPER	C	1400	C	1400	C	1400	C	1400	C	1400	C	1400	C	1400	C	1400						
							IN PROGRESS																						
STATEWIDE	BLUE RIDGE PARKWAY	ER-3817	SCENIC ENHANCEMENT AND VIEWSHED PROTECTION.	101.4	2200	2200																							
							IN ACQUISITION																						
HAZARD ELIMINATION PROJECTS																													
STATEWIDE	VARIOUS	SI-4902	FREEWAY SIGNING INITIATIVE. INSTALL OR REPLACE CRITICAL DIRECTIONAL SIGNS.		200	200																							
							UNDER CONSTRUCTION																						
STATEWIDE	VARIOUS	SI-4901	NO NEED 2 SPEED SAFETY INITIATIVE. SIGNING, EVALUATION, AND IMPLEMENTATION.		280	280																							
							IMPLEMENTATION IN PROGRESS																						
STATEWIDE	VARIOUS	SI-4900	BLUE STAR MEMORIAL HIGHWAY SIGNING. INSTALL SIGNS AT VARIOUS LOCATIONS STATEWIDE.		250	250																							
							UNDER CONSTRUCTION																						
STATEWIDE	VARIOUS	SI-4735	SAFETY MANAGEMENT INITIATIVES.		1107	1107																							
							IN PROGRESS																						
STATEWIDE	VARIOUS	W-4715	POSITIVE MEDIAN BARRIER PROJECTS.		9000		HES	C	500	C	500	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000						
STATEWIDE	VARIOUS	W-9999	HIGH HAZARD BALANCE, FISCAL YEARS 11-15.	0.0	117000		HES													C	19500	C	19500	C	19500	C	19500	C	19500

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS
HAZARD ELIMINATION PROJECTS																		
STATEWIDE	VARIOUS	W-5301	LANE DEPARTURE SYSTEMIC IMPROVEMENTS.		50000		HES	C	5000	C	5000	C	5000	C	5000	C	5000	
STATEWIDE	VARIOUS	W-4716	MEDIAN INLET REPLACEMENT PROJECT.															
UNDER CONSTRUCTION																		
STATEWIDE	VARIOUS	W-4714	RUMBLE STRIPS, SHOULDERS, ROADSIDE SAFETY IMPROVEMENTS, AUXILIARY TURN LANES, RAISED PAVEMENT MARKERS AND PROFILE PAVEMENT MARKINGS.		10050	50	HES	C	1000	C	1000	C	1000	C	1000	C	1000	
STATEWIDE	VARIOUS	W-4447	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.		75829	23829	HES	PE	5200	PE	5200	PE	5200	PE	5200	PE	5200	
IN PROGRESS																		
STATEWIDE	VARIOUS	W-5300	SIGNAL RETIMING TO IMPROVE SAFETY.		10000		HES	C	1000	C	1000	C	1000	C	1000	C	1000	
SAFE ROUTES TO SCHOOLS																		
STATEWIDE	VARIOUS	SR-5000	SAFE ROUTES TO SCHOOL PROGRAM. EDUCATIONAL, TRAINING AND OTHER NON-INFRASTRUCTURE NEEDS.		1925	925	SRTS	N	100	N	100	N	100	N	100	N	100	
IN PROGRESS																		
STATEWIDE	VARIOUS	SR-5001	SAFE ROUTES TO SCHOOL PROGRAM. PROJECTS TO IMPROVE SAFETY, REDUCE TRAFFIC, FUEL COMSUMPTION AND AIR POLLUTION IN VICINITY OF SCHOOLS.		45307	1307	SRTS	R	400	R	400	R	400	R	400	R	400	
							SRTS	C	4000	C	4000	C	4000	C	4000	C	4000	
IN PROGRESS																		
PASSENGER RAIL PROJECTS																		
STATEWIDE	VARIOUS	P-3809	RAILROAD SAFETY INSPECTIONS IN ALL FOURTEEN (14) DIVISIONS.		5810	4310	RR	I	50	I	50	I	50	I	50	I	50	
							T2001	I	100	I	100	I	100	I	100	I	100	
IN PROGRESS																		
STATEWIDE	VARIOUS	P-4702	MAINTENANCE OF RAILROAD TRACK AND SIGNAL IMPROVEMENTS.		14130	5730	T2001	C	840	C	840	C	840	C	840	C	840	
IN PROGRESS																		
STATEWIDE	VARIOUS	P-5202	ENVIRONMENTAL STUDIES FOR RAIL CAPITAL PROJECTS.		19251		T2001	C	1750	C	1787	C	1824	C	1863	C	1902	
STATEWIDE	VARIOUS	P-4701	CAPACITY AND TRAVEL TIME IMPROVEMENTS TO FREIGHT AND PASSENGER RAIL CORRIDORS, NEW EQUIPMENT AND MATCH FOR FEDERAL FUNDS.		173118	98518	T2001	C	7460	C	7460	C	7460	C	7460	C	7460	
							A RESTORE DOUBLE TRACK TO HOSKINS - UNDER CONSTRUCTION.											
PART UNDER CONSTRUCTION																		

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS					
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM										
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020						
PASSENGER RAIL PROJECTS																						
STATEWIDE	VARIOUS	P-4700	RAILROAD STATION REHABILITATION PROJECTS.		6900	6900																
IN PROGRESS																						
STATEWIDE	VARIOUS	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.		150	150																
IN PROGRESS																						
STATEWIDE	VARIOUS	P-4001	RAIL INDUSTRIAL ACCESS PROGRAM.	0.0	19000	9000	T2001	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000			
IN PROGRESS																						
STATEWIDE	VARIOUS	P-3814	CROSSING CONSOLIDATION PROJECTS AS IDENTIFIED IN SOUTH END SEHSRC TRAFFIC SEPARATION STUDY. RIGHT OF WAY TO BE ACQUIRED BY MUNICIPALITIES.	0.0	597	597																
UNDER CONSTRUCTION																						
STATEWIDE	VARIOUS	P-3419	SEALED CORRIDOR-SELECTED SEHSRC CROSSINGS. MEDIAN BARRIERS, ARTICULATED GATES, FOUR- QUADRANT GATES, WARNING DEVICE REVISIONS, SIGNAGE AND CAMERA SYSTEMS.	0.0	12307	12307																
UNDER CONSTRUCTION																						
STATEWIDE	VARIOUS	P-5003	SOUTHEASTERN NORTH CAROLINA PASSENGER RAIL SERVICE, RALEIGH TO WILMINGTON VIA FAYETTEVILLE.		132357	2356	T2001											C	130001			
RIGHT OF WAY IN PROGRESS																						
STATEWIDE	VARIOUS	P-5004	SOUTHEASTERN NORTH CAROLINA PASSENGER RAIL SERVICE, RALEIGH TO WILMINGTON VIA GOLDSBORO.		192087	3086	T2001											C	189001			
RIGHT OF WAY IN PROGRESS																						
STATEWIDE	VARIOUS	P-3418	PLANNING, MANAGEMENT AND RESEARCH STUDIES.	0.0	14367	6367	T2001	F	800	F	800	F	800	F	800	F	800	F	800			
IN PROGRESS																						
STATEWIDE	VARIOUS	P-3309	AT-GRADE CROSSING ELIMINATION AND IMPROVEMENT PROJECTS, CORRIDOR INVENTORIES AND STUDIES IN ALL FOURTEEN (14) DIVISIONS.	0.0	9452	6452	RR	C	150	C	150	C	150	C	150	C	150	C	150			
IN PROGRESS																						

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS	
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						
							FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
PASSENGER RAIL PROJECTS																		
STATEWIDE	VARIOUS	P-3815	CROSSING CONSOLIDATION PROJECTS AS IDENTIFIED IN NEWTON-HICKORY-CONOVER MPO TRAFFIC SEPARATION STUDY.	0.0	1620	1620												
UNDER CONSTRUCTION																		
STATEWIDE	VARIOUS	Y-4100	HIGHWAY-RAIL CROSSINGS SAFETY IMPROVEMENTS AND INVENTORY PASSENGER ROUTES.		15384	5384	RR	C	1000	C	1000	C	1000	C	1000	C	1000	
UNDER CONSTRUCTION																		
STATEWIDE	VARIOUS	Y-9999	HIGHWAY-RAIL CROSSING SAFETY IMPROVEMENTS, PASSENGER ROUTES.		13215	8315	RR	C	490	C	490	C	490	C	490	C	490	
IN PROGRESS																		
STATEWIDE	VARIOUS	Y-4415	HIGHWAY-RAIL CROSSING INVENTORY.		3075	2575	RR	C	50	C	50	C	50	C	50	C	50	
IN PROGRESS																		
STATEWIDE	VARIOUS	Y-4800	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES.		17285	17285												
IN PROGRESS																		
STATEWIDE	VARIOUS	Z-4100	HIGHWAY-RAIL CROSSING SAFETY IMPROVEMENTS AND INVENTORY.		9000	9000												
IN PROGRESS																		
STATEWIDE	VARIOUS	Z-5200	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.															
IN PROGRESS																		
STATEWIDE	VARIOUS	Z-9999	HIGHWAY-RAIL CROSSING SAFETY IMPROVEMENTS.		90511	25511	RR	C	6500	C	6500	C	6500	C	6500	C	6500	
IN PROGRESS																		
STATEWIDE	CSX	P-5005	HIGH PRIORITY NORTH-SOUTH RAIL CORRIDOR OF THE FUTURE.		25975	950	STHSR	PE	425	A								
IN PROGRESS																		
							STHSR	R	503	A								
							STHSR	C	5326	A								
							STHSR	PE	430	B								
							STHSR	R	400	B								
							STHSR	C	5941	B								
							T2001	C	4000									
							O	C	8000									
<p>A PIEDMONT CORRIDOR - CSXT MP A 101.0 (ENFIELD CROSSING).</p> <p>B PIEDMONT CORRIDOR - CSXT MP A 115.9 (ARMSTRONG CROSSING).</p>																		
STATEWIDE	NCRR	P-3414	TRAVEL TIME IMPROVEMENTS TO FREIGHT AND PASSENGER RAIL CORRIDORS BETWEEN RALEIGH AND CHARLOTTE AND MATCH FEDERAL FUNDS.	0.0	71500	61500	T2001	C	1000	C	1000	C	1000	C	1000	C	1000	
IN PROGRESS																		

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

FISCAL YEARS: TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED	
								5 YEAR WORK PROGRAM										FUTURE YEARS	
								FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
PASSENGER RAIL PROJECTS																			
STATEWIDE	NCRR-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.	260.0	16894	8746		T2001	R	1695									
								O	R	3955									
								STHSR	PE	12	A	PE	12	A	PE	12	A		
								STHSR	R	5	A	R	11	A	R	11	A		
								STHSR	C	478	A	C	967	A	C	990	A		
								A FAIRGROUNDS CROSSING.											
								IN PROGRESS											
STATEWIDE	STATEWIDE	Z-5100	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.					IN PROGRESS											
ROADSIDE ENVIRONMENTAL PROJECTS (REST AREA)																			
STATEWIDE	VARIOUS	K-4704	INTERSTATE REST AREA SYSTEM PRESERVATION. PAVEMENT, PAVEMENT MARKING, CURB AND GUTTER, SIDEWALKS AND OTHER REHABILITATION ITEMS.		6700	2700		IMPM	C	400	C	400	C	400	C	400	C	400	
								IN PROGRESS											
ROADSIDE ENVIRONMENTAL PROJECTS (SCENIC)																			
STATEWIDE	VARIOUS	L-1000	REPLACEMENT PLANTS AT SELECTED LOCATIONS WITHIN THE 14 HIGHWAY DIVISIONS. LANDSCAPE.	0.0	3303	2403		PLF	L	90	L	90	L	90	L	90	L	90	
								IN PROGRESS											
STATEWIDE	VARIOUS	L-2133	PLANTING OF PERENNIAL BULBS AND WILDFLOWERS WITHIN THE 14 HIGHWAY DIVISIONS. LANDSCAPE.	0.0	26960	15960		PLF	L	1100	L	1100	L	1100	L	1100	L	1100	
								IN PROGRESS											
STATEWIDE	VARIOUS	L-2500	COLOR AND CANOPY AND TREE PLANTING.	0.0	5743	743		PLF	L	500	L	500	L	500	L	500	L	500	
								IN PROGRESS											
STATEWIDE	VARIOUS	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		IN PROGRESS											

* INDICATES INTRASTATE PROJECT

Section 5 – Public Involvement

The public involvement process is very important for developing a TIP that is comprehensive and reflects the values and desires of the local citizens. Section 6 of this document, “Reference Documents,” provides an excerpt from the DCHC MPO Public Involvement Policy, as adopted on October 11, 2006, that specifically guides the TIP process. Important public involvement events concerning the development of this TIP include the events described below. Note that the proposed dates of these events might change.

Public Comment Period

The public comment period will likely be from February 16, 2011 (one week after the TAC releases the draft MTIP for public comment to allow for any TAC directed changes to the documents to be properly completed) through March 10, 2011 (three weeks after release). During this period, a draft MTIP will be available for review at several key locations, including the MPO Web site – www.dhc-mpo.org and local libraries, and citizens will be provided the opportunity to submit comments to DCHC MPO staff and TAC members.

Public Hearing

The TAC of the DCHC MPO will likely conduct a Public Hearing at 7pm, March 9, 2011, at the Committee Room, 101 City Hall Plaza, Durham, North Carolina. Citizens will be afforded the opportunity to submit oral and written comments to TAC members and TCC staff.

Summary of Public Comments

The DCHC MPO will provide a summary of the public comments that are received in the final FY 2012-2018 MTIP report, and will also make the full-text of comments available to the public by Web site or request.

This page intentionally left blank.

Section 6 -- Reference Documents

This section provides documents that are useful for reviewing the draft FY 2012-2018 MTIP and for understanding the MTIP development process.

Regional Priority List

The DCHC MPO adopted a Regional Priority List on February 11, 2009 and forwarded this list to the NCDOT for use in developing the draft FY 2012-2018 STIP. To develop this list, the DCHC MPO uses a methodology that awards points to each project based on established criteria, and then makes adjustments to the subsequent project rankings based on staff and board evaluation.

The following pages present the Regional Priority List and two important references:

- Whether an MPO ranked project is included in the draft STIP; and,
- The statewide ranking of the project in the NCDOT's Strategic Prioritization Process (denoted as SPOT), which uses quantitative data to rank transportation projects. For more information on Strategic Prioritization, see the Web page → <http://www.ncdot.org/performance/reform/prioritization/>

DCHC MPO TIP Regional Priority List – Highway

Approved MPO-wide List (no urban loops)

MPO Rank	Name (limits)	Draft STIP	Statewide Rank in SPOT*
1	Fayetteville Rd. (Woodcroft Pkwy. To Riddle Rd.) widen to 4-lane divided, bike lanes, and sidewalks	Not in draft STIP	#35 Mobility/SubReg/Hwy
2	Ephesus Church Road (US 15-501 to Farrington Road) bike lanes, sidewalks, and safety improvements	Not in draft STIP	#38 Mobility/SubReg/Hwy
3	Erwin Road (15-501 to NC 751) bike lanes, sidewalks, and safety improvements (design may vary along length)	Not in draft STIP	#42 Mobility/SubReg/Hwy
4	Jack Bennett Road [SR1717] (US 15-501 to Lystra Rd. [SR1721]) safety improvements	Not in draft STIP	#2 Safety/SubReg/Safety
5	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks	FS-1005C (page 7) - Scheduled for feasibility study.	#1 Mobility/Regional/Hwy
6	Fordham Boulevard (Columbia St/US 15-501 South to Ephesus Church Road) sidewalks, wide-outside lanes, and transit accommodations	U-5304 (page 4) - \$5,150,000 construction funded in FY 2019	#47 Mobility/Statewide/Hwy
7	Lystra Road [SR 1721] (US 15-501 to Farrington Point Rd. [SR1008]) safety improvements	Not in draft STIP	#12 Health/SubReg/Modern
8	U-4716 Hopson Rd./Church St. grade separation at RR, close Church St. RR crossing	U-4716 (page 7) - Grade separation, rail realignment, double track funded in FY 2011-2013; Church Street crossing closure and Hopson Road widening unfunded.	#26 Mobility/SubReg/Hwy
9	R-2825 South Churton Street Improvements (I-40 to the Eno River)	Not in draft STIP	#87 Mobility/SubReg/Hwy
10	North Greensboro (Weaver to Shelton) paint, median, bicycle signal detection, etc.	Not in draft STIP	#6 Safety/SubReg/Safety
11	Estes Drive (NC86 to Caswell Road) widen existing roadway to include two 12-foot travel lanes, four-foot bicycle lanes and sidewalks.	Not in draft STIP	#104 Mobility/SubReg/Hwy
12	Estes Dr. Extension (Greensboro to NC 86) bike lanes, sidewalks, and transit accommodations and multi-use path to Williams Street	Not in draft STIP	#109 Mobility/SubReg/Hwy
13	Piney Mountain (NC 86 to Riggsbee) turn lanes, sidewalks, bicycle lanes and transit accommodations	Not in draft STIP	#120 Mobility/SubReg/Hwy
14	Franklin/Merritt Mill/Brewer/Main Intersection	Not in draft STIP	#131 Mobility/SubReg/Hwy
15	Orange Grove Rd Extension to US 70 Business	Not in draft STIP	# 136 Mobility/SubReg/Hwy
16	Lystra Road [SR 1721] (Jack Bennett Rd. [SR1717] to west side of N. Chatham Elementary) increase length of turn lanes	Not in draft STIP	#18 Safety/SubReg/Safety

MPO Rank	Name (limits)	Draft STIP	Statewide Rank in SPOT*
17	Jeremiah Drive [SR 1762] (Lystra Rd. [SR 1721] to End) elevate road for flood control	Not in draft STIP	#17 Health/SubReg/Modern
18	Estes/Greensboro roundabout	Not in draft STIP	#171 Mobility/SubReg/Hwy
19	U-3436 Eno Mountain Road, Mayo Street & Orange Grove Road Realignment	Not in draft STIP	#180 Mobility/SubReg/Hwy
20	U-2405 Martin Luther King Jr. Pkwy./NC 55 intersection extend to Cornwallis Rd. bridge over RR	Not in draft STIP	#91 Mobility/Regional/Hwy
21	NC 54 (I-40 west to Barbee Chapel Rd.) widen to 6-lane divided, sidewalks	Not in draft STIP	#17 Mobility/Regional/Hwy
22	Old Oxford Highway (Roxboro Rd. to Hamlin Rd.) expand capacity, bike lanes, and sidewalks	Not in draft STIP	#212 Mobility/SubReg/Hwy
23	NC 751 (S. Roxboro Rd. to NC 54) widen to 4-lane, bike lanes, and sidewalks	Not in draft STIP	#107 Mobility/Regional/Hwy
24	Homestead (NC 86 to Old NC 86) bicycle lanes, sidewalks, transit accommodations, and safety improvements (design may vary along length)	Not in draft STIP	#237 Mobility/SubReg/Hwy
25	Seawell School (Homestead to Estes) bicycle lanes, sidewalks, transit accommodations, and intersection safety improvements (design may vary along length)	Not in draft STIP	#248 Mobility/SubReg/Hwy

(*) Statewide Rank convention = #(rank number) (Goal)/(Tier)/(Submode)

Projects that were not on the MPO priority list or funded in the previous TIP, but are in the Draft STIP (non-maintenance projects)

Page	ID	Name	Draft STIP	Statewide Rank in SPOT
1	I-3306	I-40 (I-85 to Durham County Line) Add additional lanes	Construction funded in FY 2019-future years	#43 Mobility/Statewide/Hwy
2	I-0305	I-85 (I-40 to Durham County Line) Widen to six lanes and reconstruct interchanges and structures	Construction funded in FY 2020-future years	#100 Mobility/Statewide/Hwy
7	FS-1008B	NC 751 (US 64 to north of SR 1118 Fayetteville Road) Widen to multi-lanes with bicycle lanes*	Scheduled for feasibility study	#20 Mobility/Regional/Hwy

*Widening in Chatham County is not in the 2035 LRTP.

Projects that were not on the MPO priority list because they were in the previous TIP, but have a funding change in the Draft STIP (non-maintenance projects)

Page	ID	Name	Draft STIP
4	U-2803	SR 1919/Smith Level Road (Rock Haven Road to bridge) widen to multi-lanes	Right of way delayed from FY 2010 to FY 2011; Construction delayed from FY 2011 to FY 2013
4	U-0624	NC 86/S. Columbia Street (SR 1906 Purefoy Road to SR 1902 Manning Drive) corridor upgrade to include bicycle lanes	Construction delayed from FY 2009 to FY 2012
5	U-3308	NC 55/Alston Avenue (NC 147 to NC 98) widen to four lane divided facility and replace Norfolk-Southern railroad bridges	Right of way delayed from FY 2008 to FY 2011; Construction delayed from FY 2011 to FY 2014

DCHC MPO TIP Regional Priority List – Bicycle and Pedestrian

The DCHC MPO submitted 46 bicycle and pedestrian projects to NCDOT through the TIP prioritization process. At the request of NCDOT, we were asked to provide a shortened list of the top 5 bicycle and top 5 pedestrian projects in the MPO. The following 10 projects were submitted.

MP Rank	Name (limits)	Draft STIP	Statewide Rank in SPOT
1	University Drive sidewalks and bicycle facilities (Garrett Rd to NC 751/Hope Valley Road)	Not in draft STIP	#3 Bicycle and Pedestrian
2	NC 86/Martin Luther King Jr Blvd sidewalks and bicycle facilities (I-40 to North Street)	Not in draft STIP	#68 Bicycle and Pedestrian
3	SR 1669/Club Blvd sidewalks and bicycle facilities (Ruffin St to SR 1670/E Geer Street)	Not in draft STIP	#70 Bicycle and Pedestrian
4	NC 54 sidewalks and bicycle facilities (US 15-501/Fordham Blvd to SR 1110/Barbee Chapel Road)	Not in draft STIP	#75 Bicycle and Pedestrian
5	SR 1666/Dearborn Dr sidewalks and bicycle facilities (SR 1669/Club Blvd to Ruth Street)	Not in draft STIP	#76 Bicycle and Pedestrian
6	18 Chapel Hill intersections bicycle and pedestrian improvements	Not in draft STIP	Not ranked
7	SR 1158/W Cornwallis Road sidewalks and bicycle facilities (SR 1306/Erwin Road to SR 1127/Chapel Hill Road)	Not in draft STIP	#78 Bicycle and Pedestrian
8	US 15-501/Fordham Blvd pedestrian and bicycle overpass/underpass between SR 1902/Manning Drive and Old Mason Farm Road	Not in draft STIP	#79 Bicycle and Pedestrian
9	SR 1945/S. Alston Ave. sidewalks and bicycle facilities (Capps St to SR 1171/Riddle Road)	Not in draft STIP	#80 Bicycle and Pedestrian
10	Bolin Creek Greenway (NC 86 to Umstead Park)	Not in draft STIP	Not ranked

Projects in Draft STIP but not in DCHC MPO Priority List

This section shows the SPOT statewide ranking for highway projects that are in the draft STIP but not in the DCHC MPO Priority List.

Name	Statewide Rank in SPOT
I-0305B: I-85 (I-40 near Hillsborough to Durham County line)	#100 Mobility/Statewide/Hwy
I-3306A: I-40 (I-85 near Hillsborough to Durham County line)	#43 Mobility/Statewide/Hwy

Section 6 -- Reference Documents (*continued*)**Comparison of FY09-15 and FY12-18 STIPs**

The following pages present a comparison between the FY 2009-2015 STIP (current STIP) and the proposed FY 2012-2018 STIP. The tables identify new projects, cost increases, project schedule delays and other fiscal and schedule information that is useful for evaluating the proposed STIP.

Comparison of FY2009-2015 STIP and FY2011-2020 STIP

Highway, Bridge, Bicycle and Pedestrian Projects

New Projects

Division	Project #	Route	Description	Total Cost (thousands)			Year Begin Construction			\$ Funded			\$ Unfunded	
				2009-2015	2011-2020	Difference	2009-2015	2011-2020	Delay	2009-2015	2011-2020	Difference	2009-2015	2011-2020
7	I-3306	I-40	I-85 in Orange Co. to US 15-501	47,000	47,000	-	post year	2019	new	-	23,500	23,500	47,000	23,500
7	I-0305	I-85	I-40 at Hillsborough to Durham County Line.	210,782	210,782	-	post year	2020	new	-	58,497	58,497	210,782	152,285
5	U-4716	SR 1978 (Hopson Rd.)/SR 1980 (Church St.)	Construct a grade separation, extend Church St. and close Church St. crossing	6,500	31,016	24,516	post year	2011	new	-	20,441	20,441	6,500	7,020
7	U-5304	US 15-501 (Bypass)	S. Columbia St. to Ephesus Ch. Rd.; bicycle, pedestrian and transit accommodations	-	5,150	5,150	post year	2019	new	-	5,150	5,150	-	-
7	B-4962	Eno River	Replace Bridge No. 46	6,200	6,600	400	2015	2018	new	3,350	6,600	3,250	2,850	-
7	B-5348	Phil's Creek	Replace Bridge No. 85	-	1,063	1,063	post year	2019	new	-	1,063	1,063	-	-
5, 8	FS-1008B	NC 751 (Feasibility Study)	US 64 in Chatham to north of Fayetteville Rd in Durham; widen to multi-lanes	n/a	n/a	n/a	n/a	n/a	new	n/a	n/a	n/a	n/a	n/a
5	FS-1005C	NC 54 (Feasibility Study)	I-40 to NC 55; widen to multi-lanes	n/a	n/a	n/a	n/a	n/a	new	n/a	n/a	n/a	n/a	n/a
5	C-5175	DATA	Operating assistance for new fixed route	-	2,438	2,438	n/a	2013	new	-	2,438	2,438	-	-
7	C-5177	MLK Jr. (shared pathway)	Homestead Rd. to Piney Mtn. Rd.	-	906	906	n/a	2013	new	-	906	906	-	-
5	C-5178	Campus Walk (Morreene Rd. to Lasalle St.) and Lasalle St. (Kangaroo Dr. to Erwin Rd.)	Construct sidewalks	-	336	336	n/a	2014	new	-	336	336	-	-
7	C-5179	Estes Dr.	Construct pathway, sidewalk & bike lanes	-	1,182	1,182	n/a	2015	new	-	1,182	1,182	-	-
5	C-5182	Hope Valley Rd.	MLK Pkway and US 15-501 Bus.; sidewalks and bike lanes	-	1,386	1,386	n/a	2016	new	-	1,386	1,386	-	-
5	C-5183	Cameron Blvd. (Erwin Rd. to Duke Univ. Rd.) and Alston Ave. (Carpenter Fletcher and Sedwick	Construct sidewalks	-	2,127	2,127	n/a	2016	new	-	2,127	2,127	-	-
7	C-5184	Riverwalk Trail	Construct paved trail along Eno River (Phase III)	-	621	621	n/a	2018	new	-	621	621	-	-
7	W-5318	NC 86	NC 57 to Caswell Co.; geometric and shoulder improvements	-	4,654	4,654	n/a	2015	new	-	4,654	4,654	-	-
7	C-5181	Jones Creek Greenway	Bridge and connector trail	-	300	300	n/a	2015	new	-	300	300	-	-
						45,079						125,851		

Notes:

1. The tables in this document do not include highway maintenance and repaving projects, and those projects funded by traditional transit funding sources.
2. The MPO designates which projects receive Congestion Mitigation and Air Quality (CMAQ) funding, which are identified in these tables with the "C" prefix in the project number. Therefore, an issue with the funding or schedule of a CMAQ projects needs to be addressed with the MPO, and not NCDOT.

