

**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

**September 14, 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. August 10, 2011 TAC Meeting Minutes (9:00-9:05)
Attachment 5**

A copy of the August 10, 2011 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the August 10, 2011 TAC meeting.

**6. FY 2012-2018 Metropolitan Transportation Improvement Program, 2035 Long Range
Transportation Plan Amendment #2, and Air Quality Conformity Process (9:05-9:20)**

Attachment 6, 6A, 6B, 6C

Ellen Beckmann, LPA Staff

Andy Henry, LPA Staff

John Hodges-Copple, TJ COG

The TCC recommends that the TAC approve the following three documents:

- the FY 2012-2018 Metropolitan Transportation Improvement Program (Attachment 6A);
- Amendment #2 to the 2035 Long Range Transportation Plan (Attachment 6B); and
- Corresponding air quality conformity determination (Attachment 6C).

The MTIP must be coordinated with the State Transportation Improvement Program which was approved by the Board of Transportation in July 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 describing these documents.

The MPO's public involvement policy requires that the Air Quality Conformity Report be released for a 30-day public review and comment period and that a public hearing be conducted to receive comments on the amendment and Conformity Report. A draft Air Quality Conformity

Report was released on August 3, 2011, and the public hearing and approval is scheduled for the September 14th TAC meeting.

An updated STP-DA table that corresponds with the FY 2012-2018 MTIP is included in Attachment 6A. The Town of Chapel Hill has requested shifting \$750,000 of STP-DA funds from Bolin Creek Greenway to Morgan Creek Greenway. This is recommended to be approved with the final FY 2012-2018 MTIP.

The DCHC MPO, Capital Area MPO, and Burlington-Graham MPO are scheduled to approve the documents at their September meetings. After the MPO approvals, the federal agencies must approve the documents. If federal approval does not occur by October 1, 2011, there will be a conformity lapse.

TCC Recommendation: That the TAC approve the FY 2012-2018 Metropolitan Transportation Improvement Program; Amendment #2 to the 2035 Long Range Transportation Plan; and corresponding air quality conformity determination.

TAC Action: Hold a public hearing on the air quality conformity determination. Approve the FY 2012-2018 Metropolitan Transportation Improvement Program; Amendment #2 to the 2035 Long Range Transportation Plan; and corresponding air quality conformity determination.

7. American Tobacco Trail (9:20-9:45)

Attachment 7

Ellen Beckmann, LPA Staff

Dale McKeel, LPA Staff

Ed Venable, City of Durham

The City of Durham has opened bids for the construction of the American Tobacco Trail from its current terminus at NC 54 in Durham County to the Chatham County line including a new bridge over I-40. The low bid was \$7.7 million (not including contingency funds), significantly exceeding the engineer's estimate for the project. The total funding approved by the MPO and City for this project is \$5.8 million.

The TCC has recommended the approval of \$3.1M of additional STP-DA and CMAQ funds for the American Tobacco Trail for both construction and contingency funds. These funds are proposed to be shifted from previously approved STP-DA and CMAQ funded Durham projects. Attachment 7 is a memo describing the TCC's recommendation.

TCC Recommendation: That that TAC approve the reprogramming of \$3.1M of Durham discretionary STP-DA and CMAQ funding to the American Tobacco Trail.

TAC Action: Approve the reprogramming of \$3.1M of Durham discretionary STP-DA and CMAQ funding to the American Tobacco Trail or consider alternatives for funding the project.

8. Job Access Reverse Commute and New Freedom Program (9:45-9:55)

Attachment 8, 8A

Maricia Brown, LPA Staff

The JARC and New Freedom program of projects are recommended to be amended. The memo attached (Attachment 8) describes the proposed changes in detail and the attached updated Program of Project tables (Attachment 8A) shows the current status of funding availability for both JARC (FTA - Section 5316) and New Freedom (FTA-Section 5317).

TCC Recommendation: That the TAC approve the 2006-2009 revised programs of projects and the 2011 revised program of projects.

TAC Action: Approve the 2006-2009 revised programs of projects and the 2011 revised program of projects.

9. Triangle Regional Transit Program – Locally Preferred Alternative (9:55-10:10)**Attachment 9, 9A****Greg Northcutt, Triangle Transit****Andy Henry, LPA Staff**

The MPO released the Alternatives Analysis documents for the fixed-guideway alternatives between Durham and Chapel Hill and between Durham, Raleigh and eastern Wake County. The documents were released for public review and comment, and subsequently the MPO and Triangle Transit staff conducted two public workshops to give the public the opportunity to discuss projects details. Attachment 9 is a copy of all the public comments received up to September 8, 2011.

Triangle Transit released an addendum to the Alternatives Analysis (Attachment 9A) with the following objectives:

- clarify the effective study area in the Little Creek and New Hope Creek corridors;
- clarify the ongoing process to identify the location of stations; and,
- propose studying a commuter rail station at Alston Avenue (which is in the vicinity of North Carolina Central University, Durham Technical Community College and northeast Durham)

Staff continues to work on a schedule for the Locally Preferred Alternative. Triangle Transit has stated that the Locally Preferred Alternative must be approved by mid-February 2012 to provide adequate time to prepare the federal New Starts application, which is due mid-August 2012.

TAC Action: Receive update on the draft Alternatives Analysis and provide comments on Alternatives Analysis and schedule.

REPORTS:**10. Report from the TAC Chair****Lydia Lavelle, TAC Chair**

TAC Action: Receive Report from TAC Chair

11. Report from the TCC Chair
Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

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

13. NCDOT Report
(Attachment 13)
Wally Bowman, Division 5 – NCDOT
Mike Mills, Division 7 – NCDOT
Julie Bollinger - NCDOT

A new survey has been posted on NCDOT's website for the 2040 Plan. The survey asks respondents to identify priorities for transportation investments, and requests input on funding. The online version is here <http://www.ncdot.gov/performance/reform/2040Plan/>. The survey will close on September 30, 2011 at midnight.

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

14. Recent News Articles and Updates
(Attachment 14)

15. Letters to Federal Legislators re Transportation Reauthorization
(Attachment 15)

16. Letters to State Legislators re 2011 Session
(Attachment 16)

Adjourn

Next meeting: October 12, 2011

Dates of Upcoming Transportation-Related Meetings:

9/13-14/2011 NCRRC Progress in Motion Rail Forum, Raleigh
9/14/2011 Orange County Comprehensive Transportation Plan Public Meeting, Link Government Services Center, 200 S. Cameron St., Hillsborough, 4:30 pm – 7:30 pm
10/21/2011 Tri-MAP at RDU Airport

You can now follow the DCHC MPO on Twitter www.twitter.com/dchcmo

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
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>Completed</u>
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>
2/9/11	Expedite the contract amendment for the NC 54 Corridor Study and direct the consultant to review the land use assumptions.	<u>Completed</u>
3/9/11	Provide a presentation on the NCDOT tier system and funding levels in the TIP.	<u>Completed</u> : See 5/11/11 TAC Agenda.
3/9/11	Improve public outreach and add links to other transportation organizations to the MPO website	<u>In Progress</u> : DCHC MPO is now on Twitter. Website enhancements are in progress.
3/9/11	Provide an update on the implementation of the Greenhouse Gas Plan.	<u>In Progress</u>
3/9/11	Provide an update on the implementation of the Travel Demand Management program.	<u>Completed</u> : See 8/10/11 TAC Agenda
3/9/11 8/10/11	Provide a report on the proposed closing on Pickett Road and prepare a letter/resolution for the TAC's review. Gather more information from park planning staff and meet with citizens regarding their concerns.	<u>In Progress</u> : See 8/10/11 TAC Agenda
4/13/11	Send a letter to the State Board of Education requesting that bicycle and pedestrian safety be added to the driver's education program	<u>In Progress</u>

4/13/11	Send a letter to the General Assembly regarding the proposed state budget	<u>Completed:</u> See 5/11/11 TAC Agenda.
4/13/11 8/10/11	Send a letter to the DCHC MPO federal legislative delegation regarding the federal budget.	<u>Completed:</u> See 9/14/11 TAC Agenda.
8/10/11	Send letters to members of the DCHC MPO state legislative delegation and other state legislators regarding the 2011 session	<u>Completed:</u> See 9/14/11 TAC Agenda.
8/10/11	Develop an approval schedule for the Locally Preferred Alternative that takes into consideration review by local boards and commissions and public involvement.	<u>In Progress:</u>

44 Laura Sikes Citizen, 4819 Renfrew Drive, Durham
45 Donna Smith 3510 Randolph Road, Durham
46 Jill Stark FHWA
47 Mila Vega Orange County
48 Julie White N.C. Metropolitan Mayors Coalition
49 Scott Whiteman Durham City/County Planning

50
51 **Voting Member
52 *Alternate or Non-Voting Member

53
54

PRELIMINARIES:

55 **Adjustments to the Agenda**

56 Mark Ahrendsen stated there were no adjustments to the agenda, but handouts that were
57 distributed at the beginning of the meeting will be discussed in the respective agenda items.

58 **Public Comments**

59 There were no public comments.

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

61 The Directives to Staff is attached for review.

62 **ACTION ITEMS:**

63 **June 22, 2011 TAC Meeting Minutes (Attachment 5)**

64 A motion was made by Ellen Reckhow and seconded by Diane Catotti to approve the June 22,
65 2011 TAC Meeting Minutes. The motion carried unanimously.

66 **Legislative Update (Attachment 6)**

67 Julie White with the NC Metropolitan Mayors Coalition provided a legislative update. Ms. White
68 provided handouts and presented a PowerPoint presentation. There were no cuts to the transportation
69 budget. There were cuts to individual programs (i.e. general administrative, secondary road
70 construction, contingency funds, DMV fee increases, DMV staff cuts, aviation, public transportation, fare
71 and tolling staff, highway patrol cuts and many more) to provide more funds for maintenance and
72 construction. They made changes to the Powell Bill, breaking it into two payments. There will be a

73 Powell Bill session on September 13, 2011, in Greensboro, NC. Loop funds stay in loop communities but
74 projects are reprioritized using the mobility formula which is based 80% on travel time savings and 20%
75 on multi-modal divided by the cost to the mobility fund. There is uncertainty about the order of the
76 loop projects other than the three that were identified as exempt from the new process. Federal high
77 speed rail funds require legislative approval of grants that require more than \$20 million of state funds.
78 The Federal Gas Tax expires on September 30, 2011. Alice Gordon requested a copy of the PowerPoint
79 presentation be sent to TAC members, and Ellen Beckmann stated she will provide it to members. The
80 TAC members thanked Ms. White for her presentation and support at the session.

81 A motion was made by Ellen Reckhow and seconded by Mike Woodard to authorize the Chair to
82 work with staff to write a letter to our Federal Legislative Delegation regarding the reauthorization and
83 emphasize some key issues. The motion carried unanimously. Ms. Lavelle stated we will also send
84 follow-up letters to our state legislators as well.

85 **Triangle Regional Transit Program – Locally Preferred Alternative (Attachments 7 and 7A)**

86 Patrick McDonough provided an update on the Triangle Regional Transit Program – Locally
87 Preferred Alternative, along with the attachments.

88 Mark Ahrendsen stated staff wants an opportunity to work with the local governments to get a
89 better sense of the timelines needed at the local government level to review and comment. Staff would
90 like to do this prior to bringing back a schedule for both the hearing and final decision by the TAC.

91 Alice Gordon stated the MPO will be making a decision on the LPA and it is important to allow
92 the local government time to review it. Mark Ahrendsen stated it could be delayed until next year.

93 Ellen Reckhow stated the Bus Rapid Transit ridership is expected to be higher, and it has a lower
94 cost. However, Light Rail Transit has a greater ability to stimulate economic development.

95 Alice Gordon stated the MPO will decide on the LPA after the November election. What
96 happens if voters approve the referendum and the LPA ends up being BRT? Bill Bell stated it won't be a

97 problem because we have decided not to move forward until action is taken in Orange County and
98 Wake County.

99 Ellen Reckhow stated we are putting the concept of the plan forward for the referendum. There
100 will be many future studies that will determine the details. There are goals in the concept plan.

101 A motion was made by Alice Gordon and seconded by Mike Woodard to ask staff to work with
102 the local governments to determine the public engagement and schedule for local review and bring back
103 to the MPO at the September 2011 TAC meeting. The motion carried unanimously.

104 **Complete Streets Planning and Design Guidelines (Attachments 8 and 8A)**

105 Dale McKeel provided an introduction for the Complete Streets Planning and Design Guidelines,
106 along with the attachments.

107 A motion was made by Diane Catotti and seconded by Mike Woodard to approve the resolution
108 and instruct staff to forward the TCC's technical comments on the Complete Streets guidelines to
109 NCDOT. The motion carried unanimously.

110 **Closure of Pickett Road (Attachments 9, 9A, 9B, 9C, 9D, and 9E)**

111 Dale McKeel provided an introduction for the Closure of Pickett Road, along with the
112 attachments. The area that is proposed to be closed is in Orange County. The Orange County Board of
113 County Commissioners will make the decision and have asked for feedback from Durham and the MPO.

114 Alice Gordon asked who owns the right-of-way for the unpaved section. They want to maintain
115 the public access to the park. Mike Mill stated they have maintenance right of way. When NCDOT
116 abandons the road then they abandon the maintenance right of way, but the right of way is still there.
117 Orange County will have to request the removal of the right of way.

118 Deana Fleming, a resident of 3617 Alman Drive, entered a petition in opposition to the closure
119 of Pickett Road. There is a major concern for safety and increased traffic on Randolph Road. The traffic
120 at Pickett and Randolph Roads to schools hasn't been adequately addressed by the study. There is

121 decreased connectivity which is counter to the objectives of the Durham Comprehensive Plan. The
122 citizens did not get adequate notice of the proposed closure.

123 Debra Barnes, a resident of 3615 Randolph Road, spoke regarding the closure of Pickett Road.
124 “She respectfully asks that you do not adopt a resolution of support for the closure of Pickett Road in
125 Orange County. Regarding investments made in Hollow Rock “Park”, residents of Randolph Road and
126 adjoining roads have made investments in their homes and properties, as well. (Phase One should
127 suffice for purposes of the Hollow Rock Access Area/Park, without any need for a road closure as
128 proposed in Phase Two). Regarding the Master Plan for the Hollow Rock Access Area having been
129 adopted by the Durham City Council in 2009, this was done in advance of the single public meeting held
130 in 2010 on the subject of a road closure. As far as Randolph Road residents know, there has not been a
131 thorough assessment of the impacts on Randolph Road and other roadways, nor a thorough public
132 participation process completed as recommended by the Director of Durham Parks and Recreation.
133 Regarding the average daily traffic on the portion of Pickett Road being “only” 645 cars per day, this
134 would result in significant additional traffic being shifted onto already busy Randolph Road. Pickett
135 Road is not merely a “duplicate” road; it is the minor thoroughfare in the area, and one of only 3 roads
136 connecting 15-501 to Erwin (Pickett, Ridge, and relatively short Randolph Road). Reduced connectivity
137 between roads in the area should be a major concern. Regarding a recommendation to add a traffic
138 signal at Randolph/Erwin, such a light is already warranted, without closure, indicating the already high
139 volume of traffic in the area. Regarding the safety issues being cited to justify closing Pickett Road,
140 other means exist for solving them. My primary concern is the negative impact of shifting a large
141 amount onto Randolph, regardless of the addition of any traffic signal. Walking, jogging, and biking are
142 already difficult along Randolph Road. One neighbor of mine must accompany his children to the bus
143 stop on Randolph, crossing through people’s yards to get there. Only one side of Randolph has
144 mailboxes; residents cross street to get mail. One neighbor has had to make arrangements with the

145 post office for her mail to be delivered to her door, due to her difficulty crossing the road safely. Traffic
146 calming measures are already needed on Randolph. There is inadequate storage on Randolph Road to
147 handle any increase in turns. Increases in noise and car exhaust will affect area residents and
148 properties. The safety issues for residents of Randolph Road are important and long-standing. Level of
149 service has declined significantly at the intersection of Randolph and Pickett Road over the past 15-20
150 years and especially with the opening of the Trinity School. Residents living near the intersection
151 already have difficulty entering Randolph Road from their driveways.”

152 Bill Hall, a resident of 3609 Alman Drive, spoke. Randolph Road is the only way to get to and
153 from anywhere. He has resided there for twenty-five years. Mr. Hall is against the closure of Pickett
154 Road. Mr. Hall suggests getting the land owners to agree to pave that portion of Pickett Road and make
155 it a part of the park and maintain connectivity. Please don't endorse the closure of Pickett Road.

156 Donna Smith, a resident of 3510 Randolph Road, spoke. Ms. Smith has a concern for the volume
157 of traffic and safety. If Pickett Road is closed, speed bumps need to be seriously considered on
158 Randolph Road.

159 Phillip Harding, a resident of 3626 Randolph Road, spoke. There are four schools in the area and
160 there is a lot of traffic at school peak times. Mr. Harding supports Phase I part of the park.

161 Bill Currie, a resident of 3611 Randolph Road, spoke. Randolph Road is the major connector;
162 Pickett Road is a thoroughfare on the thoroughfare plan. Mr. Currie has reservations about making
163 Randolph Road a thoroughfare. He is against future widening. There is one resident against paving
164 Pickett Road. Mr. Currie is concerned about the volume of traffic and safety.

165 Ellen Reckhow stated they had many citizens attend the meetings prior to the adoption of the
166 park plan. Ms. Reckhow asked if there could be a meeting to consider options for improving Randolph
167 Road to address concerns.

168 Mark Kleinschmidt asked what the argument for the closing of Pickett Road is. The Town of
169 Chapel Hill has a road through Southern Community Park and they added traffic calming to address the
170 safety issues. Ellen Reckhow stated the concern is that the intersection of Pickett and Erwin Road is not
171 safe.

172 Michael Page wants consideration of the citizens' concerns before we take action. Mike
173 Woodard asked how NCDOT could improve Pickett Road besides just paving it. Paving isn't going to fix
174 the problem.

175 Mike Mills would need 50-60 feet of right of way to pave it. It is on the hold list until right of
176 way is given. However, we can look at the intersection of Erwin Road regardless. Mike Woodard is
177 concerned about the park design, in regards to safety issues.

178 Larry McGlothlin stated no signal is warranted at Randolph Road and Pickett Road. They did not
179 specifically look at the queuing aspect. Alice Gordon wants more information about the design of the
180 park before making a decision.

181 A motion was made by Alice Gordon and seconded by Bill Bell to defer TAC action, gather more
182 information on the park and staff needs to meet with citizens to address their concerns. The motion
183 carried unanimously.

184 Diane Catotti wants the volume on Randolph and she wants to know the travel time on Pickett
185 versus Randolph. Ms. Catotti wants information from Durham Police Department and Durham Fire
186 Department in regards to safety concerns. Mike Woodard asked if there are traffic calming options.

187 Michael Page asked if the Durham County Board of Commissioners should reconsider their
188 position on this issue and Ellen Reckhow stated it is best to see what staff comes up with.

189 **Transportation Demand Management (TDM) Update (Attachments 10 and 10A)**

190 Sean Flaherty provided a brief update on the Transportation Demand Management (TDM)
191 update, along with the attachments.

192 Ellen Reckhow asked if the results are the combination of the Smart Commute Challenge and
193 the Durham ordinance efforts. The results are from CMAQ funded programs administered by Triangle J
194 COG.

195 Stephanie Loyka provided a brief update on the ordinance. The goals have been met with a 25%
196 reduction in the growth of Vehicle Miles Traveled (VMT). Ms. Loyka stated they are looking at adding
197 employers and updating goals. Ellen Reckhow suggested involving major employers in developing the
198 ordinance. There is going to be a ten year celebration to unveil the new draft ordinance. The City of
199 Durham received an award for the greatest improvement in the participation in the TDM program.

200 Ms. Loyka is going to send the draft ordinance to Mark Ahrendsen and he will make sure TAC
201 members receive it.

202 **FY 2012-2018 Metropolitan Transportation Improvement Program, 2035 Long Range Transportation**
203 **Plan Amendment #2, and Air Quality Conformity Process (Attachment 11)**

204
205 Ellen Beckmann provided an update on the FY 2012-2018 Metropolitan Transportation
206 Improvement Program, 2035 Long Range Transportation Plan Amendment #2, and Air Quality
207 Conformity Process, along with the attachment. The final documents will be brought to the TAC next
208 month for approval.

209 **REPORTS:**

210 **Report from the TAC Chair**

211 Lydia Lavelle noted the upcoming meetings. Alice Gordon stated that Karen Lincoln is retiring at
212 the end of the month. TAC members thanked her for her service.

213 **Report from the TCC Chair**

214 Mark Ahrendsen stated that Paul Morris is the new NCDOT Deputy Secretary for Transit. The
215 American Tobacco Trail (ATT) funding shortfall may be coming back to the MPO for additional funds.

216 **Report from Staff (Attachment 14)**

217 The Report from Staff is attached for review.

MEMORANDUM

To: Transportation Advisory Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: September 14, 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 in September 2011:

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

The MTIP must be coordinated with the State Transportation Improvement Program which was approved by the Board of Transportation in July 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 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.
- 6/22/2011 The TAC authorizes the release of the air quality conformity draft for public comment.
- 8/2/2011 Air quality conformity draft released to provide 30-day comment period.
Advertisements posted in the Triangle Tribune and Durham Herald-Sun on August 14, 2011

- 9/14/2011 The TAC holds a public hearing on the air quality conformity draft and approves the air quality determination report. TAC approves the final MTIP and LRTP Amendment #2.
- 10/1/2011 Deadline for federal approval of air quality conformity determination report to avoid a conformity lapse.
*FHWA staff will try to expedite their approval to avoid a conformity lapse. However, they advise that we should be prepared for the likelihood of a two week lapse.

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. Subsequently, the TCC developed a recommended draft FY 2012-2018 Metropolitan Transportation Improvement Program (MTIP).

In February, the TAC released the draft MTIP for public comment and held a public hearing at the March meeting. The MPO's public involvement plan establishes a minimum three-week public comment period. An advertisement was posted in the Herald-Sun on February 16, 2011, and a press release was issued on February 28, 2011. Copies are available in the planning departments of all MPO member jurisdictions and in public libraries as well as on www.dchempo.org.

Final MTIP

The final STIP is posted at <http://www.ncdot.gov/download/performance/STIP.pdf>. This document was approved by the Board of Transportation on July 7, 2011.

The tables below include all projects where either the MPO requested a change to the draft STIP and/or where NCDOT changed the draft STIP. Projects where the MPO did not make any requests and no changes were made are not included in these tables.

Projects in final STIP:

Project	MPO Request	Final STIP	Final MTIP
I-3306 (I-40 widening)	Accelerate widening from US 15-501 to NC 86.	No schedule change – years 1 & 2 of 4 year project funded in FY 2019 & 2020. Overall cost increased.	Match STIP. Note request for first phase in description. Phasing to be determined during environmental study.
I-0305 (I-85 widening)	Include widening of NC 86 from 70A to Old NC 10.	Schedule delayed 2 years. Begins in FY 2019.	Match STIP. Note request for NC 86 widening in description. Inclusion of improvement on y-lines to be determined during environmental study.

R-5164 (resurfacing)	None.	More projects included as breaks. NC 147 and US 15-501 under construction. Main Street added as break to be let with B-3638.	Match STIP.
U-5304 (US 15-501 improvements)	Accelerate.	No change.	Match STIP.
U-5324, was FS-1005C (NC 54 widening I-40 to NC 55)	Add funding.	Added year 1 of R and U funding in FY 2020.	Match STIP.
U-3308 (Alston Avenue widening)	None.	Schedule delayed 1 year. Construction begins FY 2015.	Match STIP.
U-4716 (Hopson Road grade separation, railroad improvements)	None.	Schedule delayed 1 year. Construction begins FY 2013.	Match STIP.
EB-4707 (Old Durham-Chapel Hill Rd. bike/ped)	Add funding.	Schedule delayed 1 year. Construction begins in FY 2012.	Match STIP. Amendments can be made as the estimate is confirmed and funding is identified.
FS-1008B (NC 751 widening US 64 to Durham County)	None. Widening is not in the 2035 LRTP.	Feasibility Study Scheduled	Match STIP.
B-5348 (SR 1005 bridge over Phil's Creek)	None.	Schedule accelerated 1 year.	Match STIP.
B-4943 (SR 1616 bridge over Dial Creek/Lake Michie)	None.	Schedule accelerated 3 years.	Match STIP.
B-5512 (SR 1902 bridge over Lick Creek)	None.	New project added. Construction in FY 2020.	Match STIP.
EB-5514 (University Drive bike/ped)	Project on MPO priority list.	New project added. Construction in FY 2015.	Match STIP.
C-5230 (Durham Traffic Signal Controller Upgrade)	None.	New project added. Uses statewide CMAQ funds.	Match STIP.
W-5318 (NC 86 safety improvements)	None.	Accelerated to ROW in FY 2012 and construction in FY 2013	Match STIP.
P-4405 (Rail crossing safety initiative)	None.	New project added. Uses HSR funds.	Match STIP.
EL-4999 (Acquisition of rail corridors and construction of bike/ped trails in Durham)	None.	Schedule accelerated. Project in progress by Rail Division.	Match STIP.
P-2918 (Rail equipment and capital yard maintenance facility)	None.	Schedule change. Uses HSR funds.	Match STIP.