Change in Cost and Schedule

Division	Project #	Route	Description	Total Cost (thousands)			Year Begin Construction			\$ Funded			\$ Unfunded	
				2009-2015	2011-2020	Difference	2009-2015	2011-2020	Delay	2009-2015	2011-2020	Difference	2009-2015	2011-2020
5, 7	EB-4707	SR 2220 (Old Chapel Hill Rd.)-SR 1838 (Old Durham Rd.)/US 15-501	Durham Co. to Orange Co. bicycle improvements	3,828	5,450	1,622	2009	2011	2	3,828	4,000	172	-	-
5	U-4763B	Triangle Parkway	I-540 to I-40	190,610	190,568	(42)	2009	2011	2	190,610	190,568	(42)	-	-
7	U-3306	SR 1733/Weaver Dairy Rd.	NC 86 to Erwin Rd.	15,995	17,125	1,130	2010	2011	1	15,995	17,125	1,130	-	-
7	U-2803	SR 1919/Smith Level	Rock Haven Road to Bridge NO. 88	5,400	7,450	2,050	2011	2013	2	5,400	7,450	2,050	-	-
7	U-0624	NC 86/S. Columbia St.	SR 1906 (Purefoy Rd.) to SR 1902 (Manning Drive)	6,660	7,310	650	2009	2012	3	6,660	7,310	650	-	-
5	U-0071	East End Connector	NC 147 to north of NC 98	155,401	172,733	17,332	2013	2014	1	122,151	172,733	50,582	33,250	-
5	U-3308	NC 55/Alston Ave.	NC 147 to US 70 Bus-NC 98	23,321	28,428	5,107	2011	2014	3	23,321	28,428	5,107	-	-
7	U-3808	Elizabeth Brady Road Extension	South of US 70 Bus to north of US 70 Bypass at St. Mary's Rd.	33,994	-	(33,994)	2012	Deleted	n/a	33,994	-	(33,994)	-	-
5	B-3638	US 70 Bus/Main St.	Campus Drive Replace Bridge	975	1,300	325	2010	2012	2	975	1,300	325	-	-
5	B-4943	SR 1616	Sandy Creek Replace Bridge	415	477	62	2013	2020	7	415	477	62	-	-
5	C-4928	Morreene Rd., Neal Rd./Erwin Rd.	Construct bike lanes and sidewalks	556	1,441	885	2009	2011	2	556	1,441	885	-	-
5	W-5110	NC 55 and Lawson St.	Construct left turn lanes on NC 55	975	975	-	2011	2012	1	975	975	-	0	0
7	EL-4994	Orange County Cornwallis Rd., S. Roxboro	Bolin Creek Greenway	738	1476	738	2008	2011	3	738	1,476	738	0	0
5	U-4724	Rd./University Dr.	Bike and pedestrian feature	2,270	1,970	(300)	2010	2011	1	2,270	1,970	(300)	-	-
				Project Cost Increase						Project Funding Increase				
				Net Cost Change						Net Funding Change				
				29,601						61,701				
				(4,435)						27,365				

Funded Projects Currently Under Construction or In Progress

Division	Project #	Route	Description	Total Cost (thousands)			Construction 2011-2020
				2009-2015	2011-2020	Difference	
5	U-3309	SR 2028/T.W. Alexander Dr.	Cornwallis Rd to Miami Blvd.	13,961	14,933	972	under const.
5	U-3804	SR 1321/Hillandale Rd.	I-85 to Carver Street	11,191	11,941	750	under const.
5	U-4009	SR 1126/Service Rd.	Parallel to US 15-501 at Garrett Rd.	5,683	5,683	-	under const.
5	U-4011	SR 1959/S. Miami Blvd.	South of SR 2112 (Methodist St.) to north of SR 1960 (Bethesda Avenue)	6,477	8,265	1,788	under const.
5	U-4012	US 15-501	N. of Mt. Moriah Rd. to S. of Garrett Rd.	15,609	15,609	-	under const.
5	U-4026	SR 1613/Davis Dr.	Morrisville-Carpenter Rd. to NC 54	38,706	39,063	357	under const.
7	U-4704	Chapel Hill	Chapel Hill-Carrboro Computerized Traffic Signal System	5,000	5,450	450	under const.
5,7,8	U-4726	Urban Area Bike/Ped Allocation	DCHC MPO planning area	7,419	11,941	4,522	in progress
7	B-4216	SR 1002 - Strouds Creek	Replace bridge No. 66	1,125	1,054	(71)	under const.
5	B-3450	SR 1116 (Garrett Rd.)	New Hope Creek, Replace Bridge; Sandy Creek, Replace Bridge	4,986	4,986	-	under const.
8	EB-2921F	American Tobacco Rail Trail	Durham Co. to Wake Co.	2,392	2,392	-	in progress
7	C-4932A	Orange County	125 Space Park and Ride Lot.	275	275	-	under const.
5	C-4702	Durham County	10 Replacement buses	3,000	3,000	-	in progress
7	EL-4828	Morgan Creek Greenway West	Smith Level Rd. to University Lake	600	535	(65)	in progress
7	EL-4601	Morgan Creek Greenway East	US 15-501 Culbeth Rd. to Smith Level Rd	872	1,290	418	in progress
5	EB-3606	Orange County	Bicycle route mapping and signing	50	50	-	in progress
5, 7	C-4924	TJCOG	Develop flexible work schedule for employees and organizations in Triangle ozone non-attainment area for 3 yrs.	300	5,626	5,326	in progress
5	C-4929	Bicycle Parking Program	Install bike racks at various locations	48	48	-	in progress
				Net funding change		14,447	

Note: Funding increase for some ongoing programs might be based on increase in plan years
(FY09-15 TIP = 7 years; FY11-20 TIP = 10 years)

UnFunded Projects (No change in unfunded status)

Division	Project #	Route	Description	Total Cost 2009-2015	Total Cost 2011-2020	Difference	Year begin
5	I-4743	I-85	US 70 to SR 1632 (Red Mill Rd.)	n/a	n/a	n/a	post year
7	R-3438	Hillsborough Western Bypass	US 70 to NC 57	7,450	7,450	-	post year
7	R-2825	SR 1009/S. Churton St.	I-40 to Eno River	19,300	22,750	3,450	post year
7	U-2805	SR 1777 (Homestead Rd.)/SR 1834 (High School Rd.)	Widen to multi-lanes	10,600	10,600	-	post year
7	U-2909	SR 1780 (Estes Dr.)/SR 1772 (Greensboro St.)	Widen to multi-lanes	7,600	6,855	(745)	post year
5	U-2405	MLK Jr. Parkway/NC 55	Construct interchange	25,800	29,850	4,050	post year
5,7	U-2807	US 15-501 SR 1010 (Franklin St.)/US 15-501 bypass in Durham	Major corridor upgrade	123,000	156,000	33,000	post year
5	U-4720	US 70	Lynn Rd. to the proposed Northern Durham Parkway	n/a	n/a	n/a	post year
5	U-4721	Proposed Northern Durham Parkway	I-540 to Roxboro Rd.	n/a	n/a	n/a	post year
5	U-4722	US 501 (Roxboro Rd.)	US 501 bypass (Duke St.) to SR 1640 (Goodwin Rd.)	n/a	n/a	n/a	post year
5	U-2831B	Riddle Rd./SR 1951 (So-Hi Dr.)	Briggs Ave extension	10,685	10,685	-	post year
7	U-3436	SR 1148 (Eno Mountain Rd.) and SR 1192 (Mayo St.) at SR 1006 (Orange	Realign intersection and make safety improvements	2,350	2,350	-	post year
7	EL-4995	Orange County	Dry Creek Greenway	700	700	-	post year
7, 8	EB-5110	Bolin Creek Greenway (Chapel Hill)	NC 86 to Umstead Park	-	-	-	Feasibility Study
7	EB-4710	Seawell School Rd.	Homestead to Estes. Bicycle improvements	2,000	-	(2,000)	Deleted

Section 6 -- Reference Documents (*continued*)**Other Reference Documents – on the Web**

The reference documents listed below are available on the DCHC MPO's Web site – www.dhcmpo.org (see the Draft MTIP Web page).

- Division 5 and Division 8 One-on-One meeting – This six-page agenda includes discussion points for a meeting among the DCHC MPO staff and board, NCDOT staff and NCDOT board members concerning draft STIP projects in NCDOT Divisions 5 and 8.
- Division 7 One-on-One meeting – This six-page agenda includes discussion points for a meeting among the DCHC MPO staff and board, NCDOT staff and NCDOT board members concerning draft STIP projects in NCDOT Divisions 7.
- Historic and Projected Traffic Counts and Volume-to-Capacity Ratio – Provides historic and projected traffic counts and volume-to-capacity (V/C) ratios for transportation projects discussed in the One-on-One meetings.
- Changes Between The 09-15 STIP and the Draft 12-18 STIP – NCDOT document that identifies and provides comments on changes between the current and draft STIP.
- Compare Reports – Uses standard funding ledger format to compare the 09-15 STIP and draft 12-18 STIP project by project. There is a report for each of the three divisions in the DCHC MPO.

Section 6 -- Reference Documents *(continued)***Public Involvement Policy**

The DCHC MPO adopted a Public Involvement Policy on October 11, 2006, that guides the process under which the major MPO plans and programs are developed and adopted. The sub-policy of the MPO Public Involvement Policy that specifically guides the Metropolitan Transportation Improvement Process is on the following pages.

3. Metropolitan Transportation Improvement Program

Overview

The Metropolitan Transportation Improvement Program (MTIP) is the document that describes the funding and scheduling of transportation improvement projects (highway, bicycle, pedestrian, and transit capital and operating assistance) using State and federal funds. The MTIP serves as the project selection document for transportation projects and, therefore, is the implementation mechanism by which the objectives of the Transportation Plan are reached. The Safe, Accountable, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and preceding legislation, TEA-21 and ISTEA mandate an opportunity for public review of the MTIP. The following is the proposed public involvement procedure for the Durham-Chapel Hill-Carrboro Metropolitan Transportation Improvement Program.

Introduction

The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) will prepare a Metropolitan Transportation Improvement Program, which is consistent with the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEAU-LU), and any implementing federal regulations. The MTIP will be developed based on: 1) revenue estimates provided by the North Carolina Department of Transportation (NCDOT); and, 2) the DCHC MPO Regional Priority List. The public input element of the Metropolitan Transportation Improvement Program is presented as follows:

Public Involvement Process

1. The DCHC Technical Coordinating Committee (TCC) will develop a draft Regional Priority List from the Local Project Priorities of the MPO jurisdictions.
2. The Regional Priority List will be published for a minimum three-week (21-day) public comment period and the notice will be published by the Lead Planning Agency (LPA) in a major daily newspaper, and other local, minority, or alternative language newspapers, as appropriate.

The notices for the public comment period and the public hearing will include an announcement that states that persons with disabilities will be accommodated. Special provisions will be made if notified 48 hours in advance (i.e. having available large print documents, audio material, someone proficient in sign language, a translator or other provisions as requested). The Regional Priority List will be on file in the City of Durham Department of Transportation, Town of Chapel Hill Planning Department, Town of Carrboro Planning Department, Town of Hillsborough Planning Department, Counties of Durham, Orange, Chatham Planning Departments, the Triangle Transit Authority and the county public libraries for public review and comment.

Public Involvement Policy

U

3. The Transportation Advisory Committee (TAC) will hold a public hearing on the draft Regional Priority List. The public hearing will be held at a location which is accessible to persons with disabilities and which is located on a transit route. The TAC will approve a final Regional Priority List after considering the public comments received.
4. The DCHC MPO Technical Coordinating Committee will develop a draft MTIP from the approved Regional Priority List and from revenue estimates provided by the North Carolina Department of Transportation. The TCC will forward the draft MTIP to the Transportation Advisory Committee. The Transportation Advisory Committee will publish the draft MTIP for public review and comment.
5. Copies of a draft MTIP will be distributed to TAC members and the transportation related committees of MPO member jurisdictions. Each jurisdiction will also have copies available for public review. The draft MTIP will follow the same notification procedures as outlined above for the Regional Priority List.
6. The public comments will be assembled and presented to the Durham-Chapel Hill Carrboro TAC. The TAC will hold a public hearing on the draft MTIP. The public hearing will be held at a location which is accessible to persons with disabilities and which is located on a transit route. Public comments will be addressed and considered in the adoption of the MTIP.
7. The DCHC MPO, being a maintenance area for air quality will provide additional opportunity for public comment on the revision of the draft MTIP (if the final MTIP is significantly different and/or raises new material issues).
8. The process for updating and approving the Metropolitan Transportation Improvement Program will follow the sequence and procedure as described in the aforementioned PIP framework.
9. Amendments to MTIP will be available for public review and comment, if they make a substantial change to the MTIP. A substantial change is classified as the addition or deletion of a project with an implementation cost exceeding \$1 million. Public comment on project additions or deletions of less than \$1 million may be sought at the discretion of the TAC by majority vote. As long as a project's description, scope or expected environmental impact have not materially changed, the TAC may approve changes to project funding without a separate public meeting.
10. Written public comments and their responses will be published as an appendix to the final MTIP.

Section 6 – Reference Documents (*continued*)

Draft MTIP Press Release

As part of the public involvement policy, the MPO will advertise the availability of the draft MTIP, the public comment period, public hearing, and mediums for submitting comments. The draft MTIP press release will be displayed in this section.

**DCHC Metropolitan Planning Organization
ANNOUNCING
A Public Comment Period and Public Hearing
For the Draft FY 2012-2018 Metropolitan
Transportation Improvement Program (MTIP)**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) has released the Draft FY 2012-2018 Metropolitan Transportation Improvement Program (MTIP) for public review and comment. The MTIP is the seven-year funding and scheduling document for transportation improvement projects (highway, bicycle, pedestrian, and transit) using state and federal funds.

Copies of the draft MTIP are available for review at the City of Durham Transportation Division, and the Planning Departments and public libraries of the member jurisdictions (i.e., Durham, Orange, and Chatham Counties, City of Durham, Towns of Chapel Hill, Carrboro, and Hillsborough). Copies are also available at the MPO Web site – www.dchc-mpo.org.

The Transportation Advisory Committee, which is the MPO governing body, will hold a **Public Hearing** to receive public comment on Wednesday, March 9, 2011 at 7:00 PM in the Committee Room, 2nd floor, 101 City Hall Plaza, Durham, NC 27701. The public comment period will run through March 10, 2011.

Comments can also be mailed to the City of Durham, Transportation Department, 101 City Hall Plaza, Durham, NC 27701, Attn: Ellen Beckmann, or e-mailed to ellen.beckmann@durhamnc.gov.

**** Persons with disabilities will be accommodated.
Provisions can be made if notified 48 hours in advance of
the meeting. ****

**RESOLUTION APPROVING
AMENDMENT #2 TO
THE 2035 LONG RANGE TRANSPORTATION PLAN
FOR THE
DURHAM-CHAPEL HILL-CARRBORO (DCHC)
METROPOLITAN PLANNING ORGANIZATION (MPO)**

A motion was made _____ and seconded by _____
for the 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 (DCHC MPO); and,

WHEREAS, the Transportation Advisory Committee approved the DCHC MPO 2035
Long Range Transportation Plan (LRTP) on May 13, 2009; and,

WHEREAS, the DCHC MPO has amended the 2035 Long Range Transportation Plan
(LRTP) to ensure that the Plan conforms to the intent and purpose of the North Carolina
State Implementation Plan (or interim emissions tests in areas where no SIP is approved
or found adequate) in accordance with the Clean Air Act Amendment (CAAA); and,

WHEREAS, the Amended 2035 Long Range Transportation Plan (LRTP) meets the
planning requirements of 23 CFR Part 134 and the public involvement policies of the
DCHC MPO as adopted on October 11, 2006; and,

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

WHEREAS, the Transportation Conformity Determination Analysis and Report
demonstrate that the Amended 2035 Long Range Transportation Plan (LRTP) conform to
the intent and purpose of the North Carolina State Implementation Plan (or interim
emissions tests in areas where no SIP is approved or found adequate) in accordance with
the Clean Air Act Amendment (CAAA); and,

(Continued)

(Continued – Resolution Adopting Amendment #1 to the DCHC MPO's 2035 LRTP)

NOW THEREFORE, BE IT RESOLVED: that the Amended 2035 Long Range Transportation Plan (LRTP) for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) be approved and adopted.

Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

I certify that Lydia E. Lavelle personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: April 13, 2011

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2015

Addendum

Amendment 2 (April 13, 2011)

Amendment 2 corrects the mileage (called Distance in the project table) to match the values in the North Carolina State Transportation Improvement Program (STIP). The following table shows the corrections, in **bold** font, using the format from Appendix 1 of the 2035 LRTP.

Project ID	Road Name	Project Limits		Existing # of Lanes	Proposed # of Lanes	Distance (miles)	Regionally Significant	Exempt from AQ	Project Capital Cost (2008 \$)	AQ Analysis Year
		From	To							
DCHC MPO Roadway Projects – Distance (miles) to be corrected.										
83	Northern Durham Pkwy	US 70 E	I 85 N	0	4	6.40 8.1	Yes	No	\$66,999,951	2025
84	Northern Durham Pkwy	I 85 North	Old Oxford Hwy	0	4	2.40 3.8	Yes	No	\$27,284,982	2025
85	Northern Durham Pkwy	Old Oxford Hwy	Roxboro Rd	0	2	2.64 4.4	No	No	\$19,358,989	2025
49	I-85	US 70	Red Mill Rd	4	6	5.68 6.4	Yes	No	\$76,107,334	2025
44	I-40	NC 86	I-85	4	6	7.32 7.5	Yes	No	\$77,277,997	2035
9	Carver St Ext	Armfield St	Old Oxford Rd	0	4	0.73	No	No	\$7,660,000	2025 2015

The Transportation Advisory Committee (TAC -- the DCHC MPO's policy board) approved Amendment 2 on April 13, 2011. Related resolutions and the Air Quality Conformity Analysis and Determination Report are available on the MPO's Web site, www.dchcmo.org, or by contacting the MPO at (919) 560-4366.

MEMORANDUM OF AGREEMENT

THIS MEMORANDUM OF AGREEMENT, made as of the last day written below, by and between the DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (hereinafter, "MPO"), the NORTH CAROLINA DEPARTMENT OF TRANSPORTATION (hereinafter, "NCDOT"), the NORTH CAROLINA DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES (hereinafter, "NCDENR"), the UNITED STATES ENVIRONMENTAL PROTECTION AGENCY (hereinafter, "USEPA"), the FEDERAL HIGHWAY ADMINISTRATION (hereinafter, "FHWA"), the FEDERAL TRANSIT ADMINISTRATION (hereinafter, "FTA") and collectively referred to hereinafter as the Parties.

RECITALS

WHEREAS, the Parties enter into this Memorandum of Agreement (hereinafter, "Agreement") for the purpose of implementing interagency consultation procedures for developing a State Implementation Plan (hereinafter, "SIP") and/or revisions, regional emissions budget comparisons and conformity determinations of Long Range Transportation Plans (hereinafter, "LRTP"), Metropolitan Transportation Improvement Programs (hereinafter, "TIPs"), and Regionally Significant Projects (hereinafter, "RSP");

WHEREAS, the Parties enter into this Agreement in accordance with Section 176(c)(4)(E) of the Clean Air Act (hereinafter, "CAA"), as amended (42 U.S.C. 7401 et seq.) with respect to the conformity of LRTPs, TIPs and FHWA/FTA projects, which are developed, funded or approved by the United States Department of Transportation (hereinafter, "USDOT") and by the MPO or other recipients of funds under Title 23 U.S.C., or the Federal Transit Act (49 U.S.C. Chapter 53.), and Title 15A North Carolina Administrative Code (hereinafter, "N.C.A.C."), Subchapter 2D, Section .2000 relating to nonattainment and maintenance areas;

WHEREAS, the MPO desires to comply with the aforementioned federal laws and regulations and parallel state and local laws and regulations by preparing, modifying and evaluating LRTPs and TIPs (which may include RSPs) in accordance with the SIP and in order to preserve the integrity of the SIP;

WHEREAS, NCDOT desires to comply with the aforementioned federal laws and regulations and parallel state and local laws and regulations by assisting the MPO in its conformity determination in accordance with the State Transportation Plan and State Transportation Improvement Program (hereinafter, "STIP") and in order to preserve the integrity of the SIP;

WHEREAS, NCDENR desires to assist the MPO in its compliance with the aforementioned federal requirements and must enforce applicable state environmental laws and regulations;

WHEREAS, USEPA desires to effectively enforce the relevant federal laws and regulations regarding air quality and compliance with SIP requirements;

WHEREAS, FHWA desires to effectively enforce and administer the relevant aforementioned federal laws and regulations regarding metropolitan and statewide transportation planning and transportation conformity;

WHEREAS, FTA desires to effectively enforce and administer the relevant aforementioned federal laws and regulations regarding metropolitan and statewide transportation planning and transportation conformity; and

WHEREAS, the Parties wish to work together to perform the duties imposed upon them by law and to coordinate among themselves for efficient and thorough planning for air quality in the geographic area included within the MPO.

THEREFORE, in consideration of these conditions and for good and valuable consideration and the benefits flowing to the Parties from each other, the receipt of which is hereby acknowledged, and in further consideration of the mutual covenants, terms, conditions and restrictions hereinafter set forth, the Parties hereby agree as follows:

PURPOSE

The purpose of this MOA is to satisfy the requirement in Clean Air Act section 176(c)(4)(E) to create a state conformity SIP containing the following three requirements of the Federal Transportation Conformity Rule, 40 CFR part 93 subpart A: (1) 40 CFR 93.105, which addresses consultation procedures; (2) 40 CFR 93.122(a)(4)(ii), which states that conformity SIPs must require written commitments to control measures to be obtained prior to a conformity determination if the control measures are not included in an Metropolitan Planning Organization's transportation plan and transportation improvement program, and that such commitments be fulfilled; and (3) 40 CFR 93.125(c), which states that conformity SIPs must require written commitments to mitigation measures to be obtained prior to a project-level conformity determination, and that project sponsors comply with such commitments.

1.0 DEFINITIONS

- 1.1** "Conformity" -- refers to the status of transportation plans, programs and projects within a region designated as nonattainment or maintenance for transportation related pollutants, as to whether they comply with air emission levels and standards required by existing state and/or federal implementation plans for that region.
- 1.2** "Consultation" -- means when one Party confers with another identified Party, prior to any final decision, provides all information necessary to that Party needed for meaningful input, and considers and responds to the views of that Party in a timely written manner.
- 1.3** "Interagency Consultation Conformity Determination Meeting" -- refers to a meeting called by the MPO or its designee and open to all Parties, designed to establish agreed upon procedures, protocols, and schedules for conducting a conformity analysis and determination.
- 1.4** "Long Range Transportation Plan" (LRTP) -- means the official intermodal metropolitan transportation plan that is developed through the metropolitan planning process for the metropolitan planning area, developed pursuant to 23 C.F.R. part 450.

- 1.5** "State Implementation Plan" (SIP) -- means documents, including, but not limited to, State adopted regulations, attainment demonstrations, and maintenance plans, submitted by North Carolina to, and approved by, the USEPA, or the most recent revision thereof, in accordance with Sections 110, 301(d) and 175(A) of the CAA (42 U.S.C. 7410, 7601, and 7505(a)) and regulations promulgated by USEPA pursuant to the provisions of those sections.
- 1.6** "Statewide Interagency Consultation Meetings" (SICM) -- refers to regularly scheduled informational meetings, sponsored by NCDENR to which all Parties are invited, including all MPOs and Regional Planning Organizations throughout the State, which are required to have air quality conformity determinations under Title 15A N.C.A.C. Subchapter 2D, Section .2000.
- 1.7** "Statewide Transportation Improvement Program" (STIP) -- means a staged, multi-year, statewide, intermodal program of transportation projects, which is consistent with the statewide transportation plan and planning processes and LRTPs, TIPs and processes.
- 1.8** "Timely" – means within the timeframe agreed to in the schedule set at the Interagency Consultation Conformity Determination Meeting(s).
- 1.9** "Transportation Providers" – means public agencies that provide transportation services to the public, these agencies are publicly owned and operated.
- 1.10** "Parties" – means representatives from all signatory agencies to this Agreement.
- 1.11** "Transportation Control Measures" (TCMs) -- are strategies that are specifically identified and committed to in State Implementation Plans (SIPs); and are either listed in Section 108 of the Clean Air Act (CAA), or will reduce transportation-related emissions by reducing vehicle use or improving traffic flow
- 1.12** All other terms used herein but not defined in this Agreement shall have the meaning given to them by the CAA, Title 23 and 49 U.S.C. 40 CFR 93.101, other USEPA regulations, other USDOT regulations, or 15A NCAC 2D.

2.0 DUTIES OF THE PARTIES

The roles and responsibilities of each Party are defined below.

- 2.0.1** Each Party member shall determine which staff members will represent the Party in the conformity process and shall take responsibility to see that the appropriate representatives are available to ensure a cooperative process and adequate communication among the Parties. Each Party shall choose its representative(s) and at least one alternate staff person for interagency consultation and provide their names and contact information to NCDENR. It is the responsibility of each Party to notify NCDENR of changes in their appointed designee(s) or contact(s).

- 2.0.2 All Parties shall review and provide comments to the MPO on draft LRTPs, TIPs, and conformity analyses. All Parties shall review and provide comments to NCDENR on draft SIP submissions. All Parties shall review and provide comments to NCDOT and/or local project sponsors on project-level conformity determination prepared during the National Environmental Policy Act (NEPA) process for FHWA/FTA projects located in the MPO jurisdiction. Parties shall provide their written review comments, if any, to these agencies within twenty-one (21) days of receipt of draft documents unless an alternate deadline has been agreed upon at an interagency consultation meeting. The MPO, NCDENR, or NCDOT, as appropriate, shall respond in writing to all Parties to explain how comments were addressed or why they were not addressed in the subsequent version of the document that is distributed to all Parties.

2.1 MPO DUTIES

- 2.1.1 The MPO, or its designee, shall sponsor the Interagency Consultation Conformity Determination Meetings and prepare meeting agendas and meeting materials required for fulfillment of consultation procedures outlined in this Agreement. Any adjacent MPO will be invited to this meeting for purposes of coordination and consultation.
- 2.1.2 The MPO, or its designee, shall prepare meeting summaries and conclusions of said Interagency Consultation Conformity Determination Meetings and other appropriate meetings it sponsors. The MPO, or its designee, shall provide meeting summaries and conclusions to all Parties within a time manner not to exceed 14 days after the meeting. The other Parties may provide comments on meeting summaries/conclusions to the MPO within a time manner not to exceed 14 days, copying other Parties. The MPO, or its designee, shall respond to comments from Parties in writing in a time manner not to exceed 14 days of receiving comments. The MPO's response to comments shall be distributed to all Parties.
- 2.1.3 The MPO shall consult with the Parties on the development process for LRTPs, TIPs and amendments thereto. This process will begin no later than one year prior to when the conformity determination is needed.
- 2.1.4 Notification of the LRTP and TIP revisions and amendments that add or delete non-exempt projects.
- 2.1.5 Before the MPO conducts conformity analyses and determinations, as initiated under the terms and conditions of this Agreement, the MPO, or its designee, shall initiate and facilitate an Interagency Consultation Conformity Determination Meeting with all Parties on proposed procedures and protocol for conducting and performing conformity analysis prior to making a conformity determination. This meeting will take place not later than one year prior to when the conformity determination is needed.

- 2.1.6 The MPO, or its designee, shall provide information requested by other Parties to track the implementation of transportation control measures funded by the MPO, or local municipalities, and included in the SIP by the dates agreed to in the Interagency Consultation Conformity Determination Meeting.
- 2.1.7 The MPO shall be responsible for development and maintenance of the travel demand model for the MPO area in consultation with the Parties. The MPO may delegate such responsibility to a third party through an agreement with NCDOT and/or neighboring MPOs and associated transportation agencies to develop a regional travel demand model. Any Party delegating responsibility to a third party shall notify the third party, in writing, that all documentation is subject to the applicable public records law. Responsibility for development and maintenance of a regional travel demand model should be established through a separate memorandum of agreement between the affected MPOs, NCDOT, and associated transportation agencies.
- 2.1.8 Upon written request by the Parties, the MPO, or its designee, shall provide all Parties with available travel data needed to determine various transportation emissions budgets, if they are responsible for this data.
- 2.1.9 The MPO, or its designee, shall assist NCDENR and NCDOT if needed for modifications or revisions to the SIP, which includes the assessment of effectiveness of existing Transportation Control Measures (TCMs) and implementation of potential TCMs for inclusion in the SIP, and providing critical input to the SIP development process, such as vehicle miles traveled (VMT) and speed assumptions for various road classifications.
- 2.1.10 The MPO, or its designee, shall submit concurrently, upon completion, a draft and/or final LRTP and/or TIP document and related conformity determination to the NCDOT, NCDENR, and three copies to FHWA (FHWA will coordinate the federal review effort and will forward the documents to FTA and USEPA unless an alternate coordination process is specified through interagency consultation). The MPO shall respond in writing to comments made by the other Parties on draft documents.
- 2.1.11 The MPO shall maintain procedures for public involvement in the conformity determination process consistent with its adopted Public Involvement Procedures including receiving and responding to public input on conformity findings, consistent with 23 CFR 450.316(a) and 40 CFR 93.105(e).
- 2.1.12 The MPO, or its designee, shall submit a written request for emission factors required for conformity determination from NCDENR or its designee.
- 2.1.13 Enforceability of Design Concept and Scope and Project-Level Mitigation and Control Measures

- 2.1.13.1 Prior to making a conformity determination on the LRTP and/or TIP, the MPO will ensure any project level mitigation or control measures are included in the project design concept and scope and are appropriately identified in the regional emissions analysis used in the conformity analysis.
- 2.1.13.2 The MPO shall fulfill commitments made for mitigation measures that were required for facilitating positive conformity determinations.
- 2.1.13.3 Written commitments to mitigation measures must be obtained prior to a positive conformity determination, and project sponsors and/or operators must comply with the agreed upon commitment obligations (in accordance with 40 CFR 93.122(a)(4)(ii)).

2.2 NCDENR DUTIES

- 2.2.1 NCDENR shall maintain a list of current interagency consultation members and distribute it to all members whenever a change in membership occurs.
- 2.2.2 NCDENR shall participate in the Interagency Consultation Conformity Determination Meetings, sponsor the SICM meeting, and other appropriate committees/meetings established to advise the Parties on SIP and emissions control strategies and programs particularly as these relate to transportation issues.
- 2.2.3 NCDENR shall participate in consultations with the Parties regarding the development process for LRTPs, TIPs and amendments thereto.
- 2.2.4 NCDENR shall participate in the development and review of transportation system and emissions modeling activities and projection procedures to ensure consistency of air quality and transportation system evaluation.
- 2.2.5 NCDENR shall ensure the SIP is developed using appropriate emissions and control measures. NCDENR is to develop the applicable motor vehicle emission budgets in consultation with the Parties to ensure that accurate and up-to-date data assumptions are being used at the initial phases of the development of the SIP by the deadline established by NCDENR during the consultation process. NCDENR shall update the SIP consistent with Federal CAA requirements.
- 2.2.6 NCDENR shall provide applicable transportation-related emission budgets and revisions to the NCDOT, MPO, and USDOT (FHWA and FTA).

- 2.2.7 NCDENR shall keep the Parties apprised of its SIP revision submittals and USEPA's approval thereof and provide for and respond in writing to comments made by the MPO and NCDOT and the other Parties in transportation-related SIP development processes.
- 2.2.8 NCDENR shall obtain MPO and NCDOT approval for the inclusion of transportation related TCMs (for any TCM funded by the federal and state transportation budgets or local funds and where the implementing agency is the MPO) in the SIP.
- 2.2.9 NCDENR shall provide a list of TCMs included in the SIP as well as their SIP implementation schedules at the Interagency Consultation Conformity Determination Meeting.
- 2.2.10 Upon initiating a modification or revision to the SIP, NCDENR shall consult with NCDOT and the MPO, which will include the assessment of effectiveness of existing TCMs and implementation of potential TCMs for inclusion in the SIP. Additionally, NCDENR will consult with NCDOT and the MPO about what critical transportation related inputs for the SIP development process should be used, such as VMT and speed assumptions for various road classifications. A draft version of the SIP will be shared with the Parties, at a minimum, 30 days prior to the end of the public comment period.
- 2.2.11 NCDENR shall consult and review project narratives provided by NCDOT or appropriate project sponsor to determine if the project is an air quality concern for particulate matter based on 40 CFR 93.
- 2.2.12 NCDENR, at the written request of NCDOT or the MPO, shall provide appropriate emission factors to NCDOT or the MPO for completion of the conformity analysis. NCDENR shall provide a schedule for completion of work within two (2) business days of the written request. NCDENR shall consult with NCDOT and/or the MPO for the availability and appropriate use of local data in the latest EPA-approved emissions model.
- 2.2.13 NCDENR shall review and provide comments to the MPO on draft conformity analyses. NCDENR shall provide timely review comments to the MPO within twenty-one (21) days of receipt for inclusion in the final report in accordance with the terms and conditions of this Agreement.

2.3 NCDOT DUTIES

- 2.3.1 NCDOT shall participate in the SICM, Interagency Consultation Conformity Determination Meeting(s) and other appropriate committees/meetings established to discuss with the Parties on the development of a revised statewide transportation plan, including programs and projects.
- 2.3.2 NCDOT shall consult with the Parties to develop the STIP and amendments thereto. Furthermore, NCDOT shall keep the Parties apprised of the status and content of statewide transportation plans and the STIP.
- 2.3.3 NCDOT shall consult with the Parties to develop LRTPs, TIPs and amendments thereto by the dates agreed to in the Interagency Consultation Conformity Determination Meeting.
- 2.3.4 NCDOT shall participate in the development and review of transportation system emissions modeling activities and projection procedures to ensure consistency of air quality and transportation system evaluation.
- 2.3.5 NCDOT shall review and provide comments to the MPO on draft conformity analyses by the dates agreed upon in the Interagency Consultation Conformity Determination Meeting unless NCDOT has authored said conformity analysis report.
- 2.3.6 NCDOT shall also provide information requested by other Parties to track the implementation of TCMs included in the SIP by the dates agreed to in the Interagency Consultation Conformity Determination Meeting.
- 2.3.7 NCDOT shall assist NCDENR and the MPOs as needed for modifications or revisions to the SIP, which will include the assessment of effectiveness of existing TCMs and implementation of potential TCMs for inclusion in the SIP.
- 2.3.8 NCDOT shall conduct project level conformity analysis for NCDOT sponsored projects as part of the NEPA process for FHWA/FTA projects located in the MPO boundary.
- 2.3.9 Enforceability of Design Concept and Scope and Project-Level Mitigation and Control Measures
 - 2.3.9.1 The NCDOT shall obtain written commitments from the project sponsor and/or operator to fulfill and complete all of the projects and operations identified by the project-level National Environmental Policy Act (NEPA) mitigation or control measures with respect to local hot spot analysis

- 2.3.9.2 The NCDOT shall fulfill commitments made for mitigation measures that were required for facilitating positive conformity determinations.
- 2.3.9.3 Written commitments to mitigation measures must be obtained prior to a positive conformity determination, and project sponsors and/or operators must comply with the agreed upon commitment obligations.

2.4 FHWA and FTA (USDOT) DUTIES

- 2.4.1 FHWA and FTA shall consult with the Parties regarding the SICM, the Interagency Consultation Conformity Determination Meetings and other appropriate committees/meetings established to advise the Parties on the development of transportation plans, programs and projects, particularly as these relate to air quality-related issues.
- 2.4.2 FHWA and FTA shall advise the Parties of changes to USDOT technical, regulatory, and policy guidance as it relates to the planning process and conformity.
- 2.4.3 FHWA and FTA shall assist NCDENR, NCDOT and the MPOs as needed for modifications or revisions to the SIP, which will include the assessment of effectiveness of existing TCMs and implementation of potential TCMs for inclusion in the SIP.
- 2.4.4 FHWA and FTA shall assess the MPO's compliance with public participation policy and procedures that meet the requirements of 23 CFR 450.316(a) and 40 CFR 93.105(e).
- 2.4.5 FHWA and FTA shall provide written comments to the other Parties concerning both draft and final conformity findings in accordance with the terms of this Agreement. The final conformity finding made by FHWA shall be consistent with the requirements of the national conformity memorandum of understanding.
- 2.4.6 FHWA shall review and provide timely approval or rejection, in writing, of the final conformity determination report by the MPO of an amended and/or adopted transportation plan, program or project subject to conformity analysis and determination according to this Agreement by the dates agreed to in the Interagency Consultation Conformity Determination Meetings.
- 2.4.7 The FHWA will coordinate the federal review effort and will forward copies of the draft or final LRTP and/or TIP document and related conformity determination to the FTA and USEPA unless an alternate coordination process is specified through interagency consultation.

- 2.4.8 In accordance with 40 CFR 93.125(c), prior to making a project-level conformity determination for a transportation project, FHWA must obtain from the project sponsor and/or operator written commitments, as defined in 40 CFR 93.101, to implement any project-level mitigation or control measures in the construction or operation of the project identified as conditions for NEPA process completion. The written commitments to implement those project-level mitigation or control measures must be fulfilled by the appropriate entities.
- 2.4.9 FHWA shall be responsible for final approval or rejection of project level conformity determinations on FHWA projects.

2.5 USEPA DUTIES

- 2.5.1 USEPA shall participate in the SICM, the Interagency Consultation Conformity Determination Meetings and other appropriate committees/meetings established to advise the Parties on the development of transportation plans, programs and projects, particularly as these relate to air quality-related issues.
- 2.5.2 USEPA shall, in a timely fashion, advise the Parties of changes to USEPA policy, regulation, and guidance related to air quality and conformity.
- 2.5.3 USEPA shall review and comment, in writing to FHWA and the MPO, on draft and final conformity analyses in accordance with the terms of this Agreement and consistent with the requirements of the national conformity memorandum of understanding within twenty-one (21) days of receipt.
- 2.5.4 USEPA shall assist NCDENR, NCDOT and the MPOs as needed for modifications or revisions to the SIP, which will include the assessment of effectiveness of existing TCMs and implementation of potential TCMs for inclusion in the SIP.
- 2.5.5 USEPA shall review the adequacy of the Motor Vehicle Emissions Budgets, and determine the approvability determination of submitted SIPs, including the Conformity SIP (the subject of this MOA) and any subsequent revisions, and of control strategy SIPs and any revisions. USEPA's determination of approvability shall be published in the Federal Register.
- 2.5.6 USEPA shall be consulted with and will review compliance for hotspot requirements related to individual FHWA/FTA projects and provide comment in writing.

3.0 CONTENT AND SUBMISSION OF TRANSPORTATION PLANS, PROGRAMS AND PROJECTS

3.1 CONTENT AND DESIGN

The LRTP/TIP, programs and/or projects to be analyzed for conformity shall meet the requirements of the current federal transportation authorizing legislation, and the most current USDOT and USEPA regulations. At the time that a new or revised transportation plan is proposed, the MPO, in cooperation with NCDOT and local transportation planning agencies, shall prepare a list of new or modified transportation projects and services included in the transportation plan and identify the time frame each new project or service is expected to become operational.

3.2 PUBLIC PARTICIPATION

Conformity determinations for LRTP and Transportation Improvement Program (TIPs) shall follow the specific public involvement process established by the MPO, consistent with the requirements of 23 CFR Part 450, which provides opportunity for public review and comment prior to formal action on a conformity determination. The public review must provide reasonable public access to technical and policy information considered by the affected parties in making the conformity determination.

Conformity determinations in rural portions of nonattainment and maintenance areas outside and adjacent to the MPO boundaries shall follow the specific public involvement process established by NCDOT, consistent with the requirements of 23 CFR Part 450, which provides opportunity for public review and comment prior to formal action to update the STIP.

Any charges imposed for public review and copying should be consistent with applicable fee schedules including but not limited to 49 CFR 7.43 and N.C.G.S. §132-6.2.

4.0 STATEWIDE INTERAGENCY CONSULTATION MEETINGS

NCDENR shall sponsor a SICM meeting on a regular basis for the purpose of keeping all Parties and all MPOs abreast of new information concerning transportation planning generally and as it relates to conformity analysis and determination.

4.1 MEETING FREQUENCY

SICM shall be held monthly unless otherwise agreed upon by all Parties. Meeting dates shall be determined by NCDENR after consultation with the Parties. The meeting shall consist of updates and other pertinent information provided by each Party.

4.2 SPECIAL MEETINGS

If NCDENR determines, in consultation with other Parties, a need for an unscheduled Statewide Interagency Consulting Meeting and there is a consensus among the Parties to have an unscheduled meeting, NCDENR must provide prior notice to all Parties, at least fourteen (14) days in advance of the meeting. However, the Parties may waive the fourteen (14) day advance notice requirement if all Parties agree that an earlier scheduled meeting is in the best interest of the Parties.

4.3 MEETING LOCATION AND AGENDA

The SICM meeting location shall be determined based upon convenience and agreement by the Parties. NCDENR shall provide all Parties, including all Statewide MPOs, advanced notice of the meeting time, location and agenda. If necessary and convenient, the SICM meeting need not be a face-to-face meeting but may occur by telephone, video or some other practical electronic means.

4.4 DISCUSSION OF SIP RELATED ISSUES

NCDENR shall use the SICM meeting as an opportunity to update the Parties on SIPs under development and SIP revisions submitted to USEPA. NCDENR shall allow the Parties to review and comment on transportation-related SIP issues and respond to said comments. See Section 2.0.2 for the general process for commenting and responding to comments.

5.0 INITIATING CONFORMITY DETERMINATIONS OR ANALYSIS

The Parties shall make conformity determinations and consultations consistent with this Agreement and in accordance with the conditions described in 40 CFR Part 93 for LRTPs, TIPs and FHWA/FTA projects.

5.1 EXEMPTIONS TO CONFORMITY DETERMINATIONS

- 5.1.1 Notification of Exempt Status Required -- The MPO shall notify the Parties of adoption or approval of projects determined to be exempt by the MPO and provide a basis for such exempt status. Notification by the MPO shall also be made when the LRTP or TIP is revised to add or delete exempt projects as defined in 40 CFR 93.126, 93.127, and 93.128. Notification of deleted projects does not have to be made prior to an MPO action.
- 5.1.2 Objection to Exempt Determination -- If the Parties disagree with the MPO's finding that the amendment to the LRTP or TIP contains only exempt projects, the objecting Party shall notify all Parties in writing. See section 9.0 for conflict resolution procedures.

6.0 INTERAGENCY CONSULTATION CONFORMITY DETERMINATION MEETING

When the need for conformity analysis and determination is initiated in accordance with this Agreement and aforementioned regulations, the MPO, or its designee, shall call an Interagency Consultation Conformity Determination Meeting to which all Parties of this Agreement shall be invited by the MPO, or its designee.. The Interagency Consultation Conformity Determination Meeting shall be held prior to performing any conformity analysis or determination and shall address the specific processes outlined in 40 CFR 93.105(c). The purpose is to coordinate early with the Parties on information regarding the choice of some major parameters of the conformity analysis and to determine the schedule of preparation and review of the analysis. All of the information agreed upon by the Parties will be documented in the pre-analysis plan. If during the meeting a conflict arises, the Parties shall follow the conflict resolution procedures as outlined in Section 9.0 of this document.

6.1 NOTICE OF MEETING

The MPO, or its designee, shall provide at least fourteen (14) days prior written notice to the Parties that an Interagency Consultation Conformity Determination Meeting has been scheduled. Said prior notice shall also be given to local transportation providers represented by the MPO. However, the Parties may waive the fourteen (14) day advance notice requirement if all Parties agree that an earlier scheduled meeting is in the best interest of the Parties.

6.2 MEETING PLACE, TIME AND AGENDA

The meeting shall be scheduled at a time and location that allows representatives from the Parties to participate. The MPO, or its designee, shall distribute to the Parties draft agenda and meeting materials at least five (5) business days prior to the meeting. The Parties shall have the opportunity to add agenda items and will be responsible for presenting them. If it is agreed among the Parties that additional meetings are required the MPO, or its designee, may schedule such additional meetings.

Attendance at the Interagency Consultation Conformity Determination Meeting may be by telephone or teleconference so long as all the Parties agree. If some Parties are unable to attend the Interagency Consultation Conformity Determination Meeting(s), the MPO or its designee shall consider whether meaningful consensus can be reached with the available Parties. If the MPO or its designee determines the overall Party representation to be adequate, it shall document the meeting and provide all Parties with a summary of the important discussions and conclusions.

6.3 CONSULTATION ON CONFORMITY ANALYSIS APPROACH

The MPO, or its designee, shall outline, in the pre-analysis plan, the proposed methodologies to be used in the conformity analysis and share the pre-analysis plan with the Parties for comment at least 7 days prior to the meeting unless otherwise agreed upon by all Parties.

- 6.3.1 Interagency Consultation Procedures -- The issues listed in 40 CFR 93.105 (c) shall be reviewed and discussed at this meeting, including but not limited to, the following activities:
 - 6.3.1.1 Evaluating and choosing an appropriate model (or models) and associated methods and assumptions to be used in hot-spot analyses and regional emissions analyses;
 - 6.3.1.2 Determining which minor arterial and other transportation projects should be considered Regionally Significant Projects for the purpose of regional emissions analysis (in addition to those functionally classified as principal arterials or higher or fixed guideway systems or extensions that offer an alternative to regional highway travel);
 - 6.3.1.3 Evaluating whether projects otherwise exempted from meeting the requirements of 40 CFR 93.126 and 93.127 should be treated as non-exempt in cases where potential adverse emissions impacts may exist;
 - 6.3.1.4 Discussing whether or not adopted TCMs are on schedule and performing as anticipated, as required by 40 CFR 93.113. If TCMs are not on schedule, Parties shall discuss whether 40 CFR 93.113(c)(1) can be met and what will occur if 40 CFR 93.113(c)(1) cannot be met;

- 6.3.1.5 Choosing conformity tests and methodologies for areas outside the MPO boundary but within the nonattainment or maintenance area as required by 93.109(1)(2)(iii);
 - 6.3.1.6 Consulting on emissions analysis for transportation activities which cross MPO, nonattainment area or air basin boundaries;
 - 6.3.1.7 For the metropolitan planning area that does not include the entire nonattainment or maintenance area, the MPO and NCDOT will work to provide cooperative planning and analysis for the purposes of determining conformity of all projects outside the metropolitan area and within the nonattainment or maintenance area through interagency consultation meetings;
 - 6.3.1.8 Ensuring that plans for construction of RSPs, that are not FHWA/FTA projects, are disclosed to the MPO on a regular basis and any changes to those plans disclosed in writing to the MPO;
 - 6.3.1.9 NCDOT and the MPO, or its designee, will consult on the design, schedule and funding of research and data collection efforts and regional transportation model development through interagency consultation meetings;
 - 6.3.1.10 As defined in Section 2.1.10, the MPO, or its designee will provide final documents and supporting information to each applicable Party after adoption or approval;
 - 6.3.1.11 Latest planning assumptions for developing emission factors for the conformity analysis;
 - 6.3.1.12 Projects without a determined design concept and scope shall be discussed at the Interagency Consultation; and
 - 6.3.1.13 Parties must agree on sufficient details of the design concept and scope for the project to be included in the conformity analysis and determination.
- 6.3.2 TCM Analysis and Implementation -- The Interagency Consultation Conformity Determination Meeting shall be used for assuring implementation of TCMs, which shall be a joint responsibility of NCDENR, the MPO and NCDOT. NCDENR shall submit (at the Interagency Consultation Conformity Determination Meeting) a list of the TCMs, which are in the applicable implementation plan and their SIP schedules, to be included in the LRTP or TIP.

- 6.3.3 Scheduling Implementation -- The MPO or its designee shall provide a list of transportation system elements from the most recent conforming LRTP for inclusion in the current TIP to be completed in the time frame established in the LRTP. NCDENR or its designee (at the request of the MPO) shall provide the emission factors to the MPO within a time agreed upon during the interagency consultations and to allow the MPO sufficient time to complete the conformity analysis on schedule. Additional meetings to address schedule changes or modifications shall be scheduled as needed. Due to the difficulty in assembling all Parties at one time, subsequent meetings may involve various subsets of the larger group. However, pertinent information discussed in these sub-meetings shall be shared with the other Parties as defined in Section 2.1.2.
- 6.3.4 TIP Conformity Analysis and Determination -- The MPO shall also discuss the TIP as it relates to conformity-related issues. If the TIP is a subset of a currently conforming LRTP, the discussion of the TIP conformity analysis and determination may be made via e-mail or postal mail unless a Party member identifies sufficient reasons for including such discussions in a scheduled face-to-face meeting. If e-mail or postal mail is used, the MPO shall outline the manner in which the upcoming TIP conformity determination is to be carried out. The MPO shall inform the Parties of any proposed changes in procedure from the last TIP Conformity Analysis and Determination. The review and commenting procedures are outlined in Section 2.0.2.

7.0 CONFORMITY ANALYSIS RESULTS AND REPORTING

The draft conformity analysis report shall be circulated to the Parties defined during the Interagency Consultation Conformity Determination Meeting for their review prior to releasing said draft report for public review as required by Title 15A N.C.A.C. 2D. 2003.

After the Parties' twenty-one (21) day review period, or review period agreed upon by all Parties, the MPO shall provide public review and comments of the draft report in accordance with the MPO's public participation policies and procedures. The MPO shall not make conformity determination or plan adoption or approval until after the agency review is completed or the required review period has ended and after public participation.

7.1 DOCUMENTATION OF CONFORMITY ANALYSIS

The conformity analysis shall document all assumptions and relevant information used to determine the impact of the LRTP, TIP or FHWA/FTA project on travel and emissions in the region.

Contents of the Regional Conformity Analysis Report -- The conformity analysis report shall include, but not be limited to, following documentation:

- 7.1.1 Forecasts of population, household and employment in the analysis shall be either mentioned or referenced in report;
- 7.1.2 Inputs used to develop emissions factors and emission factors used; and
- 7.1.3 VMT and average speed for each federal functional classification.

7.2 COMMENTS BY THE PARTIES AND THE PUBLIC

The Parties may comment upon the analysis results after receiving the results of the draft conformity analysis and report. The results shall also be made available to the public for review and comment in accordance with the MPO's public participation policy and procedures and 23 CFR 450.316(a) and 40 CFR 93.105(e).

- 7.2.1 Evaluation of Comments from the Public -- After the completion of the public comment period, the comments received from the public on the conformity analysis, shall be addressed in the final report and may be raised in an additional meeting between the Parties. Comments may be addressed individually or in summary form at the discretion of the MPO.
- 7.2.2 Evaluation of Comments from the Parties -- If the Parties disagree with the conclusions of the analysis, the MPO shall convene a meeting or consult with the Parties via an electronic communication means (telephone, teleconference, e-mail, etc.) if agreed to by the Parties, to consider and discuss the comments and determine whether further conformity-related analysis is needed.

8.0 CONFORMITY DETERMINATION ADOPTED BY MPO RESOLUTION

The MPO may make a conformity determination and approval/adoption of the LRTP, TIP, RSP or applicable transit project after addressing conformity related objections and concerns raised by both the public and the Parties.

8.1 NOTIFICATION OF MPO RESOLUTION

The MPO shall provide FHWA and NCDOT with written notification of a conformity determination by MPO resolution within the time period agreed upon during interagency consultation meetings. The MPO shall include, along with the notification, a copy of the final conformity analysis and report. FHWA will be responsible for distribution of the final conformity analysis and report to the USEPA and FTA for formal review.

8.2 NCDENR OBJECTION TO CONFORMITY DETERMINATION

If NCDENR objects to the MPO's conformity determination, NCDENR may appeal the MPO determination within fourteen (14) days of receiving notification of the MPO's determination. The appeal process and procedure to be followed shall be in accordance with the Conflict Resolution section of this Agreement. Notwithstanding NCDENR's right of appeal, NCDENR may waive its right to object, in writing, at any time during the fourteen (14) day appeal period.

8.3 USDOT REJECTION OF CONFORMITY DETERMINATION

USDOT may reject the MPO determination within forty-five (45) days of receiving notification of the MPO's determination. The MPO may appeal the rejection to the Secretary of the USDOT. If no written approval or rejection has been received from USDOT after forty-five (45) days, the Secretary of NCDOT, the Chairperson of the MPO or the Secretary of NCDENR may provide a written request of review by the Secretary of the USDOT seeking a resolution among the FHWA and FTA. The rejection of conformity determination and appeal procedure and process shall be in accordance with the Conflict Resolution section of this Agreement.

9.0 CONFLICT RESOLUTION

The purpose of this Agreement is to ensure that necessary conformity analyses and determinations are made efficiently and with limited conflict. The Parties believe this Agreement establishes a means and protocol for consultation and document review that will avoid conflicts and disagreements among the Parties regarding final conformity determinations. Nevertheless, a means must be established to address the possibility that certain conflicts may arise that cannot be resolved among the designated representatives of the Parties. It is the purpose of this section to address such situations.

9.1 RESOLUTION OF CONFLICTS AT THE STATE LEVEL

9.1.1 Conflicts Arising Prior to Conformity Determination -- Any conflict or disagreement between NCDOT, NCDENR and the MPO causing a lack of consensus among the state Parties as to acceptance of MPO conformity analysis may be resolved in the manner described below. If NCDOT or NCDENR objects to the proposed conformity analysis prior to the MPO making a conformity determination by resolution, the issue may be resolved by the following procedure:

9.1.1.1 **Level I Resolution** -- After the objecting Party gives five (5) days written notice to the other Party members explaining the reasons for objection, each staff level Party member shall forward written objections to the Level I Resolution Negotiators who are defined as follows:
 NCDOT -- the Transportation Planning Branch Manager
 NCDENR -- the Division of Air Quality Director
 MPO -- the Chair of Technical Coordinating Committee or his or her designee.

The Level I Resolution negotiators shall have five (5) business days, from notice, to resolve the matter by mutually agreed upon meeting forum, including, but not limited to, face-to-face meetings, telephone and e-mail.

9.1.1.2 **Level II Resolution** – If the Level I Resolution Negotiators are unable to resolve the dispute, it may be raised to Level II Resolution negotiators who are defined as follows:
 NCDOT -- The Secretary of the NCDOT
 NCDENR -- The Secretary of NCDENR
 MPO -- the Chair of the MPO or his/her designee.

The Level II Resolution Negotiators shall have ten (10) business days to resolve the matter by mutually agreed upon meeting forum, including, but not limited to face-to-face meetings, telephone and e-mail.

9.1.2 Conflicts Arising After MPO Regional Conformity Determination -- After the MPO has made its conformity determination by resolution and adoption/approval, NCDENR may appeal said conformity determination by resolution and adoption/approval to the Governor of North Carolina within fourteen (14) days of confirmation that NCDENR received notice. If NCDENR appeals to the Governor, the final conformity analysis and determination must have the concurrence of the Governor of North Carolina. NCDENR shall provide written notice of appeal under this subsection to the Chairperson of the MPO, the Secretary of NCDOT, the FHWA North Carolina Division Administrator, and the USEPA and FTA Region 4 Administrators. Notwithstanding NCDENR's right of appeal, if NCDENR supports the final conformity determination, NCDENR may voluntarily waive its right of appeal, in writing.

9.1.2.1 **Resolution of NCDENR Appeal** -- The Governor may delegate his or her role in this appeals process to another official or agency within the State, but not to the head or staff of NCDENR, NCDOT, MPO, the North Carolina Board of Transportation, or any agency that has responsibility for any one of these functions.

If the NCDENR does not appeal to the Governor within fourteen (14) days of the MPO's notification of conformity on the LRTP or TIP the MPO may continue submission of its conformity determination to USDOT for their final review and conformity determination. The MPO does not have to make conformity determinations on projects.

9.2 RESOLUTION OF CONFLICTS AT THE FEDERAL LEVEL

It is the affirmative responsibility of FHWA and FTA to raise issues prior to the end of any agreed upon review period. If FHWA or FTA determines there is a significant issue, it is that agency's affirmative responsibility to arrange a meeting with the Parties to resolve the issue prior to writing negative comments or finding that the LRTP or TIP in question does not conform to the intent of the North Carolina SIP.

If, after the fourteen (14) day prior notice of the MPO's final conformity determination by resolution and approval/adoption, NCDENR has not appealed said final conformity determination (or waived its right to appeal earlier), FHWA and FTA may provide written approval or rejection of the final conformity determination within forty-five (45) days of notice of final conformity determination.

- 9.2.1 Consensus Among Federal Agencies -- If, within the forty-five (45) day period the FHWA and FTA are in disagreement over the approval or rejection of the conformity determination, the FHWA and FTA may escalate the conflict among their respective agencies in an attempt to resolve the issue within the forty-five (45) days time period.
- 9.2.2 Rejection by the Federal Agencies -- If the FHWA and FTA reject the conformity determination, the MPO, NCDOT or NCDENR may appeal said rejection to the Secretary of USDOT.
- 9.2.3 No Action after Forty-Five (45) Days -- If after forty-five (45) days, no written approval or rejection has been provided from FHWA and FTA, the Secretary of NCDOT, the Chairperson of the MPO or the Secretary of NCDENR may provide a written request of review by the Secretary of the USDOT seeking a resolution among the FHWA and FTA.

10.0 MODIFICATIONS OF AGREEMENT

The Parties may propose revision(s) to this MOA, and request that Parties meet to consider such a revision. A change in duties will require this MOA to be reviewed.

11.0 TERMINATION OF AGREEMENT

11.1 TERMINATION AND RENEWAL

The natural term of this MOA is five (5) years from the date of execution. The MOA will be reviewed to ensure it reflects the current transportation conformity regulation requirements and all parties consulted before the MOA is renewed every for another five (5) years. If a Party desires to re-negotiate a new agreement, the canceling Party must provide written notice to all other Parties at least six (6) months prior.

In the event that a Party seeks to renegotiate the MOA and an agreement on the new MOA is not reached prior to the expiration of the 5-year term, the previous MOA will remain in effect until such time as a new agreement is approved by all Parties and formally adopted into the SIP.

12.0 SAVINGS PROVISIONS AND OTHER

- 12.1** This MOA does not change any of the requirements and obligations contained in any existing law or regulation, including but not limited to Clean Air Act, transportation conformity regulations (40 CFR Parts 51 and 93), National Environmental Policy Act (NEPA), or the North Carolina Administrative Code at 15A NCAC. In the event of conflict between the provisions of this agreement and an existing regulatory provision, the regulatory provision shall prevail.
- 12.2** Upon its execution by the Parties this MOA supersedes any and all previous agreements between the signatories with respect to matters addressed herein.
- 12.3** This MOA does not create any, nor does it affect any existing, administrative or judicial right of the Parties.
- 12.4** If any provision of this MOA is rendered or declared invalid by any final court action or decree, or by reason of preemptive legislation, the remaining sections of this MOA shall remain in full force and effect for the duration of the MOA.
- 12.5** Unless otherwise specified, in computing any period of time prescribed or allowed in this MOA, Rule 6 “Time” of the North Carolina Rules of Civil Procedure shall apply.

IN WITNESS WHEREOF, the Parties have executed this AGREEMENT on this the _____ day of _____, 2011.

MPO

By: _____

Name: _____

Title: _____

IN WITNESS WHEREOF, the Parties have executed this AGREEMENT on this
the _____ day of _____, 2011.

NCDOT

By: _____

Name: _____

Title: _____

IN WITNESS WHEREOF, the Parties have executed this AGREEMENT on this
the _____ day of _____, 2011.

NCDENR

By: _____

Name: _____

Title: _____

IN WITNESS WHEREOF, the Parties have executed this AGREEMENT on this
the _____ day of _____, 2011.

USEPA

By: _____

Name: _____

Title: _____

IN WITNESS WHEREOF, the Parties have executed this AGREEMENT on this
the _____ day of _____, 2011.

FHWA

By: _____

Name: _____

Title: _____

IN WITNESS WHEREOF, the Parties have executed this AGREEMENT on this
the _____ day of _____, 2011.

FTA

By: _____

Name: _____

Title: _____

Member Organizations

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

TO: Transportation Advisory Committee (TAC)

**FROM: Leta F Huntsinger, PE, Technical Services Team Leader
DCHC MPO/City of Durham**

DATE: February 1, 2011

SUBJECT: NC 54/I-40 Corridor Study – Phase II Action Plan

The DCHC MPO initiated the NC 54/I-40 Corridor Study to analyze the issues within the NC 54 corridor, evaluate mitigation measures, and identify transportation and land use strategies for accommodating current and future transportation needs. Please see the study website for a posting of current documents: <http://www.nc54-i40corridorstudy.com/>.

The public review period covered a four-month period between August 2010 and December 2010. The Technical Steering Committee overseeing the study held a one-day workshop on January 10, 2011 to review public comment and to develop an action plan for addressing public comments. The Durham City Council approved a contract amendment to cover additional technical analysis at their December 6, 2010 meeting. The contract amendment included \$51,752 budgeted with a \$20,000 contingency to cover additional technical analysis required to address public comment and concerns. This memorandum summarizes key public concerns along with a description of work tasks identified by the Technical Steering Committee to address these concerns. The following notation describes the funding status of each task:

- Funded – task included in the approved \$51,752
- Contingency – task recommended under the \$20,000 contingency
- Unfunded – task will require approval of additional funding by City Council

Superstreet DesignPublic Concern:

The superstreet design, intended to create safer and more efficient traffic operations by restricting turn movements at major intersections has generated concerns over restricted access and confusion with the permitted turn movements. There is also concern that this design will encourage neighborhood cut through traffic and impede bus operations.

Phase II Work Tasks:

The consultant will conduct additional operational analysis to evaluate whether more closely spaced crossover opportunities exist. The consultant will more closely evaluate and report on the intersection delay and travel distance required by such a design.

Funding Status:

Funded

Public Concern:

Innovative solutions, such as a DC style elevated roundabout, need to be explored for the NC 54/Farrington Road intersection and I-40 interchange area. The proposed superstreet recommendation has negative impacts to surrounding landowners and business operators.

Phase II Work Tasks:

The consultant will review and evaluate functional designs and traffic analysis for grade separation in the Farrington Road area and the Friday Center/Meadowmont Drive and/or Barbee Chapel Road intersections. The consultant will revisit interchange designs for I-40 and NC 54 with the addition of a grade separated intersection at Farrington Road.

Funding Status:

Funded

Staff Concern:

Improvements to NC 54 and the I-40 interchange could result in negative impacts to traffic operations and safety along I-40 near the NC 54 interchange.