Projects not in final STIP (any differences between the MTIP and STIP cannot be within the first four years of the program):

Project	MPO Request	Final STIP	Final MTIP
C-4402 (NC 54 bicycle facility)	Project programmed by DCHC MPO using CMAQ funds selected for 2006-2012 TIP. Inactive project.	Deleted. "To be evaluated as part of FS-2005C"	Not included. Previous CMAQ funds were subject to rescissions. Future CMAQ funding could be considered if needed.
Z-4007B (SR 1927 Brewer Road at NS RR crossing safety improvements)	None.	Deleted. "Construction not authorized"	Not included.
NC 54 widening Fordham Blvd. to I-40	Add project for short-term recommendations of NC 54 Corridor Study.	Not included.	Not included. Amendments can be made to include individual projects recommended by final study.
Fayetteville Road widening	Add project with funding in FY 2016-2018.	Not included.	Include as requested.
Erwin Road modernization	Add project with funding in FY 2016.	Not included.	Include as requested.
Jack Bennett Road modernization	Add project with funding in FY 2016.	Not included.	Include as requested.
Churton Street widening	Add project with funding in FY 2019-2020.	Not included.	Include as requested.
Eno Mountain Road Mayo Street realignment	Add project with funding in FY 2020.	Not included.	Include as requested.
NC 86 widening (north of Hillsborough)	Add project with funding in FY 2020.	Not included.	Include as requested.
Orange Grove Road extension	Add project with funding in FY 2020.	Not included.	Include as requested.
Park and Ride Facilities	Add projects with funding in FY 2016-2020.	Not included.	Include as requested.
Orange Grove Road Pedestrian Bridge	Add project with funding in FY 2016.	Not included.	Include as requested.

Minor corrections:

Project	MPO Request	Final STIP	Final MTIP
CMAQ Projects	Include all MPO projects and approved schedule	Corrections made.	Match STIP.
STPDA Projects	Include all MPO projects and approved schedule	Corrections made.	Match STIP.
New Freedom Grant Projects	Include all MPO projects and funding.	Listed projects are estimates. Amendments to be made as individual projects selected.	Future DATA NF funding deleted – MPO has not allocated these funds. MPO-wide NF project added. Amendments to be made as individual projects selected.
Job Access/Reverse Commute Grant Projects	Include all MPO projects and funding.	Listed projects are estimates. Amendments to be made as individual	MPO-wide JARC project added. Amendments to be made as individual

		projects selected.	projects selected.
Chapel Hill Transit project TE-5202 (Carolina North – Carrboro Fixed Guideway)	Fix project description and operator.	\$6.2M for capital in FY 2017	TE-5202 was deleted.
TE-4903 (Durham-RTP- Raleigh Fixed Guideway)	Fix description of funding	\$2.0M for design in FY 2013	Match STIP.
X-XXXX (Durham-Chapel Hill Fixed Guideway)	Include	Not included.	Added to MTIP for alternatives analysis and design phase I.

The TAC will also approve an updated the STPDA table that will correspond with the final MTIP.

2035 LRTP Amendment #2

Amendment #2 to the 2035 LRTP corrects the mileage for seven projects to match the figures in the STIP/MTIP and changes the air quality horizon year for one project (Carver Street Extension). Additional changes are included to correct the Capital Area MPO's projects. In addition, the amendment adds Bus on Shoulder System (BOSS) as an example of a Transportation System Management (TSM) project. The amendment also includes a note that the modeled network was modified to include a full access interchange at Carr Road as part of the East End Connector project.

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 corrects this error. Since the projects were correctly listed in the 2035 LRTP report, no amendment is needed to correct this modeling error.

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

FY 2012 – 2018
Metropolitan Transportation
Improvement Program
September 14, 2011

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

(919) 560-4366

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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.

**RESOLUTION ADOPTING THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM
FOR FY 2012-2018**

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 in accordance with the MPO’s Public Participation Policy for the proposed Transportation Improvement Program; and

WHEREAS, for years one through four (i.e., years 2012, 2013, 2014 and 2015), 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 2012-2018 Metropolitan Transportation Improvement Program, dated September 14 2011, for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization on this the 14th day of September, 2011.

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: September 14, 2011

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

RESOLUTION FINDING THE DURHAM-CHAPEL HILL-CARRBORO (DCHC) METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2012-2018 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 2012-2018 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 2012- 2018 are a direct subset of the 2035 Long Range Transportation Plan.

NOW THEREFORE, be it resolved that the Durham–Chapel Hill–Carrboro Metropolitan Transportation Improvement Program for FY 2012-2018 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 14th day of September, 2011.

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: September 14, 2011

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

Section 1 – Purpose and Process

Purpose

The Transportation Improvement Program (TIP) is typically a seven-year funding document for highway, public transportation, bicycle, pedestrian, and rail projects. In this current TIP cycle, the North Carolina Department of Transportation (NCDOT) has developed the seven-year TIP within a ten-year work program. Projects must be in the TIP in order to receive State or federal funding. 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).

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.

Section 2 – MTIP “Local Supplement” (*Highway, Bicycle, Pedestrian, Enhancement Projects*)

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 this 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.

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.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 9/14/2011 Attachment 6A

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	FISCAL YEARS											UNFUNDED FUTURE YEARS
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED		
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
INTERSTATE PROJECTS																
I-40 ORANGE	I-5364	I-40, EAST OF SR 1734 (ERWIN ROAD) TO DURHAM COUNTY LINE. PAVEMENT REHABILITATION. (0.4 MILE)	250	IMPM							C 250					
I-40, I-85, I-440 AND I-540 DURHAM GRANVILLE VANCE WAKE WARREN	I-5205	INTERSTATE MAINTENANCE PRESERVATION FOR DIVISION 5.	13878	IMPM	C 1542	C 1542	C 1542	C 1542	C 1542	C 1542	C 1542	C 1542	C 1542			
I-40, I-73 AND I-85 ALAMANCE GUILFORD ORANGE	I-5207	INTERSTATE MAINTENANCE PRESERVATION FOR DIVISION 7.	10395	IMPM	C 1155	C 1155	C 1155	C 1155	C 1155	C 1155	C 1155	C 1155	C 1155			
I-40/85 ORANGE	I-5142	I-40/I-85, WEST OF SR 1114 (BUCKHORN ROAD) TO I-40/85 INTERCHANGE. MILL, RESURFACE, PAVEMENT MARKINGS AND INSTALL RUMBLE STRIPS.	12000	12000												
UNDER CONSTRUCTION																
I-40 DURHAM ORANGE	I-3306	I-40, I-85 IN ORANGE COUNTY TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM COUNTY. ADD ADDITIONAL LANES. (20.7 MILES) Phase A-1 US 15-501 to NC 86	153752	81452	IM							C 7230	A C 7230	A C 14460	A C 21690	
					NHS							C 10845	A C 10845			
					A	I-85 TO DURHAM COUNTY LINE										
					B	ORANGE COUNTY LINE TO NC 147 (BUCK DEAN FREEWAY) IN DURHAM - COMPLETE										
I-85 ORANGE	I-5312	I-85, EAST OF I-40 TO DURHAM COUNTY LINE. PAVEMENT REHABILITATION. (7.6 MILES)	6450	IMPM					C 6450							
I-85 DURHAM	I-5331	I-85, NORTH OF MILE POST 183 TO GRANVILLE COUNTY LINE. CLEAN AND RESEAL JOINTS AND REPAIR SPALLS. (0.7 MILE)	250	IMPM									C 250			
I-85 DURHAM	I-5334	I-85, SOUTH OF US 15-501 TO NORTH OF US 70. CLEAN AND RESEAL JOINTS, AND REPAIR SPALLS. (4.6 MILES)	3000	IMPM						C 3000						

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED											
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS											
INTERSTATE PROJECTS																									
I-85 ORANGE	I-0305*	I-85, I-40 AT HILLSBOROUGH TO DURHAM COUNTY LINE. WIDEN TO SIX LANES AND RECONSTRUCT INTERCHANGES AND STRUCTURES. (7.5 MILES) Include widening of NC 86 from US 70A to Old NC 10	212582	1800	NHS										R	10134	A	R	10133	A	R	10133	A		
					NHS										U	409	A	U	408	A	U	408	A		
					NHS																M	538	A		
					IM																C	31600	A		
					NHS																C	47400	A		
					NHS																U	560	B		
					NHS																R	19700	B		
					NHS																M	359	B		
					IM																C	31600	B		
					NHS																C	47400	B		
					A	I-85, SR 1006 NEAR HILLSBOROUGH TO EAST OF SR 1709																			
					B	I-85, EAST OF SR 1709 TO DURHAM COUNTY LINE																			
						PLANNING/DESIGN IN PROGRESS																			
I-85 DURHAM GRANVILLE	I-5145	I-85, NORTH OF US 70 IN DURHAM COUNTY TO NORTH OF NC 56 IN GRANVILLE COUNTY. PAVEMENT PRESERVATION. (12.9 MILES)	9000	9000																					
						UNDER CONSTRUCTION																			
NC 540 DURHAM WAKE	I-5378	NC 540, NC 54 TO I-40. CLEAN AND RESEAL JOINTS, AND REPAIR SPALLS. (1 MILE)	1475		IMPM													C	1475						
DURHAM DURHAM	I-4743*	I-85, US 70 TO SR 1632 (RED MILL ROAD), EXIT 182. ADD LANES. (6.4 MILES)																							
						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																			

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FISCAL YEARS						
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED						
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS							
URBAN PROJECTS																					
US 70 DURHAM	U-4720*	US 70, LYNN ROAD TO THE PROPOSED NORTHERN DURHAM PARKWAY IN DURHAM. (COORDINATE WITH U-4721). (7.8 MILES)			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																
US 501 (ROXBORO ROAD) DURHAM	U-4722*	US 501 (ROXBORO ROAD), US 501 BYPASS (DUKE STREET) TO SR 1640 (GOODWIN ROAD) IN DURHAM. (4.4 MILES)			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																
NC 54 DURHAM	U-5324	NC 54, I-40 TO NC 55 IN DURHAM. WIDEN TO MULTILANES WITH TRANSIT ACCOMMODATIONS, BIKE LANES, AND SIDEWALKS. (5.2 MILES)	116920		STP												R	7500	R	7500	
					STP												U	16160	U	16160	
					STP													C	69600	C	69600
NC 55 (ALSTON AVENUE) DURHAM	U-3308	NC 55 (ALSTON AVENUE), NC 147 (I. L. "BUCK" DEAN FREEWAY) TO US 70 BUSINESS-NC 98 (HOLLOWAY STREET) IN DURHAM. WIDEN TO FOUR LANE DIVIDED FACILITY AND REPLACE NORFOLK-SOUTHERN RAILROAD BRIDGES. (1 MILE)	31024	2596	STP	R	800														
					STP			M	28												
					STP					C	13800		C	13800							
NC 86 ORANGE	U-0624	NC 86 (SOUTH COLUMBIA STREET), SR 1906 (PUREFOY ROAD) TO SR 1902 (MANNING DRIVE) IN CHAPEL HILL. CORRIDOR UPGRADE TO INCLUDE BICYCLE LANES. (0.7 MILE)	7860	3010	STP	C	4850														
RIGHT OF WAY IN PROGRESS																					
SR 1126 DURHAM	U-4009	SR 1126 (SERVICE ROAD) PARALLEL TO US 15-501 IN DURHAM. RELOCATE EXISTING SERVICE ROAD. (0.3 MILE)	5683	5683	UNDER CONSTRUCTION																
SR 1733 (WEAVER DAIRY ROAD) ORANGE	U-3306	SR 1733 (WEAVER DAIRY ROAD), NC 86 TO SR 1734 (ERWIN ROAD) IN CHAPEL HILL. CORRIDOR UPGRADE, PART ON NEW LOCATION. (2.8 MILES)	18316	18316	UNDER CONSTRUCTION																
SR 1959 (SOUTH MIAMI BOULEVARD) DURHAM	U-4011	SR 1959 (SOUTH MIAMI BOULEVARD), SOUTH OF SR 2112 (METHODIST STREET) TO NORTH OF SR 1960 (BETHESDA AVENUE) IN DURHAM. WIDEN TO FIVE LANES TO PROVIDE CENTER TURN LANE. (0.7 MILE)	9323	9323	UNDER CONSTRUCTION																

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 9/14/2011 Attachment 6A

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FUTURE YEARS								
						5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED									
						FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020										
URBAN PROJECTS																								
VARIOUS CHATHAM DURHAM ORANGE	U-5023	DURHAM-CHAPEL HILL-CARRBORO (DCHC) DA FUNDS - RESERVED FOR FUTURE PROGRAMMING.	20898		STPDA	C	201					C	187	C	4102	C	4102	C	4102	C	4102			
FUNDS SHOWN IN FY 12 RESERVED FOR PROGRAMMING ON SR-5001C																								
SR 1321 (HILLANDALE ROAD) DURHAM	U-3804	SR 1321 (HILLANDALE ROAD), I-85 TO SR 1407 (CARVER STREET) IN DURHAM. WIDEN TO MULTI-LANES. (0.7 MILE)	11941	11941																				
UNDER CONSTRUCTION																								
SR 1919 (SMITH LEVEL ROAD) ORANGE	U-2803	SR 1919 (SMITH LEVEL ROAD), ROCK HAVEN ROAD TO BRIDGE NO. 88 IN CARRBORO. WIDEN TO MULTI-LANES. (0.6 MILE)	8199	4299	S				C	3900														
RIGHT OF WAY IN PROGRESS																								
DURHAM CHAPEL HILL DURHAM ORANGE	EB-4707	SR 2220 (OLD CHAPEL HILL ROAD)-SR 1838 (OLD DURHAM ROAD), SR 1116 (GARRETT ROAD) IN DURHAM COUNTY TO US 15-501 IN ORANGE COUNTY. BICYCLE IMPROVEMENTS. (2.7 MILES)	5450	1450	STPDA	C	3200																	
					C		800																	
DIVISION DESIGN/LET - RIGHT OF WAY IN PROGRESS																								
FEASIBILITY STUDIES																								
NC 751 CHATHAM DURHAM	FS-1008B	NC 751, US 64 IN CHATHAM COUNTY TO NORTH OF SR 1118 (FAYETTEVILLE ROAD) IN DURHAM, DURHAM COUNTY. WIDEN TO MULTILANES WITH BICYCLE LANES.																						
SCHEDULED FOR FEASIBILITY STUDY																								
US 70 BYPASS ORANGE	B-4962	ENO RIVER. REPLACE BRIDGE NO. 46	6600		FA											R	600							
					FA												C	6000						
US 70 BUSINESS DURHAM	B-3638	CAMPUS DRIVE. REPLACE BRIDGE NO. 316	1680	380	FA	C	1300																	
RIGHT OF WAY IN PROGRESS - TO BE LET WITH R-5164F																								
SR 1005 ORANGE	B-5348	PHIL'S CREEK. REPLACE BRIDGE NO. 85	1045		FA											R	95							
					FA												C	950						
SR 1116 DURHAM	B-3450	NEW HOPE CREEK. REPLACE BRIDGE NO. 217, SANDY CREEK. REPLACE BRIDGE NO. 122.	4986	4986																				
UNDER CONSTRUCTION																								

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 9/14/2011 Attachment 6A

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED							
						FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS							
FEDERAL BRIDGE PROJECTS																						
SR 1616 DURHAM	B-4943	DIAL CREEK (LAKE MICHIE). REPLACE BRIDGE NO. 20	477		NFA						R	40										
						NFA																
						NFA																
						C	385															
SR 1902 DURHAM	B-5512	LICK CREEK. REPLACE BRIDGE NO. 89	1150		NFA																	
						NFA																
													R	100								
																	C	1050				
VARIOUS ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	BD-5107	DIVISION 7 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.	34538	6538	NFA	R	200	R	200	R	200	R	200	R	300							
						NFA	C	1800	C	1800	C	1800	C	1800	C	2700						
						R	400	R	400	R	400	R	400	R	500							
						C	3600	C	3600	C	3600	C	3600	C	4500							
IN PROGRESS - BRIDGE PURCHASE ORDER CONTRACT (BPOC)																						
VARIOUS DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	BD-5105	DIVISION 5 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.	29051	1051	NFA	R	200	R	200	R	200	R	200	R	300							
						NFA	C	1800	C	1800	C	1800	C	1800	C	2700						
						R	400	R	400	R	400	R	400	R	500							
						C	3600	C	3600	C	3600	C	3600	C	4500							
IN PROGRESS - BRIDGE PURCHASE ORDER CONTRACT (BPOC)																						
VARIOUS CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	BD-5108	DIVISION 8 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.	30490	2490	NFA	R	200	R	200	R	200	R	200	R	300							
						NFA	C	1800	C	1800	C	1800	C	1800	C	2700						
						R	400	R	400	R	400	R	400	R	500							
						C	3600	C	3600	C	3600	C	3600	C	4500							
IN PROGRESS - BRIDGE PURCHASE ORDER CONTRACT (BPOC)																						

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK															FISCAL YEARS										
					5 YEAR WORK PROGRAM										DEVELOPMENTAL PROGRAM					UNFUNDED										
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS																
FEDERAL BRIDGE PROJECTS																														
VARIOUS DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	BF-5305	SCREEN AND EVALUATE POTENTIAL FEDERAL FUNDED BRIDGE PROJECTS DIVISION 5.	200	20	NFA	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20			
VARIOUS ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	BF-5307	SCREEN AND EVALUATE POTENTIAL FEDERAL FUNDED BRIDGE PROJECTS DIVISION 7.	200	20	NFA	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20			
VARIOUS CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	BF-5308	SCREEN AND EVALUATE POTENTIAL FEDERAL FUNDED BRIDGE PROJECTS DIVISION 8.	200	20	NFA	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20			
VARIOUS CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	BL-5508	BRIDGE IMPROVEMENTS IN DIVISION 8.	100		S	PE	100																							

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK															
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED						
					FISCAL YEARS					FISCAL YEARS				FUTURE YEARS						
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS						
FEDERAL BRIDGE PROJECTS																				
VARIOUS ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	BL-5507	BRIDGE IMPROVEMENTS IN DIVISION 7.	100	S	PE	100														
VARIOUS DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	BL-5505	BRIDGE IMPROVEMENTS IN DIVISION 5.	100	S	PE	100														
VARIOUS CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	BS-5408	SCREEN AND EVALUATE POTENTIAL STATE FUNDED BRIDGE PROJECTS DIVISION 8.	200	20	S	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20			
VARIOUS ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	BS-5407	SCREEN AND EVALUATE POTENTIAL STATE FUNDED BRIDGE PROJECTS DIVISION 7.	200	20	S	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20			

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FISCAL YEARS				UNFUNDED FUTURE YEARS										
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED														
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS															
FEDERAL BRIDGE PROJECTS																													
VARIOUS DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	BS-5405	SCREEN AND EVALUATE POTENTIAL STATE FUNDED BRIDGE PROJECTS DIVISION 5.	200	20	S	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20				
MITIGATION PROJECTS																													
VARIOUS ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	EE-4907	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 7 PROJECT MITIGATION.	7221	7221																									
IN PROGRESS																													
VARIOUS CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	EE-4908	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 8 PROJECT MITIGATION.	8756	8756																									
IN PROGRESS																													
VARIOUS DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	EE-4905	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 5 PROJECT MITIGATION.	5167	5167																									
IN PROGRESS																													

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										UNFUNDED FUTURE YEARS
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED	
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
BICYCLE AND PEDESTRIAN PROJECTS															
VARIOUS ORANGE	EB-5108	SR 1112 (DAIRYLAND ROAD), SR 1111 UNION (CHAPEL GROVE ROAD) TO SR 1006 (ORANGE GROVE ROAD). ADD WIDE PAVED SHOULDERS.			SCHEDULED FOR FEASIBILITY STUDY										
COUNTYWIDE ORANGE	EB-3606	BICYCLE ROUTE MAPPING AND SIGNING.	50	50											
IN PROGRESS															
DURHAM DURHAM	EB-5514	NC 751 / SR 1183-2220 / NON-SYSTEM (UNIVERSITY DRIVE), SR 1116 (GARRETT ROAD) TO SR 1158 (CORNWALLIS ROAD). ADD BICYCLE LANES AND PEDESTRIAN IMPROVEMENTS. (3.1 MILES)	1025		STPEB										
CONGESTION MITIGATION PROJECTS															
AMERICAN TOBACCO TRAIL (ATT) CHATHAM	C-5176	AMERICAN TOBACCO TRAIL, NEW HOPE CHURCH ROAD TRAILHEAD PARK AND RIDE LOT.	1192		CMAQ			C	797						
					C			C	395						
CARRBORO ORANGE	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 ELEMENTARY SCHOOL.	350		CMAQ			PE	24						
					C			PE	6						
					CMAQ					C	247				
					C					C	61				
					CMAQ					N	10				
					C					N	2				
CHAPEL HILL ORANGE	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				
CHAPEL HILL DURHAM ORANGE	C-5104	PURCHASE TWO (2) HYBRID ELECTRIC BUSES AND PROVIDE PORTION OF OPERATING EXPENSE FOR THREE YEARS.	2100	2100											
IN PROGRESS															
CHAPEL HILL ORANGE	C-5179	NORTH ESTES DRIVE, CONSTRUCT A TEN FOOT PATHWAY, FIVE FOOT SIDEWALKS AND A FOUR FOOT BIKE LANE.	1432		CMAQ			R	166						
					C			R	41						
					CMAQ					C	980				
					C					C	245				

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING SOURCE	FISCAL YEARS										UNFUNDED FUTURE YEARS
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
CONGESTION MITIGATION PROJECTS															
DURHAM	C-4928	MORREENE ROAD, NEAL ROAD TO ERWIN ROAD. CONSTRUCT BIKE LANES AND SIDEWALKS.	2115		STPDA	PE	100								
DURHAM					C	PE	25								
					CMAQ				444						
					STPDA				1148						
					C				398						
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY CITY OF DURHAM - IN PROGRESS															
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						
DURHAM					C			C	67						
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.	608		CMAQ			PE	40						
ORANGE					C			PE	10						
					CMAQ					R	346				
					C					R	86				
					CMAQ					C	101				
					C					C	25				
CHARLOTTE	C-5111	INSTALL TWO STATE MAINTAINED E-85 FUELING SITES IN CHARLOTTE AND HILLSBOROUGH.	250	250											
HILLSBOROUGH															
MECKLENBURG															
ORANGE															
IN PROGRESS															
COUNTYWIDE	C-4932A	PARK AND RIDE FACILITY, INSTALL BUS SHELTERS AND BIKE RACKS.	49	49											
HILLSBOROUGH															
ORANGE															
UNDER CONSTRUCTION															
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.													
AUTHORITY															
DURHAM															
ORANGE															
WAKE															
FUNDS FLEXED TO PUBLIC TRANSPORTATION PROGRAM TD-4941B (PARK/RIDE) AND TO-5131 (OPERATIONS)															
ENHANCEMENT PROJECTS (LOCAL PROJECTS)															
SR 1158	U-4724	SR 1158 (CORNWALLIS ROAD), SOUTH ROXBORO ROAD TO UNIVERSITY DRIVE IN DURHAM. BIKE AND PEDESTRIAN FEATURES.	2395		STPDA	PE	255								
(CORNWALLIS ROAD)					C	PE	64								
DURHAM					STPDA					C	1661				
					C					C	415				
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY CITY OF DURHAM															