Phase II Work Tasks:

The consultant will update the analysis to address potential traffic and safety impacts on I-40 from projected growth and transportation system modifications.

Funding Status:

Contingency

Proposed Flyover Ramps

Public Concern:

The proposed flyover ramps are incompatible with surrounding land use and development.

Phase II Work Tasks:

The consultant will perform additional traffic analysis and trade-off analysis related to the need for the proposed flyover ramps from I-40 into the proposed Leigh Village development area. In particular, the need for this improvement will be evaluated in conjunction with a reduced park and ride presence at Leigh Village and a grade separated intersection at Farrington Road and NC 54.

Funding Status:
Funded

Park and Ride

Public Concern:

A potential structured parking deck in the proposed Leigh Village Station Area development has brought up concerns regarding traffic impacts, visual impacts, and changes to the rural nature of Farrington Road. Alternative locations that keep traffic out of the corridor need to be further explored.

Phase II Work Tasks:

The consultant will evaluate the impacts of reducing the size of parking at the Leigh Village location in favor of increasing lot sizes at other locations. The key question is to identify a minimum number of park and ride spaces, in addition to other development related parking, and to examine whether some of the extra demand can be accommodated elsewhere.

Funding Status:
Funded

Public Concern:

The proposed park and ride facilities in the corridor are not sufficient to handle the anticipated growth in park and ride transit ridership in the future. The cost of providing "remote" park and ride facilities needs to be further investigated both from the standpoint of demand and cost to provide high frequency service.

Phase II Work Tasks:

Consultant will conduct a travel time contour analysis of identified potential park and ride lots for their suitability to serve potential destinations within and outside of the NC 54 corridor, including locations elsewhere in Durham and the Research Triangle Park.

Funding Status:
Contingency

Growth Projections

Public Concern:

Growth projections are unrealistic and proposed development is too dense and does not fit with the character of existing land development within the corridor. There needs to be an evaluation of the impact that this level of development will have on the Jordan Lake Watershed.

Phase II Work Tasks:

Consultant will coordinate further with local planners and officials to review and assess land use changes that are likely to occur by 2035. The Consultant will incorporate changes in the Glen Lennox site plan as available from the Town of Chapel Hill, and will review and potentially adjust development projections for the Leigh Village site as appropriate to determine the threshold of future growth that will not require major highway capacity improvements into the site from I-40.

Funding Status:

Contingency

Collector Street System (Response to potential Light Rail Transit (LRT) realignment and George King Drive)

Public Concern:

Support the collector street concept, but the specifics of these recommendations need to be revisited in order to minimize the impact to neighborhoods and to take advantage of existing intersections. George King Drive should be considered as the primary access point, especially if the LRT is realigned to follow George King Drive.

Phase II Work Tasks:

The consultant will coordinate with TTA and appropriate agencies on the LRT Alternatives Analysis (AA) to address changes from that process that will influence recommendations. This will include the potential impact of increased traffic on George King Road if Southwest Durham Drive is not built due to environmental and cost concerns highlighted during the LRT AA.

Funding Status:

Unfunded

Analyze Fordham Boulevard/NC 54 Interchange

Public Concern:

While not as significant an impact as the I-40 interchange, the interchange with Fordham Boulevard is a major bottleneck in the system. The study should include an evaluation of this interchange.

Phase II Work Tasks:

The consultant will conduct operational analysis on current operations and document existing deficiencies and safety problems. The consultant will also evaluate future year deficiencies and will identify operational solutions to achieve an acceptable level of service and to resolve any safety problems. Finally, the consultant will develop a recommended functional design concept of interchange modifications that will achieve an acceptable level of service with 2035 traffic.

Funding Status:
Unfunded

Additional Analysis to Address Public Comments

Public Concern:

In addition to the specific areas of public concern noted above, public comments also highlighted a need for additional analysis related to the following:

- *bicycle and pedestrian improvements;*
- *a better evaluation of through traffic and eastbound traffic on NC 54;*
- *travel through the corridor for other major employment centers such as Duke University, and North Carolina Central University;*
- *hardscaping and landscaping to provide a better buffer between NC 54 and existing development along the corridor; and*
- *a greater focus on the cost effectiveness of the recommendations.*

Phase II Work Tasks:

The consultant will conduct additional analysis as necessary and will more thoroughly document these areas in the final report.

Funding Status:
Funded

Other Areas of Concerns

Public Concern:

The public process was dominated by Chapel Hill and the University of North Carolina, the public outreach effort was inadequate, and the proposed recommendations disproportionately affect Durham citizens.

Response:

The public involvement effort for this project was very extensive beginning with the development of a public involvement plan as the first deliverable for this project. Public involvement included:

- development of a project website
- development of an email distribution list containing over 700 contacts
- variable message signs placed on both end of the corridor several days prior to each public workshop
- a press release prior to each public workshop
- two episodes of the project on Durham's City Hall this Week
- 6 focus groups
- 3 public workshops

Data collected at each public workshop indicates that the workshops were well attended by residents of both Durham and Orange counties, with the highest number of attendees coming from Durham County.

Public Concern:

The study area was too small and needs to be expanded.

Response:

The limits of the study area were driven by budget limitations and technical staff discussions prior to the initiation of the study. All travel analysis considered travel demand and travel patterns beyond the NC 54 corridor study area. The study area was used primarily to focus land use scenario testing and transportation improvements.

Public Concern:

Reroute the proposed light rail such that it crosses Little Creek with NC 54 rather than creating a new crossing of Little Creek, this will minimize costs and environmental impacts.

Response:

The alternatives analysis work currently underway by Triangle Transit will address this issue. Phase II of the NC 54 study will address any modifications needed to support this recommendation.

Public Concern:

Many of the recommendations seem to be centered on the expectation that light rail transit will come to this corridor; what is the fall back plan if it does not.

Response:

The consultant was directed to take the LRT as a given, alternatives without this project were not evaluated. The study and report address the importance of staging high-density development with the implementation of the LRT with the goal that high-density development will not occur prior to the transportation infrastructure to support it.



Member of the **g@triangle** family of services

DCHC-MPO TAC Regional Transit Planning Update

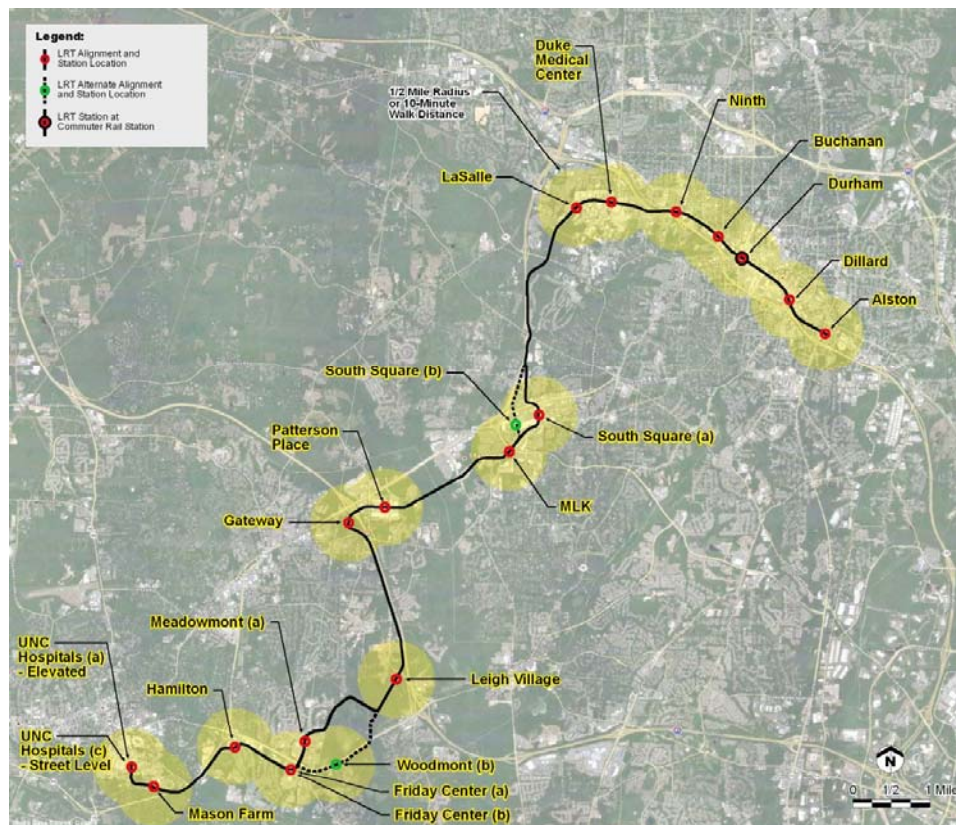
Triangle Transit Staff

February 9, 2011

Today's Presentation

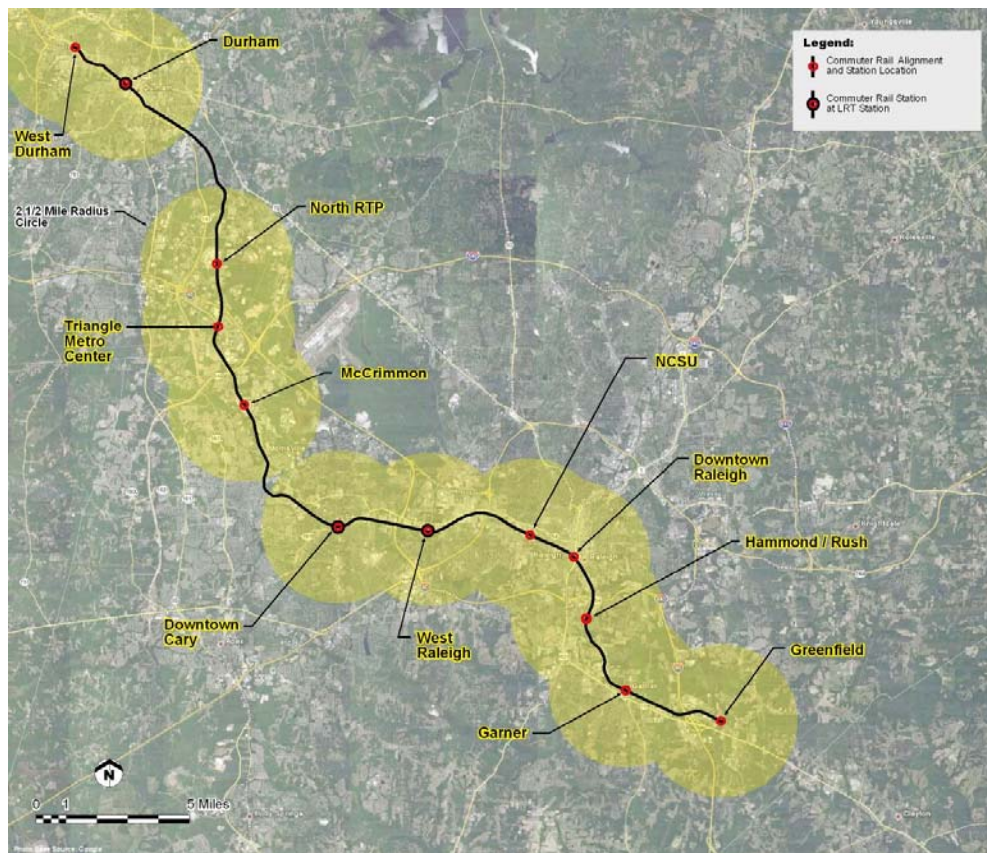
- ▶ Alternatives Analysis Progress Update
- ▶ Difference between the Transit Plan and the Locally Preferred Alternative (LPA)
- ▶ Coordination of Durham and Orange Transit Plans
- ▶ Schedule for Transit Plan

Progress Update: Durham-Orange



- ▶ Durham-Orange Corridor: UNC to Alston Ave
- ▶ 17 miles, LRT or BRT
- ▶ 34 minutes travel time, average 30 mph, 17 stations

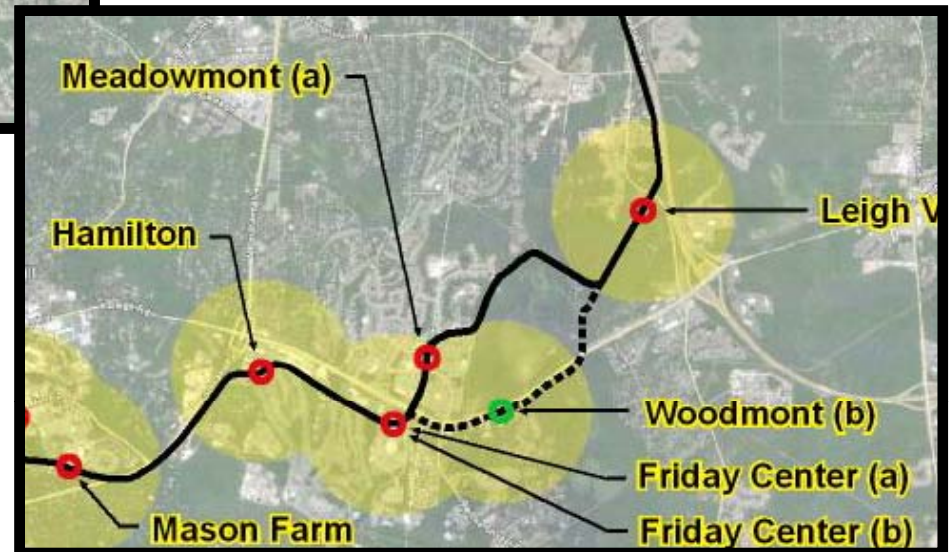
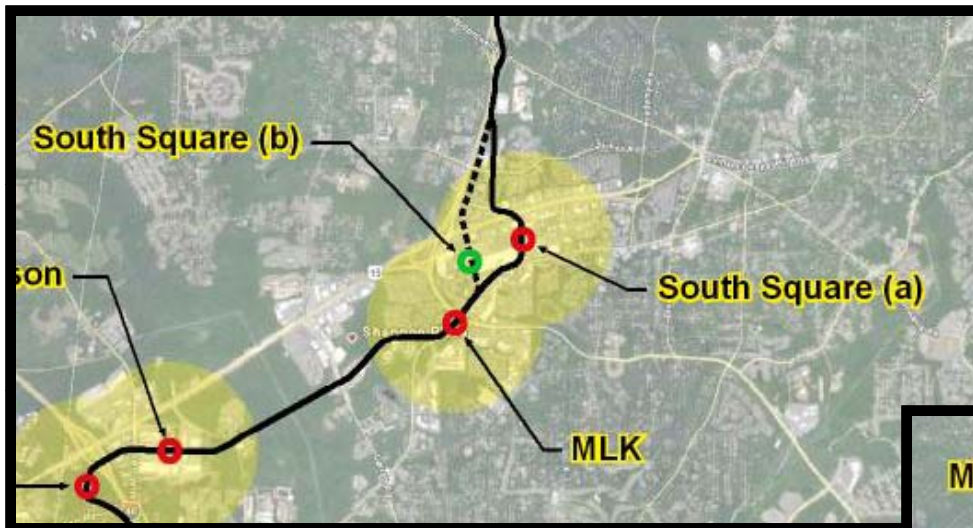
Progress Update: Durham-Wake



- ▶ Durham-Wake Corridor: West Durham to Greenfield Parkway
- ▶ Commuter Rail
- ▶ 51 minutes travel time, average 43 mph, 12 stations



Durham-Orange: Alignment Alternatives



Renderings: Durham Station



*Durham LRT Station Rendering
Alongside Amtrak Station*



Renderings: Friday Center



*Aerial Rendering Over NC54
Into Meadowmont Village*



Locally Preferred Alternative (LPA)

- ▶ Regulatory background
 - ▶ Required for FEDERAL New Starts Process
 - ▶ Not required or even mentioned in HB 148 legislation
- ▶ Expresses a GOAL for a specific corridor between point A and point B, recommends technology, endpoints, service frequency
- ▶ Does NOT need to be fiscally constrained to current or potentially available revenue
- ▶ Says NOTHING about phasing, when projects come online

Transit Financial Plan

- ▶ Regulatory background
 - ▶ Required by *STATE Government*: House Bill 148
- ▶ Specifies bus services and rail projects from passage of referendum to plan horizon year (2035)
- ▶ Is fiscally constrained to a group of agreed-upon revenues with specific revenue growth and inflation assumptions
- ▶ Indicates phases in which projects come online, including rail project opening dates and number of buses and hours operated each year

Key Difference

- ▶ Transit Plan for bus and rail required to be approved by MPO, Triangle Transit Board of Trustees, and County Commission. County Commissioners will vote to move forward with referendum.
- ▶ LPA required to seek federal funds for a portion of a Light Rail, Commuter Rail, or Bus Rapid Transit project

Coordinating Durham & Orange Plans

- ▶ Bus element of Durham plan in FINAL staff draft
- ▶ Bus element of Orange plan in FIRST staff draft
- ▶ Both plans put high priority on bus improvements (local and regional) in 15-501 corridor in advance of rail
- ▶ Durham draft shared with elected officials once already; Orange elected officials receive draft at Feb 18th meeting



Member of the **go@triangle** family of services

Schedule Discussion



Member of the **go@triangle** family of services

Questions?

MEMORANDUM

**TO: Transportation Advisory Committee
DCHC MPO**

FROM: DCHC MPO Lead Planning Agency

DATE: February 9, 2011

SUBJECT: 2011-2012 Unified Planning Work Program (UPWP)

Unified Planning Work Program (UPWP) Development Process

The development process for the 2011-12 UPWP is presented below. The work program contains any new initiative for FY2012 and a continuation of the FY2011 initiatives and emphasis areas. In addition, the schedule provides for opportunity for linking the UPWP development with the local member governments' budget process. Draft 2011-2012 UPWP schedule is illustrated in the attached development schedule.

1	26-Jan-11	TCC receives the schedule for the development of the 2011-2012 UPWP and Draft financial tables.
2	23-Jan-11	Deadline for submitting transit element of the UPWP to NCDOT-PTD
3	9-Feb-11	TAC receives schedule for the development of the 2011-2012 UPWP and Draft of Financial Schedules.
4	23-Feb-11	TCC receives 2nd Draft 2011-2012 UPWP and recommends TAC release 2nd draft UPWP for public comment.
5	February-March	Development of Draft 2011-2012 UPWP and coordinating with local agencies continues.
6	February-March	TCC coordinates with member jurisdictions budget process for local matching funds
7	9-Mar-11	TAC receives Draft 2011-2012 UPWP and releases UPWP for public comment
8	23-Mar-11	TCC recommends Draft 2011-2012 UPWP for TAC approval
9	13-Apr-11	TAC reviews Draft 2011-2012 UPWP, hold public comments hearing
10	27-Apr-11	TCC considers public comments and recommends that TAC adopt FINAL 2011-2012 UPWP and self certifies MPO planning process
11	11-May-11	TAC adopts FINAL 2011-2012 UPWP and self certifies MPO planning process
12	1-Jun-11	NCDOT/FHWA approves 2011-2012 UPWP

**Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization**

DRAFT

2011-2012
Unified Planning Work Program (UPWP)

May 11, 2011

draft

Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization (DCHC MPO)

RESOLUTION

Approving the FY 2011-2012 Unified Planning Work Program

May 11, 2011

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

Whereas, a comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation projects are effectively allocated to the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization;
and

Whereas, the City of Durham Department of Transportation has been designated as the recipient of Section 104(f) Planning and Technical Studies Planning grant funds; and

Whereas, members of the Transportation Advisory Committee agree that the Unified Planning Work Program will effectively advance transportation planning for FY 2011-2012.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses the *Durham-Chapel Hill-Carrboro Metropolitan Planning Organization FY 2011-2012 Unified Planning Work Program*.

draft

I, J. Michael Woodard, TAC Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, duly held on the 11th day of May, 2011.

TAC Chair

Subscribed and sworn to me this _____ day of _____, 2011.

Notary Public

(Notary seal)

101 City Hall Plaza
Durham, NC 27701

My commission expires _____

Durham-Chapel Hill-Carrboro (DCHC)
Metropolitan Planning Organization (MPO)

RESOLUTION (PTD-FTA)

Approving the FY 2011-2012 Unified Planning Work Program (UPWP) of the
DCHC Urban Area/Metropolitan Planning Organization

May 11, 2011

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

Whereas, a comprehensive and continuing transportation planning program must be carried out
cooperatively in order to ensure that funds for transportation projects are effectively
allocated to the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization;
and

Whereas, the City of Durham Department of Transportation has been designated as the recipient
of Federal Transit Administration (FTA) Metropolitan Planning Program funds; and

Whereas, members of the Transportation Advisory Committee agree that the Unified Planning
Work Program will effectively advance transportation planning for FY 2011-2012.

Now therefore, be it resolved that the Transportation Advisory Committee hereby endorses the
*FY 2011-2012 Unified Planning Work Program for the Durham-Chapel Hill-Carrboro
Metropolitan Planning Organization.*

I, J. Michael Woodard, Chair of the DCHC MPO Transportation Advisory Committee (TAC) do
hereby certify that the above is a true and correct copy of an excerpt from the minutes of a
meeting of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, duly held on
the 11th day of May, 2011

TAC Chair

Subscribed and sworn to me this _____ day of _____, 2011.

Notary Public

(Notary seal)

101 City Hall Plaza
Durham, NC 27701

My commission expires _____

RESOLUTION CONFIRMING TRANSPORTATION PLANNING PROCESS

RESOLUTION CERTIFYING THE DURHAM-CHAPEL HILL-CARRBORO (DCHC MPO) METROPOLITAN PLANNING ORGANIZATION’S TRANSPORTATION PLANNING PROCESS FOR FY 2011-2012 (FY 2012)

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;

WHEREAS, the Transportation Advisory Committee has found the transportation planning process to be in compliance with Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c));

WHEREAS, the Transportation Advisory Committee has found the Transportation Planning Process to be in full compliance with Title VI of the 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. 794;

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the involvement of Disadvantaged Business Enterprises in the FHWA and the FTA funded planning projects (Section 1003(b) of ISTEA of 1991 (Pub. L. 102-240), Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23);

WHEREAS, the Transportation Advisory Committee has considered how the Transportation Planning Process will affect the elderly and the disabled per the provision of the Americans With Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulations (49 CFR parts 27, 37, and 38);

WHEREAS, the DCHC MPO Metropolitan Transportation Improvement Program is a subset of the currently conforming 2030 Long Range Transportation Plan;

WHEREAS, the Transportation Plan has a planning horizon year of 2035, and meets all the requirements for an adequate Transportation Plan,

NOW THEREFORE, be it resolved that the DCHC Urban Area Transportation Advisory Committee certifies the transportation planning process for the DCHC Metropolitan Planning Organization on this the _____ day of _____, 2011.

Chair, Transportation Advisory Committee

Clerk/Secretary/Planner

Metropolitan Planning Self-Certification Process

CFR 450.334

The State and the MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:

- Section 134 of title 23 U.S.C., section 8 of the Federal Transit Act (49 U.S.C. app. 1607) and;
- Section 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 (c) and (d));
- Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by each state under 23 U.S.C. 324 and 29 U.S.C. 794;
- Section 103 (b) of the Intermodal Surface Transportation Efficiency Act of 1991 (Public Law 102-240) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded planning projects...; and
- The provisions of the Americans with Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and U.S. DOT regulations “Transportation for Individuals with Disabilities” (49 CFR parts 27, 37, and 38).

In addition, the following checklist should help guide the MPOs as they review their processes and programs for self-certification.

draft

Self-Certification Checklist

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law (if applicable)? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (a)]
2. Does the policy board include elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134 (b); 49 U.S.C. 5303 (c); 23 CFR 450.306 (i)]
3. Does the MPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-yr forecast period? [23 U.S.C. 134 (c), 49 U.S.C. 5303 (d); 23 CFR 450.308 (a)]
4. Is there a currently adopted (Unified) Planning Work Program (U/PWP)? 23 CFR 450.314
 - a. Is there an adopted prospectus? Are work programs consistent with the adopted prospectus?
 - b. Are tasks and products clearly outlined?
 - c. Is the U/PWP consistent with the LRTP?
 - d. Has the UPWP been checked for effectiveness to see if it is further meeting the goals of the LRTP?
 - e. Is UPWP product driven and result oriented?
 - f. Is the work identified in the U/PWP completed in a timely fashion?
5. Does the area have a valid transportation planning process? 23 CFR 450.322
 - a. Is the transportation planning process continuous, cooperative and comprehensive?
 - b. Is there a valid LRTP?
 - c. Did the LRTP have at least a 20-year horizon at the time of adoption?
 - d. Does it address the 8-planning factors?
 - e. Does it include strategies for evaluating effectiveness of Plan goals and targets?
 - f. Does it cover all modes applicable to the area?
 - g. Does it address preservation of existing systems? Is consideration of the preservation of existing systems clearly documented in stand-alone section?
 - h. How is freight considerations incorporated into the LRTP?
 - i. How is safety considerations incorporated in the LRTP? Are safety considerations documented separately (stand-alone)?
 - j. Is it financially constrained?
 - k. Has the MPO demonstrated reasonableness of LRTP Revenue sources? How?
 - l. Does it include funding for the maintenance and operation of the system?
 - m. Does it include environmental mitigation?
 - n. Does it conform to the State Implementation Plan (SIP) (if applicable)?
 - o. Is it updated/reevaluated in a timely fashion (at least every 4 or 5 years)?
6. Is there a valid TIP? 23 CFR 450.324, 326, 328, 332
 - a. Is it consistent with the LRTP?
 - b. Is it fiscally constrained?
 - c. Is it developed cooperatively with the state and local transit operators?
 - d. Is it updated at least every 4-yrs and adopted by the MPO and the Governor?
7. Does the area have a valid CMP? (TMA only) 23 CFR 450.320
 - a. Is it consistent with the LRTP?
 - b. Was it used for the development of the TIP?
 - c. Is it monitored and reevaluated to meet the needs of the area?
8. Does the area have a process for including environmental mitigation discussions in the planning process? (SAFETEA-LU)

- a. How _____
- b. Why not _____
9. Does the planning process meet the following requirements of 23 CFR 450.316 (2) (3), EO 12898?
- a. Title VI
 - i. Are there procedures in place to address Title VI complaints and does it comply with federal regulation? [23 CFR 200.9 (b)(3)]
 - b. Environmental Justice (Executive Order 12898)
 - i. Has the MPO identified low-income and minority populations within the planning area and considered the effects in the planning process?
 - ii. Has the MPO developed Environmental Justice Policy and Program?
 - iii. Has the MPO involved EJ community in the development of the UPWP?
 - c. ADA
 - i. Are there procedures in place to address ADA complaints of non-compliance and does it comply with federal regulation? [49 CFR 27.13]
 - d. DBE
 - i. Does the MPO have a DBE policy statement that expresses commitment to the DBE program? [49 CFR 26.23]
10. Does the area have an adopted PIP/Public Participation Plan? 23 CRR 450.316 (b)(1)
- a. Did the public participate in the development of the PIP?
 - b. Was the PIP made available for public review for at least 45-days prior to adoption?
 - c. Is adequate notice provided for public meetings?
 - d. Are meetings held at convenient times and at accessible locations?
 - e. Is the public given an opportunity to provide oral and/or written comments on the planning process?
 - f.
 - g. Does the PIP include criteria for measuring the effectiveness of PIP?
 - h. Is the PIP periodically reviewed and updated to ensure its effectiveness?
 - i. Are plans/program documents available in an electronic accessible format, i.e. MPO website?
 - j. Has the MPO employed visualization tools in LRTP, TIP and planning projects?
 - k. Does the PIP include visualization tools?
 - l. Is the EJ community given the adequate and meaningful opportunity to provide comments on the planning process?
11. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? (SAFETEA-LU)
- a. How _____
 - b. Why not _____
12. Has the UPWP been checked for effectiveness to see if it is further meeting the goals of the LRTP?
13. Does the UPWP meet SAFETEA-LU requirements? If not, what is the timeline to update the UPWP?
14. Do the selected work items reflect the planning priorities facing the MPO?
15. Do the MPO product UPWP reports consistent with agreements and federal regulation? Are UPWP products and accomplishments documented in reports? Are accomplishments consistent with the proposed work programs? Are reports made available to the Policy Board and the Public? How are reports disseminated?
16. How is safety consideration reflected in the MPO planning process?

17. What steps have you taken to incorporate freight concerns in the planning process? Is freight considered in the project selection and prioritization process?
18. Are freight providers included in the MPO's boards, advisory groups, task forces? If no, what steps are being taken to incorporate these groups?
19. Has the MPO developed methodology to measure the impact freight on the transportation system?
20. What process/procedures are used to self-certify the planning process?
 - a. How are the transit authority, State DOT, and others involved?
 - b. What criteria have been established for the self-certification?
 - c. Is there an opportunity for public comment? If so, how are comments addressed?
 - d. How is the self-Certification Process documented?
21. What supporting documentation/information is provided to the MPO policy board when the self-certification is approved?
 - a. Is the policy board provided documentation on what is required in the planning process by various laws? When and how?
 - b. Is support/documentation to support the self-certification provided to the policy board and the public?
22. How is the annual self-certification provided to the Federal agencies—as part of the TIP/STIP or UPWP, or in a separate submittal?
23. Does the MPO have processes, procedures, guidelines, and/or policies that address Title VI, ADA, DBE, lobbying, and other regulatory requirements?
24. How are these documented and applied?
25. Are there any specific strategies in place to reach the Hispanic community?
26. Do you have the following: a Citizens Advisory Committee, and a Transportation Disadvantaged Advisory Committee to make recommendations to the MPO (as the TCC currently does)? If not, are there plans to incorporate these committees?
27. For projects identified in the LRTP, do you develop Purpose & Need Statements? If so, how detailed are these P&N statements?
28. How was the public involved in the development/update of your CMP?
29. Is the CMP current? Does the CMP meet SAFETEA-LU requirements? If not, what is the timeline to update the CMP?