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED	
						FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS	
ENHANCEMENT PROJECTS (LOCAL PROJECTS)																
VARIOUS ORANGE	EL-5103	CARRBORO, INSTALL BUS SHELTERS AT SELECTED LOCATIONS.	76	76												
UNDER CONSTRUCTION BY TOWN OF CARRBORO																
VARIOUS CHATHAM DURHAM ORANGE	U-4726	DCHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION.	10265	4522	STPDA C	C	2073	C	817	C	1705					
					C	C	518	C	204	C	426					
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS - IN PROGRESS																
CARRBORO ORANGE	EL-4828	MORGAN CREEK GREENWAY (WEST). SMITH LEVEL ROAD TO UNIVERSITY LAKE. CONSTRUCT GREENWAY AND CONNECTIONS.	578	110	STPDA C	C	374									
					C	C	94									
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY TOWN OF CARRBORO - IN PROGRESS																
CHAPEL HILL ORANGE	EL-4601	MORGAN CREEK GREENWAY (EAST). US 15- 501-CULBETH ROAD TO SMITH LEVEL ROAD. TEN FOOT MULTI-USE ASPHALT PATH INCLUDING ACCESS TO MERRITT PASTURE.	1290	1290												
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY TOWN - IN PROGRESS																
DURHAM DURHAM	EL-2921E	AMERICAN TOBACCO RAIL TRAIL. NC 54 TO CHATHAM COUNTY LINE. CONSTRUCT A MULTI-PURPOSE TRAIL.	7805	7805												
PARTS A-D COMPLETE; PART E UNDER CONSTRUCTION BY CITY OF DURHAM																
HAZARD ELIMINATION PROJECTS																
NC 55 DURHAM	W-5110	NC 55 (ALSTON AVENUE) AT LAWSON STREET IN DURHAM. CONSTRUCT LEFT TURN LANES ON NC 55. (0.2 MILE)	975	500	HES C	C	475									
RIGHT OF WAY IN PROGRESS																
NC 57 NC 157 ORANGE	SF-4907C	WIDEN NC 57 FOR LEFT TURN LANES AND INSTALL A TRAFFIC SIGNAL AT THE INTERSECTION OF NC 157.	654	54	HES HES	R C	50 550									
IN PROGRESS																
NC 86 ORANGE	W-5318	NC 86, NC 57 TO CASWELL COUNTY LINE. GEOMETRIC IMPROVEMENTS, PAVED SHOULDERS AND RUMBLE STRIPS. (12.2 MILES)	4654		HES HES	R C	227 4427									

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	FISCAL YEARS											UNFUNDED FUTURE YEARS
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM						
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
HAZARD ELIMINATION PROJECTS																
VARIOUS CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	W-5208	DIVISION 8 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	300	150	HES	R	50									
					HES	C	100									
DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS																
VARIOUS ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	W-5207	DIVISION 7 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	650	500	HES	R	50									
					HES	C	100									
DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS																
VARIOUS DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	W-5205	DIVISION 5 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.	330	180	HES	R	50									
					HES	C	100									
DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS																
PASSENGER RAIL PROJECTS																
VARIOUS ALAMANCE CABARRUS DAVIDSON DURHAM GUILFORD MECKLENBURG ROWAN WAKE	P-4405	PRIVATE CROSSING SAFETY INITIATIVE TO CLOSE OR ENHANCE PROTECTION AT RAILROAD CROSSINGS BETWEEN RALEIGH AND CHARLOTTE.	24440	4923	STHSR	PE	934	PE	700	PE	100	PE	64			
					O	PE	500	PE	200							
					STHSR			R	2500	R	750	R	712	R	474	
					STHSR					C	3000	C	3000	C	3000	
					O					C	881	C	881	C	880	
										C	941					
IN PROGRESS																

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	FISCAL YEARS										UNFUNDED	
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				FUTURE YEARS		
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020			
PASSENGER RAIL PROJECTS																
VARIOUS PIEDMONT CORRIDOR DURHAM WAKE	U-4716	SR 1978 (HOPSON ROAD), SR 1980 (CHURCH STREET), AND NORFOLK SOUTHERN RAILROAD-NORTH CAROLINA RAILROAD IN DURHAM AND MORRISVILLE, SOUTH OF I-40 TO NORTH OF MCCRIMMON PARKWAY. CONSTRUCT A GRADE SEPARATION AT HOPSON ROAD, EXTEND CHURCH STREET TO HOPSON ROAD, CLOSE CHURCH STREET CROSSING 734 748M OF THE NORFOLK SOUTHERN-NORTH CAROLINA RAILROAD, CONSTRUCT SECOND TRACK, AND WIDEN HOPSON ROAD FROM EAST OF SR 1999 (DAVIS DRIVE) TO NC 54.	27174	1478	STHSR PE 353 A											
					STHSR R 146 A											
						C 930 A C	5000 A C	2000 A								
					O	C 586 A C	3000 A C	1000 A								
					STHSR PE 161 C											
					STHSR	C 1000 C C	5000 C C	2234 C								
					O											
					O											
														R	1126 D	
														C	3160 D	
					A CONSTRUCT RAILROAD GRADE SEPARATION AT SR 1978 (HOPSON ROAD) AND SHIFT RAIL LINE - INCLUDES U-4716B B REALIGN SR 1980 (CHURCH STREET) AND CLOSE CROSSING 734 748M OF THE NORFOLK SOUTHERN-NORTH CAROLINA RAILROAD - INCLUDED IN U-4716A C CLEGG TO NELSON. CONSTRUCT PASSING SIDING - TO BE LET WITH U-4716A/B P _L A SR 1978 (HOPSON ROAD), EAST OF SR 1999 (DAVIS DRIVE) TO NC 54, WIDEN TO MULTILANES											
AMTRAK ALAMANCE CABARRUS DURHAM EDGEcombe GUILFORD JOHNSTON MECKLENBURG NASH ROWAN WAKE WILSON	P-2908	CAPITAL AND OPERATIONS COST OF TRAIN 79/80 BETWEEN CHARLOTTE AND ROCKY MOUNT.	47795	38195	S(5)	O 2400	O 2400	O 2400	O 2400							
IN PROGRESS																
DURHAM DURHAM	EL-4999	BICYCLE AND PEDESTRIAN TRAILS IN DURHAM AND DURHAM COUNTY. ACQUISITION OF RAIL CORRIDORS AND CONSTRUCTION.	2504	2504												
IN PROGRESS - RAIL DIVISION PROJECT																

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

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ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	FISCAL YEARS										UNFUNDED FUTURE YEARS								
						5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM													
						FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020										
PASSENGER RAIL PROJECTS																								
ALAMANCE	P-2918	TRAIN 73/74 OPERATIONS BETWEEN CHARLOTTE AND RALEIGH, EQUIPMENT AND CAPITAL YARD MAINTENANCE FACILITY.	214284	122589	S(5)	O	2600	O	2600	O	2600	O	2600	O	2600	O	2600	O	2600	O	2600			
CABARRUS					T2001	O	4000	O	4000	O	4000	O	4000	O	4000	O	4000	O	4000	O	4000			
DURHAM					STHSR	C	1313	A																
GUILFORD					STHSR	C	1205	E																
MECKLENBURG					STHSR	PE	1259	F	PE	855	F													
ROWAN					STHSR				C	8000	F	C	8327	F										
WAKE					STHSR	C	5780	G	C	2890	G													
					STHSR	C	1238	H																
					STHSR	PE	100	I																
					STHSR	C	664	I	C	664	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 - COMPLETE																	
						E	PASSENGER TRAIN SECURITY SYSTEM, CCTV DATA 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																	

* INDICATES INTRASTATE PROJECT

Section 3 – MTIP (*Transit Projects*)

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 this document.

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										UNFUNDED FUTURE YEARS					
						5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				FUTURE YEARS						
						FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020							
CHAPEL HILL TRANSIT ORANGE	C-5104	Expansion Bus - plus 3 yrs operating	238	238	CMAQ US CMAQ L																
CHAPEL HILL TRANSIT ORANGE	TA-4726	Replacement Bus - articulated	32419	17044	FBUS US FBUS L FUZ US FUZ STAT FUZ L																
						C	2608				C	1939	C	1939	C	1939					
						C	326				C	242	C	242	C	242					
						C	326				C	242	C	242	C	242					
CHAPEL HILL TRANSIT ORANGE	TA-4726A	Replacement Bus	886		FED TBD						C	886									
CHAPEL HILL TRANSIT ORANGE	TA-4748	Replacement - paratransit vehicle	3633	703	FUZ US FUZ STAT FUZ L			C	923	C	634	C	157	C	157	C	157				
								C	115	C	115	C	20	C	20	C	20				
								C	79	C	79	C	20	C	20	C	20				
CHAPEL HILL TRANSIT ORANGE	TA-4979	Replacement Van	1685	893	FUZ US FUZ STAT FUZ L			C	634												
								C	79												
								C	79												
CHAPEL HILL TRANSIT ORANGE	TA-4979A	Replacement Van - Safe-Ride	217		FED TBD						C	31	C	31	C	31	C	31			
CHAPEL HILL TRANSIT ORANGE	TA-4981	Replacement - Sedans/Wagons/4X4	873		FED TBD			C	430			C	443								
CHAPEL HILL TRANSIT ORANGE	TA-4995	Expansion Bus	3600		FED TBD						C	3600									
CHAPEL HILL TRANSIT ORANGE	TA-6512	Expansion Bus	752	752	JARC US JARC STAT JARC L																
CHAPEL HILL TRANSIT ORANGE	TA-6514	Expansion Van	20	20	FEPD US FEPD STAT FEPD L																

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

		TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK																		
ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED					
						FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS					
CHAPEL HILL TRANSIT ORANGE	TD-4710	Facility - Park & Ride	2000		FED TBD			C	2000											
CHAPEL HILL TRANSIT ORANGE	TD-4710B	Facility - Park & Ride	878	878	FUZ US															
					FUZ STAT															
					FUZ L															
CHAPEL HILL TRANSIT ORANGE	TD-5204	Facility - Intermodal Center - Hillsborough	1000		FED TBD						C	1000								
CHAPEL HILL TRANSIT ORANGE	TG-4731A	Preventive maintenance	255	255	STPDA US															
					STPDA L															
CHAPEL HILL TRANSIT ORANGE	TG-4731B	Preventive maintenance	14211	2353	FUZ US	Oc	984	Oc	1013	Oc	1043	Oc	1074	Oc	1074	Oc	1074	Oc	1074	
					FUZ L	Oc	246	Oc	253	Oc	261	Oc	269	Oc	269	Oc	269	Oc	269	
CHAPEL HILL TRANSIT ORANGE	TG-4732A	Routine Capital - Bus stop shelters, benches, shop equip., spare parts, engines, farebox, service vehicles, etc	1220	610	FUZ US	C	432	C	56											
					FUZ L	C	108	C	14											
					FUZST US															
CHAPEL HILL TRANSIT ORANGE	TG-4732B	Routine Capital - service vehicle	496	300	FUZ US						C	157								
					FUZ L						C	39								
CHAPEL HILL TRANSIT ORANGE	TM-5132	Operating Assistance	216	216	JARC US															
					JARC L															
CHAPEL HILL TRANSIT ORANGE	TO-5133	Operating Assistance	39371	7241	SMAP STAT	O	3570	O	3570	O	3570	O	3570	O	3570	O	3570	O	3570	
CHAPEL HILL TRANSIT ORANGE	TQ-6501	Mobility Management - Elderly and Disabled persons - includes vouchers	364	264	FEPD US	Oc	80													
					FEPD STAT	Oc	10													
					FEPD L	Oc	10													
CHAPEL HILL TRANSIT ORANGE	TQ-6506	Operating Assistance - Elderly and Disabled persons	256	256	FEPD US															
					FEPD L															

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TAC 9/14/2011 Attachment 6A

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FISCAL YEARS				UNFUNDED FUTURE YEARS					
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					FY 2017	FY 2018	FY 2019	FY 2020						
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020											
CHAPEL HILL TRANSIT ORANGE	TS-5106	Safety & Security - Min. 1% set aside	421	166	FUZ US	C	40	C	26	C	17	C	33	C	32	C	32	C	32	C	11			
CHAPEL HILL TRANSIT ORANGE	TT-5109	Technology - veh. tracking, passenger info, data communications, traffic signal priority	1331	1331	STPDA US																			
CHAPEL HILL TRANSIT ORANGE	TT-5109B	Technology - maintenance systems	100	100	UTCH STAT																			
CHAPEL HILL TRANSIT ORANGE	TT-5109C	Technology - Real Time Information System and website	64		UTCH STAT	C	58																	
					UTCH L	C	6																	
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	C-5103B	Operational Assistance - 2 yrs remaining CMAQ support	371	371	CMAQ US																			
					CMAQ L																			
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TA-4755	Expansion Bus	12800		FED TBD					C	4800							C	4000			C	4000	
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TA-4923	Replacement Bus	28600		FED TBD					C	9100		C	9100						C	5200	C	5200	
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TA-5019A	Replacement - paratransit vehicle	112		FED TBD	C	112																	
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TA-5019C	Replacement - Light Transit Vehicles	729		CMAQ US			C	583															
					CMAQ STAT			C	73															
					CMAQ L			C	73															
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TG-4738	Routine Capital - Bus stop shelters, benches, shop equip., spare parts, engines, service vehicles, etc.	7023	2114	FBUS US																			
					FBUS L																			
					FUZ US	C	125	C	475	C	475	C	475	C	475	C	475	C	475	C	475	C	475	
					FUZ L	C	32	C	119	C	119	C	119	C	119	C	119	C	119	C	119	C	119	

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	FISCAL YEARS										UNFUNDED FUTURE YEARS								
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM													
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020										
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TG-4738A	Preventive maintenance	40816	7338	FUZ US	Oc	2782	Oc	3000	Oc	3000	Oc	3000	Oc	3000	Oc	3000	Oc	3000				
					FUZ L	Oc	696	Oc	750	Oc	750	Oc	750	Oc	750	Oc	750	Oc	750				
					FUZST US																		
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM ORANGE	TN-5102	Operating Assistance - New Freedom - urban <i>Difference from Final STIP: Funding for FY 2012-2020 has not yet been approved by the DCHC MPO</i>	1386	252	FNF US	O		O		O		O		O		O		O					
					FNF L	O		O		O		O		O		O		O		O			
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TO-5130	Operating Assistance	30766	5428	SMAP STAT	O	2890	O	2806	O	2806	O	2806	O	2806	O	2806	O	2806				
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TO-5130B	Operating Assistance - new route	2438		CMAQ US			O	951	O	999												
					CMAQ L			O	238	O	250												
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TP-5108	Planning Assistance - 5303	1540	280	FMPL US	C	112	C	112	C	112	C	112	C	112	C	112	C	112				
					FMPL STAT	C	14	C	14	C	14	C	14	C	14	C	14	C	14	C	14		
					FMPL L	C	14	C	14	C	14	C	14	C	14	C	14	C	14	C	14		
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TP-5109	Planning Assistance - 5307	4958	480	FUZ US	C	510	C	384	C	384	C	384	C	384	C	384	C	384				
					FUZ STAT	C	64	C	48	C	48	C	48	C	48	C	48	C	48	C	48		
					FUZ L	C	64	C	48	C	48	C	48	C	48	C	48	C	48	C	48		
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TS-5108	Safety & Security - Min. 1% set aside	410	64	FUZ US	C	34	C	39	C	39	C	39	C	39	C	39	C	39				
DURHAM AREA TRANSIT AUTHORITY / DATA DURHAM	TT-4911	Technology - veh. tracking, passenger info, data communications, traffic signal priority	252	252	UTCH STAT																		
Durham County Access DURHAM	TA-6187	Replacement Van	82	82	FNU US																		
					FNU STAT																		
					FNU L																		

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FISCAL YEARS				UNFUNDED FUTURE YEARS										
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					FY 2017	FY 2018	FY 2019	FY 2020											
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020																
Durham County DURHAM	Access TA-6246	Expansion - Light Transit Vehicle	50		FNU US	C	6																						
					FNU STAT	C	39																						
					FNU L	C	5																						
Durham County DURHAM	Access TJ-6124	Operating Assistance - employment transportation	275	50	EMP STAT	O	25	O	25	O	25	O	25	O	25	O	25	O	25	O	25	O	25						
Durham County DURHAM	Access TK-6126	Administration	226	163	FNU US	O	8																						
					FNU US																								
					FNU STAT	O	46																						
					FNU STAT																								
					FNU L	O	9																						
Durham County DURHAM	Access TL-6123	Operating Assistance - Elderly and Disabled persons	1716	312	EDTAP STAT	O	156	O	156	O	156	O	156	O	156	O	156	O	156	O	156	O	156						
Durham County DURHAM	Access TN-6110	Mobility Management - New Freedom - purchase of service	96		FNF US	O	48																						
					FNF L	O	48																						
Durham County DURHAM	Access TN-6111	Mobility Management - New Freedom coordinator	99		FNF US	O	79																						
					FNF STAT	O	10																						
					FNF L	O	10																						
Durham County DURHAM	Access TQ-6109	Mobility Management - Elderly and Disabled persons - purchase of service	113	113	FEPD US																								
					FEPD STAT																								
					FEPD L																								
Durham County DURHAM	Access TR-6164	Operating Assistance - general public in rural areas	880	160	RGP STAT	O	72	O	72	O	72	O	72	O	72	O	72	O	72	O	72	O	72						
					RGP L	O	8	O	8	O	8	O	8	O	8	O	8	O	8	O	8	O	8	O	8				
TRIANGLE TRANSIT DURHAM ORANGE	TA-4818B	Replacement Bus	4567	3155	FUZ US	C	360					C	770																
					FUZ STAT	C	45					C	96																
					FUZ L	C	45					C	96																

* INDICATES INTRASTATE PROJECT

DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDING SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										UNFUNDED FUTURE YEARS							
						5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				FUTURE YEARS								
						FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020									
TRIANGLE TRANSIT DURHAM ORANGE	TQ-6504	Mobility Management - Elderly and Disabled persons	172	86	FEPD US	Oc	68																
					FEPD STAT	Oc	9																
					FEPD L	Oc	9																
					OLD NUMBER WAS TQ-5105																		
TRIANGLE TRANSIT DURHAM ORANGE	TS-5119	Safety & Security - Min. 1% set aside	282	80	FUZ US	C	102	C	21	C	10	C	21	C	20	C	7	C	7	C	7	C	7
TRIANGLE TRANSIT DURHAM ORANGE	TS-5133	Safety & Security - surveillance cameras for paratransit vehicles	40		UTCH STAT	C	36																
				UTCH L	C	4																	
TRIANGLE TRANSIT DURHAM ORANGE	TT-5217	Technology - Ridesharing Matching with Vanpool Mgmt Module	70		UTCH STAT	C	63																
				UTCH L	C	7																	
TRIANGLE TRANSIT DURHAM ORANGE	TT-5218	Technology - Regional Real Time Upgrade to 511	60		UTCH STAT	C	54																
				UTCH L	C	6																	

* INDICATES INTRASTATE PROJECT

Section 4 – MTIP (*Statewide Projects*)

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

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FISCAL YEARS				UNFUNDED FUTURE YEARS			
					5 YEAR WORK PROGRAM										DEVELOPMENTAL PROGRAM							
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020									
INTERSTATE PROJECTS																						
I-95 STATEWIDE	M-0412	CORRIDORS OF THE FUTURE PROGRAM. INTERSTATE MAINTENANCE DISCRETIONARY FUNDS (IMD) FOR IMPROVEMENTS TO I-95 FROM FLORIDA TO VIRGINIA. NORTH CAROLINA TO PROVIDE FUNDS TO ADJOINING STATES UNDER TERMS OF AN AGREEMENT.	16800	16800																		
IN PROGRESS																						
RURAL PROJECTS																						
VARIOUS STATEWIDE	M-0405	STATEWIDE MOWING MAINTENANCE CONTRACTS FOR PROPERTIES ACQUIRED BY NCDOT IN ADVANCE OF STIP PROJECTS.	1372	472	S	N	100	N	100	N	100	N	100	N	100	N	100	N	100			
IN PROGRESS																						
VARIOUS STATEWIDE	M-0281	CENTER FOR TRANSPORTATION AND THE ENVIRONMENT.	1500	1500																		
IN PROGRESS																						
VARIOUS STATEWIDE	M-0360	DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	15980	6980	S	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000			
IN PROGRESS																						
VARIOUS STATEWIDE	M-0376	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON- PROJECT SPECIFIC WORK.	14900	6800	S	PE	900	PE	900	PE	900	PE	900	PE	900	PE	900	PE	900			
IN PROGRESS																						
VARIOUS STATEWIDE	M-0377	ENVIRONMENTAL STREAMLINING. COORDINATE, PLAN, FACILITATE, IMPLEMENT AND TRACK INITIATIVES.	3000	3000																		
IN PROGRESS																						
VARIOUS STATEWIDE	M-0391	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	6978	3378	S	PE	400	PE	400	PE	400	PE	400	PE	400	PE	400	PE	400			
IN PROGRESS																						
VARIOUS STATEWIDE	M-0392	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.	2800	1360	S	PE	160	PE	160	PE	160	PE	160	PE	160	PE	160	PE	160			
IN PROGRESS																						
VARIOUS STATEWIDE	R-8888	STATEWIDE PLANNING FOR TRAFFIC FORECASTING, PRE-TIP PLANNING AND PURPOSE AND NEED STUDIES.	1494	594	S	F	100	F	100	F	100	F	100	F	100	F	100	F	100			
IN PROGRESS																						
VARIOUS STATEWIDE	R-4500	ECONOMIC DEVELOPMENT.	15000	5000	S	C	5000	C	5000													
IN PROGRESS																						

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FISCAL YEARS				UNFUNDED FUTURE YEARS				
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED								
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024						
RURAL PROJECTS																							
VARIOUS STATEWIDE	R-4436	NPDES PERMIT, RETROFIT FOURTEEN SITES PER YEAR TO PROTECT WATER QUALITY.	41878	19378	STP	N	2500	N	2500	N	2500	N	2500	N	2500	N	2500	N	2500				
IN PROGRESS																							
VARIOUS STATEWIDE	R-4073	ASPHALT MATERIALS TESTING LABORATORIES CORRECTIVE ACTION PLAN FOR GROUNDWATER CLEAN-UP AT 54 SITES.	34232	16232	STP	C	2000	C	2000	C	2000	C	2000	C	2000	C	2000	C	2000				
IN PROGRESS																							
VARIOUS STATEWIDE	R-4067	POSITIVE GUIDANCE PROGRAM (PAVEMENT MARKINGS AND MARKERS, LED SIGNAL HEAD REPLACEMENT).	103412	67412	STP	C	4000	C	4000	C	4000	C	4000	C	4000	C	4000	C	4000				
IN PROGRESS																							
VARIOUS STATEWIDE	R-4066	WETLAND RESTORATION PROGRAM. COMPLETION OF WATERSHED ASSESSMENT PLANS IN ALL SEVENTEEN (17) RIVER BASINS TO IDENTIFY WETLAND AND STREAM RESTORATION PROJECTS FOR MITIGATION.	17500	17500																			
IN PROGRESS																							
VARIOUS STATEWIDE	R-4049	TRAFFIC OPERATIONS (INCIDENT MANAGEMENT, 511, SMARTLINK, TEC, TMC).	230792	113792	IM	C	9750	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	C	3250				
IN PROGRESS																							
VARIOUS STATEWIDE	R-4454	IMPROVEMENT PROJECTS THAT FURTHER ECONOMIC GROWTH AND DEVELOPMENT IN SMALL URBAN AND RURAL AREAS.	47000	47000																			
IN PROGRESS																							
VARIOUS STATEWIDE	R-4701	TRAFFIC SYSTEM OPERATIONS PROGRAM (SIGNAL MAINTENANCE).	375230	195230	STP	C	20000	C	20000	C	20000	C	20000	C	20000	C	20000	C	20000				
IN PROGRESS																							
VARIOUS STATEWIDE	R-2929	NATIONAL PARKS SERVICE SPOT SAFETY AND SIGN REHABILITATION.	900		FLPP	C	100	C	100	C	100	C	100	C	100	C	100	C	100				
UNDER CONSTRUCTION BY FEDERAL HIGHWAY ADMINISTRATION																							
VARIOUS STATEWIDE	R-2930	NATIONAL PARKS SERVICE EMERGENCY PAVEMENT REHABILITATION.	630		FLPP	C	70	C	70	C	70	C	70	C	70	C	70	C	70				
UNDER CONSTRUCTION BY FEDERAL HIGHWAY ADMINISTRATION																							
VARIOUS STATEWIDE	R-9999WM	ENVIRONMENTAL MITIGATION AND MINIMIZATION.	178681	61681	NHS	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-0428	ADVANCED VEHICLE RESEARCH CENTER (AVRC).	297	297																			
IN PROGRESS																							

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FUTURE YEARS
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED	
					FISCAL YEARS										
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020		
RURAL PROJECTS															
STATEWIDE	M-0359	PROGRAM DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH. DEVELOP A PROCEDURES MANUAL.	300	300											
IN PROGRESS															
URBAN PROJECTS															
STATEWIDE	U-4500	ECONOMIC DEVELOPMENT.	3667		S	C	3667								
IN PROGRESS															
FEDERAL BRIDGE PROJECTS															
STATEWIDE	B-4693	STATEWIDE SURVEY OF HISTORICAL BRIDGES.	1000	1000											
IN PROGRESS															
STATEWIDE	B-9999	BRIDGE INSPECTION PROGRAM.	238572	139572	BRGI	I	11000	I	11000	I	11000	I	11000	I	11000
IN PROGRESS															
STATEWIDE	BK-5131	BRIDGE PRESERVATION AT SELECTED LOCATIONS.	1500	1500											
UNDER CONSTRUCTION															
STATEWIDE	BK-5101	DECK PRESERVATION AT 15 SELECTED LOCATIONS.	7747	7747											
UNDER CONSTRUCTION															
STATEWIDE	BK-5132	IN-DEPTH ENGINEERING EVALUATION OF WEIGHT RESTRICTIONS ON LOAD POSTED BRIDGES ON US AND NC DESIGNATED ROUTES.	1000	1000											
IN PROGRESS															
STATEWIDE	BK-5100	ESTABLISH BRIDGE MANAGEMENT SYSTEM.	5000	5000											
IN PROGRESS															
STATEWIDE	BP-5300	BRIDGE PRESERVATION ISSUES AT SELECTED SITES.	129316	54316	FA	C	2500	C	2500	C	2500	C	5000	C	5000
					NFA	C	2500	C	2500	C	2500	C	5000	C	5000
IN PROGRESS															
STATEWIDE	BR-5100	REHABILITATE BRIDGES AT SELECTED LOCATIONS.	150000		FA					C	25000	C	25000		
IN PROGRESS															
STATEWIDE	M-0379	SCOUR EVALUATION PROGRAM OF EXISTING BRIDGES.	3100	3100											
IN PROGRESS															
STATEWIDE	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															

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FUTURE YEARS						
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED							
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS							
CONGESTION MITIGATION PROJECTS																					
VARIOUS STATEWIDE	C-3600	DEPARTMENT OF MOTOR VEHICLES (DMV), VEHICLE EMISSION COMPLIANCE SYSTEM. UPGRADE NORTH CAROLINA'S MOTOR VEHICLE EMISSIONS INSPECTION AND MAINTENANCE (I/M) PROGRAM.	6702	6702	IN PROGRESS BY DEPARTMENT OF MOTOR VEHICLES																
VARIOUS STATEWIDE	C-4982	TRANSPORTATION OPERATIONS CENTER TO ALLOW COORDINATED STATE AND REGIONAL TRANSPORTATION FUNCTIONS IN CONJUNCTION WITH THE STATE HIGHWAY PATROL COMMUNICATIONS CENTER AND OTHER EMERGENCY SERVICES PROVIDERS.	6900	6900	IN PROGRESS																
NON-ATTAINMENT AND MAINTENANCE AREAS STATEWIDE	C-5100	SCHOOL BUS DIESEL PARTICULATE FILTER AND CLOSED CASE VENTILATION SYSTEM RETROFITS.	2000	2000	IN PROGRESS BY DEPARTMENT OF AIR QUALITY																
NORTH CAROLINA DIVISION OF AIR QUALITY STATEWIDE	C-4903	NORTH CAROLINA AIR AWARENESS OUTREACH PROGRAM TO PROVIDE EDUCATION AND PRODUCE DAILY AIR QUALITY FORECAST.	1500	600	CMAQ	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		
IN PROGRESS BY DEPARTMENT OF AIR QUALITY																					
NORTH CAROLINA STATE UNIVERSITY STATEWIDE	C-4902	NCSU, NORTH CAROLINA SOLAR CENTER CLEAN TRANSPORTATION PROGRAM. DEVELOP AND ADMINISTER A SEVEN YEAR CLEAN FUEL-ADVANCED TECHNOLOGY REBATE PROGRAM IN ALL CMAQ ELIGIBLE COUNTIES TO REDUCE EMISSIONS.	9385	1600	CMAQ			N	2076	N	2076	N	2076								
					O			N	519	N	519	N	519								
IN PROGRESS BY NORTH CAROLINA STATE UNIVERSITY																					
ENHANCEMENT PROJECTS																					
VARIOUS STATEWIDE	E-4599	INSTALL RIVER BASIN HIGHWAY SIGNS.	187	187	IN PROGRESS																
VARIOUS STATEWIDE	E-3821	PRESERVE HISTORIC BRIDGES FROM DEMOLITION.	250	250	IN PROGRESS																
VARIOUS STATEWIDE	E-4602	GIS ARCHAEOLOGICAL DATABASE. STATEWIDE DATABASE TO CALCULATE ARCHAEOLOGICAL SITES LOCATED WITHIN OR NEAR NCDOT PROJECTS.	750	750	IN PROGRESS																

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FISCAL YEARS				UNFUNDED FUTURE YEARS	
					5 YEAR WORK PROGRAM										DEVELOPMENTAL PROGRAM					
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020							
ENHANCEMENT PROJECTS																				
VARIOUS STATEWIDE	E-4603	ECOSYSTEMS ENHANCEMENT PROGRAM. STRUCTURED MITIGATION FOR PROTECTION, ENHANCEMENT AND RESTORATION OF ECOLOGICAL FUNCTIONS AS COMPENSATION FOR PROJECT IMPACTS AT THE WATERSHED	625	625																
PROGRAMMED FOR PLANNING AND PROGRAM DEVELOPMENT ONLY																				
VARIOUS STATEWIDE	E-4018	NATIONAL RECREATIONAL TRAILS.	12645	1845	NRT	C	1200	C	1200	C	1200	C	1200	C	1200	C	1200	C	1200	
IN PROGRESS																				
ENHANCEMENT PROJECTS (ROADSIDE)																				
VARIOUS STATEWIDE	ER-3100	PLANTING OF WILDFLOWERS AND PERENNIAL BULBS ON FEDERAL-AID SYSTEM.	17849	12449	STPEL	L	600	L	600	L	600	L	600	L	600	L	600	L	600	
IN PROGRESS																				
VARIOUS STATEWIDE	ER-2973	ROADSIDE BEAUTIFICATION PROJECTS IN ALL FOURTEEN HIGHWAY DIVISIONS.	62993	35993	STPEL	L	3000	L	3000	L	3000	L	3000	L	3000	L	3000	L	3000	
IN PROGRESS																				
VARIOUS STATEWIDE	ER-3101	SPECIAL EVENTS PLANTING STATEWIDE.	13429	9829	STPEL	L	400	L	400	L	400	L	400	L	400	L	400	L	400	
IN PROGRESS																				
VARIOUS STATEWIDE	ER-3102	IMPLEMENTATION OF STATEWIDE SCENIC BYWAYS PROGRAM.	1781	1106	STPEL	N	75	N	75	N	75	N	75	N	75	N	75	N	75	
IN PROGRESS																				
VARIOUS STATEWIDE	ER-5100	ROADSIDE ENVIRONMENTAL PROJECTS AND TREE PLANTINGS.	7605	7605																
IN PROGRESS																				
VARIOUS STATEWIDE	ER-3419	NORTH CAROLINA STATE BYWAYS BOOKLET PRINTING.	50	50																
IN PROGRESS																				
VARIOUS STATEWIDE	ER-2971	SIDEWALK PROGRAM IN ALL FOURTEEN HIGHWAY DIVISIONS.	27358	14758	STPER	C	1400	C	1400	C	1400	C	1400	C	1400	C	1400	C	1400	
IN PROGRESS																				
VARIOUS STATEWIDE	ER-3611	COLOR CANOPY AND TREE PLANTING STATEWIDE.	5727	3477	STPEL	L	250	L	250	L	250	L	250	L	250	L	250	L	250	
IN PROGRESS																				
BLUE RIDGE PARKWAY STATEWIDE	ER-3817	SCENIC ENHANCEMENT AND VIEWSHED PROTECTION. (101.4 MILES)	2200	2200																
IN ACQUISITION																				

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FISCAL YEARS				UNFUNDED FUTURE YEARS			
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED							
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020									
HAZARD ELIMINATION PROJECTS																						
VARIOUS STATEWIDE	SI-4901	NO NEED 2 SPEED SAFETY INITIATIVE. SIGNING, EVALUATION, AND IMPLEMENTATION.	280	280																		
IMPLEMENTATION IN PROGRESS																						
VARIOUS STATEWIDE	SI-4900	BLUE STAR MEMORIAL HIGHWAY SIGNING. INSTALL SIGNS AT VARIOUS LOCATIONS STATEWIDE.	250	250																		
UNDER CONSTRUCTION																						
VARIOUS STATEWIDE	SI-4735	SAFETY MANAGEMENT INITIATIVES.	1107	1107																		
IN PROGRESS																						
VARIOUS STATEWIDE	SI-4902	FREEWAY SIGNING INITIATIVE. INSTALL OR REPLACE CRITICAL DIRECTIONAL SIGNS.	200	200																		
UNDER CONSTRUCTION																						
VARIOUS STATEWIDE	W-4447	SAFETY MANAGEMENT PROGRAM, PROJECT IDENTIFICATION, ANALYSIS AND PRELIMINARY ENGINEERING.	75829	29029	HES	PE	5200	PE	5200	PE	5200	PE	5200	PE	5200	PE	5200	PE	5200			
IN PROGRESS																						
VARIOUS STATEWIDE	W-5301	LANE DEPARTURE SYSTEMIC IMPROVEMENTS.	50000	5000	HES	C	5000	C	5000	C	5000	C	5000	C	5000	C	5000	C	5000			
VARIOUS STATEWIDE	W-5300	SIGNAL RETIMING TO IMPROVE SAFETY.	10000	1000	HES	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000			
IN PROGRESS																						
SAFE ROUTES TO SCHOOLS																						
VARIOUS STATEWIDE	SR-5000	SAFE ROUTES TO SCHOOL PROGRAM. EDUCATIONAL, TRAINING AND OTHER NON-INFRASTRUCTURE NEEDS.	1925	1025	SRTS	N	100	N	100	N	100	N	100	N	100	N	100	N	100			
IN PROGRESS																						
VARIOUS STATEWIDE	SR-5001	SAFE ROUTES TO SCHOOL PROGRAM. PROJECTS TO IMPROVE SAFETY, REDUCE TRAFFIC, FUEL COMSUMPTION AND AIR POLLUTION IN VICINITY OF SCHOOLS.	45307	5707	SRTS	R	400	R	400	R	400	R	400	R	400	R	400	R	400			
IN PROGRESS																						
PASSENGER RAIL PROJECTS																						
VARIOUS STATEWIDE	P-5003	SOUTHEASTERN NORTH CAROLINA PASSENGER RAIL SERVICE, RALEIGH TO WILMINGTON VIA FAYETTEVILLE.	132357	2356	T2001															C 130001		
RIGHT OF WAY IN PROGRESS																						
VARIOUS STATEWIDE	P-3418	PLANNING, MANAGEMENT AND RESEARCH STUDIES.	14367	7167	T2001	F	800	F	800	F	800	F	800	F	800	F	800	F	800			
IN PROGRESS																						

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FISCAL YEARS				UNFUNDED FUTURE YEARS					
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED									
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024							
PASSENGER RAIL PROJECTS																								
VARIOUS STATEWIDE	P-3419	SEALED CORRIDOR-SELECTED SEHSRC CROSSINGS. MEDIAN BARRIERS, ARTICULATED GATES, FOUR- QUADRANT GATES, WARNING DEVICE REVISIONS, SIGNAGE AND CAMERA SYSTEMS.	12307	12307																				
UNDER CONSTRUCTION																								
VARIOUS STATEWIDE	P-3809	RAILROAD SAFETY INSPECTIONS IN ALL FOURTEEN (14) DIVISIONS.	5810	4460	RR	I	50	I	50	I	50	I	50	I	50	I	50	I	50	I	50			
IN PROGRESS																								
VARIOUS STATEWIDE	P-4001	RAIL INDUSTRIAL ACCESS PROGRAM.	19000	10000	T2001	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000			
IN PROGRESS																								
VARIOUS STATEWIDE	P-4404	SOUTHEAST HIGH SPEED RAIL CORRIDOR. UPDATE RAIL CROSSING INVENTORY FROM SOUTH CAROLINA STATE LINE TO THE VIRGINIA STATE LINE VIA RALEIGH AND CHARLOTTE AND THE APEX/CARY BYPASS SEGMENT.	800	800																				
IN PROGRESS																								
VARIOUS STATEWIDE	P-4702	MAINTENANCE OF RAILROAD TRACK AND SIGNAL IMPROVEMENTS.	14130	6570	T2001	C	840	C	840	C	840	C	840	C	840	C	840	C	840	C	840			
IN PROGRESS																								
VARIOUS STATEWIDE	P-4700	RAILROAD STATION REHABILITATION PROJECTS.	6900	6900																				
IN PROGRESS																								
VARIOUS STATEWIDE	P-3309	AT-GRADE CROSSING ELIMINATION AND IMPROVEMENT PROJECTS, CORRIDOR INVENTORIES AND STUDIES IN ALL FOURTEEN (14) DIVISIONS.	9452	6752	RR	C	150	C	150	C	150	C	150	C	150	C	150	C	150	C	150			
IN PROGRESS																								

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										FISCAL YEARS				UNFUNDED FUTURE YEARS				
					5 YEAR WORK PROGRAM										DEVELOPMENTAL PROGRAM								
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020										
PASSENGER RAIL PROJECTS																							
VARIOUS STATEWIDE	Z-5200	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.			IN PROGRESS - RAIL DIVISION PURCHASE ORDER CONTRACT (RPOC)																		
VARIOUS STATEWIDE	Z-4100	HIGHWAY-RAIL CROSSING SAFETY IMPROVEMENTS AND INVENTORY.	9000	9000	IN PROGRESS																		
PIEDMONT CORRIDOR STATEWIDE	P-3414	TRAVEL TIME IMPROVEMENTS TO FREIGHT AND PASSENGER RAIL CORRIDORS BETWEEN RALEIGH AND CHARLOTTE AND MATCH FEDERAL FUNDS.	71500	62500	T2001	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000				
IN PROGRESS																							
STATEWIDE STATEWIDE	Z-5100	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.			IN PROGRESS																		
ROADSIDE ENVIRONMENTAL PROJECTS (REST AREA)																							
VARIOUS STATEWIDE	K-4704	INTERSTATE REST AREA SYSTEM PRESERVATION. PAVEMENT, PAVEMENT MARKING, CURB AND GUTTER, SIDEWALKS AND OTHER REHABILITATION ITEMS.	6700	3100	IMPM	C	400	C	400	C	400	C	400	C	400	C	400	C	400				
IN PROGRESS																							
ROADSIDE ENVIRONMENTAL PROJECTS (SCENIC)																							
VARIOUS STATEWIDE	L-2133	PLANTING OF PERENNIAL BULBS AND WILDFLOWERS WITHIN THE 14 HIGHWAY DIVISIONS. LANDSCAPE.	26960	17060	PLF	L	1100	L	1100	L	1100	L	1100	L	1100	L	1100	L	1100				
IN PROGRESS																							
VARIOUS STATEWIDE	L-2500	COLOR AND CANOPY AND TREE PLANTING.	5743	1243	PLF	L	500	L	500	L	500	L	500	L	500	L	500	L	500				
IN PROGRESS																							
VARIOUS STATEWIDE	L-1000	REPLACEMENT PLANTS AT SELECTED LOCATIONS WITHIN THE 14 HIGHWAY DIVISIONS. LANDSCAPE.	3303	2493	PLF	L	90	L	90	L	90	L	90	L	90	L	90	L	90				
IN PROGRESS																							
VARIOUS STATEWIDE	S-5001	NORTH CAROLINA SCENIC BYWAYS LAND CONSERVATION INITIATIVE TO IMPLEMENT RESOURCE PROTECTION AND HERITAGE TOURISM DEVELOPMENT TO ENHANCE AND PRESERVE SCENIC VISTAS AND TOURISM CORRIDORS ALONG 26 OF NORTH CAROLINA'S SCENIC BYWAYS.	316	316	IN PROGRESS																		

* INDICATES INTRASTATE PROJECT

STATEWIDE PROJECTS

ROUTE/CITY COUNTY	ID NUMBER	LOCATION / DESCRIPTION (LENGTH)	TOTAL PROJ COST (THOU)	PRIOR YEARS COST FUNDING (THOU) SOURCE	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAK										
					5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM				UNFUNDED	
					FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FUTURE YEARS	
ROADSIDE ENVIRONMENTAL PROJECTS (SCENIC)															
VARIOUS STATEWIDE	S-5106	PHASE II : NORTH CAROLINA SCENIC BYWAYS LAND CONSERVATION INITIATIVE TO ADVANCE THE PERMAMENT PROTECTION OF IMPORTANT NATURAL, HISTORIC, CULTURAL AND VISUAL RESOURCES ALONG 25 OF NORTH CAROLINA'S SCENIC BYWAYS.	2744	2744											
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.

Public Comment Period

The public comment period was 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 9, 2011 (three weeks after release). During this period, a draft MTIP was available for review at several key locations, including the MPO Web site – www.dchc-mpo.org and local libraries, and citizens were provided the opportunity to submit comments to DCHC MPO staff and TAC members.

Public Hearing

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

Summary of Public Comments

A summary of public comments and the DCHC MPO response are listed below. The full-text of comments is available to the public by request.

Comment: Citizen request for information on the extension of Martin Luther King Parkway to Cornwallis Road.

Response: Staff sent the NCDOT feasibility study (2008) for improvements to this intersection to Debra Morgan. The cross-sections for the two alternatives in this feasibility study assume bicycle lanes and sidewalks.

Comment: Citizen request to construct bicycle stations at future park-and-ride lots.

Response: As the location and design of future park and ride lots is being considered, DCHC MPO and local staffs will need to carefully consider the needs of bicyclists and opportunities to encourage bicycle use through the types of facilities available at the park and ride locations. DCHC staff has received additional information from the bicycle station representative who spoke at the public hearing.

Comment: Citizen request to fund Erwin Road and University Drive bicycle and pedestrian projects. The Town of Chapel Hill requests adding funding for improvements to Erwin Road.

Response: The DCHC MPO has requested that the Erwin Road project be funded. NCDOT’s response is that this project will not be funded since they are over target for the subregional mobility category. NCDOT suggests using STPDA funding on this project. The University Drive project

was the MPO's top ranked bicycle and pedestrian project and ranked third in the State according to NCDOT's prioritization. The University Drive project will be funded in the final STIP and MTIP.

Comment: Citizen request to improve notification for public meetings.

Response: The DCHC MPO will update our email list and use it to send notices on public hearings. The MPO is also in the process of updating our website and investigating the use of social media for notices.

Comment: Citizen request to use enhancement funds to buy the billboard near the R. Kelly Bryant Bicycle and Pedestrian Bridge over NC 147.

Response: DCHC staff spoke with Jimmy Travis, manager of NCDOT's Programs Management Office. Mr. Travis stated that the last call for transportation enhancement funds was in 2004, and he does not anticipate another call until after the passage of a federal reauthorization bill. He said the request for funds to buy the billboard could be submitted by the MPO for consideration as part of the next TIP process. However, according to NCDOT's SPOT office, enhancement projects will not be accepted in the next TIP prioritization process. Mr. Travis noted that while there currently appears to be a large balance of enhancement and CMAQ funds, in actuality NCDOT cannot spend these funds because they are being used as a cash reserve to enable accelerated construction of highway projects. DCHC staff also spoke with Rob Ayers of the North Carolina FHWA office. Mr. Ayers stated that NCDOT has the discretion to fund billboard removal through enhancement as well as other funding categories, and since there is not an avenue to submit a TIP request or separately apply for funds, the best course of action is to request funding through the DOT board member and division engineer. Mr. Ayers said that NCDOT has the discretion to manage federal funds in such a way that rescissions will disproportionately impact the enhancement and CMAQ funds.

Comment: RTA supports the acceleration of the widening of I-40 from US 15-501 to NC 86. Orange County and the Town of Chapel Hill urge the acceleration and phasing of I-3306A, widening I-40 from NC 86 to Durham County. The Town of Chapel Hill requests the consideration of noise walls as part of the project.

Response: The DCHC MPO has made this request to NCDOT. NCDOT's response is that they cannot accelerate the project within Division 7's equity constraint. The MPO will request that this section be included in the first phase of the project. Phasing will be considered during the environmental study. Noise walls will be considered during the environmental analysis.

Comment: Orange County urges the funding of a sidewalk and pedestrian bridge at Orange Grove Road over I-40

Response: This project is funded in the recommended final MTIP. The DCHC MPO will ask that it be reconsidered in the next TIP update with the revised project description.

Comment: Orange County urges the initiation of a feasibility study for wide shoulders on Dairyland Road

Response: The DCHC MPO supports this request to NCDOT.

Comment: Orange County urges the acceleration of replacing bridge 85 on Old Greensboro Road over Phil's Creek

Response: The schedule for this project was accelerated by one year in the final MTIP and STIP.

Comment: Orange County urges the inclusion of several project elements on I-0305 and the acceleration of I-0305A, widening I-85 from I-40 to SR 1709 (Lawrence Road),

Response: The DCHC MPO supports these requests. Most of these project elements will be considered as part of the environmental study for the project. The project will likely be constructed in phases and the MPO will support the western section as the first phase of the project.

Comment: Orange County urges the programming of projects to alleviate congestion in downtown Hillsborough.

Response: The DCHC MPO has made this request to NCDOT. NCDOT's response is that they cannot fund more projects in the subregional mobility category. The final MTIP will include funding for the Churton Street widening, Eno Mountain Road Mayo Street realignment, NC 86 widening, and the Orange Grove Road extension in years FY 2019 and 2020.

Comment: Orange County urges the programming of improvements to Buckhorn Road.

Response: The DCHC MPO supports this request to NCDOT.

Comment: The Town of Chapel Hill requests the addition of \$1 million to the Old Durham-Chapel Hill Road project.

Response: The DCHC MPO supports funding this high priority project. Once the final estimate is certain, the MPO will seek additional state funds or STPDA funds. This will be completed through a MTIP amendment.

Comment: The Town of Chapel Hill requests the acceleration of U-5304, improvements to US 15-501, and the expansion of the project to Franklin Street.

Response: The DCHC MPO supports this request and will include this in the project description in the final MTIP.

Comment: The Town of Chapel Hill requests funding for the short-term recommendations of the NC 54 Corridor Study.

Response: The DCHC MPO supports this request and will consider adding these projects as and MTIP amendment after the corridor study is complete.

Comment: The Town of Chapel Hill requests including funding for expanded park-and-ride facilities at various locations including Eubanks Road and US 15-501

Response: The DCHC MPO supports this request and will include this in the final MTIP.

Section 6 -- Reference Documents

This section provides documents that are useful for reviewing the 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*)**Surface Transportation Program – Direct Attributable (STPDA) Table**

The final FY 2012-2018 MTIP includes projects funding with the DCHC MPO's STPDA funding. The following table displays the MPO's distribution of STPDA funding among projects. By approving the MTIP, the DCHC MPO has also approved the distribution of funding displayed in this table.