OVERVIEW

Federal legislation (SAFETEA-LU) and implementing regulations mandate that each Metropolitan Planning Organization prepare an annually Unified Planning Work Program (UPWP) that details and guides the urban area transportation planning activities. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. Tasks are identified by an alphanumeric task code and description. A complete narrative description for each task is more completely described in the *Prospectus for Continuing Transportation Planning for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization*, approved by the TAC on February 13, 2002. The *Prospectus* was developed by NCDOT in cooperation with MPOs throughout the state. The *Prospectus* is hereby referenced as an element of the UPWP and is available upon request from any member agency of the DCHC MPO.

The UPWP also contains supplemental project descriptions for Federal Transit Administration (FTA) projects. FTA project descriptions are provided for transit providers (Chapel Hill Transit, Durham Area Transit, & Triangle Transit Authority). FTA planning project task descriptions, FTA Disadvantaged Businesses Contracting Opportunities forms, and FTA funding source tables are also included in this work program.

The funding source tables reflect available federal planning fund sources and the amounts of non-federal matching funds. The match is provided through either local or state funds or both. Statewide Planning and Research Funds (SPR) are designated for State use only and reflect the amount of those funds to be expended by the N.C. Department of Transportation Statewide Planning Division on DCHC MPO activities. Federal Highway Administration (FHWA) Section 104(f) funds, FHWA Section 133(b)(3)(7) funds, FTA Section 5303 (formerly Section 8) funds, FTA Section 5307 (formerly Section 9) funds, and FTA Section 5309 (formerly Section 3) funds are designated for MPO use. The Section 5303 and Section 5307 funds have historically been used for transit planning tasks while other MPO transportation planning tasks have been funded with Section 104 (f) and Section 133 (b)(3)(7) funds. The Section 104 (f) and Section 133 (b)(3)(7) funds, also known as Surface Transportation Program-Direct Attributable (STP-DA) funds are set by congressional authorization on an annual basis. With the exception of FTA Section 5307 and 5309 funds, these funds can only be used for MPO transportation planning purposes. FTA Section 5309 funds are used for transit capital expenses, and Section 5307 funds are used for transit capital and operating expenses as reflected in the Transportation Improvement Program (TIP).

As part of the annual UPWP adoption process, the MPO is required to certify that it adheres to a transportation planning process that is continuous, cooperative and comprehensive. The certification resolution was approved as part of the FY 2011-2012 UPWP and is included in this (FY 2012) work program.

Funding Source Tables

draft

MPO Funds Distribution by Agency

**Durham-Chapel Hill-Carrboro Urban Area
FY 2011-2012 Unified Planning Work Program
Funding Distribution by Agency & Funding Sources**

Receiving Agency	SPR Highway		STP-DA Sec. 133(b)(3)(7)		Section 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Funding Summary			
	NCDOT	FHWA	Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA	Local	NCDOT	Federal	Total
	20%	80%	20%	80%	20%	80%	10%	10%	80%	10%	10%	80%				
Durham/DATA	\$0	\$0	\$281,286	\$1,125,145	\$90,043	\$360,170	\$13,999	\$13,999	\$111,986	\$63,716	\$63,716	\$509,724	\$449,043	\$77,714	\$2,107,027	\$2,633,784
Carrboro	\$0	\$0	\$0	\$0	\$6,634	\$26,538	\$0	\$0	\$0	\$0	\$0	\$0	\$6,634	\$0	\$26,538	\$33,172
Chapel Hill/CHT	\$0	\$0	\$0	\$0	\$17,351	\$69,404	\$13,450	\$13,450	\$107,596	\$40,625	\$40,625	\$325,000	\$71,426	\$54,075	\$502,000	\$627,500
Orange County	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IJCOG	\$0	\$0	\$13,800	\$55,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,200	\$69,000
FTA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$106,375	\$106,375	\$851,000	\$106,375	\$106,375	\$851,000	\$1,063,750
NCDOT	\$16,000	\$64,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000	\$64,000	\$80,000
Totals	\$16,000	\$64,000	\$295,086	\$1,180,345	\$114,028	\$456,112	\$27,449	\$27,449	\$219,582	\$210,716	\$210,716	\$1,685,724	\$633,478	\$254,164	\$3,605,765	\$4,507,206

**Durham-Chapel Hill-Carrboro Urban Area
FY 2011-2012 Unified Planning Work Program
Detail Funding Source Tables - FHWA/FTA Funds**

	Task Description	SPR Highway		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary				
		NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total	
II-A	Surveillance of Change																	
	1 Traffic Volume Counts	0	0	3,525	14,100	728	2,912	0	0	0	0	0	0	4,253	-	17,012	21,265	
	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-		
	3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-		
	4 Traffic Accidents	0	0	650	2,600	58	232	0	0	0	0	0	708	-	2,832	3,540		
	5 Transit System Data	0	0	0	0	0	0	9,319	9,319	74,549	8,674	8,674	17,992	17,992	143,938	179,923		
	6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	12,064	48,256	0	0	0	0	0	12,064	-	48,256	60,320		
	7 Air Travel	0	0	0	0	400	1,600	0	0	0	0	0	400	-	1,600	2,000		
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-		
	9 Travel Time Studies	0	0	0	0	7,128	28,512	0	0	0	0	0	7,128	-	28,512	35,640		
	10 Mapping	0	0	14,880	59,520	6,942	27,768	3,000	3,000	24,000	0	0	24,822	3,000	111,288	139,110		
	11 Central Area Parking Inventory	0	0	952	3,808	0	0	0	0	0	0	0	952	-	3,808	4,760		
	12 Bike & Ped. Facilities Inventory	0	0	1,000	4,000	652	2,608	0	0	0	0	0	1,652	-	6,608	8,260		
	13 Bike & Ped. Counts	0	0	10,000	40,000	760	3,040	0	0	0	0	0	10,760	-	43,040	53,800		
II-B	Long Range Transp. Plan																	
	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-		
	2 Collection of Network Data	0	0	0	0	64	256	0	0	0	0	0	64	-	256	320		
	3 Travel Model Updates	1,700	6,800	63,356	253,424	0	0	300	300	2,400	11,250	11,250	74,906	13,250	352,624	440,780		
	4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-		
	5 Forecast of Data to Horizon year	0	0	0	0	17,100	68,400	1,000	1,000	8,000	0	0	18,100	1,000	76,400	95,500		
	6 Community Goals & Objectives	0	0	0	0	2,550	10,200	500	500	4,000	0	0	3,050	500	14,200	17,750		
	7 Forecast of Future Travel Patterns	0	0	3,486	13,944	600	2,400	300	300	2,400	0	0	4,386	300	18,744	23,430		
	8 Capacity Deficiency Analysis	0	0	9,200	36,800	600	2,400	0	0	0	0	0	9,800	-	39,200	49,000		
	9 Highway Element of th LRTP	2,300	9,200	1,120	4,480	300	1,200	0	0	0	0	0	1,420	2,300	14,880	18,600		
	10 Transit Element of the LRTP	1,300	5,200	1,760	7,040	0	0	1,000	1,000	8,000	3,889	3,889	6,649	6,189	51,350	64,187		
	11 Bicycle & Ped. Element of the LRTP	1,300	5,200	12,800	51,200	1,400	5,600	0	0	0	0	0	14,200	1,300	62,000	77,500		
	12 Airport/Air Travel Element of LRTP	0	0	642	2,568	0	0	0	0	0	0	0	642	-	2,568	3,210		
	13 Collector Street Element of LRTP	200	800	1,000	4,000	0	0	0	0	0	0	0	1,000	200	4,800	6,000		
	14 Rail, Water or other mode of LRTP	1,000	4,000	0	0	0	0	0	0	0	0	0	-	1,000	4,000	5,000		
	15 Freight Movement/Mobility Planning	0	0	3,600	14,400	0	0	0	0	0	0	0	3,600	-	14,400	18,000		
	16 Financial Planning	0	0	2,500	10,000	2,000	8,000	300	300	2,400	8,334	8,334	13,134	8,634	87,074	108,842		
	17 Congestion Management Strategies	200	800	19,526	78,104	1,256	5,024	500	500	4,000	2,145	2,145	23,427	2,845	105,088	131,360		
	18 Air Qual. Planning/Conformity Anal.	1,000	4,000	0	0	3,378	13,512	0	0	0	0	0	3,378	1,000	17,512	21,890		
II-C	Short Range Transit Planning																	
	Short Range Transit Planning	0	0	0	0	224	896	0	0	0	56,500	56,500	56,724	56,500	452,896	566,120		
III-A	Planning Work Program																	
	Planning Work Program	400	1,600	0	0	9,134	36,536	3,438	3,438	27,506	1,000	1,000	13,572	4,838	73,642	92,053		
III-B	Transp. Improvement Plan																	
	TIP	400	1,600	0	0	12,108	48,432	559	559	4,475	1,800	1,800	14,467	2,759	68,907	86,134		
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.																	
	1 Title VI	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-		
	2 Environmental Justice	0	0	2,692	10,768	160	640	0	0	0	664	664	3,516	664	16,718	20,897		
	3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0	500	500	500	500	4,000	5,000		
	4 Planning for the Elderly & Disabled	0	0	0	0	64	256	0	0	0	0	0	64	-	256	320		
	5 Safety/Drug Control Planning	0	0	622	2,488	0	0	0	0	0	2,000	2,000	2,622	2,000	18,488	23,110		
	6 Public Involvement	0	0	13,000	52,000	486	1,944	1,682	1,682	13,458	9,148	9,148	24,316	10,830	140,582	175,727		
	7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-		
III-D	Incidental Plng./Project Dev.																	
	1 Transportation Enhancement Plng.	100	400	0	0	0	0	0	0	0	49,250	49,250	49,250	49,350	394,400	493,000		
	2 Enviro. Analysis & Pre-TIP Plng.	400	1,600	1,089	4,356	96	384	0	0	0	0	0	1,185	400	6,340	7,925		
	3 Special Studies	1,000	4,000	76,300	305,200	10,954	43,816	0	0	0	0	0	87,254	1,000	353,016	441,270		
	4 Regional or Statewide Planning	700	2,800	13,885	55,540	351	1,403	2,000	2,000	16,000	1,825	1,825	18,061	4,525	90,343	112,929		
III-E	Management & Operations																	
	1 Management & Operations	4,000	16,000	37,501	150,005	22,471	89,884	3,550	3,550	28,397	53,738	53,738	117,260	61,287	714,187	892,734		
	Totals	\$16,000	\$64,000	\$295,086	\$1,180,345	\$114,028	\$456,111	\$27,448	\$27,448	\$219,585	\$210,716	\$210,716	\$1,685,724	\$647,278	\$254,164	\$3,605,765	\$4,507,206	

**Durham-Chapel Hill-Carrboro Urban Area
FY 2011-2012 Unified Planning Work Program
Composite Agency Tables (PL & STP-DA Funds)**

**Composite Agency Tables
PL/STP-DA**

	Task Description	Chapel Hill			Carrboro			TJCOG			Durham			MPO		
		Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%	Local 20%	FHWA 80%	Total 100%
II-A	Surveillance of Change															
1	Traffic Volume Counts	\$600	\$2,400	\$3,000	\$128	\$512	\$640	\$0	\$0	\$0	\$3,525	\$14,100	\$17,625	\$4,253	\$17,012	\$21,265
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Traffic Accidents	\$0	\$0	\$0	\$58	\$232	\$290	\$0	\$0	\$0	\$650	\$2,600	\$3,250	\$708	\$2,832	\$3,540
5	Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Dwelling Unit, Pop. & Emp. Change	\$600	\$2,400	\$3,000	\$64	\$256	\$320	\$0	\$0	\$0	\$11,400	\$45,600	\$57,000	\$12,064	\$48,256	\$60,320
7	Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$2,000	\$400	\$1,600	\$2,000
8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Travel Time Studies	\$0	\$0	\$0	\$128	\$512	\$640	\$0	\$0	\$0	\$7,000	\$28,000	\$35,000	\$7,128	\$28,512	\$35,640
10	Mapping	\$2,000	\$8,000	\$10,000	\$342	\$1,368	\$1,710	\$0	\$0	\$0	\$19,480	\$77,920	\$97,400	\$21,822	\$87,288	\$109,110
11	Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$952	\$3,808	\$4,760	\$952	\$3,808	\$4,760
12	Bike & Ped. Facilities Inventory	\$600	\$2,400	\$3,000	\$52	\$208	\$260	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000	\$1,652	\$6,608	\$8,260
13	Bike & Ped. Counts	\$600	\$2,400	\$3,000	\$160	\$640	\$800	\$0	\$0	\$0	\$10,000	\$40,000	\$50,000	\$10,760	\$43,040	\$53,800
II-B	Long Range Transp. Plan															
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Collection of Network Data	\$0	\$0	\$0	\$64	\$256	\$320	\$0	\$0	\$0	\$0	\$0	\$0	\$64	\$256	\$320
3	Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,356	\$253,424	\$316,780	\$63,356	\$253,424	\$316,780
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Forecast of Data to Horizon year	\$4,000	\$16,000	\$20,000	\$100	\$400	\$500	\$0	\$0	\$0	\$13,000	\$52,000	\$65,000	\$17,100	\$68,400	\$85,500
6	Community Goals & Objectives	\$0	\$0	\$0	\$52	\$208	\$260	\$0	\$0	\$0	\$2,498	\$9,992	\$12,490	\$2,550	\$10,200	\$12,750
7	Forecast of Future Travel Patterns	\$600	\$2,400	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,486	\$13,944	\$17,430	\$4,086	\$16,344	\$20,430
8	Capacity Deficiency Analysis	\$600	\$2,400	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$9,200	\$36,800	\$46,000	\$9,800	\$39,200	\$49,000
9	Highway Element of th L RTP	\$300	\$1,200	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$1,120	\$4,480	\$5,600	\$1,420	\$5,680	\$7,100
10	Transit Element of the L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,760	\$7,040	\$8,800	\$1,760	\$7,040	\$8,800
11	Bicycle & Ped. Element of the L RTP	\$1,400	\$5,600	\$7,000	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$51,200	\$64,000	\$14,200	\$56,800	\$71,000
12	Airport/Air Travel Element of L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$642	\$2,568	\$3,210	\$642	\$2,568	\$3,210
13	Collector Street Element of L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000	\$1,000	\$4,000	\$5,000
14	Rail, Water or other mode of L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
15	Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600	\$14,400	\$18,000	\$3,600	\$14,400	\$18,000
16	Financial Planning	\$1,000	\$4,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,500	\$14,000	\$17,500	\$4,500	\$18,000	\$22,500
17	Congestion Management Strategies	\$1,000	\$4,000	\$5,000	\$256	\$1,024	\$1,280	\$0	\$0	\$0	\$19,526	\$78,104	\$97,630	\$20,782	\$83,128	\$103,910
18	Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,378	\$13,512	\$16,890	\$3,378	\$13,512	\$16,890
II-C	Short Range Transit Planning															
	Short Range Transit Planning	\$0	\$0	\$0	\$224	\$896	\$1,120	\$0	\$0	\$0	\$0	\$0	\$0	\$224	\$896	\$1,120
III-A	Planning Work Program															
	Planning Work Program	\$400	\$1,600	\$2,000	\$286	\$1,144	\$1,430	\$0	\$0	\$0	\$8,448	\$33,792	\$42,240	\$9,134	\$36,536	\$45,670
III-B	Transp. Improvement Plan															
	TIP	\$300	\$1,200	\$1,500	\$488	\$1,952	\$2,440	\$0	\$0	\$0	\$11,320	\$45,280	\$56,600	\$12,108	\$48,432	\$60,540
III-C	Cvl Rgts. Cmp/Otr .Reg. Reqs.															
1	Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Environmental Justice	\$0	\$0	\$0	\$160	\$640	\$800	\$0	\$0	\$0	\$2,692	\$10,768	\$13,460	\$2,852	\$11,408	\$14,260
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$64	\$256	\$320	\$0	\$0	\$0	\$0	\$0	\$0	\$64	\$256	\$320
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$622	\$2,488	\$3,110	\$622	\$2,488	\$3,110
6	Public Involvement	\$0	\$0	\$0	\$486	\$1,944	\$2,430	\$0	\$0	\$0	\$13,000	\$52,000	\$65,000	\$13,486	\$53,944	\$67,430
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.															
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$96	\$384	\$480	\$0	\$0	\$0	\$1,089	\$4,356	\$5,445	\$1,185	\$4,740	\$5,925
3	Special Studies	\$0	\$0	\$0	\$954	\$3,816	\$4,770	\$5,000	\$20,000	\$25,000	\$81,300	\$325,200	\$406,500	\$87,254	\$349,016	\$436,270
4	Regional or Statewide Planning	\$351	\$1,403	\$1,754	\$0	\$0	\$0	\$8,800	\$35,200	\$44,000	\$5,085	\$20,340	\$25,425	\$14,236	\$56,943	\$71,179
III-E	Management & Operations															
1	Management & Operations	\$3,000	\$12,000	\$15,000	\$2,472	\$9,890	\$12,362	\$0	\$0	\$0	\$54,500	\$217,999	\$272,499	\$59,972	\$239,889	\$299,861
	Totals	\$17,351	\$69,403	\$86,754	\$6,634	\$26,538	\$33,172	\$13,800	\$55,200	\$69,000	\$371,329	\$1,485,315	\$1,856,644	\$409,114	\$1,636,456	\$2,045,570

FHWA Planning Funds
MPO PL & STP-DA Total

Durham-Chapel Hill-Carrboro Urban Area
FY 2011-2012 Unified Planning Work Program
MPO PL & STP-DA Funding Tables

	Task Description	STP-DA			PL			TOTAL		
		Section 133(b)(3)(7)			Section 104(f)			PL & STP-DA		
		Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total
		20%	80%	100%	20%	80%	100%	20%	80%	100%
II-A	Surveillance of Change									
	1 Traffic Volume Counts	3,525	14,100	17,625	728	2,912	3,640	4,253	17,012	21,265
	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0
	3 Street System Changes	0	0	0	0	0	0	0	0	0
	4 Traffic Accidents	650	2,600	3,250	58	232	290	708	2,832	3,540
	5 Transit System Data	0	0	0	0	0	0	0	0	0
	6 Dwelling Unit, Pop. & Emp. Change	0	0	0	12,064	48,256	60,320	12,064	48,256	60,320
	7 Air Travel	0	0	0	400	1,600	2,000	400	1,600	2,000
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0
	9 Travel Time Studies	0	0	0	7,128	28,512	35,640	7,128	28,512	35,640
	10 Mapping	14,880	59,520	74,400	6,942	27,768	34,710	21,822	87,288	109,110
	11 Central Area Parking Inventory	952	3,808	4,760	0	0	0	952	3,808	4,760
	12 Bike & Ped. Facilities Inventory	1,000	4,000	5,000	652	2,608	3,260	1,652	6,608	8,260
	13 Bike & Ped. Counts	10,000	40,000	50,000	760	3,040	3,800	10,760	43,040	53,800
II-B	Long Range Transp. Plan									
	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0
	2 Collection of Network Data	0	0	0	64	256	320	64	256	320
	3 Travel Model Updates	63,356	253,424	316,780	0	0	0	63,356	253,424	316,780
	4 Travel Surveys	0	0	0	0	0	0	0	0	0
	5 Forecast of Data to Horizon year	0	0	0	17,100	68,400	85,500	17,100	68,400	85,500
	6 Community Goals & Objectives	0	0	0	2,550	10,200	12,750	2,550	10,200	12,750
	7 Forecast of Future Travel Patterns	3,486	13,944	17,430	600	2,400	3,000	4,086	16,344	20,430
	8 Capacity Deficiency Analysis	9,200	36,800	46,000	600	2,400	3,000	9,800	39,200	49,000
	9 Highway Element of th LRTP	1,120	4,480	5,600	300	1,200	1,500	1,420	5,680	7,100
	10 Transit Element of the LRTP	1,760	7,040	8,800	0	0	0	1,760	7,040	8,800
	11 Bicycle & Ped. Element of the LRTP	12,800	51,200	64,000	1,400	5,600	7,000	14,200	56,800	71,000
	12 Airport/Air Travel Element of LRTP	642	2,568	3,210	0	0	0	642	2,568	3,210
	13 Collector Street Element of LRTP	1,000	4,000	5,000	0	0	0	1,000	4,000	5,000
	14 Rail, Water or other mode of LRTP	0	0	0	0	0	0	0	0	0
	15 Freight Movement/Mobility Planning	3,600	14,400	18,000	0	0	0	3,600	14,400	18,000
	16 Financial Planning	2,500	10,000	12,500	2,000	8,000	10,000	4,500	18,000	22,500
	17 Congestion Management Strategies	19,526	78,104	97,630	1,256	5,024	6,280	20,782	83,128	103,910
	18 Air Qual. Planning/Conformity Anal.	0	0	0	3,378	13,512	16,890	3,378	13,512	16,890
II-C	Short Range Transit Planning									
	1 Short Range Transit Planning	0	0	0	224	896	1,120	224	896	1,120
III-A	Planning Work Program									
	Planning Work Program	0	0	0	9,134	36,536	45,670	9,134	36,536	45,670
III-B	Transp. Improvement Plan									
	TIP	0	0	0	12,108	48,432	60,540	12,108	48,432	60,540
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.									
	1 Title VI	0	0	0	0	0	0	0	0	0
	2 Environmental Justice	2,692	10,768	13,460	160	640	800	2,852	11,408	14,260
	3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0
	4 Planning for the Elderly & Disabled	0	0	0	64	256	320	64	256	320
	5 Safety/Drug Control Planning	622	2,488	3,110	0	0	0	622	2,488	3,110
	6 Public Involvement	13,000	52,000	65,000	486	1,944	2,430	13,486	53,944	67,430
	7 Private Sector Participation	0	0	0	0	0	0	0	0	0
III-D	Incidental Plng./Project Dev.									
	1 Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0
	2 Enviro. Analysis & Pre-TIP Plng.	1,089	4,356	5,445	96	384	480	1,185	4,740	5,925
	3 Special Studies	76,300	305,200	381,500	10,954	43,816	54,770	87,254	349,016	436,270
	4 Regional or Statewide Planning	13,885	55,540	69,425	351	1,403	1,754	14,236	56,943	71,179
III-E	Management & Operations									
	1 Management & Operations	37,501	150,005	187,506	22,471	89,884	112,355	59,972	239,889	299,861
	Totals	295,086	1,180,345	1,475,431	114,028	456,111	570,139	409,114	1,636,456	2,045,570

City of Durham / LPA
Durham-Chapel Hill-Carrboro Urban Area
FY 2011-2012 Unified Planning Work Program
Proposed Funding Source Tables

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary				
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total	
II A	Surveillance of Change															
	1 Traffic Volume Counts	\$3,525	\$14,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,525	\$0	\$14,100	\$17,625
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Accidents	\$650	\$2,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$650	\$0	\$2,600	\$3,250
	5 Transit System Data	\$0	\$0	\$0	\$0	\$8,819	\$8,819	\$70,549	\$1,486	\$1,486	\$11,890	\$10,305	\$10,305	\$82,438	\$103,048	
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$11,400	\$45,600	\$0	\$0	\$0	\$0	\$0	\$0	\$11,400	\$0	\$45,600	\$57,000	
	7 Air Travel	\$0	\$0	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$0	\$1,600	\$2,000	
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$7,000	\$28,000	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000	\$0	\$28,000	\$35,000	
	10 Mapping	\$14,880	\$59,520	\$4,600	\$18,400	\$0	\$0	\$0	\$0	\$0	\$0	\$19,480	\$0	\$77,920	\$97,400	
	11 Central Area Parking Inventory	\$952	\$3,808	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$952	\$0	\$3,808	\$4,760	
	12 Bike & Ped. Facilities Inventory	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000	
	13 Bike & Ped. Counts	\$10,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$40,000	\$50,000	
II B	Long Range Transp. Plan															
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$63,356	\$253,424	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,356	\$0	\$253,424	\$316,780	
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$13,000	\$52,000	\$0	\$0	\$0	\$0	\$0	\$0	\$13,000	\$0	\$52,000	\$65,000	
	6 Community Goals & Objectives	\$0	\$0	\$2,498	\$9,992	\$0	\$0	\$0	\$0	\$0	\$0	\$2,498	\$0	\$9,992	\$12,490	
	7 Forecast of Future Travel Patterns	\$3,486	\$13,944	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,486	\$0	\$13,944	\$17,430	
	8 Capacity Deficiency Analysis	\$9,200	\$36,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,200	\$0	\$36,800	\$46,000	
	9 Highway Element of th LRTP	\$1,120	\$4,480	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,120	\$0	\$4,480	\$5,600	
	10 Transit Element of the LRTP	\$1,760	\$7,040	\$0	\$0	\$0	\$0	\$0	\$1,076	\$1,076	\$8,610	\$2,836	\$1,076	\$15,650	\$19,562	
	11 Bicycle & Ped. Element of the LRTP	\$12,800	\$51,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$51,200	\$64,000	
	12 Airport/Air Travel Element of LRTP	\$642	\$2,568	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$642	\$0	\$2,568	\$3,210	
	13 Collector Street Element of LRTP	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$4,000	\$5,000	
	14 Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	15 Freight Movement/Mobility Planning	\$3,600	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,600	\$0	\$14,400	\$18,000	
	16 Financial Planning	\$2,500	\$10,000	\$1,000	\$4,000	\$0	\$0	\$0	\$6,334	\$6,334	\$50,674	\$9,834	\$6,334	\$64,674	\$80,842	
	17 Congestion Management Strategies	\$19,526	\$78,104	\$0	\$0	\$0	\$0	\$0	\$2,145	\$2,145	\$17,160	\$21,671	\$2,145	\$95,264	\$119,080	
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$3,378	\$13,512	\$0	\$0	\$0	\$0	\$0	\$0	\$3,378	\$0	\$13,512	\$16,890	
II C	Short Range Transit Planning															
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,625	\$9,625	\$77,000	\$9,625	\$9,625	\$77,000	\$96,250	
III-A	Planning Work Program															
	Planning Work Program	\$0	\$0	\$8,448	\$33,792	\$3,238	\$3,238	\$25,906	\$0	\$0	\$0	\$11,686	\$3,238	\$59,698	\$74,623	
III-B	Transp. Improvement Plan															
	TIP	\$0	\$0	\$11,320	\$45,280	\$259	\$259	\$2,075	\$0	\$0	\$0	\$11,579	\$259	\$47,355	\$59,194	
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$2,692	\$10,768	\$0	\$0	\$0	\$0	\$0	\$664	\$664	\$5,310	\$3,356	\$664	\$16,078	\$20,097	
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$622	\$2,488	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$622	\$0	\$2,488	\$3,110	
	6 Public Involvement	\$13,000	\$52,000	\$0	\$0	\$1,682	\$1,682	\$13,458	\$8,148	\$8,148	\$65,180	\$22,830	\$9,830	\$130,638	\$163,297	
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.															
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$1,089	\$4,356	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,089	\$0	\$4,356	\$5,445	
	3 Special Studies	\$71,300	\$285,200	\$10,000	\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$81,300	\$0	\$325,200	\$406,500	
	4 Regional or Statewide Planning	\$5,085	\$20,340	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,085	\$0	\$20,340	\$25,425	
III-E	Management & Operations															
	1 Management & Operations	\$37,501	\$150,005	\$16,999	\$67,994	\$0	\$0	\$0	\$34,238	\$34,238	\$273,902	\$88,738	\$34,238	\$491,901	\$614,876	
	Totals	\$281,286	\$1,125,145	\$90,043	\$360,170	\$13,999	\$13,999	\$111,986	\$63,716	\$63,716	\$509,724	\$449,043	\$77,714	\$2,107,027	\$2,633,784	

Durham-Chapel Hill-Carrboro Urban Area
Town of Chapel Hill
FY 2011-2012 Unified Planning Work Program
Proposed Funding Source Tables

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary				
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total	
II-A	Surveillance of Change															
	1 Traffic Volume Counts	\$0	\$0	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000	
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	4 Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	5 Transit System Data	\$0	\$0	\$0	\$0	\$500	\$500	\$4,000	\$6,000	\$6,000	\$48,000	\$6,500	\$6,500	\$52,000	\$65,000	
	6 Dwelling Unit, Pop. & Emp. Chang	\$0	\$0	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000	
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	10 Mapping	\$0	\$0	\$2,000	\$8,000	\$3,000	\$3,000	\$24,000	\$0	\$0	\$0	\$5,000	\$3,000	\$32,000	\$40,000	
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000	
	13 Bike & Ped. Counts	\$0	\$0	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000	
II-B	Long Range Transp. Plan															
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$300	\$300	\$2,400	\$0	\$0	\$0	\$300	\$300	\$2,400	\$3,000	
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	5 Forecast of Data to Horizon year	\$0	\$0	\$4,000	\$16,000	\$1,000	\$1,000	\$8,000	\$0	\$0	\$0	\$5,000	\$1,000	\$24,000	\$30,000	
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$500	\$500	\$4,000	\$0	\$0	\$0	\$500	\$500	\$4,000	\$5,000	
	7 Forecast of Future Travel Patterns	\$0	\$0	\$600	\$2,400	\$300	\$300	\$2,400	\$0	\$0	\$0	\$900	\$300	\$4,800	\$6,000	
	8 Capacity Deficiency Analysis	\$0	\$0	\$600	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$2,400	\$3,000	
	9 Highway Element of th LRTP	\$0	\$0	\$300	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$0	\$1,200	\$1,500	
	10 Transit Element of the LRTP	\$0	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$10,000	
	11 Bicycle & Ped. Element of the LRT	\$0	\$0	\$1,400	\$5,600	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400	\$0	\$5,600	\$7,000	
	12 Airport/Air Travel Element of LRTI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	13 Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	14 Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	15 Freight Movement/Mobility Plannin	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	16 Financial Planning	\$0	\$0	\$1,000	\$4,000	\$300	\$300	\$2,400	\$2,000	\$2,000	\$16,000	\$3,300	\$2,300	\$22,400	\$28,000	
	17 Congestion Management Strategies	\$0	\$0	\$1,000	\$4,000	\$500	\$500	\$4,000	\$0	\$0	\$0	\$1,500	\$500	\$8,000	\$10,000	
	18 Air Qual. Planning/Conformity Ana	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
II-C	Short Range Transit Planning															
	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$5,000	\$40,000	\$5,000	\$5,000	\$40,000	\$50,000	
III-A	Planning Work Program															
	Planning Work Program	\$0	\$0	\$400	\$1,600	\$200	\$200	\$1,600	\$1,000	\$1,000	\$8,000	\$1,600	\$1,200	\$11,200	\$14,000	
III-B	Transp. Improvement Plan															
	TIP	\$0	\$0	\$300	\$1,200	\$300	\$300	\$2,400	\$1,800	\$1,800	\$14,400	\$2,400	\$2,100	\$18,000	\$22,500	
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500	\$500	\$4,000	\$500	\$500	\$4,000	\$5,000	
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000	\$2,000	\$16,000	\$2,000	\$2,000	\$16,000	\$20,000	
	6 Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$1,000	\$1,000	\$8,000	\$10,000	
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
III-D	Incidental Plng./Project Dev.															
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	3 Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	4 Regional or Statewide Planning	\$0	\$0	\$351	\$1,403	\$2,000	\$2,000	\$16,000	\$1,825	\$1,825	\$14,600	\$4,176	\$3,825	\$32,003	\$40,004	
III-E	Management & Operations															
	1 Management & Operations	\$0	\$0	\$3,000	\$12,000	\$3,550	\$3,550	\$28,397	\$19,500	\$19,500	\$156,000	\$26,050	\$23,050	\$196,397	\$245,496	
	Totals	\$0	\$0	\$17,351	\$69,404	\$13,450	\$13,450	\$107,596	\$40,625	\$40,625	\$325,000	\$71,426	\$54,075	\$502,000	\$627,500	

Durham-Chapel Hill-Carrboro Urban Area

Town of Carrboro

FY 2011-2012 Unified Planning Work Program

Proposed Funding Source Tables

	Task Description	STP-DA		Sec. 104(f)		Section 5303			Section 5307			Task Funding Summary					
		133(b)(3)(7)		PL		Highway/Transit			Transit			Local	NCDOT	Federal	Total		
		Local	FHWA	Local	FHWA	Local	NCDOT	FTA	Local	NCDOT	FTA						
		20%	80%	20%	80%	10%	10%	80%	10%	10%	80%						
II-A	Surveillance of Change																
	1 Traffic Volume Counts	\$0	\$0	\$128	\$512	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128	\$0	\$512	\$640	
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Accidents	\$0	\$0	\$58	\$232	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58	\$0	\$232	\$290	
	5 Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$64	\$256	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$64	\$0	\$256	\$320	
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$128	\$512	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$128	\$0	\$512	\$640	
	10 Mapping	\$0	\$0	\$342	\$1,368	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$342	\$0	\$1,368	\$1,710	
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$52	\$208	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52	\$0	\$208	\$260	
	13 Bike & Ped. Counts	\$0	\$0	\$160	\$640	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$160	\$0	\$640	\$800	
II-B	Long Range Transp. Plan																
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$64	\$256	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$64	\$0	\$256	\$320	
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$100	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$0	\$400	\$500	
	6 Community Goals & Objectives	\$0	\$0	\$52	\$208	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52	\$0	\$208	\$260	
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of th LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Bicycle & Ped. Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	17 Congestion Management Strategies	\$0	\$0	\$256	\$1,024	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$256	\$0	\$1,024	\$1,280	
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II-C	Short Range Transit Planning																
	1 Short Range Transit Planning	\$0	\$0	\$224	\$896	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$224	\$0	\$896	\$1,120	
													\$0	\$0	\$0	\$0	
III-A	Planning Work Program																
	Planning Work Program	\$0	\$0	\$286	\$1,144	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$286	\$0	\$1,144	\$1,430	
													\$0	\$0	\$0	\$0	
III-B	Transp. Improvement Plan																
	TIP	\$0	\$0	\$488	\$1,952	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$488	\$0	\$1,952	\$2,440	
													\$0	\$0			
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.																
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$160	\$640	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$160	\$0	\$640	\$800	
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$64	\$256	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$64	\$0	\$256	\$320	
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$0	\$0	\$486	\$1,944	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$486	\$0	\$1,944	\$2,430	
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.																
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$96	\$384	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$96	\$0	\$384	\$480	
	3 Special Studies	\$0	\$0	\$954	\$3,816	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$954	\$0	\$3,816	\$4,770	
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-E	Management & Operations																
	1 Management & Operations	\$0	\$0	\$2,472	\$9,890	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,472	\$0	\$9,890	\$12,362	
Totals		\$0	\$0	\$6,634	\$26,538	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,634	\$0	\$26,538	\$33,172	

NCDOT

Durham-Chapel Hill-Carrboro Urban Area FY 2011-2012 Unified Planning Work Progra Proposed Funding Source Tables

	Task Description	SPR Highway		STP-DA 133(b)(3)(7)		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary				
		NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total	
II A	Surveillance of Change															
1	Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13	Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II B	Long Range Transp. Plan															
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Travel Model Updates	\$1,700	\$6,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,700	\$6,800	\$8,500	\$8,500
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Highway Element of th LRTP	\$2,300	\$9,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,300	\$9,200	\$11,500	\$11,500
10	Transit Element of the LRTP	\$1,300	\$5,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300	\$5,200	\$6,500	\$6,500
11	Bicycle & Ped. Element of the LRTP	\$1,300	\$5,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300	\$5,200	\$6,500	\$6,500
12	Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13	Collector Street Element of LRTP	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$800	\$1,000	\$1,000
14	Rail, Water or other mode of LRTP	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000	\$5,000
15	Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
16	Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
17	Congestion Management Strategies	\$200	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$800	\$1,000	\$1,000
18	Air Qual. Planning/Conformity Anal.	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000	\$5,000
III C	Short Range Transit Planning															
1	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-A	Planning Work Program															
	Planning Work Program	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$2,000	\$2,000
III-B	Transp. Improvement Plan															
	TIP	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$2,000	\$2,000
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															
1	Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.															
1	Transportation Enhancement Plng.	\$100	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100	\$400	\$500	\$500
2	Enviro. Analysis & Pre-TIP Plng.	\$400	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400	\$1,600	\$2,000	\$2,000
3	Special Studies	\$1,000	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000	\$5,000
4	Regional or Statewide Planning	\$700	\$2,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$700	\$2,800	\$3,500	\$3,500
III E	Management & Operations															
1	Management & Operations	\$4,000	\$16,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000	\$16,000	\$20,000	\$20,000
Totals		\$16,000	\$64,000	\$0	\$0	\$0	\$18,000	\$0	\$0	\$0	\$0	\$0	\$16,000	\$64,000	\$80,000	\$80,000

Durham-Chapel Hill-Carrboro Urban Area
FY 2010-2011 Unified Planning Work Program
Proposed Funding Source Tables

Triangle J COG

		Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary				
			Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total	
II A		Surveillance of Change															
	1	Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4	Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5	Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7	Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9	Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10	Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11	Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12	Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13	Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II B		Long Range Transp. Plan															
	1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2	Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3	Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5	Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6	Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7	Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8	Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9	Highway Element of th LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10	Transit Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11	Bicycle & Ped. Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12	Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13	Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14	Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15	Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16	Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	17	Congestion Management Strategies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	18	Air Qual. Planning/Conformity Anal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II C		Short Range Transit Planning															
	1	Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-A		Planning Work Program															
	1	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B		Transp. Improvement Plan															
	1	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-C		Cvl Rgts. Cmp./Otr .Reg. Reqs.															
	1	Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2	Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6	Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D		Incidental Plng./Project Dev.															
	1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2	Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3	Special Studies	\$5,000	\$20,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0	\$20,000	\$25,000	\$25,000
	4	Regional or Statewide Planning	\$8,800	\$35,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$35,200	\$44,000	\$44,000
III-E		Management & Operations															
	1	Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals			\$13,800	\$55,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,800	\$0	\$55,200	\$69,000	\$69,000

Durham-Chapel Hill-Carrboro Urban Area
Triangle Transit Authority (TTA)
FY 2011-2012 Unified Planning Work Program
Proposed Funding Source Tables

	Task Description	STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary				
		Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total	
II A	Surveillance of Change															
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,188	\$1,188	\$9,500	\$1,188	\$1,188	\$9,500	\$11,875
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II B	Long Range Transp. Plan															
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,250	\$11,250	\$90,000	\$11,250	\$11,250	\$90,000	\$112,500	
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of th LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,813	\$2,813	\$22,500	\$2,813	\$2,813	\$22,500	\$28,125	
	11 Bicycle & Ped. Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Plannin	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	17 Congestion Management Strategies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	18 Air Qual. Planning/Conformity Anal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III C	Short Range Transit Planning															
	1 Short Range Transit Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,875	\$41,875	\$335,000	\$41,875	\$41,875	\$335,000	\$418,750	
III-A	Planning Work Program															
	Planning Work Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-B	Transp. Improvement Plan															
	TIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.															
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.															
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,250	\$49,250	\$394,000	\$49,250	\$49,250	\$394,000	\$492,500	
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III E	Management & Operations															
	1 Management & Operations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Totals		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$106,375	\$106,375	\$851,000	\$106,375	\$106,375	\$851,000	\$1,063,750	

Chapel Hill Transit

Durham-Chapel Hill-Carrboro Urban Area
FY 2011-2012 Unified Planning Work Program
Proposed Funding Source Tables

	Task Description	Section 5303			Section 5307			FTA - Task Funding Summary			
		Highway/Transit			Transit			Local	NCDOT	Federal	Total
		Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%				
II A	Surveillance of Change										
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$500	\$500	\$4,000	\$6,000	\$6,000	\$48,000	\$6,500	\$6,500	\$52,000	\$65,000
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$3,000	\$3,000	\$24,000	\$0	\$0	\$0	\$3,000	\$3,000	\$24,000	\$30,000
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II B	Long Range Transp. Plan										
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$300	\$300	\$2,400	\$0	\$0	\$0	\$300	\$300	\$2,400	\$3,000
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$1,000	\$1,000	\$8,000	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$10,000
	6 Community Goals & Objectives	\$500	\$500	\$4,000	\$0	\$0	\$0	\$500	\$500	\$4,000	\$5,000
	7 Forecast of Future Travel Patterns	\$300	\$300	\$2,400	\$0	\$0	\$0	\$300	\$300	\$2,400	\$3,000
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of th L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the L RTP	\$1,000	\$1,000	\$8,000	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$10,000
	11 Bicycle & Ped. Element of the L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$300	\$300	\$2,400	\$2,000	\$2,000	\$16,000	\$2,300	\$2,300	\$18,400	\$23,000
	17 Congestion Management Strategies	\$500	\$500	\$4,000	\$0	\$0	\$0	\$500	\$500	\$4,000	\$5,000
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II C	Short Range Transit Planning										
	1 Short Range Transit Planning	\$0	\$0	\$0	\$5,000	\$5,000	\$40,000	\$5,000	\$5,000	\$40,000	\$50,000
III-A	Planning Work Program	\$200	\$200	\$1,600	\$1,000	\$1,000	\$8,000	\$1,200	\$1,200	\$9,600	\$12,000
III-B	Transp. Improvement Plan	\$300	\$300	\$2,400	\$1,800	\$1,800	\$14,400	\$2,100	\$2,100	\$16,800	\$21,000
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.										
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Minority Business Enterprise	\$0	\$0	\$0	\$500	\$500	\$4,000	\$500	\$500	\$4,000	\$5,000
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$2,000	\$2,000	\$16,000	\$2,000	\$2,000	\$16,000	\$20,000
	6 Public Involvement	\$0	\$0	\$0	\$1,000	\$1,000	\$8,000	\$1,000	\$1,000	\$8,000	\$10,000
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.										
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Regional or Statewide Planning	\$2,000	\$2,000	\$16,000	\$1,825	\$1,825	\$14,600	\$3,825	\$3,825	\$30,600	\$38,250
III E	Management & Operations										
	1 Management & Operations	\$3,550	\$3,550	\$28,397	\$19,500	\$19,500	\$156,000	\$23,050	\$23,050	\$184,397	\$230,496
	Totals	\$13,450	\$13,450	\$107,597	\$40,625	\$40,625	\$325,000	\$54,075	\$54,075	\$432,597	\$540,746

Durham Area Transit Authority

**Durham-Chapel Hill-Carrboro Urban Area
FY 2011-2012 Unified Planning Work Program
Proposed Funding Source Tables**

	Task Description	Section 5303			Section 5307			FTA - Task Funding Summary				
		Highway/Transit			Transit			Local	NCDOT	Federal	Total	
		Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%					
II A	Surveillance of Change											
	1 Traffic Volume Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Traffic Accidents	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Transit System Data	\$8,819	\$8,819	\$70,549	\$1,486	\$1,486	\$11,890	\$10,305	\$10,305	\$82,438	\$103,048	
	6 Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Air Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Travel Time Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Mapping	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	11 Central Area Parking Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Bike & Ped. Facilities Inventory	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Bike & Ped. Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II B	Long Range Transp. Plan											
	1 Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Collection of Network Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Travel Model Updates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Forecast of Data to Horizon year	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Community Goals & Objectives	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	7 Forecast of Future Travel Patterns	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	8 Capacity Deficiency Analysis	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	9 Highway Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	10 Transit Element of the LRTP	\$0	\$0	\$0	\$1,076	\$1,076	\$8,610	\$1,076	\$1,076	\$8,610	\$10,762	
	11 Bicycle & Ped. Element of the LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	12 Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	13 Collector Street Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	14 Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	15 Freight Movement/Mobility Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	16 Financial Planning	\$0	\$0	\$0	\$6,334	\$6,334	\$50,674	\$6,334	\$6,334	\$50,674	\$63,342	
	17 Congestion Management Strategies	\$0	\$0	\$0	\$2,145	\$2,145	\$17,160	\$2,145	\$2,145	\$17,160	\$21,450	
	18 Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
II C	Short Range Transit Planning											
	1 Short Range Transit Planning	\$0	\$0	\$0	\$9,625	\$9,625	\$77,000	\$9,625	\$9,625	\$77,000	\$96,250	
III-A	Planning Work Program	\$3,238	\$3,238	\$25,906	\$0	\$0	\$0	\$3,238	\$3,238	\$25,906	\$32,383	
III-B	Transp. Improvement Plan	\$259	\$259	\$2,075	\$0	\$0	\$0	\$259	\$259	\$2,075	\$2,594	
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.											
	1 Title VI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Environmental Justice	\$0	\$0	\$0	\$664	\$664	\$5,310	\$664	\$664	\$5,310	\$6,637	
	3 Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Planning for the Elderly & Disabled	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	5 Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	6 Public Involvement	\$1,682	\$1,682	\$13,458	\$8,148	\$8,148	\$65,180	\$9,830	\$9,830	\$78,638	\$98,297	
	7 Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.											
	1 Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	2 Enviro. Analysis & Pre-TIP Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	3 Special Studies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	4 Regional or Statewide Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-E	Management & Operations											
	1 Management & Operations	\$0	\$0	\$0	\$34,238	\$34,238	\$273,902	\$34,238	\$34,238	\$273,902	\$342,377	
	Totals	\$13,999	\$13,999	\$111,988	\$63,716	\$63,716	\$509,724	\$77,714	\$77,714	\$621,712	\$777,140	

DCHC MPO TAC/TCC Meeting Dates 2011
Durham City Hall, Committee Room

TAC

TCC

<i>12-Jan-11 – canceled due to weather</i>	<i>26-Jan-11</i>
<i>09-Feb-11</i>	<i>23-Feb-11</i>
<i>09-Mar-11**</i>	<i>23-Mar-11</i>
<i>13-Apr-11</i>	<i>27-Apr-11</i>
<i>11-May-11***</i>	<i>25-May-11</i>
<i>8-June-11</i>	<i>22-June-11</i>
<i>No July TAC meeting</i>	<i>27-July-11</i>
<i>10-Aug-11</i>	<i>24-Aug-11</i>
<i>14-Sept-11</i>	<i>28-Sept-11</i>
<i>12-Oct-11</i>	<i>26-Oct-11</i>
<i>09-Nov-11</i>	<i>16-Nov-11*</i>
<i>14-Dec-11</i>	<i>21-Dec-11*</i>

Tentative Joint TAC Meeting Dates (locations TBD)

30-Mar-11

31-Aug-11

* Rescheduled to avoid a holiday.

** Evening Meeting – MTIP Public Hearing

*** Evening Meeting – Regional Transit Plan Public Hearing

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: January 12, 2011

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

This memorandum provides a summary status of tasks for projects in the FY 2010-2011 Unified Planning Work Program.

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

2010-2011 Unified Planning Work Program (UPWP) – Projects

Comprehensive Transportation Plan (CTP)

- Draft CTP – September 2011 – Depends on NCDOT Schedule
- Public Input
- Recommended CTP
- Adopted CTP
- Technical report and implementation

NC 54/I-40 Corridor/Sub-Area Study

- ✓ Staff study initiation meeting
- ✓ Draft scope of services
- ✓ Agency review of scope and time
- ✓ Request for Proposal notice – October 2008
- ✓ Proposal due January 2009
- ✓ Consultant selected
- ✓ Contract negotiation underway
- ✓ Council contract approval May 18, 2009
- ✓ Notice to Proceed – June 2009
- ✓ Kickoff Meeting – July 2009
- ✓ Public Outreach Plan – August 2009
- ✓ Prepare Corridor / Subarea Community Profile – Dec 2009
 - ✓ Public Workshop #1 – Fall 2009
- ✓ Development and Evaluation of Scenarios – Apr 2010
 - ✓ Public Workshop #2 – Feb 25, 2010
- ✓ Transportation/Land Use Master Plan – June 2010
 - ✓ Public Workshop #3 – May 11, 2010
- ✓ Documentation and Final Presentation – June 2010
 - Local agency review – ongoing
 - Additional study to address issues raised during public comment
 - Study completion – December 2011

GIS/Data Integration and Automation

- ✓ Phase I completed. Internal review and implementation in progress
- ✓ Phase I deployment
- Database development – ongoing.
- Phase 2 to commence in July 2011

Land-use Model Development

- ✓ Multi-year project in progress
- ✓ Phase 1 completed
- ✓ Sensitivity analysis and testing in progress
- ✓ Data development in on-going
- Phase 2- Parcel level model for DCHC – To commence in July 2011
 - Initial database – TBD
 - Initial model estimation – TBD
 - Initial calibration – TBD

Non-Motorized Model Development

- ✓ Phase 1 completed.
- ✓ Phase 2 completed
- Sensitivity analysis and testing in progress
- White Paper on non-motorized prioritization tool

MPO Parking Survey and Study (postponed)

- Parking model specification
- Regional Coordination and planning
- Draft scope of services
- Request for Proposal notice
- Consultant selection
- Council contract approval
- Project commences

MPO Community Viz. Scenarios Planning and Visualization

- ✓ Project kick- off in November 2010 – completed
- Data collection
- Build Scenario Planning Tool
- Develop and approve Place Typology – Place Type Palette
- Focus Group Meetings
- Trend Forecasts
- Partnering Strategy
- Build Development Strategy
- Rationalize Scenarios
- Land use and Transportation MOEs
- Documentation/Protocol Report

Contract Number: C201487	Route: US-15
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: B-3450, U-4009, U-4012
Length: 1.769 miles	Federal Aid Number: BRSTP-1116(6)
Resident Engineer: Chad D. Hinnant	RE Phone Number: (919)220-4680
Location Description: BRIDGES OVER SANDY CRK & TRIBUTARY & APPROACHES ON SR-1116, SR-1126 NEAR US-15/501 & SR-1116, US-15/501 AT MT MORIAH RD.	
Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS, AND STRUCTURES.	
Contractor Name: DLB, INC DBA DLB INC (OF VA)	
Contract Amount: \$18,810,912.36	Cost Overrun/Underrun: 6.37%
Availability Date: 10/1/2007	Letting Date: 8/21/2007
Completion Date: 8/1/2010	Work Began: 10/1/2007
Revised Completion Date: 8/3/2010	Estimated Completion: 12/30/2010
Last Estimate Thru: 10/31/2010	Scheduled Progress: 100%
Last Estimate Paid: 12/15/2010	Actual Progress: 92.29%

Contract Number: C201994	Route: NC-147
Physical Division: 5	County: Durham
Administrative Division: 15	TIP Number: U-4763B
Length: 4.2 miles	Federal Aid Number: TIFIA-540(2)
Resident Engineer: D. Brian Harrington, PE	RE Phone Number: (919)836-4873
Location Description: TRIANGLE PARKWAY FROM NC-540 IN WAKE CO TO I-40 IN DURHAM CO	
Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS, TOLL FACILITIES & STRS.	
Contractor Name: S. T. WOOTEN CORPORATION	
Contract Amount: \$137,446,000.00	Cost Overrun/Underrun:
Availability Date: 9/19/2008	Letting Date: 8/5/2008
Completion Date: 7/1/2011	Work Began: 8/3/2009
Revised Completion Date:	Estimated Completion:
Last Estimate Thru:	Scheduled Progress:
Last Estimate Paid:	Actual Progress:

Contract Number: C202064	Route: SR-2028
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: U-3309A
Length: 1.165 miles	Federal Aid Number: STP-2028(4)
Resident Engineer: Cadmus Capehart, PE	RE Phone Number: (919)840-0914
Location Description: SR-2028 (TW ALEXANDER DR) FROM CORNWALLIS RD TO EAST OF NC-147 IN DURHAM.	
Type of Work: WIDENING, GRADING, DRAINAGE, PAVING & SIGNALS.	
Contractor Name: THOMPSON CONTRACTING GRADING PAVING & UTILITIES INC	
Contract Amount: \$6,502,648.68	Cost Overrun/Underrun: 2.69%
Availability Date: 2/1/2010	Letting Date: 12/15/2009
Completion Date: 8/15/2011	Work Began: 2/8/2010
Revised Completion Date:	Estimated Completion: 8/15/2011
Last Estimate Thru: 10/31/2010	Scheduled Progress: 30.5%
Last Estimate Paid: 11/8/2010	Actual Progress: 36.49%

Contract Number: C202277	Route: I-40
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: R-2000AF, R-5164B
Length: 3.56 miles	Federal Aid Number: STM-540(15)
Resident Engineer: Jeffrey D. Allen, PE	RE Phone Number: (919)733-9499
Location Description: NORTHERN WAKE FREEWAY INTERCHANGE IMPROVEMENTS AT I-540 AND I-40, AND I-40 FROM NC-147 TO EAST OF I-540.	
Type of Work: WIDENING, GRADING, DRAINAGE, MILLING, PAVING, & STRUCTURE .	
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY	
Contract Amount: \$7,577,355.48	Cost Overrun/Underrun: -4.6%
Availability Date: 3/1/2010	Letting Date: 1/19/2010
Completion Date: 12/31/2010	Work Began: 4/1/2010
Revised Completion Date: 1/9/2011	Estimated Completion: 5/1/2011
Last Estimate Thru: 1/7/2011	Scheduled Progress: 100%
Last Estimate Paid: 1/12/2011	Actual Progress: 96.85%

Contract Number: C202340	Route: SR-1321
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number: U-3804
Length: 1.07 miles	Federal Aid Number: STM-0505(50)
Resident Engineer: Chad D. Hinnant	RE Phone Number: (919)220-4680

<p>Location Description: SR-1321 (HILLANDALE RD) FROM I-85 TO NORTH OF SR-1407 (CARVER AVE). Type of Work: GRADING, DRAINAGE, PAVING, AND SIGNAL. Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT Contract Amount: \$4,222,625.78 Cost Overrun/Underrun: 0% Availability Date: 8/30/2010 Letting Date: 7/20/2010 Completion Date: 6/15/2012 Work Began: 9/30/2010 Revised Completion Date: Estimated Completion: 6/15/2012 Last Estimate Thru: 1/7/2011 Scheduled Progress: 12% Last Estimate Paid: 2/1/2011 Actual Progress: 9.32%</p>	
<p>Contract Number: C202493 Route: I-85 Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: R-5164A Length: 9.6 miles Federal Aid Number: STM-085-4(114)171 Resident Engineer: Cadmus Capehart, PE RE Phone Number: (919)840-0914 Location Description: 1 SECTION OF I-85, 1 SECTION OF US-15/501, AND 1 SECTION OF NC-147. Type of Work: MILLING, RESURFACING & MILLED RUMBLE STRIPS. Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT Contract Amount: \$6,088,736.11 Cost Overrun/Underrun: 6.36% Availability Date: 3/15/2010 Letting Date: 1/19/2010 Completion Date: 12/16/2010 Work Began: 8/4/2010 Revised Completion Date: Estimated Completion: 4/15/2011 Last Estimate Thru: 1/7/2011 Scheduled Progress: 100% Last Estimate Paid: 1/12/2011 Actual Progress: 82.41%</p>	
<p>Contract Number: C202538 Route: NC-55, NC-751, SR-1118 SR-1357, SR-1404, SR-1615 SR-1641, SR-1646, SR-1656 SR-1670, SR-1671, SR-1901 SR-1954, SR-1955, SR-1981 US-70 Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: Length: 22.96 miles Federal Aid Number: Resident Engineer: Cadmus Capehart, PE RE Phone Number: (919)840-0914 Location Description: 1 SECTION OF US-70, 1 SECTION OF NC-55, 1 SECTION OF NC-751 & 13 SECTIONS OF SECONDARY ROADS. Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION. Contractor Name: TRIANGLE GRADING & PAVING, INC Contract Amount: \$4,474,348.51 Cost Overrun/Underrun: 0% Availability Date: 3/15/2010 Letting Date: 1/19/2010 Completion Date: 12/16/2010 Work Began: 4/5/2010 Revised Completion Date: Estimated Completion: 4/15/2011 Last Estimate Thru: 1/22/2011 Scheduled Progress: 100% Last Estimate Paid: 1/26/2011 Actual Progress: 82.17%</p>	
<p>Contract Number: C202610 Route: NC-147 Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: R-5164D Length: 6.8 miles Federal Aid Number: STM-0147(3) Resident Engineer: Cadmus Capehart, PE RE Phone Number: (919)840-0914 Location Description: NC-147 FROM NORTH OF SR-1322 (BROAD ST) TO NORTH OF SR-2028 (TW ALEXANDER BLVD). Type of Work: DIAMOND GRINDING, CONC PVT SLAB REMOVAL & SHOULDER RECONST. Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$4,274,880.20 Cost Overrun/Underrun: Availability Date: 3/15/2011 Letting Date: 9/21/2010 Completion Date: 11/1/2011 Work Began: Revised Completion Date: Estimated Completion: Last Estimate Thru: Scheduled Progress: Last Estimate Paid: Actual Progress:</p>	
<p>Contract Number: C202613 Route: - Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: R-5164E Length: 7.59 miles Federal Aid Number: STM-0070(140) Resident Engineer: Chad D. Hinnant RE Phone Number: (919)220-4680 Location Description: 1 SECTION OF US-70 BUS, 13 SECTIONS OF US-15/501 BUS, 1 SECTION OF NC-751 AND 4 SECTIONS OF SECONDARY ROADS.</p>	

<p>Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION. Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$1,844,694.96 Cost Overrun/Underrun: Availability Date: 3/15/2011 Letting Date: 9/21/2010 Completion Date: 9/2/2011 Work Began: Revised Completion Date: Estimated Completion: Last Estimate Thru: Scheduled Progress: Last Estimate Paid: Actual Progress:</p>	
<p>Contract Number: DO00069 Route: NC-147 Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: BK-5102G Length: 0 miles Federal Aid Number: BRNHS-0147(4) Resident Engineer: Cadmus Capehart, PE RE Phone Number: (919)840-0914 Location Description: BRIDGES #12, 71, 137, 154, 156, AND 169 ON NC-147. Type of Work: BRIDGE PAINTING. Contractor Name: S & D INDUSTRIAL PAINTING, INC. Contract Amount: \$922,562.15 Cost Overrun/Underrun: Availability Date: Letting Date: 8/19/2010 Completion Date: Work Began: Revised Completion Date: Estimated Completion: Last Estimate Thru: Scheduled Progress: Last Estimate Paid: Actual Progress:</p>	
<p>Contract Number: DO00070 Route: NC-147 Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: BK-5102E Length: 0 miles Federal Aid Number: BRZ-1940(2) Resident Engineer: Cadmus Capehart, PE RE Phone Number: (919)840-0914 Location Description: BRIDGES #194 ON SR-1940, #202 ON SR-2080, #206 ON SR-1121, AND #212 ON NC-147. Type of Work: BRIDGE PAINTING. Contractor Name: ASTRON GENERAL CONTRACTING COMPANY INC Contract Amount: \$1,079,557.80 Cost Overrun/Underrun: Availability Date: Letting Date: 8/19/2010 Completion Date: Work Began: Revised Completion Date: Estimated Completion: Last Estimate Thru: Scheduled Progress: Last Estimate Paid: Actual Progress:</p>	
<p>Contract Number: DO00076 Route: - Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: BK-5102F Length: 0 miles Federal Aid Number: BRSTP-1959(5) Resident Engineer: Jeffrey D. Allen, PE RE Phone Number: (919)733-9499 Location Description: BRIDGES #228 ON SR-1959, #224 ON SR-1999, AND #100 ON SR-2028. Type of Work: BRIDGE PAINTING. Contractor Name: SAFFO CONTRACTORS INC Contract Amount: \$1,138,000.00 Cost Overrun/Underrun: Availability Date: Letting Date: 9/2/2010 Completion Date: Work Began: Revised Completion Date: Estimated Completion: Last Estimate Thru: Scheduled Progress: Last Estimate Paid: Actual Progress:</p>	

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

County	WBS #	Route	Location Description	Amount	Status
Orange	EL-4601	Morgan Creek Greenway	Construct Greenway	\$940,000	ARRA- Sullivan Eastern = 59.94% compl. ; ARRA funds added(\$47,488)- latest inv. for reimbursement approved 10/14/10; pedestrian bridge design under review
Orange	EL-5103	Carrboro	Construct bus shelters at 4 locations	\$48,296	ARRA- WC Construction =100% compl.; M.A. compl. 7/14/10-revised to 9/14/10; Final 10/27/10; Invoice reimb. pending add'l. documentation
Orange	ER-5100 GE	US 15-501@ SR 1734 (Erwin Rd./Europa Dr.)	Plantings	\$65,000	ARRA -Plymouth Nursery and Landscaping = 75% compl. ; warranty period underway; final compl. 4/30/12
Orange	R-5178A	NC 57	Widen for two foot paved shoulders and resurface from NC 86 to SR 1544 (Pearson Road)	\$1.0 million	ARRA-Riley Paving, Inc.; work began 6/2/10; 100% compl.; final est pending
Orange	R-5178B	NC 86 (S. Columbia St.) from SR 1010 (Franklin St.) to Cameron Ave.	Mill, resurface, and replace curb and gutter	\$200,000.00	ARRA-Eastern Services, LLC dba Raleigh Paving=100% compl.- final est. pending
Orange	U-3100B	SR 1107 (Old Fayetteville Rd.) from NC 54 to SR 1106 (Stroud Lane)	Safety Improvements (Bicycle, Pedestrian, and Transit Accommodations)	\$1.8 million	ARRA-Atwell Const. Co., Inc., Greenville, NC= 100% compl. - punchlist pending
Orange	U-3306 34913.3.ST1 STM-1733 (16)	SR 1733 (Weaver Dairy Rd.) from NC 86 to Old Sterling Road	Grading, drainage, paving, signals, curb and gutter, retaining wall	\$13.4 million	Yates Construction Co., Inc. began const. 9/7/10= 8.8% complete