Jurisdiction	TIP No	Description	Cost 100%	Cost 80%	2010		2011		2012		2013		2014		2015		
					Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	
Carrboro	U-4726	DC	Multi-use Path from Wilson Park to Estes Dr.	\$ 210,855	\$ 168,684			Construction	\$168,684								
Carrboro	U-4726	DE	Bolin Creek Greenway - Carrboro (Homestead to Chapel Hill)	\$ 737,500	\$ 590,000			Construction	\$590,000								
Carrboro	EL-4828		Morgan Creek Greenway - Carrboro	\$ 600,000	\$ 480,000			Planning	\$105,880	Construction	\$374,120						
Carrboro	U-4726	Dx	Bolin Creek Greenway (Jones Creek)	\$ 268,375	\$ 214,700			Construction	\$214,700								
Carrboro	U-4726	DD	Rogers Road - Sidewalk (Homestead to Meadow Run)	\$ 536,200	\$ 428,960			Planning	\$65,000	Construction	\$363,960						
Carrboro	U-4726	Dx	S. Greensboro St. - Sidewalk	\$ 58,300	\$ 46,640					Construction	\$46,640						
Carrboro	U-4726	Dx	Bicycle Loop Detectors	\$ 37,500	\$ 30,000			Construction	\$30,000								
Carrboro	U-4726	Dx	Bel Arbor-Plantation Acres Multi-use Path	\$ 83,750	\$ 67,000							Construction	\$ 67,000				
Chapel Hill	TG-4731		Chapel Hill Transit - Misc. Capital - Tires Purchase	\$ 255,415	\$ 204,332			Capital	\$ 204,332								
Chapel Hill	U-4727		Chapel Hill Transit Planning	\$ 1,357,500	\$ 1,086,000	UPWP/Plan	\$ 388,000	UPWP/Plan	\$ 373,000	UPWP/Plan	\$ 325,000						
Chapel Hill	U-4727		Intersection & Traffic Study @ RAMS Plaza	\$ 100,000	\$ 80,000	UPWP/Plan	\$ 32,000	UPWP/Plan	\$ 48,000								
Chapel Hill	SR-5001	AR	CH - Culbreth Rd. Cobble Ridge to Rossburn sidewalk	\$ 135,000	\$ 108,000			Construction	\$ 108,000								
Chapel Hill	U-5119		NC 86/US 15-501 BRT improvements	\$ 565,000	\$ 452,000					Construction	\$ 452,000						
Chapel Hill	TT-5109		FCC Radio Communications (Upgrade fleet)	\$ 1,250,000	\$ 1,000,000			Capital	\$ 1,000,000								
Chapel Hill	U-4726	IG	Morgan Creek Greenway Phase 2 - Chapel Hill	\$ 1,637,500	\$ 1,310,000					Construction	\$ 1,310,000						
Chapel Hill	U-4726	IF	Bolin Creek Stairs - Chapel Hill	\$ 125,000	\$ 100,000					Construction	\$ 100,000						
Chapel Hill	U-4726	Ix	CH - Chapel Hill Sidewalks	\$ 400,000	\$ 320,000			Construction	\$ 320,000								
Chapel Hill	U-4726	Ix	NC86/other locations Pedestrian Safety Improvements	\$ 375,000	\$ 300,000			Construction	\$ 150,000	Construction	\$ 150,000						
Chapel Hill	U-4727		Greenways/Bike Ped Maps	\$ 30,000	\$ 24,000			UPWP/Plan	\$ 24,000								
Chapel Hill	U-4726	Ix	Bolin Creek Greenway construction	\$ -	\$ -												
Chapel Hill	TT-5109		Technology: Automatic Passenger Counters	\$ 55,811	\$ 44,649			Capital	\$ 44,649								
Durham	U-4445		NC 147 Bicycle/Pedestrian Bridge - Durham	\$ 500,000	\$ 400,000	Construction	\$400,000										
Durham	E-2921E		American Tobacco Trail Phase E - Durham, Durham County	\$ 1,680,000	\$ 1,344,000	Construction	\$1,344,000										
Durham	U-4726	HL	Barbee Rd. (Orindo to Pearsons town Elem.) Sidewalk	\$ 19,600	\$ 15,680					Construction	\$15,680						
Durham	U-4726	HL	DATA Sidewalk	\$ 19,800	\$ 15,840					Construction	\$15,840						
Durham	C-4928		Morreene Road - Bike/Ped Facilities (Neal to Erwin)	\$ 1,560,000	\$ 1,248,000					Planning	\$100,000		Construction	\$ 1,148,000			
Durham	U-4724		Cornwallis Road - Bike/Ped Facilities (S. Roxboro to University)	\$ 2,395,000	\$ 1,916,000					Planning	\$255,000		Construction	\$ 1,661,000			
Durham	U-3804		Hillandale (I-85 to Carver) - Sidewalks	\$ 81,144	\$ 64,915	Construction	\$64,915										
Durham	U-4726	Hx	Carpenter Fletcher - Bike/Ped Facilities (Woodcroft to Alston)	\$ 1,174,716	\$ 939,773					Planning	\$255,000		Construction	\$ 684,773			
Durham	U-4726	Hx	Avondale - Sidewalk (I-85 to Geer)	\$ 515,000	\$ 412,000					Construction	\$412,000						
Durham	U-4726	Hx	Cheek - Bike/Ped Facilities (Geer to Hardee)	\$ 695,000	\$ 556,000					Construction	\$556,000						
Durham	U-4726	Hx	Hillandale - Bike/Ped Facilities (I-85 to Fulton)	\$ 1,315,484	\$ 1,052,387					Planning	\$157,858		Construction	\$ 894,529			
Durham	U-4726	Hx	Holloway St sidewalks	\$ 157,106	\$ 125,685							Construction	\$ 125,685				
Durham	TT-5110		Technology: Automatic Passenger Counters	\$ 98,490	\$ 78,792			Capital	\$78,792								
Durham	SR-5001	C	Fayetteville Road (Cornwallis to Nelson) bicycle lanes and sidewalks	\$ 251,000	\$ 200,800					Construction	\$200,800						
LPA	U-4727		UPWP - staff and routine	\$ 4,962,103	\$ 3,969,682	UPWP/Plan	\$ 405,872	UPWP/Plan	\$ 632,709	UPWP/Plan	\$ 856,364	UPWP/Plan	\$ 671,241	UPWP/Plan	\$ 691,378	UPWP/Plan	\$ 712,119
LPA	U-4727		UPWP - ITS Deployment Plan Update	\$ 70,000	\$ 56,000	UPWP/Plan	\$ 56,000										
LPA	U-4727		UPWP - Bike/Ped (non-motorized trip) Model Development	\$ 175,000	\$ 140,000	UPWP/Plan	\$ 113,500	UPWP/Plan	\$ 26,500								
LPA	U-4727		UPWP - GIS Integration and Automation	\$ 200,000	\$ 160,000	UPWP/Plan	\$ 160,000										
LPA	U-4727		UPWP - Land Use Model Development	\$ 250,000	\$ 200,000	UPWP/Plan	\$ 200,000										
LPA	U-4727		UPWP - MPO Collector Street Plan	\$ 50,000	\$ 40,000	UPWP/Plan	\$ 40,000										
LPA	U-4727		UPWP - NC 54 Subarea Study	\$ 250,000	\$ 200,000	UPWP/Plan	\$ 150,000	UPWP/Plan	\$ 50,000								
LPA	U-4727		UPWP - Commercial Vehicle Study	\$ 125,000	\$ 100,000	UPWP/Plan	\$ 55,100	UPWP/Plan	\$ 44,900								
LPA	U-4727		UPWP - GIS Integration Phase II	\$ 375,000	\$ 300,000					UPWP/Plan	\$ 150,000	UPWP/Plan	\$ 150,000				
LPA	U-4727		UPWP - Parking Study	\$ 125,000	\$ 100,000					UPWP/Plan	\$ 100,000						
LPA	U-4727		UPWP - Transit Studies	\$ 546,454	\$ 437,163					UPWP/Plan	\$ 137,163	UPWP/Plan	\$ 300,000				
TJCOG	U-4727		UPWP - staff and routine	\$ 210,541	\$ 168,433	UPWP/Plan	\$ 26,922	UPWP/Plan	\$ 26,922	UPWP/Plan	\$ 27,595	UPWP/Plan	\$ 28,285	UPWP/Plan	\$ 28,992	UPWP/Plan	\$ 29,717
TJCOG	U-4727		UPWP - LUCID project/ Fiscal Constraints	\$ 13,354	\$ 10,683			UPWP/Plan	\$ 3,078	UPWP/Plan	\$ 7,605						
TJCOG	U-4727		UPWP - HUD Grant	\$ 25,000	\$ 20,000					UPWP/Plan	\$ 20,000						
NCDDOT	EB-4707		Old Durham-Chapel Hill Road - Chapel Hill, Durham	\$ 4,639,000	\$ 3,711,200	ROW	\$191,200	ROW	\$320,000	Construction	\$3,200,000						
Triangle Transit	TT-4911		Technology: Automatic Passenger Counters	\$ 49,245	\$ 39,396			Capital	\$39,396								
				\$ 31,346,743	\$ 25,077,394		\$ 3,627,509		\$4,668,542		\$9,588,625		\$ 1,216,526		\$ 5,234,357		\$ 741,836

Moved Beyond One-Year Grace Period

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 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

0

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 advertised the availability of the draft MTIP, the public comment period, public hearing, and mediums for submitting comments. The draft MTIP press release is displayed in this section.

Tuesday, March 01, 2011

Durham Hosts Public Hearing for Future Transportation Project Funding March 9

Hearing Gives Residents the Opportunity to Provide Input on Future Funding for Durham County and Parts of Orange and Chatham Counties

What: Public Hearing For the Draft FY 2012-2018 Metropolitan Transportation Improvement Program (MTIP)

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

When: Wednesday, March 9, 2011, at 7 p.m.

Where: City Hall Committee Room
101 City Hall Plaza, Second Floor
Durham, N.C. 27701

Fast Facts:

- The DCHC MPO has released the Draft FY 2012-2018 Metropolitan Transportation Improvement Program (MTIP) for public review and comment.
- The MTIP is a list of all transportation projects that will receive federal and state funding over this seven-year period. The MTIP includes highway, public transportation, bicycle, pedestrian, and rail projects.
- This public hearing is an opportunity for residents to have input on future transportation project funding before the Final FY 2012-2018 MTIP is adopted.
- Copies of the Draft MTIP are currently available for review in the City of Durham Transportation Department and the Durham City/County Planning Department as well as the public libraries in Durham, Orange, and Chatham Counties, the City of Durham, and the Towns of Chapel Hill, Carrboro, and Hillsborough. Copies are also available at the DCHC MPO website at www.dchcmpo.org.
- For additional information, or to submit comments, contact Ellen Beckmann, transportation planner with the City of Durham/DCHC MPO, at (919) 560-4366, extension 36412 or via e-mail at Ellen.Beckmann@DurhamNC.gov.

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

WHEREAS, the 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 #2 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.

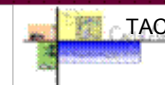
Lydia E. Lavelle, TAC Chair

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: September 14, 2011

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



Addendum

Amendment 2 (September 14, 2011) -- Two section changes

- Amendment 2 corrects the mileage (called Distance in the project table) to match the values in the North Carolina State Transportation Improvement Program (STIP) and makes changes to the Air Quality Analysis Year to correspond to current estimates of the project complete timeframe. The following table shows the highway corrections, in **bold** font, using the format from Appendix 1 of the 2035 LRTP.

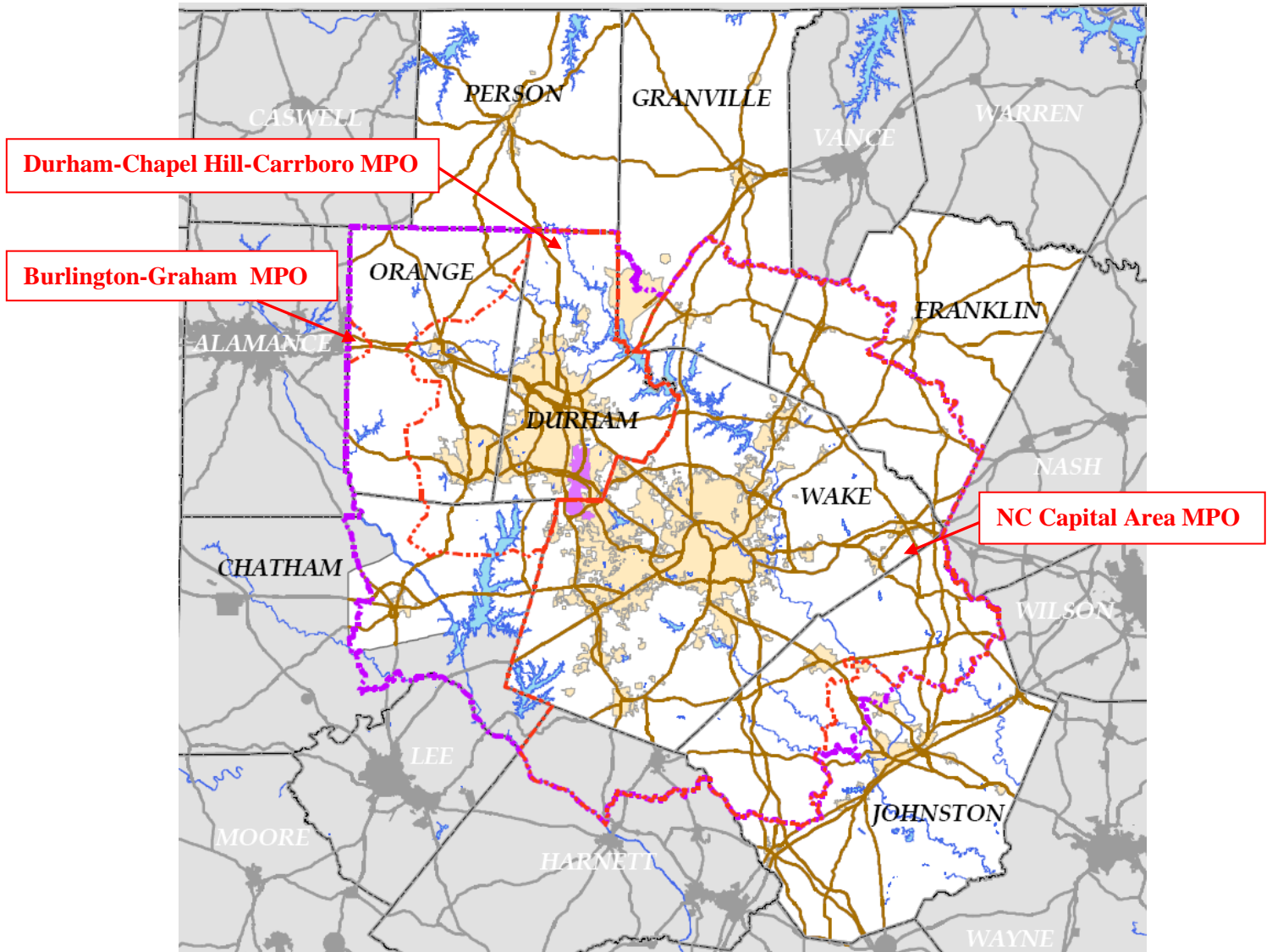
Project ID	Road Name	Project Limits		Existing # of Lanes	Proposed # of Lanes	Distance (miles)	Regionally Significant	Exempt from AQ	Project Capital Cost (2008 \$)	AQ Analysis Year
		From	To							
DCHC MPO Roadway Projects										
83	Northern Durham Pkwy	US 70 E	I 85 N	0	4	6.40 8.1	Yes	No	\$66,999,951	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
56	Louis Stephens Dr (RTP)	Hopson Rd	Wake County Line	0	4 2	0.90	No	No	\$0	2015
56.1	Louis Stephens Dr (RTP)	Hopson Rd	Wake County Line	2	4	0.90	No	No	\$8,010,000	2035
NC CAMPO Roadway Projects										
A46	Tryon Rd	Norfolk Southern Rail	South Wilmington St.	2	4	0.9	No	No	\$5,200,000	2015 2025
F43	I-40	US 1/64	Lake Wheeler Rd.	6	8	4.43	Yes	No	\$49,027,558	2015 2025
	US 64/Laura Duncan Interchange						No	No	\$32,500,000	2025
A380	US 64	US 1	Laura Duncan Rd.	4	4	2.49	Yes	No	\$11,000,000	2015 2025
A90d	US401	Franklin County	NC 39	2	4	10.50	Yes	No	\$22,485,000	2015 2025
A222a	NC 54	Cary Parkway	Weston Parkway	2	4	0.90	Yes	No	\$4,759,000	2015 2025
A235b	US 1A	Forbes Rd.	Rogers Rd.	2	4	0.26	No	No	\$1,700,000	2015 2025

2. Amendment 2 adds BOSS (Bus On Shoulder System) to the Transportation System Management (TSM) list of example projects in section 7.9 of the full report. BOSS permits public transit vehicles, e.g., fixed route buses, to use the breakdown lane of highways when the traffic speed has declined to a specified level.

In addition, this resolution clarifies that the final East End Connector design (U-0071) is properly depicted in the travel demand model network (called Triangle Regional Model – TRM). The model network now includes full access between Carr Road and the East End Connector, which corrects the partial access shown for previous, obsolete designs for the East End Connector.

RESEARCH TRIANGLE REGION Conformity Determination Report

Amended 2035 Long Range Transportation Plan 2012–2018 Transportation Improvement Program



Legend

- Triangle Ozone Maintenance Area
- TRM Modelled Area
- MPO Boundary
- Major Road Or Highway
- RTP
- Municipal Limit
- County Boundaries

TRIANGLE J COUNCIL OF GOVERNMENTS
P.O. BOX 12276
RESEARCH TRIANGLE PARK, NC 27709
919-549-0551 ♦ WWW.TJCOG.ORG

August 4, 2011 Public Review Draft

Contact Information

Additional copies of this report can be obtained from the Triangle J Council of Governments at the following address:

Triangle J Council of Governments
P.O. Box 12276
Research Triangle Park, NC 27709

This document, including the appendices, can be downloaded from the website:

www.triangleair.org

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- Appendix B: Triangle Ozone SIP Federal Register Notice
- Appendix C: Interagency Consultation, including Pre-Analysis Consensus Plan and Estimation of Vehicle Starts
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- Appendix E: Adoption and Endorsement Resolutions and Agency Determinations (to be included in final version)
- Appendix F: Mobile 6.2 Emission Factors
- Appendix G: Public and Agency Comments and Responses (to be included in final version)
- Appendix H: Off-Model Analysis
- Appendix I: Emissions Analysis
- Appendix J: VMT and Speeds

List of Acronyms

BG MPO:	Burlington-Graham Metropolitan Planning Organization
CAAA:	Clean Air Act Amendments of 1990 (United States)
CAMPO:	Capital Area Metropolitan Planning Organization
CFR:	Code of Federal Regulations
CMAQ:	Congestion Mitigation/Air Quality
CO:	Carbon Monoxide
DAQ:	Division of Air Quality (North Carolina)
DCHC MPO:	Durham-Chapel Hill –Carrboro Metropolitan Planning Organization
DENR:	Department of Environment and Natural Resources (North Carolina)
DMV:	Division of Motor Vehicles
DOT:	Department of Transportation (North Carolina)
EPA:	Environmental Protection Agency (United States)
FHWA:	Federal Highway Administration
FTA:	Federal Transit Administration
HBO:	Home Based Other (trip purpose)
HBS:	Home Based Shopping (trip purpose)
HBW:	Home Based Work (trip purpose)
HOV:	High Occupancy Vehicle
HPMS:	Highway Performance Management System
I/M:	Inspection/Maintenance
ISTEA:	Intermodal Surface Transportation Efficiency Act
ITRE:	Institute for Transportation Research and Education
KT RPO:	Kerr-Tar Rural Transportation Planning Organization
LRTP:	Long Range Transportation Plan
MPO:	Metropolitan Planning Organization
MTIP:	Metropolitan Transportation Improvement Program (regional equivalent of the STIP)
NAAQS:	National Ambient Air Quality Standards
NCDOT:	North Carolina Department of Transportation
NHB:	Non Home Based (trip purpose)
NO _x :	Nitrogen Oxides
RPO:	Rural Transportation Planning Organization
RTAC:	Rural Transportation Advisory Committee
RTCC:	Rural Technical Coordinating Committee
RVP:	Reid Vapor Pressure
SAFETEA-LU:	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SIP:	State Implementation Plan
STIP:	State Transportation Improvement Program (statewide equivalent of the MTIP)
TAC:	Transportation Advisory Committee
TAZ:	Traffic Analysis Zone
TARPO:	Triangle Area Rural Transportation Planning Organization
TCC:	Technical Coordination Committee
TCM:	Transportation Control Measure
TDM:	Transportation Demand Management
TEA-21:	Transportation Efficiency Act for the 21 st Century
TIP:	Transportation Improvement Program
TRM:	Triangle Regional Model
UCPRPO:	Upper Coastal Plain Rural Transportation Planning Organization
USEPA:	United States Environmental Protection Agency
VKT:	Vehicle Kilometers of Travel
VMT:	Vehicle Miles of Travel
VOC:	Volatile Organic Compound

Conformity Analysis and Determination Report

Amended 2035 Long Range Transportation Plans:

- **Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO)**
- **NC Capital Area Metropolitan Planning Organization (NC CAMPO)**

FY 2012 – 2018 Transportation Improvement Programs

- **NC Capital Area Metropolitan Planning Organization**
- **Durham-Chapel Hill-Carrboro Metropolitan Planning Organization**
- **Burlington-Graham Metropolitan Planning Organization (BG MPO)**

Projects from the FY 2012-2018 State Transportation Improvement Program:

- **the portions of Chatham, Franklin, Granville, Johnston, Orange and Person Counties that are within the Triangle Ozone Maintenance Area but Outside the NC Capital Area and Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Areas**

Executive Summary

- This report addresses 2035 Long Range Transportation Plan amendments and projects in the FY2012-18 TIP to accommodate the following project changes; Appendix D gives project details:

DCHC MPO (LRTP ID#)	83,84,85	Northern Durham Parkway: 3 segments between US70 East and Roxboro Road
	49	I-85 between US 70 and Red Mill Road
	44	I-40 between NC86 and I-85
	9	Carver Street Extension between Armfield Street and Old Oxford Highway
	56,56.1	Louis Stephens Dr. between Hopson Rd. and the Wake County Line (2 phases)
NC CAMPO (LRTP ID#)	A46	Tryon Road between Norfolk Southern RR and S. Wilmington Street
	F43	I-40 between US1/64 and Lake Wheeler Road
	A380	US64 between US1 and Laura Duncan Rd with interchange at Laura Duncan Rd
	A90d	US401 between NC39 and the Franklin County Line
	A2222a	NC54 between Cary Parkway to Weston Parkway
	A235b	US1A between Forbes Road and Rogers Road

- This effort also clarifies that Bus On Shoulder Systems (BOSS) is a Transportation System Management activity, and corrects East End Connector ramp configurations in the regional model.
- A regional emissions analysis is required (1-14-11 interagency consultation meeting).
- The following actions will be taken by the DCHC MPO, NC CAMPO, BG MPO and NCDOT:
 - a. DCHC MPO: adopt a 2035 LRTP amendment
 - b. DCHC MPO: adopt a 2012-18 MTIP
 - c. DCHC MPO: conformity determination on the 2035 LRTP amendment and 2012-18 MTIP
 - d. NC CAMPO: adopt a 2035 LRTP amendment
 - e. NC CAMPO: adopt a 2012-18 MTIP
 - f. NC CAMPO: conformity determination on the 2035 LRTP amendment and 2012-18 MTIP
 - g. BG MPO: adopt a 2012-18 MTIP
 - h. BG MPO: conformity determination on the 2012-18 MTIP
 - i. NCDOT: adopt a 2012-18 STIP
 - j. NCDOT: conformity determination for the Donut (rural) areas

1. Introduction

The Clean Air Act requires the United States Environmental Protection Agency (USEPA) to set limits on how much of a particular pollutant can be in the air anywhere in the United States. National Ambient Air Quality Standards (NAAQS) are the pollutant limits set by the USEPA; they define the allowable concentration of pollution in the air for six different pollutants – Carbon Monoxide, Lead, Nitrogen Dioxide, Particulate Matter, Ozone, and Sulfur Dioxide.