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

Orange	U-4704	Chapel Hill-Carrboro	Computerized Traffic Signal System	\$5.175 million	ARRA-Brooks Berry Haynie & Assoc., Inc.; Mableton, Ga. =20.8% compl.-conduit installation underway-aerial pending; cabinets to be installed March 2011
Orange	U-4726 DA	Carrboro	Construct sidewalk on Ashe St. from W. Main St. to Shelton St.	\$284,176.00	ARRA- Centurion Construction Co.=100% compl. ; M.A. compl. rev. to 9/2/10; Final 10/27/10; Final invoice to be revised
Orange	U-4726 DB	Carrboro	Construct sidewalk on Bim St. from SR 1005 (Jones Ferry Rd.) to Fidelity St.	Combined w/ U-4726 DA	ARRA-Centurion Construction Co; =100% compl.; M.A. compl. rev. to 9/2/10; Final 10/27/10; Final invoice to be revised
Orange	U-4726 GA	Twin Creeks Park Greenway	Linear park: 10' multi-use asphalt trail including bridge over Jones Creek	\$429,457.00	ARRA- McQueen Construction =56% compl.-const. of pedestrian bridge & 100' greenway pending; inv. reimbursed; Suppl. Const. Agree. for bridge approved; Suppl. Agreement to extend compl. date to 6/30/11
Orange	U-4726 JA	Hillsborough	Construct sidewalks	\$1,034,110.00	ARRA, STP-DA, & Contingency - S.T. Wooten Corp.=+50% compl.; M.A. compl. 7/24/11- rev. to 9/17/11; Const. Suppl. for drainage app. by JMM; Inv. reimb. for pay appl. #3-7 app. needs add'l. documentation
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
			NONE		

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	\$140,000.00	ALS of N.C., Inc. avail. 12/1/10 for compl. 6/1/11; additional funds approved 12/9/10
Orange	41593	Union Street	Construct 750 feet of sidewalk and a crosswalk to connect Hillsborough Elementary School to SR 1156 (Nash St.)	\$32,000 (Statewide Contingency)	See U-4726 JA; ARRA
Orange	42501	US 15/501/NC54 (Fordham Blvd.) at SR 1900 (Old Mason Farm Rd.)	Construct bus pulloffs on both sides	\$140,000	FA const. =100% compl. pending final pavement markings
Orange	42502	SR 1010 (Franklin St.) between Hillsborough St. and Plant Rd.	Replace deteriorated curb and gutter at several locations on both sides	\$30,000	Municipal Agreement sent to Town for execution 3/9/10-resent 9/30/10; Const. FY '10-'11
Orange	43030	SR 1843 (Seawell School Rd.)	Safety improvements near railroad crossing #736157R (signing, tree removal, grading for visibility, paved shoulders, wedging, short overlay & snow-plowable pavement markers)	\$45,000	F.A. construction - est. compl. 5/30/11
Orange	43114	SR 1005 (Jones Ferry Road) at SR 1937 (Old Fayetteville Road)	Install a pedestrian countdown signal and crosswalk	\$20,000	Project to be installed by Traffic Services
Orange	7CR.10681.22 7CR.20681.22 7.106812 7.206812	US 15 from Morgan Creek Rd. to E. Franklin St. and 3 secondary roads	Widening, milling and resurfacing	\$2.258 million \$1.3 million	S.T. Wooten Corp.- Let 11/16/10 Avail. 4/4/11 Int. compl. Maps 1- 5 8/12/11 Map 7 8/19/11 Final 9/5/11
Orange	B-4216	SR 1002 (St. Mary's Road)	Replacement of Bridge # 66 over Stroud's Creek	\$800,000	Dane Const. Inc.= 100% compl. ; Ingle & Son Landscaping, Inc. slope plantings= 100% compl. -final by K.A.T. 1/5/11
Orange	I-4716	I-40	Grind and reseal joints on I-40 from I-85 to Durham Co. ((Patching spalls, Diamond grinding and slab repair added)	\$7.4 million	Safety Grooving & Grinding, L.P., Napolean, Ohio - =100% compl.; Final 11/2/10; observation period for markings underway

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

Orange	I-5142	I-85/I-40	Mill, resurface and install pavement markers and rumble strips from west of SR 1114(Buckhorn Road) to the I-85/I-40 interchange	\$8.60 million	FSC II, LLC dba Fred Smith Co.(C.C. Mangum Co., LLC)=15.2% compl.; Work began 8/9/10 on WB; EB begins Spring 2011; work resumed 10/31/10- seasonal limitations in effect
Orange	42170 SS-4907 T 42204.2 42204.1	SR 1710 (Old NC 10) @ NC 86	Construct a right turn lane on SR 1710 and install a traffic signal	\$215,000	Barrett, Irvin & Jordan, Contractors, Inc.(DG00048) Avail. 4/15/11 for compl. by 9/1/11
Orange	42171 SS-4907 U 42205.2 42205.1	SR 1710 (Old NC 10) @ SR 1713 (Mt. Herman Church Road)	Improve sight distance on SR 1710 by lowering the crest vertical curve on the westbound approach to the intersection	\$300,000	Final plans complete; utility relocation and right of way acquisition pending- staking underway ; est. Let date = 6/21/11
Orange	42423.3 42423.1 SS -4907 V	SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	Realign intersection	\$165,000	Survey compl.& Design pending; est. Let =12/20/11; flasher has been installed by separate project
Orange	SR-5000 S 40922.1.18 PE	Carrboro Elementary School	Safe Routes to Schools- Education, encouragement, evaluation, and neighborhood outreach	\$12,865	Municipal Agreement with Town
Orange	SS-4907 AC 43040.1.1 PE 07-10-727	SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	Installation of a left turn lane on Erwin Rd. and a traffic signal	\$10,000 PE \$1000 R/W \$239,000 C	Roundabout requested by MPO- est. cost = \$426,559
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

Durham/ Orange	EB-4707	DURHAM/ CHAPEL HILL (SR 1838/SR 2220) FROM SR 1116 (GARRETT ROAD) IN DURHAM COUNTY TO US 15-501 IN ORANGE COUNTY	Bicycle improvements(Bikeway and signals)	\$5.45 million	Delayed
Orange	U-0624	NC 86 (S. Columbia St.)	Corridor upgrade including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	\$4.85 million	Nov. 15, 2011

Residents split on Alston Avenue widening

The Triangle Tribune by [Sommer Brokaw](#) Published Thursday, January 6, 2011 7:00 am

DURHAM - Residents of east Durham would like to revitalize the community but are divided on if widening Alston Avenue is the right path to take.

Several older residents say they're tired of waiting for the widening to take place even though some stakeholders are still trying to hold onto all of their property. Younger residents say they are willing to hold out until the state comes up with a better plan.

A proposal to widen Alston Avenue to a mostly four-lane divided highway on a one-mile stretch between the Durham Freeway and Holloway Street has been in Durham's Long-Range Transportation plan for over 20 years. Both right-of-way and construction for the project have been funded in the past decade. It has also taken time to go through the environmental design and public input process. The purpose is to reduce congestion and improve safety. In 2005, the N.C. Department of Transportation projected traffic volumes exceed capacity. The accident rate in the project area is over six times the state average.

One reason older residents are in favor of the widening is because of the traffic. "There's no question that it needs to be widened because the traffic is terrible in the evening," Vivian McCoy said. The Rev. Melvin Whitley, another resident, agrees. "It is real bad between 4:30 and 7 p.m., and 7 to 9 a.m. It's bumper to bumper."

Donald Yarboro, co-owner of local Triangle Mobile Storage, said he is in favor of the widening because Alston Avenue has one of the highest accident rates of any stretch in the entire state of N.C. He also supports it because local Partners Against Crime leaders in District One have voted for the approval.

Entrenched residents and stakeholders said it will also attract more businesses. "It's critical for economic reasons," Whitley said. "Businesses make decisions where they locate based on how many cars pass by the road."

Yarboro said several of his customers over the past eight years have made the one-mile journey from the Durham Freeway to their facility on Holloway Street. "The classic verbiage that comes out of our customers' mouths is 'I didn't know you were in such a bad neighborhood.' That's the perception one gets riding from N.C.-147 down Alston Avenue and seeing non-conforming properties that show years of neglect, needing repairs and maintenance," he said. "The actual widening of Alston Avenue is going to remove a lot of junk and perception that has crippled Northeast Central Durham."

But some younger residents and historic preservationists are against the idea. John Martin, vice president of the Golden Belt Neighborhood Association, said the state Historic Preservation Office ruled that it would have an "adverse effect" on the Golden Belt Historic District, which is west of Alston.

DeDreana Freeman, a newer resident and co-chair of the Golden Belt Neighborhood Association, also opposes it. "I understand that the road needs improvement, that's not an issue. It's just the current design plan does not fit this community," she said. "I can see where the widening between N.C.-147 and Angier Avenue comes in because it's just two lanes, no middle lane for turning traffic and underneath the railway where traffic bottles up. Beyond that, through Main Street to Holloway Street, I'm not sure I see a reason for it.

"I think that the older residents have felt like they've been waiting for so long, it doesn't matter what they get. The newer people, they say they can do better than this."

The projected cost is \$31 million, according to the NCDOT website, and right-of-way acquisition is currently scheduled tentatively to begin in May. Beverly Robinson of the NCDOT's project development and environmental analysis branch said the project is estimated to affect 19 residences, six businesses and one nonprofit. The NCDOT determined that demolition of the Los Primos Grocery store in the original alignment was an environmental justice issue because it would have an adverse effect on minorities and low-income residents. Since then, it has proposed an alternative east side alignment of the proposed widening that would avoid the demolition of the grocery store but take parts of Durham Rescue Mission's property.

"We need every square inch of space we have, and if they come over on us I want DOT to give us additional land adjacent to what we already own so we can make a complete campus," Executive Director Ernie Mills said. "On one campus, we want to develop a holistic approach to take a person all the way from homelessness to self sufficiency. We are some of the oldest

neighbors to build the neighborhood and help neighbors help themselves. This has been my life's ministry, and I'd like to see it fulfilled before I die."

Hope Valley Road widening report to be presented at Jordan High School

The Herald-Sun City of Durham 01.11.11 - 07:03 pm

DURHAM --The city Departments of Public Works and Transportation will present a draft planning report on Jan. 27 in the Jordan High School cafeteria, 6806 Garrett Road, on the proposed widening of Hope Valley Road from Woodcroft Parkway to South Roxboro Street and realignment of the intersection of Hope Valley Road and South Roxboro Street.

The plan includes an environmental screening, traffic study and conceptual design.

According to officials, Hope Valley Road -- also known as N.C. 751 -- from Woodcroft Parkway to South Roxboro Street does not operate efficiently under current traffic volumes and will only worsen as traffic increases in the coming years.

The city has been working with Kimley-Horn and Associates, Inc. on a traffic study as well as a conceptual design for the project. The project will include roadway widening, traffic signal upgrades, sidewalks, bike lanes, and realignment of the Hope Valley Road and South Roxboro Street intersection.

The conceptual design proposes widening Hope Valley Road from a two-lane road to a four-lane divided road from Woodcroft Parkway to South Roxboro Street to accommodate projected traffic increases through 2030.

Additionally, turn lanes are proposed on Hope Valley Road at the intersections of Woodcroft Parkway, South Roxboro Street, and Meadow Run Drive.

City officials and the consultants will be present to discuss the project, results of the draft planning study, the impact to property owners within the project corridor, the project timeline, and answer questions.

Additional information, including project maps of the proposed construction, is available at www.DurhamNC.gov/departments/works/hopevalleyroad.cfm.

For additional information, call or e-mail Tim Jackson (919) 560-4326, ext. 30255, or Tim.Jackson@DurhamNC.gov.

The city will provide auxiliary aids and services for disabled people who wish to participate in the public information meeting.

Anyone requiring special services should contact the city at (919) 560-4197, ext. 21254; TTY at (919) 560-1200; or via e-mail at ADA@DurhamNC.gov no later than 48 hours before the scheduled meeting.

With funds in jeopardy, N.C. pushes rail projects

THE NEWS AND OBSERVER BY BRUCE SICELOFF - STAFF WRITER PUBLISHED MON, JAN 17, 2011 03:43 AM

State transportation officials spent a few days in Washington last week trying to get their hands on more than \$500 million in stimulus funds that the Obama administration pledged in January 2010 - but has not yet paid out - for a big railroad upgrade between Charlotte and Raleigh.

North Carolina is in a hurry to secure the money before it is snatched back by new Republican leaders in the House of Representatives, who are looking for opportunities to curtail a few billion dollars in high-speed rail spending.

"I think unless states have actually committed those dollars to specific projects, they're going to have trouble holding onto them," said Gene Conti, secretary of the state Department of Transportation.

The Federal Railroad Administration has formally guaranteed the payout of \$4.23 billion from a nationwide total of \$8 billion in stimulus grants for high-speed and intercity passenger rail. North Carolina has won commitments for \$37 million of its \$545 million share.

Republicans said during the recent midterm election campaign that they would try to block the spending of stimulus money that had not yet been allocated. A major target is \$12 billion in unobligated transportation stimulus money - including the nearly \$4 billion for high-speed rail.

To guarantee that passenger service improvements in North Carolina won't hurt freight rail operations, Conti negotiated a pact in December with the state-owned N.C. Railroad, which owns the tracks, and Norfolk Southern Railway, which runs freight trains between Raleigh and Charlotte.

The agreement was the focus of talks in Washington last week among the railroad administration and railroad officials and Pat Simmons, the DOT Rail Division director. The railroad administration must approve the terms and other guarantees before it releases the remaining \$508 million to add double tracks and improve curves, crossings, bridges and stations.

Republicans who took power in November have killed high-speed rail plans in other states. New governors in Ohio and Wisconsin gave back federal rail grants worth \$1.2 billion, and Florida's governor is considering what to do with \$2.4 billion for a 186-mph line between Tampa and the Orlando airport.

North Carolina's rail project has drawn criticism from the Reason Foundation, a libertarian think tank that regularly opposes transit projects, and its local allies at the John Locke Foundation. But Gov. Bev Perdue, a Democrat who appointed Conti, has been spared partisan debate about the state's more modest, gradual approach to boosting train travel.

North Carolina's two U.S. senators and all 13 House members signed a letter backing the state's application for rail stimulus money in 2009. When Conti submitted his railroad pact for approval in December, it was accompanied by an updated endorsement with 10 of the original 15 signatures - including those of three Republicans, Sen. Richard Burr and Reps. Sue Myrick and Howard Coble.

N.C. forges ahead

The state is spending its first \$37 million in stimulus funds to advance a long-term program, started in the 1990s, to improve stations and make trains faster, more frequent and more reliable. Some of the money is being used to double the size of Cary's rail station, which has become a popular alternative to the crowded depot in downtown Raleigh.

Rail travel times between Charlotte and Raleigh have been cut by an hour. The added stimulus funds sought by North Carolina would cut nearly another hour, boosting the average speed to 86 mph between Raleigh and Charlotte.

"Going to an average speed of 86 mph is really quite good in the United States, and it's not bad in most of the rest of the world," said Jim RePass, president of the National Corridors Initiative, a Boston nonprofit group that advocates for passenger rail service. "You don't grab headlines, but if you make travel reliable and reasonably quick, people will use it."

That argument rings true for Mary Ann McDow of Rock Hill, S.C., who takes the train north from Charlotte to visit her children in Durham and Washington.

"It's easier and cheaper than driving a car," McDow, 65, said on a recent Wednesday as she rode the Amtrak Piedmont home from Durham.

She was riding the new midday train between Raleigh and Charlotte, added to the schedule in June with the help of stimulus grants.

The trains through Virginia aren't so appealing, McDow said, because of delays often blamed on freight rail traffic congestion. The Amtrak Carolinian from New York can be hours late by the time it reaches Charlotte.

"I've heard they're talking about putting in a faster train through Virginia to Washington, which would be really convenient for me," McDow said.

If the money dries up

While North Carolina officials try to nail down federal funds to finish the Raleigh-Charlotte line, they're moving on plans for a fast new rail shortcut from Raleigh to Richmond - a major project that has yet to win approval from the Obama administration.

DOT engineers had hoped to release their Raleigh-to-Richmond route proposal by late 2010, but now they're aiming for spring. They're working out details including the best path to take through downtown Raleigh.

Rail planners have enough money to map the route and to produce a final environmental impact statement in 2012. After that, they would need more than \$2 billion in federal grants to proceed with engineering, land acquisition and construction of the 168-mile line.

Simmons, the DOT rail director, said the engineers will develop a Raleigh-to-Richmond plan with a shelf life of about 10 years. They can pick it up again in the future, if the money turns up.

Meanwhile, he said, North Carolina wants to make use of all the money it has been awarded so far.

"If we don't get another dollar from the federal government, we'll have a major investment of our infrastructure between Raleigh and Charlotte with improved reliability and enhanced travel times," Simmons said.

"You'll see more certainty in our transportation. Uncertainty about whether it's the right thing to do, and whether we're capable of doing it, will all fade away."

NC avoids partisan resistance to its push for \$500 million in federal rail grants

The News & Observer Submitted by BruceSiceloff on 01/17/2011 - 10:02

North Carolina is in a league apart from the states that won the largest shares of the Obama administration's money for high-speed and intercity rail.

From a political and fiscal perspective, that might not be a bad thing. (See [today's story, "With funds in jeopardy, N.C. pushes rail projects," with reader comments.](#))

California and Florida have ambitious plans for trains that will be faster than North Carolina's - and much more expensive.

California won \$3.9 billion in federal stimulus funds to help start a planned \$43 billion, 700-mile network of trains that will go up to 220 mph. State and federal funds will lay the first 120 miles of track from Fresno to Bakersfield through California's rural Central Valley, but more money will be needed in the future to buy trains and actually start carrying passengers.

Florida was awarded \$2.4 billion for a fast track between Tampa and the Orlando airport. These trains will reach 186 mph for a trip that runs only 84 miles, a few miles longer than the ride from Raleigh to Greensboro.

The Reason Foundation, a conservative spin tank that regularly opposes trains and transit projects, [predicted this month](#) that the Florida plan would saddle taxpayers with billions of dollars in unexpected costs.

North Carolina also has drawn criticism from the Reason Foundation and its allies at the home-grown John Locke Foundation. But Gov. Bev Perdue, a Democrat, has been spared partisan debate about the state's more modest, gradual approach to boosting train travel.

Meanwhile (this information initially was omitted from the online version of today's story), Amtrak ridership in North Carolina is increasing steadily:

More of us go by train

Amtrak says 803,196 riders boarded or stepped down from its trains at 16 North Carolina stations during fiscal year 2010. That's 15 percent more than in 2009.

Raleigh handled 164,745 passengers at its cramped depot on Cabarrus Street. It was the busiest Amtrak stop between Richmond and the auto-train station at Sanford, Fla.

Most of the state's growth rode trains that serve the urban crescent between Charlotte and Raleigh:

* The Piedmont, which makes seven stops between the two cities, served 99,873 riders – a 58 percent increase. Much of that growth came after a second daily round-trip was added to the Piedmont schedule in June.

* The Carolinian, which makes three more North Carolina stops as it continues north from Raleigh to New York, served 308,107 riders, up nearly 20 percent from the previous year.

Four other Amtrak trains stop in North Carolina on routes to New York.

In their requests for a combined \$7 billion in federal funds to build out the Southeast High Speed Rail Corridor from Charlotte to Washington, D.C., North Carolina and Virginia projected more than 1.6 million riders between the two cities in the first year.

Local transit agencies now work in Google Transit, plan data warehouse promising interesting apps to come

Bull City Rising 1.17.2011

Google knows just about everything about your life -- more than you might want it to know, maybe. But until very recently, it didn't know a darned thing about transit options in the Triangle.

The Google Transit system relies on mass transit providers to provide data on scheduled routes in a useful fashion, at which time they can be used to provide a route plan akin to their automobile and pedestrian plans via Google Maps.

Last time I was in Charlotte, it was handy getting an integrated view of bus and light rail schedules to get around town, especially when planning a late-night trip that can be worrying without good data.

Now the Triangle is getting that kind of transit planning service -- and with it comes a data warehouse announcement that portends well for innovative smartphone and web apps to come.

Durham's DATA system is **now part of the Google Transit database**, as is Triangle Transit, Chapel Hill Transit, Raleigh's CAT system, and numerous other local systems, though not Duke's campus bus system.

According to a press release from Triangle Transit:

With Google Transit, Triangle visitors and regular transit users can now plan their trips using familiar technology while on the go with Google mobile apps, allowing for searches on smart phones such as the iPhone and Droid. By utilizing Google search,

riders have more options for starting and destination points, making for a smoother trip planning experience and easier integration into a transit-oriented lifestyle.

Better still comes word that the agency will this month release data files that conform to GTFS, a shared format for transit system data that's the lingua franca for third party developers who want to build smartphone apps and other third party tools that can use transit data.

The recent announcement only covers scheduled transit service, which is great if everything's on time but doesn't help if buses are running off schedule. Last week **Durham-based Digital Recorders Inc. was announced as the winning provider** for automated vehicle locator (AVL) systems that use GPS-style technology to report back the exact location of buses at any given time.

Triangle Transit officials told BCR in the fall that their contract with DRI for real-time arrival systems included a provision that would allow for such data to be shared.

"The contract includes a section mandating that the real-time location and arrival prediction data from the system be available to be used via an open data feed," TT's John Tallmadge said in response to an email query from BCR and a similar query from the Herald-Sun's Ray Gronberg.

Tallmadge added that such data would be made available in an online data warehouse to give full visibility not only to schedules and routes -- as in the first-phase connectivity with Google Transit and presumably the standards-based scheduling data being released -- but to real-time availability, too.

"We are currently reviewing bids for the creation of an online regional data warehouse. This data warehouse will be housed on the GoTriangle.org web site," Tallmadge told BCR. "Once in place, local developers will be able to access this site to download open bus route, schedule, bus stop, and AVL feed data to use in creating their own applications," which could include web tools as well as apps for smartphones.

So the news on Google Transit? Very good -- but get ready for even better coming soon.

Economic recovery bringing renewed congestion growth

Texas Transportation Institute – Urban Mobility Information Press Release 1-20-11

The recession has helped some of us forget about our national traffic problem, but the recovery should help us remember it.

The 2010 Urban Mobility Report, published by the Texas Transportation Institute at Texas A&M University, paints the most accurate picture yet of traffic congestion in the 439 U.S. urban areas. Thanks to the wealth of speed data provided by INRIX, a leading private-sector provider of travel time information, the current report offers a greatly enhanced picture of congestion on a city-by-city basis.

"This *Urban Mobility Report* begins an exciting new era for comprehensive national congestion measurement," noted researcher Tim Lomax. "By combining the traffic speed data from INRIX with the traffic volume data from the states, we are now able to provide a much better and more detailed picture of the problems facing urban travelers."

After two years of slight declines in overall traffic congestion – attributable to the economic downturn and high fuel prices – leading indicators suggest that as the economy rebounds, traffic problems are doing the same. While 2008 was the best year for commuters in at least a decade, the problem again began to grow in 2009.

Highlights from the research illustrate the effects of the nation's traffic problems:

- Congestion costs continue to rise: measured in constant 2009 dollars, the cost of congestion has risen from \$24 billion in 1982 to \$115 billion in 2009.
- The total amount of wasted fuel in 2009 topped 3.9 billion gallons – equal to 130 days of flow in the Alaska Pipeline.
- Cost to the average commuter: \$808 in 2009, compared to an inflation-adjusted \$351 in 1982.
- Yearly peak delay for the average commuter was 34 hours in 2009, up from 14 hours in 1982.

"We have a great deal more confidence in the numbers we now have for the chaotic years of 2007, 2008 & 2009," researcher Shawn Turner said. "Thanks to technology, we are using data that simply could not have been gathered a few years ago."

The methodology used to calculate congestion has been improved more than a dozen times since the Urban Mobility Report was first published in 1984, but the changes made possible by access to hour-by-hour speed data are the most significant improvement yet, researchers say.

"This year's report is a remarkable game changer," researcher David Schrank explained. "The new data address the biggest shortcoming of previous reports. The data show conditions for every day of the year and include the effect of weather problems, traffic crashes, special events, holidays, work zones and other factors directly impacting traffic flow."

As a result of the new data, a revised congestion trend has been constructed for each urban region from 1982 to 2009. Eleven new urban regions have been added, including San Juan, Puerto Rico. Finally, three new measures of congestion are calculated for the 2010 report: delay per auto commuter, delay per non-peak traveler, and a Commuter Stress Index (CSI), which is calculated for the worst direction in each peak period to show the time penalty to those who travel in the peak direction.

The congestion reduction benefits of two significant solutions are discussed—public transportation and roadway operations. Without public transportation services, travelers would have suffered an additional 785 million hours of

delay and consumed 640 million more gallons of fuel—a savings of \$19 billion in congestion costs. Roadway operational treatments save travelers 320 million hours of delay and 265 million gallons of fuel for a congestion cost savings of \$8 billion.

Researchers recommend a balanced and diversified approach to reducing traffic congestion – one that focuses on more of everything. Their strategies include:

- Get as much use as possible out of the transportation system we have.
- Add roadway and public transportation capacity in the places where it is needed most.
- Change our patterns, employing ideas like ridesharing and flexible work times to avoid traditional "rush hours."
- Provide more choices, such as alternate routes, telecommuting and toll lanes for faster and more reliable trips.
- Diversify land development patterns, to make walking, biking and mass transit more practical.
- Adopt realistic expectations, recognizing for instance that large urban areas are going to be congested, but they don't have to stay that way all day long.

"There is no rigid prescription – no 'best way' – to address congestion problems," Lomax noted. "The most effective strategy is one where agency actions are complemented by efforts of businesses, manufacturers, commuters and travelers. Each region must identify the projects, programs and policies that achieve goals, solve problems and capitalize on opportunities."

It's Time For NJ To Pay Up For Cancelled Tunnel

January 25, 2011 1:10 PM

TRENTON, NJ (AP/CBS New York) -Lawyers for New Jersey were expected to take nearly all the time available Tuesday to respond to the federal government's demands to reimburse it for costs associated with canceled plans to build a new rail tunnel under the Hudson River.

The Federal Transit Authority set a deadline of midnight Tuesday for the state to either send Washington \$271 million or file a formal appeal.

Michael Drewniak, a spokesman for Gov. Chris Christie, said the state's lawyers will respond in time. But he wouldn't say whether New Jersey would be sending a check or an appeal.

Federal authorities say the state owes it for engineering and construction work done on the tunnel before Gov. Chris Christie canceled the project in October, saying New Jersey was going to have to foot too much of the bill, including any costs above the \$8.7 billion budget.

Christie, a Republican who has slashed state spending, said the extra costs could have added up to between \$2 billion and \$5 billion.

At the time, it was the most expensive public works project in the country. The tunnel was intended to double the capacity for trains traveling between New York City and New Jersey, routes that are now close to capacity and frequently delayed.

Christie's administration so far has resisted paying the back the federal government, and hired a law firm known for lobbying to try to get out of the bill.

The federal government says \$128 million would be credited back to the state to ease traffic jams once the state pays in full.

Gov. Perdue Announces Contract for I-85 Improvement Project -- \$55 million Cheaper, Five Months Earlier Than Projected

First Mobility Fund project will create or sustain 150 jobs, make travel more efficient

RALEIGH — Standing at the construction site for the new Yadkin River bridges, Gov. Bev Perdue today announced that the N.C. Department of Transportation has awarded a contract for phase two of the I-85 Corridor Improvement Project in Davidson County.

The \$65.5 million project will widen 3.8 miles of the interstate to eight lanes and update the Belmont Road interchange, which will make travel and commerce more efficient while creating new jobs for North Carolinians.

“Without the Mobility Fund, we would not have the money needed to pay for this critically important project,” Gov. Perdue said. “Phase two will make this heavily used stretch of I-85 last longer while helping people and goods more easily reach their destinations.”

NCDOT awarded the contract for phase two to Balfour Beatty Infrastructure Inc./Austin Bridge and Road LP, A Joint Venture of Irving, Texas. The joint-venture team estimates that the project will create or sustain about 150 jobs. Many of those workers will be hired locally.

Good news:

- This is the first project funded by Gov. Perdue's Mobility Fund. Phase two exemplifies the type of greatly needed transportation projects of regional or statewide significance that the Mobility Fund will make a reality.
- The low bid for the project came in at half the cost of the original project estimates of \$120-\$130 million. The remaining funds will be used for future Mobility Fund projects across the state.
- The contractor is scheduled to complete phase two by May 2013, five months earlier than NCDOT required. Phase one is set to wrap up in January 2013, which means all construction along I-85 in Davidson and Rowan counties will be finished by spring 2013.

From the Office of Governor Bev Perdue, State of North Carolina, January 27, 2011

SCTF Sustainable Communities Task Force

Sustainable Communities Task Force Overview

November 9, 2010

SCTF Sustainable Communities Task Force

The goal of this new initiative is *healthy and equitable development without compromising natural systems and the needs of future generations of North Carolinians.* (143B-344.34)

Legislation passed as part of **budget bill**, July 2010 with \$250,000 NR Grant Fund. Also Tech Amendments.

SCTF Sustainable Communities Task Force

SIX SUSTAINABLE DEVELOPMENT PRINCIPLES

MIRROR FEDERAL LIVABILITY PRINCIPLES (143B-344.34(b))

- ✘ **Better transportation choices.** – *Offering safe, reliable, and economical motorized and nonmotorized transportation options to decrease household transportation costs, reduce dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.*
- ✘ **Equitable, affordable housing.** – *Encouraging the provision to North Carolina citizens of all ages, incomes, races, and ethnicities expanded location-, water-, and energy-efficient housing choices that increase mobility, decrease the impact on existing water and energy infrastructure, and lower the combined cost of housing and transportation.*
- ✘ **Enhanced economic competitiveness.** – *Expanding business access to markets and improving North Carolina's economic competitiveness through reliable and timely access to employment centers, educational opportunities, services, and other basic needs by workers.*
- ✘ **Support of existing communities.** – *Targeting public funds toward existing communities that are using strategies such as transit-oriented, mixed-use development, and land recycling to increase community revitalization, enhance the efficiency and cost-effectiveness of public works investments, and protect rural landscapes.*
- ✘ **Coordination and leverage of State policies and investment.** – *Aligning State and local government policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of government in planning for future growth.*
- ✘ **Recognize and support communities and neighborhoods.** – *Preserving and enhancing the unique characteristics of rural, urban, and suburban communities by investing in healthy, safe, and walkable neighborhoods.*

SCTF Sustainable Communities Task Force

TASKS/DUTIES (143B-344.35)

- ✘ Apply for federal funding on behalf of state (grant writing)
- ✘ Promote Regional Partnerships and assist them with grant writing
- ✘ Identify federal funding opportunities

SCTF Sustainable Communities Task Force

TASKS/DUTIES

- ✘ Provide Technical Assistance
 - + Scenario Planning
 - + Progress Measurement Metrics
 - + Public Participation Strategies

SCTF Sustainable Communities Task Force

TASKS/DUTIES

- ✘ Recommend Policies
- ✘ Recommend Appropriations
- ✘ Scorecard/Grant Program for Fund
- ✘ Align State Service and Investments

SCTF Sustainable Communities Task Force

× **David Knight**, *Chair*
DENR

× **Dr. Ruth Petersen**
DHHS-DPH

× **Anne Bander**
Dept of Administration

× **Scott Farmer**
Housing Finance Agency

× **Jim Westmoreland**
DOT

× **Libby Smith**
Commerce

STATE AGENCY REPRESENTATIVES (143B-344.36(a))

SCTF Sustainable Communities Task Force

SENATE

✘ **Paul Norby**

*City-County Planning Board
Winston-Salem*

✘ **Joe McKinney**

*Executive Director
Land-of-Sky COG*

✘ **Patsy McArthur**

*McArthur Construction
Lumberton*

APPOINTEES

HOUSE

✘ **Mitchell Silver**

*Planning Director
City of Raleigh*

Debra D. Campbell

*Planning Director
City of Charlotte*

✘ **Brian Schneiderman**

*Director of Commercial Lending
Self-Help Credit Union*

GOVERNOR

✘ **John Hodges-Copple**

*Planning Director
Triangle J COG*

SCTF Sustainable Communities Task Force

PURPOSES OF GRANT FUND (143B-344.37)

- ✘ Improve regional planning that integrates housing and transit
- ✘ Increase capacity to improve LUP and zoning, and
- ✘ Provide $\leq 50\%$ match of required local match for federal monies

SCTF Sustainable Communities Task Force

ELIGIBLE RECIPIENTS (143B-344.37)

- × **Regional Bodies**
- × **Cities**
- × **Counties**
- × **Must be defined Metro/TTA/Partnership with workplan of activities & public participation process with MOU**

SCTF Sustainable Communities Task Force

REQUIRED REPORTS (143B-344.38)

- ✘ **October 1, 2010 – Agency Progress Report**
- ✘ **February 1, 2011 – Sustainable Practices Scoring System** (in Technical Amendments 143B-344.38(b))
- ✘ **October 2, 2011 - SCTF Report to Governor, House/Senate Commerce Chairs, GOVOPS**

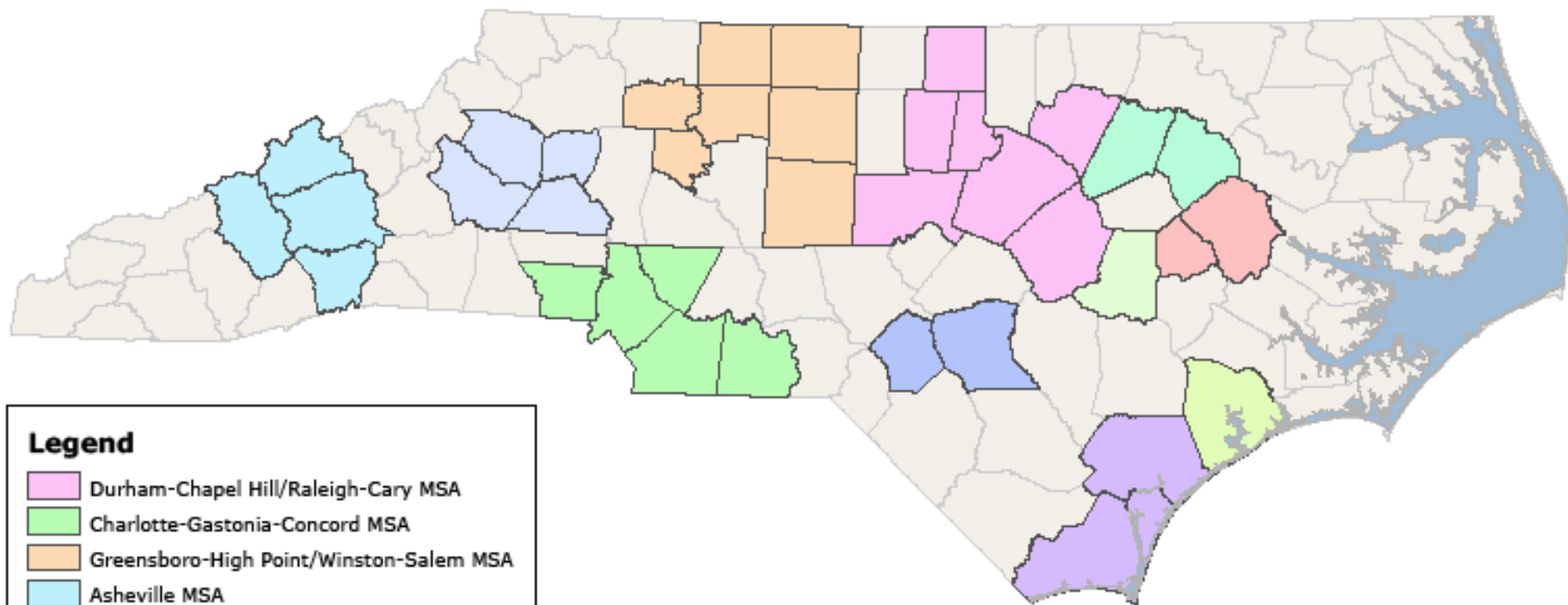
SCTF Sustainable Communities Task Force

OCTOBER 2, 2011 – CONTENTS

- + Policy recommendations, legislation suggestions & \$ (1)
- + Growth demographics & trends/changes relating to Sustainable Development/Population, employment, building permit, and related socioeconomic data (2)
- + Inventory & description of state policies/programs that influence either positively or negatively the ability to develop sustainable communities (3)
- + Funding applied for and received (include direct or where we help too?) (4)
- + List of projects which received funding from other sources (include \$ Task force applies for and helps others apply for) (5)
- + List of projects for which Task Force provided Technical Assistance (6)
- + List of all grants distributed from \$250,000 to regional sustainable partnerships and funds remaining (7)
- + Overview of state funding programs and how they support Sustainable Development (8)

Sustainable Communities Task Force Regions

TAC 2/9/2011 Attachment 17



Legend

- Durham-Chapel Hill/Raleigh-Cary MSA
- Charlotte-Gastonia-Concord MSA
- Greensboro-High Point/Winston-Salem MSA
- Asheville MSA
- Fayetteville MSA
- Goldsboro MSA
- Greenville MSA
- Hickory-Morganton-Lenoir MSA
- Jacksonville MSA
- Rocky Mount MSA
- Wilmington MSA

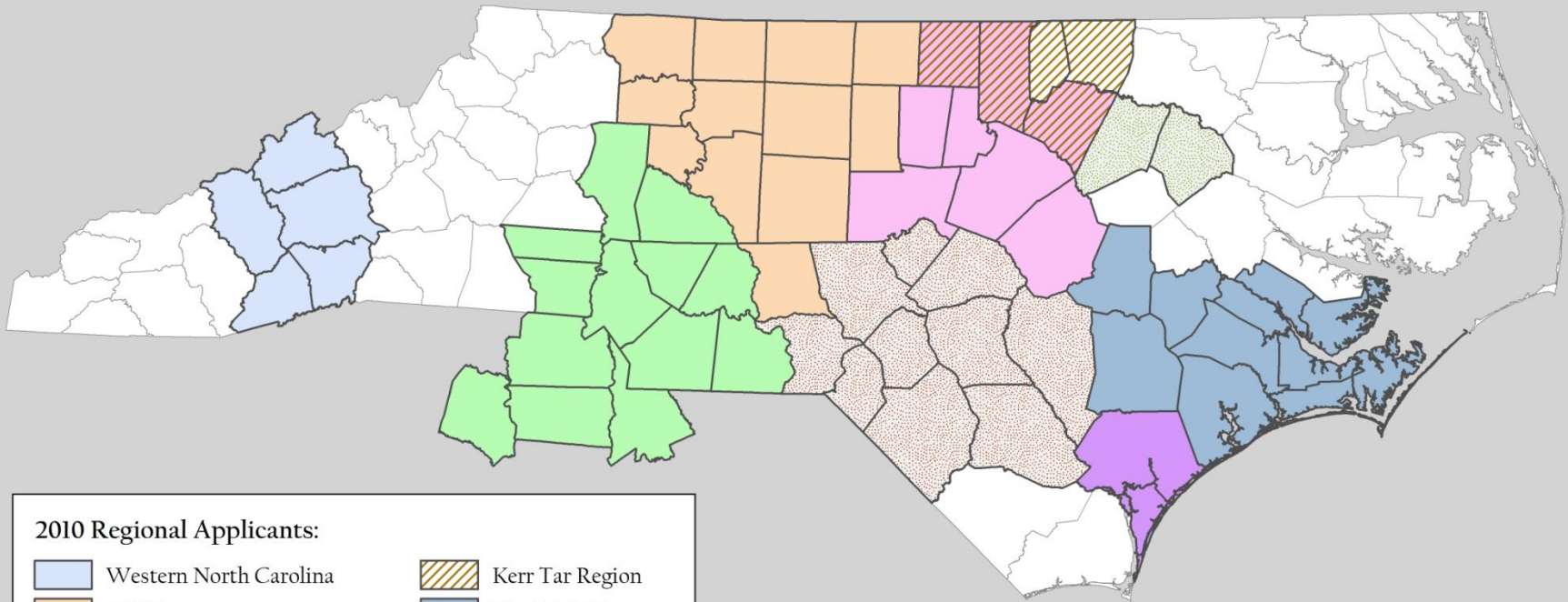


0 20 40 80 120 160 Miles

Map Created August 2010 | Source: US Census 2008

T H R I V E
in **NORTH
CAROLINA**

North Carolina Regional Applicants for HUD Sustainable Communities Grants (2010)



2010 Regional Applicants:

- | | |
|---|--|
|  Western North Carolina |  Kerr Tar Region |
|  PART |  PlanIt EAST |
|  CONNECT Consortium |  City of Wilmington |
|  PRISM Research Triangle | |

Regions Planning to Apply in 2011:

- | | |
|--|--|
|  Rocky Mount-Edgecombe-Nash |  BRAC-RTF |
|--|--|



SCTF Sustainable Communities Task Force

ACTIONS TO DATE

- ✘ Agency Reps Meeting
- ✘ Oct 1 Agency Progress Report Drafted
- ✘ Supported Regional Planning Groups with letters of Financial Support
- ✘ Created Regional Planning Groups Communication Network
- ✘ Website

SCTF Sustainable Communities Task Force

EPA/HUD/DOT Federal Sustainable Communities Regional Planning Grant Program \$150 Million

- ✘ Applications due Aug 23, 2010
- ✘ 7 Regions from NC applied
- ✘ DENR/DOT/Commerce letters of financial support (\$30,000 each if funded)
- ✘ Land-of-Sky - \$1.8 million and Piedmont \$1.8 million
- ✘ Also, Community Challenge Grants/Tiger II – 2 awards

SCTF Sustainable Communities Task Force

WEBSITE

Key For Communication

www.onencnaturally.org/pages/SC_SustainableCommunities.html

- ✘ Legislation
- ✘ Task Force Members
- ✘ Upcoming Events
- ✘ Upcoming Events
- ✘ Federal Program Info
- Regional Planning Group Contact info and Regional Plans

COLLABORATIVE INITIATIVES

- ✘ Healthy Environments Collaborative
- ✘ Sustainability Advisory Group
- ✘ Governor's Logistics Task Force
- ✘ Governor's Institute on Community Design
- ✘ Interagency Leadership Team
- ✘ NC Active Living Leadership Forum

SCTF Sustainable Communities Task Force

NEXT STEPS

- ✘ First Task Force meeting
 - + November 9th 1-4pm DENR Archdale

- ✘ Establish Scorecard/Grant Program
 - + for \$250,000 Fund

- ✘ Establish Criteria for Task Force Involvement

Executive Summary/Schedule for the 2040 North Carolina Statewide Transportation Plan (2040 NCSTP)

A preliminary schedule with task definitions and work products is listed below.

October 2010: Scope of Work and Estimates to Professional Services Management for review
October 27, 2010: 2040 NCSTP Notice to Proceed letter sent to PBS&J

December 12, 2010: The Project Management Plan (PMP) is complete. The PMP identifies project management structure and controls, establish reporting relationships and define corrective processes.

January 2011: Current Plan Implementation Review technical memorandum; Plan Focus/Goals and Objectives technical memorandum

The Plan Focus memorandum will define clearly the overall objectives of the plan working through a structured, facilitated series of discussions with senior NCDOT management and key stakeholders.

January 4, 2011: A Senior Management Committee meeting was held with the Consultant Senior Advisory Team to discuss Plan Focus and prepare for the Steering Committee Meeting to be held on January 14, 2011

January 14, 2011: The Statewide Plan Steering Committee was held to introduce members to the focus of the effort and to engage the experts in four breakout Working Groups which include: Public Involvement, Finance/Investment, Policy and Process, and Modal Needs.

February 2011: The Public Involvement Plan (PIP); Challenges and Opportunities Report

The PIP will be developed with input from the Steering Committee, Board of Transportation Statewide Plan Subcommittee, NCDOT Senior Management, and other NCDOT Business Units. It will serve as the guide for public and stakeholder involvement throughout the development and adoption of the 2040 NCSTP. The draft plan is finished and a Scope of Work has been developed. The contract is in negotiations.

April 2011: Unified Public Engagement Process

This is a document that combines into a single document public involvement throughout the department. It will be developed through a series of interviews to solicit input about what the process is that DOT Business Units use during Public Involvement.

May/June/July 2011: Modal Systems Inventory Report; Modal System Needs Report
Transportation Systems Performance Report

These tasks are charged with estimating and evaluating future modal system demands and needs by reviewing existing plans, establishing performance goals, and compiling a complete needs assessment for all modes of transportation.

In addition, these tasks will provide a frame of reference for the state's transportation system in terms of today's system components and how they are performing focusing primarily on elements of statewide and regional significance.

October 2011: Strategic Investment Report; Proposed Preferred Investment Strategy

The team will work to analyze and identify financing strategies that reflect changing opportunities and needs of NCDOT to sustain an effective transportation system and ultimately propose a preferred investment strategy to facilitate the implementation of plan alternatives.

November 2011: Planning Processes, Policies, and Programs Evaluation and Recommendations Report

The final tasks core objective is to *improve transportation planning in the State*. To do so, this task will accomplish three primary sub-objectives: (1) identify the principle planning processes, policies and programs in place throughout the State at all levels, (2) assess how they may be better coordinated and, (3) recommend how they may be integrated into the Statewide Multi-modal Transportation Plan initiatives.

December 2011: Draft 2040 NCSTP Report

April 2012: Final 2040 NCSTP Report



Follow @MetroMayors
for the latest news



January 28, 2011

Advocacy Update

APEX

Whew. The General Assembly is back in town and working at warp speed. As expected, the House elected Thom Tillis as Speaker and the Senate elected Phil Berger as President Pro Tempore. While Senate Republicans hold a veto proof majority the House is four votes shy. Of note, Speaker Tillis received the support of five House Democrats in his election as Speaker which gives him five opportunities to find those four votes should the Republicans want to override a gubernatorial veto.

ASHEVILLE

BOONE

BURLINGTON

CARRBORO

CARY

CHAPEL HILL

CHARLOTTE

CONCORD

DURHAM

FAYETTEVILLE

After electing the leadership each chamber got to work adopting their rules. One interesting new rule in the House limits each member to introducing only ten bills (not counting study bills or local bills). By way of comparison last year there were 2084 bills introduced in the House. The House's rules are only temporary, so that may change, but until it does expect House members to be judicious in what they agree to sponsor.

GASTONIA

GOLDSBORO

GREENSBORO

GREENVILLE

Under the category of important dates to write down, pay special attention here. In the Senate, local bills will need to be filed with the clerk by March 9, public bills by March 23. In the House, local bills will need to be filed by March 30, public bills by April 6 Study bills and agency bills have deadlines of March 9 and 16, respectively.

HICKORY

HIGH POINT

HUNTERSVILLE

JACKSONVILLE

KANNAPOLIS

MONROE

RALEIGH

ROCKY MOUNT

Crossover deadline has been set for May 12th and Speaker Tillis expressed a goal of adjourning session by July 4th. Yes, July! There are indications the leadership is very serious about moving the business of the General Assembly along swiftly. [Committees were announced already this week and can be found here.](#) In fact one bill, House Bill 2 Protect Health Care Freedom, was heard Thursday in Committee and voted on. The last time the legislature faced redistricting and a significant budget shortfall was in 2001 when I worked for the House Majority Leader and was very pregnant and still working in December!

SALISBURY

WILSON

WINSTON-SALEM

WILMINGTON

The top issue remains the State budget and its \$3.7 billion (or 20% of the current budget) hole. Rumor is the Governor will send her budget to the General Assembly somewhere around the third week in February. The House and Senate are already hard at work on their budgets. The budget starts in the House this year and they have set a deadline of May 4 for appropriations bills. Legislative leadership continues to say they will not raise taxes nor extend the temporary taxes set to expire.

Talk of capping the gas tax continues to percolate. NCDOT

estimates a cap will cost the State \$1.1 billion in lost revenues over the next ten years. Remember, the 10 year work plan you have seen from the Department includes that \$1.1 billion. If the legislature caps the gas tax they will have to cut \$1.1 billion of projects from that list. NCDOT is working on a county by county scenario of what those cuts could be and as soon as I get it I will send it on to you with talking points of why this would be devastating to our already underfunded transportation network.

We also hear talk of NCDOT agency reductions, ferry tolling increases, and expanding the cut zone in front of billboards. There are lots of questions about the Gaston Parkway and Mid-Currituck bridge projects and the order in which the loops are scheduled to be built. There are many on Jones Street with long held desires to influence transportation issues in this State and they are wasting no time in getting started.

Governor Perdue and the NCDOT were thrilled to announce this week that the Yadkin River Bridge/I-85 project bids came in at half of the amount expected meaning that Mobility Fund dollars will now be available for other projects in 2013. The NCDOT is working on the project submission process, so start thinking about what projects in your area might score well in the prioritization process.

I am thrilled to be up and running on Skype so I can now offer updates on the General Assembly to your city staff, MPO, city council, or county mayor/manager meetings via video chat. Give me a call if you have an interest.

Things are happening fast and furious at the General Assembly, so the best way to keep up is to follow me on Twitter (see button at top of email) or look for these weekly email updates. Additionally, if you are not already receiving the League's weekly legislative bulletin which covers a larger array of local government issues please email LeagueLINC@ncim.org to get on the list. The League also offers a weekly update via a conference call and you can email the same email to get more information on those.

As always, call or email me if you have any questions.

News Clips

01.26.11

[General Assembly to wrestle annexation laws this year \(Wilmington Star-News\)](#)

01.26.11

[GOP-led N.C. Legislature opens; budget, maps ahead \(AP\)](#)

01.26.11

[Roads, Bridges, High-Speed Rail Are at Top Obama's Transportation](#)

[Agenda \(Bloomberg\)](#)**01.25.11**[Lawmakers set to convene for '11 session \(Handy one page chart\)](#)**01.25.11**[Raleigh Prepares For Plug-In 2011 Conference \(AutoTrends Magazine\)](#)**01.25.11**[Governor opposes privatizing NC liquor operations \(AP\)](#)**01.25.11**[Mayors Meet with Obama About Economic Crunch, Infrastructure Needs \(PBS Newshour- Mayor Foxx Interview\)](#)**01.25.11**[Perdue Picks Poker Over Liquor \(Carolina Journal\)](#)**01.25.11**[Senate goal: Helping private firms create jobs \(News and Observer\)](#)**01.25.11**[Democrats, GOP take new roles at NC session start \(AP\)](#)**01.25.11**[The rise of Thom Tillis \(Charlotte Observer\)](#)

Events

[2011 Metro Mayors Winter Meeting in Greensboro - February 24-25](#)[2011 Metro Mayors Fall Meeting in Charlotte - December 1-2](#)

Contact Information

The North Carolina Metropolitan Mayors Coalition was founded in 2001 by large-city mayors and today represents the state's 27 largest cities and more than three million citizens. The Coalition remains a nonpartisan, mayor-driven organization advocating on issues that affect large cities in a fast-growing and urbanizing state. The Coalition has successfully worked with federal and state elected officials to promote job creation, protect local revenue streams, invest in infrastructure, and keep our cities safe.

Julie White, Director
N.C. Metropolitan Mayors Coalition
jwhite@ncmlm.org
<http://ncmetromayors.com/>
919-715-7895 office
919-800-1518 cell

[Forward email](#)

This email was sent to ed.johnson@ci.raleigh.nc.us by jwhite@ncmlm.org | [Update Profile/Email Address](#) | Instant removal with [SafeUnsubscribe™](#) | [Privacy Policy](#).

N.C. Metropolitan Mayors Coalition | 215 North Dawson Street | Raleigh | NC | 27603

[Click here to view this e-mail as a Web page.](#)



Information

Tuesday, March 8
7:30 – 9:30 a.m.

Research Triangle Park
Headquarters
12 Davis Drive, RTP
[Location Map](#)

Registration

RSVP by Tuesday, March 1

[REGISTER HERE](#)

Questions?
Call 919.664.7062 or e-mail
[Lindsey Costello](#)

RTA 2011 TRANSPORTATION BREAKFAST Transit: Where Does Our Region Stand?

Presented by The Regional Transportation Alliance

Join the RTA at its annual Transportation Breakfast focusing on Wake, Durham, and Orange county leaders' perspectives on enhancing our transit options—commuter rail, light rail, local and regional bus, and area circulators—to improve our region's economic vitality and quality of life.

RTA Gold, Silver, and Bronze members receive tickets included with membership. Additional tickets are available for \$25 per person. Expected attendance is 200.

For more information or to sponsor the event, please contact Lindsey Costello at 919.664.7062 or lindsey@letsgetmoving.org.

**The Greater Raleigh Chamber of Commerce has determined that this event is permitted under Section 138A-32(e)(1)c of the General Statutes.*

Partners

CREDIT SUISSE

Gregory Poole CAT

Martin Marietta Materials

Advocates

EXCEL
MOVING & STORAGE, Inc.

MARTIN ALEXIOU BRYSON
TEN YEARS
Martin / Alexiou / Bryson, PC
Transportation Planning
Traffic Engineering

Patrons

HNTB North Carolina
PBS&J
WakeUP Wake County
Wilbur Smith Associates

RTA Leadership Team**RTA Gold Members:**

Cisco Systems, EDGE4, Fairway Outdoor Advertising, Forge Communications, GlaxoSmithKline, Greater Raleigh Chamber of Commerce, IBM Corporation, MMI Public Relations, Progress Energy, Research Triangle Foundation of North Carolina, Quintiles, VisionPoint Marketing

RTA Silver Members:

AICPA, Blue Cross and Blue Shield of North Carolina, Cherokee Investment Partners LLC, Credit Suisse, Duke Energy, Fidelity Investments, First Citizens Bank, Kimley-Horn & Associates, Inc., Lenovo, LORD Corporation, NetApp, Wil Dor, Inc.

Senior Regional Partners:

Capital Area MPO, Durham-Chapel Hill-Carrboro MPO, RDU Airport Authority, Triangle Transit

{SUBSCRIBEHYPERLINK}
{OPENEDEMAILMARKER}
{UNSUBSCRIBEHYPERLINK}

To ensure delivery of Legislative Alert, please add 'LegislativeAlert@apta.com' to your email address book. If you are still having problems receiving our newsletter, see our whitelisting page for more details: <http://www.commpartners.com/website/whitelisting.htm>



February 1, 2011

House and Senate Committee Leaders Unveil Preliminary Plans for Surface Transportation Authorization Legislation

As the newly sworn-in 112th Congress begins to organize for the legislative business ahead, a few key committee leaders have begun to reveal their plans for the next surface transportation authorization bill.

Last week, in a series of meetings with transportation industry groups (including APTA President Bill Millar), new Transportation & Infrastructure Chairman John Mica (R-FL) announced his commitment to writing a full six-year bill this year, and outlined four guiding principles for the legislation. Chairman Mica plans to introduce legislation that will achieve the following:

- 1) **Stabilize the Highway Trust Fund** by ensuring that spending authorized in the bill will not exceed actual Trust Fund receipts.
- 2) **Recapture unspent federal funds within the transportation program.** Specific funds have not been identified, but the Chairman has noted that there are significant unobligated funds available throughout the federal transportation program. These funds could be used to supplement trust fund spending.
- 3) **Utilizing public private partnerships and other alternative financing mechanisms to leverage federal funds.** Chairman Mica plans to encourage more investment from the private sector for transportation projects. He expressed interest in expanding and improving current authorized programs that provide loan assistance and innovative financing such as the Transportation Innovative Financing and Innovation Act (TIFIA) program and Building America Bonds. He is also open to developing new programs to encourage private investment.
- 4) **Streamline programs and speed project delivery.** The Chairman noted that delays in project delivery add unnecessary costs to programs funded with federal dollars.

Chairman Mica's goals for the legislation are based on the premise that there will be no new resources available to increase trust fund revenues, and that the political climate is not favorable for a general increase in spending without budget offsets. Therefore, he is committed to "doing more with less" and finding alternative means of continuing spending at the current or an increased rate.

Also during these meetings, Chairman Mica announced that he would be travelling to more than a dozen cities across the country during the month of February to conduct a series of field hearings and listening sessions to gather ideas for the new authorization bill. The Chairman wants a participatory process in developing his legislation, and has encouraged the transportation community to share information and ideas for the policy and financing portions of his legislation. APTA will play an active role in this process, and encourages all members to attend any events in their local area. Details on dates and locations of the field hearings and listening session will be forwarded as soon as they are finalized.

In the Senate, Environment and Public Works Committee Chairman Barbara Boxer (D-CA) has also set the passage of a surface transportation bill as a top priority for her Committee in the coming months. The Chairman has set a goal of moving a bill through her Committee by Memorial Day, but noted she needs cooperation from a number of other committees that have jurisdiction over different components of the transportation program, including the Senate Banking Committee, which must write the transit title. In related news, Senator Tim Johnson (D-SD), was officially named Chairman of the Senate Banking Committee last week. Chairman Boxer has not discussed in detail her goals for the bill, but has stated that she understands the fiscal constraints, and plans to work together with Chairman Mica in the House with the common goal of completing the bill this year.

Meanwhile, Department of Transportation Secretary Ray LaHood said that the Obama Administration hopes that a bill will be completed by August. The Administration's outlook on authorization should become clearer the week of February 14, when the Fiscal Year (FY) 2012 budget proposal is submitted to Congress. While the President called for a new commitment to rebuilding America's infrastructure during his State of the Union address this week, including access to high speed rail for 80 percent of Americans within the next 25 years, policies and funding specifics were not given. The President also stated that he will veto any legislation sent to him that includes earmarks. This could have a significant impact on the development of the next authorization bill, as well as annual appropriations bills for transportation programs.

For questions or additional information, please contact Paul Dean of APTA's Government Affairs Department at (202) 496-4887 or pdean@apta.com.

Continuing Resolution Set to Expire March 4 Amid Republican Calls for Spending Cuts

The continuing resolution (CR) that is currently funding government operations as well as the extension of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) will expire on March 4.

Republicans leaders in the House have continued express their desire to reduce the federal deficit by cutting funds within the federal discretionary budget, including for transportation programs. Majority Leader Eric Cantor (R-VA) announced that the House will vote on a slimmed down CR the week of February 14 that will reduce non-security discretionary spending to FY 2008 levels, which coincides with the release of the President's FY 2012 budget. **APTA strongly opposes this effort, and urges all members to contact their Senators and Representatives to express your opposition to this measure.**

Action Alert

When speaking to your member, please make the following points:

- State your opposition to any legislative proposal to reduce the current level of funding for public transportation programs.
- Explain to your members that continued federal investments are critical in your community to maintain assets in a state-of-good-repair, begin or complete critical projects, and maintain current levels of service.
- Let them know that investments in public transportation infrastructure creates jobs and is vital to maintain our country's economic competitiveness.

Efforts among House Democrats to preserve transportation funding include a sign-on letter addressed to House Leadership spearheaded by Representative Mike Michaud (D-ME).

For questions or additional information, please contact Paul Dean of APTA's Government Affairs Department at (202) 496-4887 or pdean@apta.com.



American Public Transportation Association
[Unsubscribe here](#)

1666 K St., NW. Washington, DC 20006
(202) 496-4800 | www.apta.com