The Clean Air Act specifies how areas within the country are designated as either “attainment” or “non-attainment” of an air quality standard, and authorizes USEPA to define the boundaries of non-attainment areas. For areas designated as non-attainment for one or more NAAQS, the Clean Air Act defines a specific timetable to attain the standard and requires that non-attainment areas demonstrate reasonable and steady progress in reducing air pollution emissions until such time that an area can demonstrate attainment. Each state must develop and submit a State Implementation Plan (SIP) that addresses each pollutant for which it violates the NAAQS. Individual state air quality agencies are responsible for defining the overall regional plan to reduce air pollution emissions to levels that will enable attainment and maintenance of the NAAQS. This strategy is articulated through the SIP.

In North Carolina, the agency responsible for SIP development is the North Carolina Department of Environment and Natural Resources, Division of Air Quality (NC DENR/DAQ). The delineation and implementation of strategies to control emissions from on-road mobile sources is a significant element of the state plan to improve air quality, which links transportation and air quality planning activities within a non-attainment or maintenance area. The process of ensuring that a region’s transportation planning activities contribute to attainment of the NAAQS, or “conform” to the purposes of the SIP, is referred to as transportation conformity. In order to receive federal transportation funds within a non-attainment or maintenance area, the area must demonstrate through a federally mandated conformity process that the transportation investments, strategies and programs, taken as a whole, contribute to the air quality goals defined in the state air quality plan.

In order to ensure the conformity requirements are met, Section 176 (c) of the Clean Air Act authorizes the USEPA Administrator to “promulgate criteria and procedures for demonstrating and assuring conformity in the case of transportation plans, programs, and projects.” This is accomplished through the Transportation Conformity Rule, developed by the USEPA to outline all federal requirements associated with transportation conformity. The Transportation Conformity Rule in conjunction with the Metropolitan Planning Regulations direct transportation plan and program development as well as the conformity process.

The purpose of this report is to comply with the provisions of the Clean Air Act Amendments of 1990 in concurrence with all conformity requirements as detailed in 40 CFR Parts 51 and 93 (the Transportation Conformity Rule) and 23 CFR Part 450 (the Metropolitan Planning Regulations). It demonstrates that amendments to the financially constrained long-range transportation plans and the transportation improvement programs (TIPs) eliminate or reduce future violation of the National Ambient Air Quality Standards (NAAQS) in the following jurisdictions:

- The NC Capital Area Metropolitan Planning Organization (CAMPO) – **2035 LRTP amendment and 2012-18 MTIP**,
- The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) – **2035 LRTP amendment and 2012-18 MTIP**,
- The Burlington-Graham Metropolitan Planning Organization (BG MPO) – **2012-18 MTIP**,
and
- The rural “donut” portions of the Triangle Ozone Maintenance Area outside of the MPOs in four townships in Chatham County and Orange, Franklin, Granville, Johnston and Person Counties – **2012-18 STIP**.

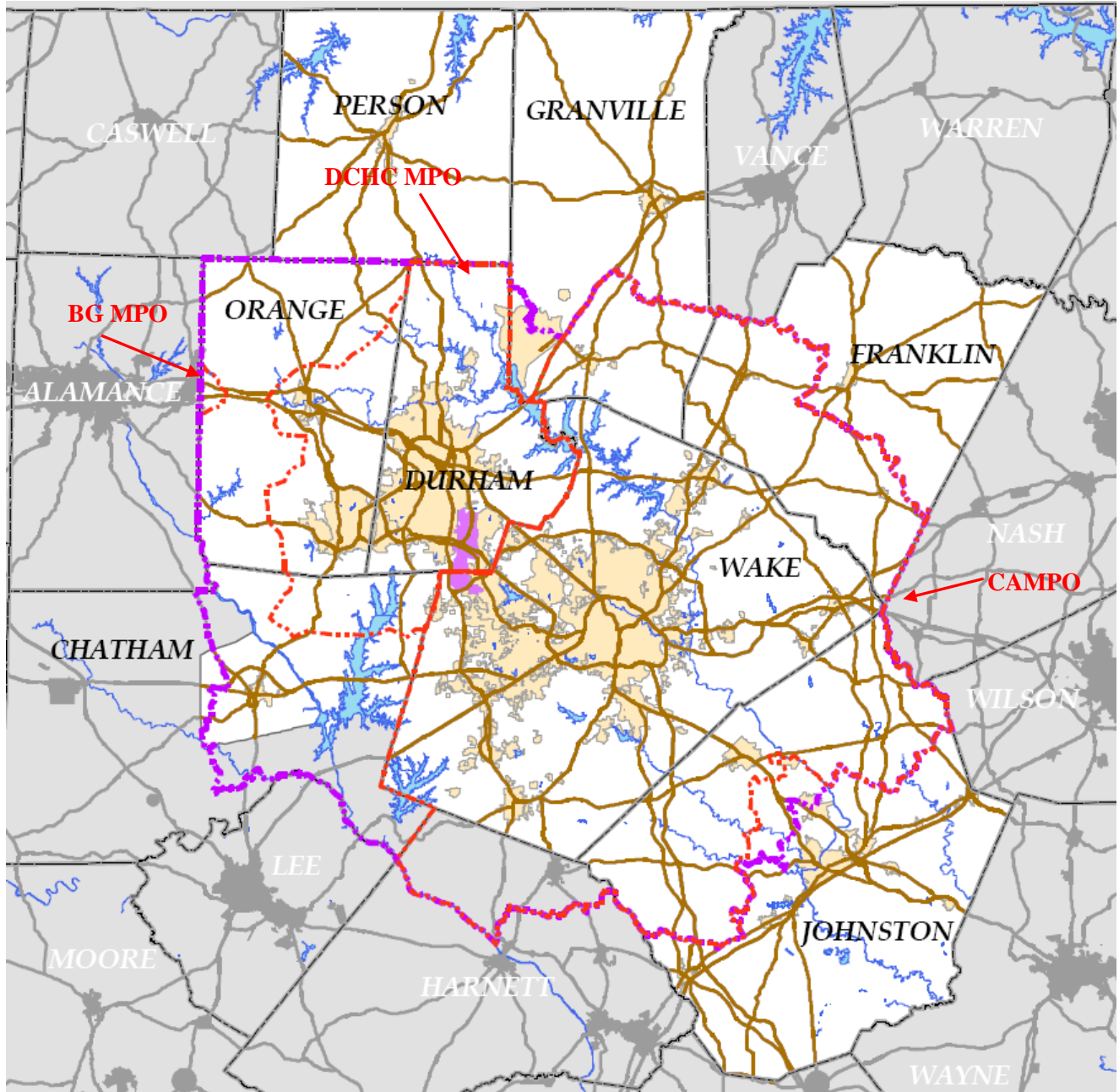
Conformity Determinations for the 2035 Long Range Transportation Plans in the Triangle, along with their currently conforming FY2009-15 TIP subset, were most recently approved as follows:

- NC Capital Area MPO: July 6, 2010
- Durham-Chapel Hill-Carrboro MPO: July 6, 2010
- The NCDOT (for the rural portions of Chatham, Franklin, Granville, Johnston, Person and Orange Counties in the Triangle Ozone Maintenance Area): July 6, 2010
- Burlington-Graham MPO: April 21, 2009

The above-named MPOs and portions of RPOs combine to form a region known as the “Triangle.” The entire Triangle maintenance region is shown as a map in Figure 1.

All Federally funded projects and regionally significant projects, regardless of funding source, in areas designated by the United States Environmental Protection Agency (USEPA) as air quality non-attainment or maintenance areas must come from a conforming long-range transportation plan and transportation improvement program (TIP). The Triangle region is required by 40 CFR 51 and 93 to make a conformity determination on any newly adopted or amended fiscally constrained long-range transportation plan and TIP. In addition, the United States Department of Transportation (USDOT), specifically, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), must make a conformity determination on MPO Plans in the Triangle region and the related TIPs in all non-attainment and maintenance areas.

Figure 1. Triangle Ozone Maintenance Area



Legend

- Triangle Ozone Maintenance Area
- TRM Modelled Area
- MPO Boundary
- Major Road Or Highway
- RTP
- Municipal Limit
- County Boundaries

BG MPO is Burlington-Graham MPO (small part of Orange County in the maintenance area).

CAMPO is Capital Area MPO (all of Wake County and parts of Franklin, Granville, Harnett and Johnston Counties)

DCHC MPO is Durham-Chapel Hill-Carrboro MPO (all of Durham and parts of Orange and Chatham Counties)

40 CFR Part 93 requires that a conforming transportation plan satisfy six conditions:

- The transportation plan must be consistent with the motor vehicle emissions budget(s) in an area where the applicable implementation plan or implementation plan submission contains a budget (40 CFR Part 93.118).
- The transportation plan, TIP, or FHWA/FTA project not from a conforming plan must provide for the timely implementation of TCMs from the applicable implementation plan (40 CFR Part 93.113b).
- The MPO must make the conformity determination according to the consultation procedures of 40 CFR Part 93.105.
- The conformity determination must be based on the latest emissions estimation model available (40 CFR Part 93.111).
- The conformity determination must be based on the latest planning assumptions (40 CFR Part 93.110).
- The Transportation Plan, TIP, or FHWA/FTA project must meet the interim emissions tests where applicable (40 CFR Part 93.119).

This report shows that each MPO's 2035 Transportation Plan, the 2012-18 MTIPs and projects from the 2012-18 STIP in the donut areas meets each condition. Each condition is discussed in subsequent sections of this report. This report documents the interagency consultation process, public involvement process, and analysis used to demonstrate transportation conformity for amendments to the 2035 LRTP and 2012-18 TIP.

These analyses are consistent with the set of amendments to 40 CFR Parts 51 and 93, published in the January 24, 2008 **Federal Register**, *Transportation Conformity Rule Amendments to Implement Provisions Contained in the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); Final Rule*, effective on February 25, 2008. Based on the analysis documented in this report, the following Long Range Transportation Plans and TIPs conform to the purpose of the Triangle Area SIP:

- NC Capital Area MPO amended 2035 LRTP and the 2012-18 MTIP
- Durham-Chapel Hill-Carrboro MPO amended 2035 LRTP and the 2012-18 MTIP
- Burlington-Graham MPO 2035 LRTP and the 2012-18 MTIP
- Projects from the 2012-2018 STIP in the donut areas of the Triangle Maintenance Area

The amended 2035 Long Range Transportation Plan and 2012-18 TIP accomplish the intent of the North Carolina State Implementation Plan (SIP). This conformity determination is based on the original regional emissions analysis that uses the transportation network approved by each of the above-named Metropolitan Planning Organizations (MPOs) and NCDOT, in coordination with the affected Rural Planning Organizations (RPOs), for the 2035 long-range transportation plan, and the emissions factors developed in cooperation with the North Carolina Department of Environment and Natural Resources (DENR).

2. Air Quality Planning

USEPA originally declared Durham County, Wake County and Dutchville Township in Granville County non-attainment for ozone (O₃) under the 1-hour ozone standard and Durham County and Wake County non-attainment for Carbon Monoxide (CO) on November 15, 1990. Ozone, the primary component of smog, is a compound formed when volatile organic compounds (VOC) and oxides of nitrogen (NO_x) mix together in the atmosphere with sunlight. NO_x and VOC are referred to as ozone “precursors.” Durham County, Wake County and Dutchville Township were redesignated by USEPA to attainment with a maintenance plan for ozone under the 1-hour standard on June 17, 1994 and Durham County and Wake County were redesignated by USEPA to attainment with a maintenance plan for CO on September 18, 1995.

In 1997 the NAAQS for ozone was reviewed and revised to reflect improved scientific understanding of the health impacts of this pollutant. When the standard was revised in 1997, an eight-hour ozone standard was established that was designed to replace the one-hour standard. The USEPA designated the entire Triangle area as a “basic” non-attainment area for ozone under the eight-hour standard with an effective date of June 15, 2004; the designation covered the following geographic areas:

- Durham County
- Wake County
- Orange County
- Johnston County
- Franklin County
- Granville County
- Person County
- Baldwin, Center, New Hope and Williams Townships in Chatham County

On December 26, 2007, the Triangle Area was redesignated as attainment with a maintenance plan for ozone under the eight-hour standard. The USEPA direct final rule from the Federal Register for CO is found in Appendix A. The USEPA direct final rule for ozone is provided in Appendix B.

2.1 Emissions Budgets

DENR prepared emissions budgets as part of their CO and 8-hour ozone maintenance plans for those areas subject to budgets. Each of the eight counties or portions of counties in the bulleted list above is part of the Triangle ozone maintenance area under the 8-hour ozone standard and has emissions budgets for NO_x. Emissions budgets were established for 2008 and 2017. The 2008 budgets apply for years up to and including 2016, while the 2017 budgets apply for 2017 and all subsequent years. The December 26, 2007 Federal Register notice establishing the NO_x budgets deemed VOCs insignificant, hence no VOC budgets apply to the region.

Durham and Wake Counties have CO maintenance requirements under the most recent SIP Maintenance Plan update, which supplemented the pre-existing 2005 CO budgets with new

2015 budgets for each county. Under the update, the existing 2005 budgets from the prior SIP apply between 2005 and 2014 and the newer 2015 budgets apply from 2015 onwards.

Tables related to CO in this report reflect the motor vehicle emission budgets published in the March 24, 2006 Federal Register and effective May 23, 2006 (see Appendix A).

Tables 1 and 2 list the motor vehicle emission budgets for those portions of the Triangle subject to SIP budgets.

Table 1. NO_x Budget for Triangle Counties

NO _x : Redesignation SIP (kilograms/day)		
Area	SIP Budget year	
	2008	2017
Chatham	1,565	948
Durham	13,106	4,960
Franklin	2,048	1,139
Granville	4,649	1,714
Johnston	12,583	5,958
Orange	9,933	3,742
Person	1,359	791
Wake	36,615	16,352

* the last NO_x emission budgets are for 2017; all subsequent years are compared to the 2017 budget.

Table 2. CO Budget - Durham and Wake Counties

CO: from State Implementation Plan (SIP)	
Area	motor vehicle emissions budget (tons/day)
	March 24, 2006 Federal Register -- Maintenance Plan Update (2015 budget)
Durham County	177.22
Wake County	384.27

* the last CO emission budgets are for 2015; all subsequent years are compared to the 2017 budget.

3. Long-Range Transportation Plans

The 2035 Transportation Plans were developed between 2007 and 2009. Federal law *40 CFR part 93.104(b)(3)* requires a conformity determination of transportation plans no less frequently than every four years. As required in *40 CFR 93.106*, the analysis years for the transportation plans are no more than ten years apart.

The CAMPO area includes all of Wake County and parts of Franklin, Granville, Harnett and Johnston Counties. The DCHC MPO area includes all of Durham and parts of Orange and Chatham Counties. The BGMPO area includes a small portion of Orange County within the 8-hour maintenance area for ozone. The remaining portions of the non-attainment area are rural (donut) areas within the Triangle Area, Kerr-Tar and Upper Coastal Plain RPOs.

3.1 Consultation

The amendment to the 2035 Transportation Plan and the FY2012-18 TIP are consistent with consultation requirements discussed in *40 CFR 93.105*. Consultation on the development of this conformity determination was accomplished through an interagency consultation meeting held on January 14, 2011 and subsequent meetings and discussions. A summary of the topics discussed and decisions reached is included in Appendix C.

3.2 Financial Constraint Assumptions

The Transportation Plans remain fiscally constrained as discussed in *40 CFR 93.108*. The DCHC MPO, Capital Area MPO and Burlington-Graham Long Range Transportation Plans are fiscally constrained to the year 2035. All projects included in the 2012-18 TIP are fiscally constrained, and funding sources have been identified for construction and operation. The estimates of available funds are based on historic funding availability and include federal, state, private, and local funding sources. Additional detail on fiscal constraint is included in each MPO long range transportation plan. It is assumed that the projects listed for each horizon year will be completed and providing service by the end of the indicated calendar year (December 31). These transportation networks are described in the respective 2035 Long-Range Transportation Plans.

3.3 Latest Planning Assumptions

The 2035 Transportation Plans used the latest adopted planning assumptions as discussed in *40 CFR 93.110*, and were adopted as part of the Plans. No changes to these assumptions were made as part of the Plan amendment covered by this conformity report. A single travel demand model was developed for the urbanized portion of the Triangle non-attainment area. A single set of population, housing and employment projections was developed. In addition, a set of highway and transit projects that was consistent across jurisdictional boundaries was developed and refined through MPO cooperation. This collection of socioeconomic data, highway and transit networks and travel forecast tools, representing the latest planning assumptions, was finalized through the adoption of the Long Range Transportation Plans by the Capital Area MPO and Durham-Chapel Hill-Carrboro MPO in May 2009. Additional detail on these planning assumptions is available in the 2035 Long Range Transportation Plans and the conformity determination report for those plans.

3.4 Future year roadway projects

Roadway improvements used for conformity modeling were developed in the 2035 Transportation Plan process in each MPO. Outside of the MPO boundaries, TIP projects from the 2012-2018 TIP served as the future year roadway projects. For the 2035 Plans, lists of needed projects were developed based on modeled congestion and identified local needs. Improvements were coded into the TRM and analyzed. Intermediate analysis for the years 2015 and 2025 were performed to assist in prioritizing the 2035 roadway needs. The final 2015, 2025, and 2035 networks are fiscally constrained. Projects were added from MPO priority lists until estimated project costs equaled the expected funding available. The base network (2005) and the three future networks (2015, 2025, and 2035) used for the conformity determination were the same as the networks used for the 2035 Transportation Plans. Throughout the process to develop the roadway networks, the MPOs and NCDOT identified any initial inconsistencies in project timing and characteristics (e.g. cross-section) for those projects crossing jurisdictional boundaries and reached consensus on consistent solutions.

This amendment to the 2035 LRTP changes the proposed number of lanes, distance and/or air quality analysis year for the projects listed in Appendix D.

The interagency partners also jointly developed lists of regionally significant and exempt projects for the 2035 LRTPs. The checklist below was used to guide the identification of regionally significant projects. After the MPOs, RPOs and NCDOT generated initial lists, the lists were reviewed by DENR , EPA, FTA and FHWA.

Regionally Significant Project Checklist

1. The facility serves regional transportation needs (i.e. facilities that provide access to and from the region or that provide access to major destinations in the region).
2. The facility is functionally classified higher than a minor arterial (minor arterials may be regionally significant if their main purpose is to provide access to major facilities in the region).
3. The facility is a fixed guideway transit facility.
4. The facility is included in the travel model for the region (in many cases collector streets are modeled and not regionally significant).

To be regionally significant a facility should meet one or more criteria in this checklist. 40 CFR Part 93.101

3.5 Transit networks

As with the roadway projects, each MPO developed transit projects for its LRTP. The base year network was modeled from existing routes and fares for the transit systems in 2005. Future year networks were based on fiscally-constrained projected new or expanded services from regional transit plans, local bus system short range plans, corridor transit plans and other projected bus service expansion estimates, where available. As with the roadway networks, the MPOs and NCDOT identified and rectified any initial inconsistencies in project characteristics or implementation years where transit projects crossed jurisdictional boundaries.

3.6 Congestion Mitigation/Air Quality (CMAQ) Projects

The NC Department of Transportation has established an allocation and review process for CMAQ projects. Each MPO and RPO in a non-attainment or maintenance area receives an allocation of CMAQ funds based on population and air quality status. In addition, a statewide pool of CMAQ funds is allocated to projects serving more than one non-attainment or maintenance area on a competitive basis. This amendment does not affect CMAQ projects in the Triangle region.

4. Regional Emission Analysis

In areas with an USEPA approved attainment demonstration or maintenance plan, an emissions budget comparison satisfies the emissions test requirement of 40 CFR Part 93.118. For pollutants for which an emissions budget has been submitted, the estimated emissions from the transportation plan must be less than or equal to the emissions budget values. Emissions factors were provided by DENR.

All parts of the Triangle Ozone Maintenance Area have emissions budgets. Table 3 shows what parts are covered by the Triangle Regional Model (TRM) and how each part was analyzed for each pollutant in each comparison year.

Three counties in the non-attainment area are completely within the Triangle Regional travel demand Model (TRM) boundary: Durham, Orange and Wake. Person County is completely outside of the TRM boundary. The other 4 counties, Granville, Franklin, Johnston and Chatham (Baldwin, Center, New Hope and Williams Townships only), have parts that are within the modeled area and parts that are outside of the modeled area.

4.0.1. *Sub-area emission budgets*

Each county or, in the case of Chatham County, county portion, have NO_x emission budgets. In addition, Durham and Wake Counties have CO emission budgets. These Motor Vehicle Emission Budgets were used in performing the emissions analysis.

4.0.2. *Emissions analysis source*

Vehicle Miles of Travel (VMT) and speeds for the emissions analysis were derived from the TRM where it is available. Person County VMT and speeds came from the NCDOT rural spreadsheet; VMT and speeds for the portions of Franklin, Granville and Johnston Counties outside the modeled area came from the NCDOT rural spreadsheet factored by the percentage of each county's population in the rural area, a method that has been used in prior analyses.

4.0.3. *Emissions comparison years (ozone)*

For *areas with budgets under the 8-hour standard* (Durham, Franklin, Granville, Johnston, Orange, Person and Wake Counties and the four townships in Chatham County), emissions must be analyzed for years where there is an 8-hour emissions budget, the attainment year (if a region is in non-attainment), the horizon year and intermediate years such that intervals do not exceed 10 years. The Triangle area is currently in attainment, so no attainment year analysis is required. The following years were analyzed to meet the requirements: 2015 (intermediate year), 2017 (8-hour budget year), 2025 (intermediate year), and 2035 (LRTP horizon year).

Analysis years where there is a budget and no LRTP model runs, do not require additional runs; interpolation was used to derive data for the non-matching year (2017). Also, in accordance with 40 CFR 93.118, since there was no budget for the required analysis years 2015, 2025 and 2035, the 2008 budgets were used for 2015 analysis and the 2017 budgets were used for 2025 and 2035.

Table 3. Triangle Area Transportation Conformity Analysis Matrix (2035 LRTPs)

County	Area model status	Area emissions budget status	Emissions analysis source	Emissions comparison years			
				2015 ¹	2017 ¹	2025	2035 horizon
Person	rural area (all)	emissions budget	Non-modeled Area Analysis Spreadsheet	O3	O3	O3	O3
Granville	modeled area	emissions budget	TRM	O3	O3	O3	O3
	rural area	emissions budget	Non-modeled Area Analysis Spreadsheet (factored) ²	O3	O3	O3	O3
Franklin	modeled area	emissions budget	TRM	O3	O3	O3	O3
	rural area	emissions budget	Non-modeled Area Analysis Spreadsheet t (factored) ²	O3	O3	O3	O3
Johnston	modeled area	emissions budget	TRM	O3	O3	O3	O3
	rural area	emissions budget	Non-modeled Area Analysis Spreadsheet (factored) ²	O3	O3	O3	O3
Chatham (part)	modeled area	emissions budget	TRM	O3	O3	O3	O3
	rural area	emissions budget	Non-modeled Area Analysis Spreadsheet (factored) ²	O3	O3	O3	O3
Orange	modeled (all)	emissions budget	TRM	O3	O3	O3	O3
Durham	modeled (all)	emissions budget	TRM	CO O3	O3	CO O3	CO O3
Wake	modeled (all)	emissions budget	TRM	CO O3	O3	CO O3	CO O3

TRM: Triangle Regional Model

O3: Ozone

CO: Carbon Monoxide

¹ 2015 is both an LRTP interim year and a CO budget year for Durham and Wake Counties; 2017 is an ozone budget year.

² where part of a county is covered by the regional model, the remainder of the county was analyzed using the NCDOT Non-Modeled Area Analysis Spreadsheet, factored by the percent of county population that lives outside of the modeled area.

4.0.4 Emission comparison years (CO)

Durham and Wake Counties have CO maintenance requirements under a 2006 updated SIP. This Maintenance Plan update supplements the pre-existing 2005 budgets with a 2015 budget for each county. Under the update, the pre-existing 2005 budgets apply between 2005 and 2014 and the new 2015 budgets apply from 2015 onwards. Both counties are entirely within the modeled area and have emissions budgets under the updated SIP; the TRM was used as the analysis tool. Listed below is specific CO budget and comparison year information:

- SIP Budget Years: 2005, 2015 (Durham and Wake Counties)
- Comparison Years for CO SIP – 2015, 2025, 2035 (Durham and Wake Counties)

For this LRTP amendment, three changes to the 2035 LRTP document will be made:

- An amended project list in Appendix 1 of the 2035 LRTP to include the project changes shown in Appendix D of this Conformity Determination Report;
- A clarification that Bus On Shoulder Systems (BOSS) is included as a Transportation System Management (TSM) action in section 7.9 of the 2035 LRTP; and
- An addition to the amendment page within the body of the document that tracks this and any future amendments to the 2035 LRTP.

4.1 Emissions Model

MOBILE 6.2 was used to develop the emissions factors. Motor vehicle emissions controls considered in the MOBILE6.2 model include the following:

<u>Strategy</u>	<u>Methodology/Approach</u>
<i>I/M Program (per NC SIP)</i>	<i>Ran Model in Place</i>
<i>Tier 2 vehicle's Emission Standards</i>	<i>Ran Model in Place</i>
<i>Low Sulfur Gasoline and Diesel fuels</i>	<i>Ran Model in Place</i>
<i>Heavy Duty Vehicle Rules 2004 and 2007</i>	<i>Ran Model in Place</i>
<i>Low RVP Gasoline</i>	<i>Ran Model in Place</i>
<i>On board vapor recovery</i>	<i>Ran Model in Place</i>

Also, area specific information is used for such items as vehicle age distribution and vehicle type distribution rather than national default values, as documented below.

4.1.1 Development of Emissions Factors

A critical element of any emissions analysis or estimate is the development and utilization of the emissions factors applied to the travel estimates. In order to assure that the emissions factors used in the conformity analysis were compatible with those used in the development of the North Carolina SIP, DENR provides emission factors and model inputs for each non-attainment and maintenance area in North Carolina. The MOBILE6.2 emissions factor model was used to develop the emissions factors in 2011 for the Triangle. These factors are shown in Appendix F.

NCDENR provides motor vehicle emissions factors by federal functional classification of the roadway system. In addition the percentage of motor vehicles subject to the inspection and maintenance program is estimated from accident data. The scope of North Carolina's motor vehicle inspection and maintenance program expanded to forty-eight counties by 2007. The percentage of vehicles in each county subject to the I/M program is shown in Table 4.

Table 4. Percentage of Vehicles Subject to Inspection and Maintenance Programs

Location	2007-2035
Wake County	95%
Durham County	92%
Johnston County	91%
Chatham County	96%
Granville County	83%
Orange County	89%
Franklin County	90%

4.1.2 Development of VMT Mix by Vehicle Type

The North Carolina Department of Transportation (NCDOT) provides data on VMT for six urban and six rural road types; vehicle mix data are available for the same road types. Automatic traffic recording stations and selected Highway Performance Monitoring System (HPMS) locations were used and counts taken in 2009 are used to determine the percentage of vehicles, by vehicle type, for various road types. Vehicle classification data was used in conjunction with MOBILE6.2 default vehicle mix to estimate fleet distribution by functional class. The classification data was iteratively adjusted to replicate MOBILE6.2's national classification default within the analysis area.

4.1.3 Vehicle Age Distributions

The vehicle age distribution is based on the North Carolina Department of Motor Vehicles' 2010 (DMV) registration records for the in-use fleet in the Triangle area. DMV provided the information. The data was modified and arranged to comply with MOBILE6.2

4.2 Transportation Control Measures

The North Carolina State Implementation Plan lists no transportation control measures pertaining to the Triangle.

4.3 Estimation of Vehicle Starts

A component of the emissions rates for each functional class is an estimate of the start-based emissions. This rate is based on an assumed number of starts per vehicle and is added to running emissions to produce a single rate to apply to vehicle miles traveled. Mobile 6 includes national default rates. However, the use of default rates isn't the best practice for heavily urbanized areas with an updated Travel Demand Model. Area-specific rates were calculated by dividing the total number of trips from the travel demand model by the total number of registered vehicles. Appendix C contains additional information. This methodology has been previously endorsed by USEPA and used in prior conformity analysis in the Triangle.

4.4 Off-model Analysis

The Triangle Regional Model (TRM) does not include algorithms that can calculate the effects on VMT and speeds (and hence air quality) of certain transportation related activities designed to influence people's travel modes or affect the supply of or demand for transportation services. Examples of such activities that either currently exist or are planned in the Triangle include:

- Transportation Demand Management (TDM) programs such as the Triangle Best Workplaces for Commuters program and the SmartCommute@RTP program which cover approximately 10% of the region's workforce,
- Land use strategies, such as compact, mixed-use, pedestrian- and transit-oriented development and design initiatives, over and above those reflected in the Traffic Analysis Zone (TAZ) socioeconomic data,
- Certain rail modal benefits; as is typical for regional models, the TRM does not account for some benefits of rail over similar bus service, such as reliability, comfort and safety, which are termed "non-included attributes" by the Federal Transit Administration; any use of these attributes must be approved by the FTA.

- Commuter Services Programs operated by the Triangle Transit Authority, such as the Guaranteed Ride Home program, rideshare matching software and the vanpool program, and
- Incident management programs conducted on the region's Interstate highways and other freeways in Wake and Durham Counties, including surveillance cameras, the Motorist Assistance Patrols, and traveler information activities.

In order to accurately account for the impacts of such activities, they are reflected through "off-model" analyses. Although these and other programs are suitable for off-model analysis, this conformity determination included off-model analysis only for the interstate incident management program. As more experience is gained in other activities, they may be reflected in future conformity analyses. FHWA Region IV's *Off-Model Air Quality Analysis: A Compendium of Practice* provided guidance on estimating these emissions effects. Appendix H includes the calculations for this off-model analysis in Durham and Wake Counties.

4.5 Emissions Comparison Tests by Location and Pollutant

USEPA originally declared Durham County, Wake County and Dutchville Township in Granville County non-attainment under the 1-hour standard for ozone (O₃) and Durham County and Wake County non-attainment for Carbon Monoxide (CO) on November 15, 1990. Durham County, Wake County and Dutchville Township were redesignated by USEPA to attainment with a maintenance plan for ozone on June 17, 1994 and Durham County and Wake County were redesignated by USEPA to attainment with a maintenance plan for CO on September 18, 1995.

In 1997 the NAAQS for ozone was reviewed and revised to reflect improved scientific understanding of the health impacts of this pollutant. When the standard was revised in 1997, an eight-hour ozone standard was established. The USEPA designated the entire Triangle area as a "basic" non-attainment area for eight-hour ozone with an effective date of June 15, 2004. The Triangle Area was subsequently redesignated to a Maintenance Area for eight-hour ozone on December 26, 2007.

The current maintenance designation covers the following geographic areas:

- Durham County
- Wake County
- Orange County
- Johnston County
- Franklin County
- Granville County
- Person County
- Baldwin, Center, New Hope and Williams Townships in Chatham County

Both volatile organic compounds (VOCs) and oxides of nitrogen (NO_x) are precursors of ozone. In the most recently approved maintenance plans for ozone for the areas listed above, the North Carolina Department of Environment and Natural Resources (DENR) prepared emissions budgets for only NO_x, as VOC was deemed insignificant. USEPA approved the most recent emissions budgets on December 26, 2007 with an effective date of the same day. The USEPA approval and promulgation rulings for CO and ozone containing the budgets are in Appendices A and B.

Four organizations are responsible for conformity determinations; each must make a conformity determination for its respective area in order for all of the areas to be designated in conformity:

- the Capital Area MPO within the CAMPO metropolitan area boundary – currently all of Wake County, and portions of Franklin, Granville and Johnston Counties.
- the DCHC MPO within its metropolitan area boundary – all of Durham County and parts of Orange and Chatham counties.
- the Burlington-Graham MPO within its portion of the metropolitan area boundary in western Orange County.
- the NCDOT in the rural “donut” area that is comprised of those portions of Chatham, Orange, Person, Franklin, Granville and Johnston Counties that remain outside of any MPO metropolitan area boundary.

For this report, emissions were calculated and reported at the County level, or for part of a county if only a part is in the maintenance area (Chatham County). Table 5 summarizes the emissions test used and decision-making responsibility for conformity findings in each County.

Table 5. Emissions Test and Responsibility for Conformity Findings

Location	Pollutant(s)	Emissions Test	Conformity Finding Responsibility
Wake County	O3, CO	budget	Capital Area MPO
Durham County	O3, CO	budget	Durham-Chapel Hill-Carrboro MPO
Johnston County	O3	budget	NC DOT (consultation with Upper Coastal Plain RPO)
Chatham County (<i>Baldwin, Center, New Hope, Williams Townships</i>)	O3	budget	Durham-Chapel Hill-Carrboro MPO NC DOT (consultation with Triangle Area RPO)
Granville County	O3	budget	NC DOT (consultation with Kerr-Tar RPO)
Orange County	O3	budget	Durham-Chapel Hill-Carrboro MPO Burlington-Graham MPO NC DOT (consultation with Triangle Area RPO)
Person County	O3	budget	NC DOT (consultation with Kerr-Tar RPO)
Franklin County	O3	budget	NC DOT (consultation with Kerr-Tar RPO)

The results of the emission comparisons are summarized by County in Tables 6 through 13. Detailed emissions analysis results by county are contained in Appendix I.

Emissions from vehicles are expected to show dramatic decreases, even with continuing increases in vehicle miles of travel (VMT), for several reasons:

- Fleet turnover. Older, more polluting vehicles (gasoline and diesels) continue to be retired and replaced with newer, cleaner vehicles.
- Newer vehicles have gotten cleaner with each model year. The most recent Federal tailpipe standards are set at an average standard of 0.07 grams per mile for nitrogen oxides for all classes of passenger vehicles beginning in 2004. This includes all light-duty trucks, as well as the largest SUVs. For more detail, including phase-in by vehicle type, see USEPA's Tier 2 Vehicle Standard Final Rule at: <http://www.epa.gov/otaq/regs/ld-hwy/tier-2/finalrule.htm>
- Gasoline fuels are improving. Refiners and importers of gasoline were required to meet stricter sulfur content requirements by 2006. Low sulfur gasoline enables better emission controls, and can lead to further emission reductions from today's catalyst-equipped fleet. See USEPA's Gasoline Sulfur Program Final Rule at: <http://www.epa.gov/otaq/regs/ld-hwy/tier-2/finalrule.htm>
- Emissions from heavy-duty on-highway vehicles are expected to decrease due to USEPA's Heavy-Duty Engine and Vehicle Standards and Highway Diesel Fuel Sulfur Control Requirements. Stricter NO_x emission standards were phased in between 2007 and 2010 for diesel engines. New standards for on-road diesel fuel (15 ppm sulfur content) were phased in at the terminal level by July 15, 2006 and at the retail stations by September 1, 2006. See: <http://www.epa.gov/otaq/diesel.htm#hd2007>
- Expansion of vehicle inspection and maintenance programs to more counties in North Carolina so that more polluting vehicles are identified and repaired, thus lowering emissions.

The combination of the technology/fuel improvements/vehicle maintenance and resulting emission reductions exceeds the effect of increased VMT in the Triangle area. The trend in the Triangle area is not uncommon. On a national level this trend is also seen in data gathered by the Federal Highway Administration (FHWA). For additional detail, see the FHWA web site on vehicle miles traveled and vehicle emissions at: <http://www.fhwa.dot.gov/environment/vmtems.htm>

Table 6. Durham County Emissions Comparison Summary (kg/day)

Year	NO _x		CO ¹		
	SIP Budgets	LRTP Emissions	SIP Budgets (tons)	SIP Budgets (kg)	LRTP Emissions (kg)
2015 ²	13,106	5,526	177.22	160,771	97,417
2017 ²	4,960	4,412	177.22	160,771	N/A
2025 ³	4,960	2,685	177.22	160,771	91,431
2035 ⁴	4,960	2,567	177.22	160,771	99,434

Table 7. Wake County Emissions Comparison Summary (kg/day)

Year	NO _x		CO ¹		
	SIP Budgets	LRTP Emissions	SIP Budgets (tons)	SIP Budgets (kg)	LRTP Emissions (kg)
2015 ²	36,615	17,183	384.27	348,604	299,741
2017 ²	16,352	13,911	384.27	348,604	N/A
2025 ³	16,352	9,139	384.27	348,604	301,682
2035 ⁴	16,352	8,510	384.27	348,604	314,604

Table 8. Granville County Emissions Comparison Summary (kg/day)

Year	NO _x	
	SIP Budgets	Long Range Plan or TIP Emissions
2015 ²	4,649	1,998
2017 ²	1,714	1,619
2025 ³	1,714	845
2035 ⁴	1,714	629

Table 9. Franklin County Emissions Comparison Summary (kg/day)

Year	NO _x	
	SIP Budgets	Long Range Plan or TIP Emissions
2015 ²	2,048	1,298
2017 ²	1,139	1,072
2025 ³	1,139	584
2035 ⁴	1,139	496

Table 10. Johnston County Emissions Comparison Summary (kg/day)

Year	NO _x	
	SIP Budgets	Long Range Plan or TIP Emissions
2015 ²	12,583	4,800
2017 ²	5,958	3,806
2025 ³	5,958	1,896
2035 ⁴	5,958	1,508

Table 11. Orange County Emissions Comparison Summary (kg/day)

Year	NO _x	
	SIP Budgets	Long Range Plan or TIP Emissions
2015 ²	9,933	3,291
2017 ²	3,742	2,579
2025 ³	3,742	1,529
2035 ⁴	3,742	1,431

Table 12. Person County Emissions Comparison Summary (kg/day)

Year	NO _x	
	SIP Budgets	Long Range Plan or TIP Emissions
2015 ²	1,359	711
2017 ²	791	607
2025 ³	791	407
2035 ⁴	791	370

Table 13. Chatham County (part) Emissions Comparison Summary (kg/day)

Year	NO _x	
	SIP Budgets	Long Range Plan or TIP Emissions
2015 ²	1,565	1,001
2017 ²	948	859
2025 ³	948	512
2035 ⁴	948	454

1. To obtain kilograms per day, multiply tons per day by 907.18; SIP CO budgets are listed in tons/day
2. Budget year
3. LRTP interim year
4. LRTP Horizon year.

5. Public Involvement and Interagency Consultation

The amended 2035 Transportation Plan is consistent with consultation requirements discussed in *40 CFR 93.105*. Interagency consultation was a cooperative effort on the part of the Capital Area MPO, the Durham-Chapel Hill-Carrboro MPO, the North Carolina Department of Transportation and the Federal Highway Administration. The process was administered by the Triangle J Council of Governments on behalf of the partners and an interagency consultation meeting was held on January 14, 2011. Subsequent interagency consultation was conducted through teleconference calls; discussion summaries are included in Appendix C.

Public review of this report is being handled in accordance with each MPO's public participation policy. A copy of the public participation policies are available for review. Comments from the public participation process are incorporated into the final Conformity Analysis and Determination Report. Those comments are included in Appendix G of the final report.

6. Conclusion

Based on the analysis and consultation discussed above the following transportation plans and TIPs conform to the purpose of the North Carolina State Implementation Plan. In every horizon year for every pollutant in each geographic area, the emissions expected from the implementation of the long-range plans and TIPs are less than the emissions budgets established in the SIP.

Table 14: Summary of Conformity Status of Triangle Transportation Plans

Criteria (√ indicates the criterion is met)	Burlington-Graham MPO 2035 LRTP & 2012-18 TIP*	Durham-Chapel Hill-Carrboro MPO 2035 LRTP & 2012-18 TIP*	Capital Area MPO 2035 LRTP & 2012-18 TIP*	Rural (Donut) Area of the Triangle 2012-18 STIP
Less Than Emissions Budgets	√	√	√	√
TCM Implementation	The NC SIP includes no Transportation Control Measures in the Triangle Area			
Interagency Consultation	√	√	√	√
Latest Emissions Model	√	√	√	√
Latest Planning Assumptions	√	√	√	√
Fiscal Constraint	√	√	√	√

* The 2012-18 TIPs are direct subsets of the amended 2035 LRTPs

Yellow highlighting indicates LRTP amendments and TIPs covered by this conformity report.

Specific conformity findings for each of these areas are listed below:

Burlington-Graham MPO Ozone Conformity Finding for the 2012-2018 Transportation Improvement Program

Based on the analysis and consultation and involvement processes described in this report, the Burlington-Graham MPO 2012-2018 Transportation Improvement Program is found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the Burlington-Graham 2012-18 Transportation Improvement Program are in conformity with the 8-hour ozone standard.

Capital Area MPO Ozone and Carbon Monoxide Conformity Finding for the 2035 Long-Range Transportation Plan and 2012-2018 Transportation Improvement Program

Based on the analysis and consultation and involvement processes described in this report, the Capital Area MPO 2035 Long-Range Transportation Plan and 2012-2018 Transportation Improvement Program are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the Capital Area MPO 2035 Long-Range Transportation Plan and 2012-2018 Transportation Improvement Program are less than the applicable budgets for NO_x and CO; therefore the LRTP and TIP are in conformity with the 8-hour ozone standard and the carbon monoxide standard.

Durham-Chapel Hill-Carrboro MPO Ozone and Carbon Monoxide Conformity Finding for the 2035 Long-Range Transportation Plan and 2012-2018 Transportation Improvement Program

Based on the analysis and consultation and involvement processes described in this report, the Durham-Chapel Hill-Carrboro MPO 2035 Long-Range Transportation Plan and 2012-2018 Transportation Improvement Program are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the Durham-Chapel Hill-Carrboro MPO 2035 Long-Range Transportation Plan and 2012-2018 Transportation Improvement Program are less than the applicable budgets for NO_x and CO; therefore the LRTP and TIP are in conformity with the 8-hour ozone standard and the carbon monoxide standard.

NCDOT Triangle Rural (Donut) Area Ozone Conformity Finding for the 2012-2018 State Transportation Improvement Program

Based on the analysis and consultation and involvement processes described in this report, the 2012-2018 State Transportation Improvement Programs for the rural areas of counties in the Triangle that are outside of the MPO boundaries are found to conform to the purpose of the North Carolina State Implementation Plan. The emissions expected from the implementation of the 2012-2018 State Transportation Improvement Program are less than the applicable budgets for NO_x in the SIP; therefore the TIP is in conformity with the 8-hour ozone standard.

MEMORANDUM

To: Transportation Advisory Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: September 14, 2011

Subject: **American Tobacco Trail**

Background

The City of Durham is managing a project to fill a gap in the American Tobacco Trail from NC 54 in south Durham to the Chatham County line including building a bridge over I-40 (Phase E). Bids on the American Tobacco Trail Phase E project were opened on July 15, 2011. The low bid of \$7,773,046 was approximately \$2 million more than the available funding. Since there was more than a 10 percent difference between the low bid and the engineer's estimate, the low bid could not be accepted and all bids have been rejected.

The project was brought forward to the TCC for consideration of additional funds that could be programmed for the project. The TCC's recommendation is described in this memo. Additional options for funding the project developed by LPA Staff are also described.

Additional Funds Needed

In order to move forward with re-bidding the project, City staff estimates that approximately \$3.82 million in additional funds are needed. As shown in the following table, it is estimated that \$3.49 million is needed for construction, and \$465,000 is needed to pay the consultant (Parsons Brinkerhoff) to provide additional engineering services (including rebidding the project and inspection services). The construction of the project has met NCDOT's local programs management requirements and is eligible for reimbursement using federal funds. The fee for engineering and inspections is not eligible for reimbursement using federal funds so the City will be responsible for this fee. (The engineering and inspections fee was thought to be eligible for reimbursement at the 8/24/11 TCC meeting. LPA staff recalculated the shortfall without this fee subsequent to the TCC meeting.)

Bid	\$ 7,773,046.35
20% contingency	\$ 1,554,609.27
Sub Total	\$ 9,327,655.62
Current Funds	\$ 5,838,434.00
Shortfall	\$ 3,489,221.62

Eighty percent of the construction shortfall is \$2,791,377.30.

Background on Federal STP-DA and CMAQ Funds

The federal surface transportation funding law, SAFETEA-LU, provides federal STP-DA funds directly to the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO). These funds can be used for a variety of transportation projects, transit projects, and planning activities. Under MPO policy, some of these

funds have been designated for bicycle and pedestrian projects in Durham and the other jurisdictions that make up the MPO.

SAFETEA-LU also provides Congestion Mitigation and Air Quality funds (CMAQ) to address air quality in non-attainment and maintenance counties in North Carolina. NCDOT allocates some of these funds to the DCHC MPO, and the MPO has programmed CMAQ funds for bicycle and pedestrian projects in Durham and other MPO jurisdictions.

The following table lists the projects in Durham that are programmed for funding using STP-DA and CMAQ funds between 2012 and 2015. These projects were selected based on recommendations from the DurhamWalks! Pedestrian Plan and Durham Comprehensive Bicycle Transportation Plan, and were approved by the DCHC MPO Transportation Advisory Committee (TAC). In addition to the federal funds, a 20 percent local match is required for the STP-DA and CMAQ funds.

	STPDA - planning	STPDA - construction	CMAQ - planning	CMAQ - construction	Total STPDA + CMAQ	Year currently programmed
Morreene Road - Bike/Ped Facilities (Neal to Erwin)	\$ 100,000	\$ 1,148,000		\$ 444,000	\$ 1,692,000	2012/2014
Cornwallis Road - Bike/Ped Facilities (S. Roxboro to University or C.)	\$ 255,000	\$ 1,661,000			\$ 1,916,000	2012/2014
Carpenter Fletcher - Bike/Ped Facilities (Woodcroft to Alston)	\$ 255,000	\$ 684,773			\$ 939,773	2012/2014
Hillandale - Bike/Ped Facilities (I-85 to Fulton)	\$ 157,858	\$ 894,529			\$ 1,052,387	2012/2014
Holloway St sidewalks		\$ 125,685			\$ 125,685	2014
Cheek- Bike/Ped Facilities (Geer to Hardee)		\$ 556,000			\$ 556,000	2012
Hope Valley - Bike/Ped Facilities (MLK to 15-501 Bus)			\$ 106,965	\$ 1,001,577	\$ 1,108,542	2014/2015
Cameron sidewalks (Erwin to Duke University Rd.)				\$ 777,924	\$ 777,924	2015
Alston sidewalks (Carpenter Fletcher to Sedwick, Capps to Riddle)				\$ 1,003,200	\$ 1,003,200	2015
Campus Walk and Lasalle sidewalks				\$ 269,842	\$ 269,842	2013

The DCHC MPO had previously allocated STP-DA funds for the construction of the R. Kelly Bryant Pedestrian Bridge over NC 147. A portion of these funds (\$205,122) is not needed and can be re-programmed to another project. (The amount of leftover funding was thought to be approximately \$350,000 at the 8/24/11 TCC meeting. This amount has since been confirmed to be \$205,122.)

TCC Recommendation

The TCC considered the shortfall of funding for the trail at its August 24, 2011, meeting. Since City staff was eager to rebid the project, the TCC recommended transferring some of the previously approved CMAQ and STPDA funding for City projects to the trail. Since these federal funds require a 20 percent match, the federal funding needed to fill the \$3.49 million construction shortfall is \$2.79 million with a \$698,000 local match. The City is responsible for the approximately \$465,000 fee for engineering and inspection services.

The TCC recommendation is for the TAC to approve the transfer of the following funds to the trail.

- Unused Bryant Bridge funds (STP-DA) - \$205,122 (The amount of leftover funding was thought to be approximately \$350,000 at the 8/24/11 TCC meeting. This amount has since been confirmed to be \$205,122.)
- Carpenter Fletcher Road Construction Funds (STP-DA) – \$684,773
- Hillandale Road Construction Funds (STP-DA) – \$894,529
- Cheek Road Construction Funds (STP-DA) - \$556,000
- A portion of the Morreene Road Construction Funds (STP-DA) – \$450,953

The planning and design funds for the Morreene Road, Carpenter Fletcher, and Hillandale projects would not be re-allocated. This would allow the design for these projects to move forward. The TCC discussed considering these projects for future (post-FY 2015) STP-DA and CMAQ funding for construction.

LPA Staff Recommendation and Additional Options for Consideration

Since the 8/24/11 TCC meeting, LPA staff have developed additional recommendations and options for consideration by the TAC for funding the trail project. The rest of this memo includes these recommendations and options. The TCC did not review or endorse these recommendations.

LPA Staff Variation of the TCC Recommendation

Subsequent to the TCC meeting, LPA staff determined that the \$465,000 fee for Parsons Brinkerhoff was not eligible for federal reimbursement. This lowered the total amount of federal funding required. As a result, LPA staff recommends not transferring funding from the Cheek Road project and instead taking more funding from the Morreene Road project. This would result in an impact to fewer projects. Only construction funding for Carpenter Fletcher, Hillandale, and Morreene would be impacted.

- Unused Bryant Bridge funds (STP-DA) - \$205,122
- Carpenter Fletcher Road Construction Funds (STP-DA) – \$684,773
- Hillandale Road Construction Funds (STP-DA) – \$894,529
- A significant portion of the Morreene Road Construction Funds (STP-DA) – \$1,006,953

Additional Funds for Consideration – STP-DA and CMAQ

The DCHC MPO anticipates receiving additional STP-DA and CMAQ funds in FY 16, FY 17, and beyond. The MPO currently receives about \$4.47 million of STP-DA annually and \$2.6 million of CMAQ annually. These funds have not been programmed. It should be noted that SAFETEA-LU expired in 2009 and federal transportation funding has continued through a series of continuing resolutions. When a new federal transportation bill is adopted by Congress, the funding categories and levels may differ from those in SAFETEA-LU and funding for the DCHC MPO area may change.

In addition, in 2009 a federal rescission impacted \$6,984,302 of the MPO's unobligated STP-DA funding. In order to maintain the schedules for all previously programmed STP-DA projects, the MPO developed a project schedule that tapped into unprogrammed funding for FY 2010 through 2015. Just when this new program was ready to be approved by the TAC in April of 2010, Congress restored the rescission. At the time, the TAC went ahead and approved the new program, and LPA staff recommended that the MPO program the restored funds at the same time as the FY 16 through FY 20 funds. Due to a rising cost estimate, the MPO did program \$1,169,200 of the restored funds for the Old Durham-Chapel Hill Road project. All other funding levels for jurisdictions were kept at the same level as before the rescission. As a result, the MPO has \$5,815,102 of FY 10 through 15 funding that is available for programming in addition to the anticipated \$4.47 million annual allocation for FY 16 through 20.

Under the MPO's current policy for STPDA funding, the FY 10 through 15 funding that was restored was supposed to go towards the following categories:

- Annual reserve – for cost over-runs, small projects, TTA and county projects - \$3,579,420
- Transit – for DATA and CHT - \$94,214
- Regional Bicycle and Pedestrian – for large projects of regional significance - \$1,405,546
- Local Discretionary – for Durham, Chapel Hill, Carrboro, and Hillsborough locally selected projects - \$313,109

The above total is less than the funds currently available because the actual annual FY 09 and 10 allocations to the MPO were higher than estimated in 2008.

As shown, the majority of the funding was to go towards the annual reserve and regional bicycle and pedestrian projects. The American Tobacco Trail would certainly be considered to be a bicycle and pedestrian

project of regional significance. Although the project's \$2.8 million (federal share) cost over-run is much higher than the MPO anticipated for use of annual reserve funds, the idea of establishing an annual reserve was to provide funding for projects that had budget shortfalls. One option for the TCC and TAC to consider is to fill the American Tobacco Trail project's shortfall using the restored FY 10 through 15 funding.

In addition to the restored FY 10 through 15 funding, the MPO has unprogrammed FY 16 through 20 funding. Under the MPO's current policies, a significant portion of the STP-DA funds will be available for local discretionary projects in the City of Durham. The TCC has begun discussing the allocation of FY 16 through FY 20 STP-DA funding. A few adjustments to the MPO policy for suballocating these funds have been discussed. A recommendation for this funding is anticipated to be brought forward to the TAC within the next three to six months. In the scenarios discussed so far, the City of Durham would receive about \$3-4.5 million for local discretionary projects. Another option for the TCC and TAC to consider is to approve the TCC's recommendation or LPA staff variation of the TCC's recommendation to transfer funding from the Carpenter Fletcher, Hillandale, and Morreene projects and also approve the programming of FY 16 through 20 funds for these three projects to maintain their construction funds. NCDOT programming staff has indicated that the MPO could probably obligate the FY 16 through 20 funds in earlier years. This is subject to overall state obligation levels. Doing so would enable the three projects to maintain their current FY 14 project schedules.

A third option would be for the TAC to fund the American Tobacco Trail's funding shortfall using FY 16 through 20 regional bicycle and pedestrian funding. Under the MPO's current policies and the options being considered by the TCC, \$2.8 to 3.6 million would be available for regional bicycle and pedestrian projects in FY 16 through 20. As previously mentioned, NCDOT programming staff has indicated that the MPO could probably obligate the FY 16 through 20 funds in earlier years so the trail would not need to wait until FY 16 for funding with this option.

In addition, NCDOT has announced a call for projects for FY 16 and 17 CMAQ funds. Approximately \$2.6 million is available in each year. The TCC has begun discussing the allocation of these funds. A recommendation is expected to be brought to the TAC in October. In anticipation of the need to possibly transfer funds to the American Tobacco Trail, City staff submitted the Hillandale Road project to the LPA for consideration of FY 16 and 17 CMAQ funds. One option to maintain funding for the Hillandale project would be for the TAC to approve CMAQ funding for the project at the October meeting.

Other Possible Funding Sources

Another potential source of funds is the federal Transportation Enhancement (TE) program. At one time, NCDOT had in place a program under which local governments could request project funding under this program (for instance, sidewalks on Fayetteville Street and Hillandale Road were built under this program). City staff is currently evaluating whether there are unprogrammed TE funds that could be requested from NCDOT for the American Tobacco Trail. The last time NCDOT had a call for enhancement projects was in 2004.

Other Projects Also Need Additional Funds

The Old Durham-Chapel Hill Road bike-ped project also needs additional funds. The MPO is preparing a federal TIGER 3 grant application for this project. This project is located in both Durham and Chapel Hill. If the grant application is approved, the City of Durham and Town of Chapel Hill will be responsible for a portion of the required 20 percent local match. If the TIGER 3 grant is not successful, the MPO may need to consider STP-DA and CMAQ funds for this project as well.

Summary

In summary, options that the TAC could consider for funding the American Tobacco Trail using federal funds are:

1. Approve the TCC recommendation – Fund the American Tobacco Trail with leftover STP-DA funds from the Bryant Bridge, Carpenter Fletcher STP-DA construction funds, Hillandale Road STP-DA construction funds, Cheek Road STP-DA construction funds and a small portion of Morreene Road STP-DA construction funds.
2. Approve the LPA variation of the TCC recommendation – Fund the American Tobacco Trail with leftover STP-DA funds from the Bryant Bridge, Carpenter Fletcher STP-DA construction funds, Hillandale Road STP-DA construction funds, and a large portion of Morreene Road STP-DA construction funds.
3. Approve the use of restored FY 10 through 15 STP-DA funds for the American Tobacco Trail.
4. Approve the TCC recommendation or LPA variation of the TCC recommendation. Approve the use of FY 16 through 20 Durham local discretionary STP-DA funds and/or FY 16 and 17 CMAQ funds for the Carpenter Fletcher, Hillandale, and Morreene projects to maintain project funding.
5. Approve the use of FY 16 through 20 regional bicycle and pedestrian STP-DA funds for the American Tobacco Trail.

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency

DATE: September 14, 2011

RE: Job Access Reverse Commute and New Freedom – Program of Projects Update

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

As required by the FTA, the DCHC MPO created a Coordinated Public Transit - Human Services Transportation Plan to guide the selection and funding of future JARC and NF projects. The TAC approved this plan in March 2007. The DCHC MPO has held three Calls for Projects in 2007, 2008, and 2009 for the MPO’s FY 2006- FY 2009 JARC and NF funds using the procedures outlined in the Coordinated Public Transit - Human Services Transportation Plan. The DCHC MPO has allocated all of the FY 2007, 2008 and a portion of FY 2009 funds. The remainder of FY 2009 funds available will be made available for allocation during FY 2011’s Call for Projects.

Funding Availability

As a result of changes to the 2006-2009 POP, funding amounts of JARC and New Freedom have changed. The downtown to Brier Creek service previously approved on 5/13/2009 has been removed from funding due to lack of local matching funds. This removal was requested and approved by the DATA transit staff. In addition to the project, applicable administrative costs must also be removed. The amended 2006-2009 POP reflects the changes. Once this change has been approved the application will be amended and the funds de-obligated. These funds are FFY2009 appropriation funds; therefore they will be used as part of the future available funding levels. Any FFY2009 funds that are not used, will lapse by 9/30/2011.

The MPO has received JARC appropriations for FFY2006 – FFY2011. Available funding with the changes applicable to the 2009 program of projects is as follows:

FFY 2009 Unprogrammed Balance	\$ 72,671	
Proposed Adjustments (2009 POP)\		
<i>Removal of DATA 5/13/2009 Brier Creek project</i>	\$ 94,283	
<i>Removal of admin cost applicable to project</i>	\$ 7,960	
FFY 2009 adjusted funding:	\$ 174,914	
FFY 2010 Appropriation	\$ 195,374	
FFY 2011 Appropriation	\$ 195,080	
Total Funding Available for programming	\$ 565,368	
JARC - 2011 POP - Approved	\$ 338,803	
Balance Available for future JARC programming	\$ 226,565	

The LPA will be requesting \$30,800 (10%) for administrative cost associated with the JARC grant. this is a reduction in the amount previously requested. The remainder of \$226,565 is available for future JARC programming, and is not subject to lapsing until 2014.

The MPO has also received New Freedom appropriations for FFY2006 – FFY2011. The following is the current New Freedom funding availability:

FFY 2009 Unprogrammed Balance	\$ 10,769	
FFY 2010 Appropriation	\$ 87,757	
FFY 2011 Appropriation	\$ 88,210	
Total Funding Available for programming	\$ 186,736	
New Freedom - 2011 POP - Approved	\$ 132,660	
Balance Available for future NF programming	\$ 54,076	

The LPA will be requesting \$12,060 (10%) for administrative cost associated with the New Freedom grant. This amount is a slight reduction from the amount previously requested. The remainder of \$54,076 is available for future New Freedom programming, and is not in subject to lapsing until 2014.

Committee Recommendations (Updated) – 2011 Program of Projects

The Capital Area Metropolitan Planning Organization (CAMPO) reviewed and scored the applications. The LPA staff made the final recommendations for funding based on the scoring results. The DCHC has traditionally, for the last two calls for projects, agreed to be lenient on the project requirement that projects be new or expanded due to the current budget conditions.

Recommendations for JARC funding:

- CHT – Year-Round night service (continuation) - \$63,687
 - This project would maintain the 1 year of operations of evening service on the NS and G routes, providing transportation for low-income and transit dependent residents and employees with non-traditional work hours.
- CHT – HS/Rogers Road extended bus service (continuation) - \$42,408
 - Continuation of extension service hours on two routes that connect downtown/UNC to north Chapel Hill and east Chapel Hill.

- Durham County – On-Demand transportation services - \$37,950
 - The Durham County Job Access Transportation Program will provide demand-responsive service through Durham County ACCESS (DCA) to residents of Durham County to and from jobs and activities related to their employment. The service will be provided to residents throughout the county, but will be marketed especially to those who are transportation disadvantaged - low-income, live in the rural areas of the county and to those who are otherwise limited in their ability to access other modes of transportation.
- Suzi Taxi – The Work Wheels Work Para-Transit service - \$163,958
 - Work Wheel Works Program is a para-transit service that offers transportation for low-income individuals and welfare assistance recipients, in Durham, NC.
- City of Durham – 10% for administration of the program - **\$30,080.**

Recommendations for NF funding:

- CHT – GoTriangle Regional Transit Information Partnership - \$66,000
 - This project would allow CHT to continue membership for 2 years in the GoTriangle Regional Transit Information Center.
- DATA – Improved Service for Paratransit Clients - \$54,600
 - This project is a continuation of taxi and accessible shuttle services for DATA ACCESS passengers who require early pick-ups from medical appointments.
- City of Durham – 10% for administration of the program - **\$12,060**

SUMMARY – 2011 Approved POP

	Applicant	Chapel Hill Transit	Durham County	Chapel Hill Transit	Suzie Taxi	City of Durham	
<i>Job-Access Reverse Commute (JARC)</i>		Year-Round Night Bus Service	County On-Demand Transportation Service	HS/Rogers Road Extended Bus Service	The Work Wheels Work Para-Transit Program	10% Program Administration	Total
	Requested	\$191,061	\$37,950	\$127,225	\$163,958	\$30,800	\$550,994
	Recommendation	\$63,687	\$37,950	\$42,408	\$163,958	\$30,800	\$338,804
<i>New Freedom (NFP)</i>	Applicant	Chapel Hill Transit	DATA	City of Durham			
	Service	Go Triangle Call Center Membership	Access Medical Taxi Program	10% Program Administration			Total
	Requested	\$99,000	\$54,600	\$12,060	\$165,660		
	Recommendation	\$66,000	\$54,600	\$12,060	\$132,660		

2011 Call for Projects
Proposed 2011 Program of Projects
JARC (Section 5316) FTA Grant Program

TAC 9/14/2011 Attachment 8

MPO Approval Date	Subrecipient	Agency Type	POC	POC Address	POC Number	POC Email Address	Union Classification	Location of Service	Description of the Service	Project Type	Total Cost	Federal Share	% Federal	FTA TEAM Project ID	PMP Reference
5/11/2011	Chapel Hill Transit (urban)	Public Transit	Carmen Cole	6900 Millhouse Rd Chapel Hill, NC 27516	919-969-4911	ccole@townofchapelhill.org	Non-unionized	Year-round Night Service	Chapel Hill Transit (CHT) is requesting funding to continue night service available during full service periods on the CM, CW, D, J, and V routes to be year-round extend the Froute service later in the evening on a year-round basis, and continue evening service on the NS and G routes. The operation of these services between the hours of 6:30 p.m. and 10:00 p.m. on a year-round basis will provide consistent nighttime access to a greater proportion of residents and employees in CHT's service area for those with non-traditional work hours.	Operating	\$ 127,374	\$ 63,687	50%	NC-37-X025	Pages 24 - 25
5/11/2011	Chapel Hill Transit (urban)	Public Transit	Carmen Cole	6900 Millhouse Rd Chapel Hill, NC 27516	919-969-4911	ccole@townofchapelhill.org	Non-unionized	CHT HS/Rogers Road	Continuation of extension service hours on two routes that connect downtown/UNC to north Chapel Hill and east Chapel Hill	Operating	\$ 84,817	\$ 42,408	50%	NC-37-X025	Pages 24 - 25
5/11/2011	Durham County (urban/rural)	Government	Margaret Scully	721 Foster Street Durham, NC 27701	919-560-8757	mscully@durhamcountync.gov	Non-unionized	Durham County	The Durham County Job Access Transportation Program will provide demand-responsive service through Durham County ACCESS (DCA) to residents of Durham County to and from jobs and activities related to their employment. The service will be provided to residents throughout the county, but will be marketed especially to those who are transportation disadvantaged - low-income, live in the rural areas of the county and to those who are otherwise limited in their ability to access other modes of transportation.	Operating	\$ 75,900	\$ 37,950	50%	NC-37-X025	Pages 24 - 25
5/11/2011	Suzie Taxi	Private Service Co.	D. Oscar DeLosSantos	2900 Harriman Rd Durham, NC 27705	919-489-7564	diogenes@ofecs.com	Non-unionized	Durham City/County	Work Wheel Works Program is a para-transit service that offers transportation for low-income individuals and welfare assistance recipients, in Durham, NC. The program's focus is offering safe, reliable and discounted para-transport services for the targeted group to job training and employment opportunities.	Operating	\$ 244,879	\$ 122,439	50%	NC-37-X025	Pages 24 - 25
5/11/2011	Suzie Taxi	Private Service Co.	D. Oscar DeLosSantos	2900 Harriman Rd Durham, NC 27705	919-489-7564	diogenes@ofecs.com	Non-unionized	Durham City/County	Work Wheel Works Program is a para-transit service that offers transportation for low-income individuals and welfare assistance recipients, in Durham, NC. The program's focus is offering safe, reliable and discounted para-transport services for the targeted group to job training and employment opportunities.	Capital	\$ 51,899	\$ 41,519	80%	NC-37-X025	Pages 24 - 25
5/11/2011	City of Durham	Government	Maricia Brown	101 City Hall Plaza, 4th Floor Durham, NC 27701	919-560-4561 ext.36409	Maricia.brown@durhamnc.gov	Non-unionized	DCHC MPO-wide	Funds required for planning and program administration of above (2011) selected JARC projects	Admin.	\$ 30,800	\$ 30,800	100%	NC-37-X025	Pages 24 - 25
Totals											\$ 615,669	\$ 338,804			

MPO Approved Funding					
Total Prior		\$626,107			
DCHC MPO Appropriations	FY 2006	\$152,453	Remaining in each FY	FY 2006	\$124
	FY 2007	\$160,702		FY 2007	\$0
	FY 2008	\$174,094		FY 2008	\$0
	FY 2009	\$204,341		FY 2009	\$174,914
	FY 2010	\$195,374		FY 2010	\$195,374
	FY 2011	\$195,080		FY 2011	\$195,080
	Total Appropriations	\$1,082,044		Total Unobligated Balance	\$565,368
Remaining Funds	\$ 226,564				

LEGEND	Lapsed funds
	Partial Federal Appropriation

2011 Call for Projects
Proposed Program of Projects
NFP (Section 5317) FTA Grant Program

MPO Approval Date	Subrecipient	Agency Type	POC	POC Address	POC Number	POC Email Address	Union Classification	Location of Service	Description of the Service	Project Type	Total Cost	Federal Share	% Federal	FTA TEAM Project ID	PMP Reference
5/11/2011	Chapel Hill Transit (urban)	Public Transit	Carmen Cole	6900 Millhouse Rd Chapel Hill, NC 27516	919-969-4911	ccole@townofchapelhill.org	Non-unionized	Regional Call Center	Continuation project - Membership in the Go Triangle Regional Call center for two additional years	Capital/Mobility Management	\$ 132,000	\$ 66,000	50%	NC-57-X014	Pages 24 - 25
5/11/2011	Durham Area Transit Authority (urban)	Public Transit	Pierre Osei-Uwusu	1907 Fay Street Durham, NC 27701	919-560-1535 ext.36214	Pierre.oseiowusu@durhamnc.gov	Non-unionized	Access Taxi-Cab Medical Trip Program	Continuation project - taxi and accessible shuttle services for DATA ACCESS passengers who require early pick-ups from medical appointments.	Operating	\$ 109,200	\$ 54,600	50%	NC-57-X014	Pages 24 - 25
5/11/2011	City of Durham-Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO)	Government	Maricia Brown	101 City Hall Plaza, 4th Floor Durham, NC 27701	919-560-4561 ext.36409	Maricia.brown@durhamnc.gov	Non-unionized	DCHC MPO-wide	Funds required for planning and program administration of above (2011) selected New Freedom projects	Administration	\$ 12,060	\$ 12,060	100%	NC-57-X014	Pages 24 - 25

Totals \$ 253,260 \$ 132,660

MPO Approved Funding			
Total Prior		\$251,275	
DCHC MPO Appropriations	FY 2006	\$71,878	Remaining in each FY
	FY 2007	\$71,810	
	FY 2008	\$77,573	
	FY 2009	\$89,416	
	FY 2010	\$87,757	
	FY 2011	\$88,210	
	Total Appropriations	\$486,644	
Remaining Funds		\$ 54,076	

LEGEND	Lapsed funds
	Partial Federal Appropriation

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Comments on Alternatives Analysis (September 14, 2011)

Comments Received by Email

From: Hillary Honig Ensminger [hbeans@mindspring.com]
Sent: Friday, July 29, 2011 5:42 PM
To: Henry, Andrew
Subject: Request WebPresence for Public Input for Alternatives Analysis (proposed regional rail projects)

To Henry ,Andrew ,Long Range Planning , ITRE , DC MPO< TTA, URS ,and All entities related to or involved in the outcome of the Light Rail and Long Range Regional Plan in the Triangle :
There is a much more affordable alternative to the proposed Light Rail and Fixed Rail and it will require that attention be paid to public input .To assess Public sentiment that will gauge Federal funding of the Rail Projects in the Triangle , there needs to be a greater opportunity for public input than that which is currently being offered.This is a formal request for an open ended on line provision of public input to the Alternatives Analysis (proposed regional rail projects .
More input is needed beyond the information gathered at 2 workshops .as valid reflection and sentiment of Public Opinion It is also requested that this survey be posted as soon as possible to allow for circulation and dissemination of this public input opportunity .
Public Input is critical and the attendance at the last few meetings has been poor . The provision of an on line alternative for persons who are unable to attend the meetings is essential given the internet and the web are available to greater number of tax payers than the meetings .
In addition to gathering information through a formatted survey there needs to be the opportunity for open ended comments .

Thank you .
Hillary Honig Ensminger

From: Eric Teagarden [eric.teagarden@gmail.com]
Sent: Saturday, August 06, 2011 10:43 PM
To: comments@dchcmo.org
Subject: LRT Alternatives Analysis Report

Hello,
After reading the many sections of the Alternatives Analysis Report, my concern is that I see few compelling reasons for alternative C1 for the proposed BRT/LRT versus C2.

The stated purpose of the analysis was to position the LRT service for the greatest amount of ridership at the most efficient cost point with the least impact on the environment. The study clearly shows that the C2 alternative meets all three criteria and C1 does not.

The C2 alternative: 1. Is Less expensive by 30-60 million dollars 2. Has less impact on the USACE wetlands - 1/4 acre vs. 1 acre for C1. 3. Has higher ridership than C1. 4. Is used as the baseline for estimating the differences between the other plans alternatives to the LRT. C1 alternative is never used.

There seems to be a serious mistake in reasoning and rationalizations being given for C1 rather than a clearly stated rationale. C2 is the preferrable alternative by all measures you state in the report.

Regards,
Eric Teagarden

--

"The moral arc of the universe is long but it bends toward justice." TP&MLK

From: Meadowmont Community Association [meadowmont@nc.rr.com]
Sent: Thursday, August 11, 2011 11:20 AM
To: comments@dchcmpo.org
Cc: Henry, Andrew
Subject: Meadowmont Community Association Board of Directors
Attachments: Letter to Council June 2011 on LRT .doc

August 11, 2011

Please note for your files and follow up report(s) that the attached reflects the position of the Meadowmont Community Association (MCA) Board of Directors re: C1 or C2 option in Chapel Hill/Meadowmont.

The MCA board voted in support of the C2 alternative based upon the following:

1. Cost:
 - * C1 is noted as \$30M to \$60M more expensive
 - * Table 3-18 in Vol. #1 of alternative report
2. Ridership:
 - * C1 is noted to have lower ridership than C2
 - * Page 3 – 8 in Vol. #1 of alternative report
3. Environment:

- * C1 is noted as having a greater impact on wetlands
 - * 4x more wetland area affected
 - * New through way cut across Corps wetland
 - * Page 3-33 and table 3-14 in Vol. #1 of alternative report
4. Infrastructure:
- * C1 has no dedicated parking area for station
 - * C1 is Residential vs. "destination station" office complex

In addition, in reviewing the recent LRT Alternatives C1 vs. C2 report we now note:

5. Traffic analysis stated only number of intersections impacted but not number of residents on street impact
6. Parcels acquired section states number of parcels comparison but not locations: e.g many of C2 parcels in the George King Road area and Hwy 54 will have to be acquired anyway for implementation of the collector street and Hwy54 Corridor expansion
7. Alignment crosses USACE property and is subject to sub-optimal routing concerns: Costs, distance, and rail speed of LRT

Bill Ferrell, Manager
Meadowmont Community Association
1201 Raleigh Road, Suite 204
Chapel Hill, NC 27517
919-240-4682 office
919-240-4683 fax
www.meadowmont.net

From: wendy jacobs [geewen@nc.rr.com]
Sent: Thursday, August 11, 2011 11:26 AM
To: Comments@dchcmo.org
Subject: Triangle Regional Transit Alternatives Analysis comments

Feedback on the Alternatives Analysis:

- * I prefer C2 because of alignment with existing roads and less environmental impact
 - * I prefer D3 because of potential to support University Marketplace and redevelopment in area
 - * I do not support current LRT corridor alignment between Patterson Place and Shannon Road Stations. Why isn't alignment within existing 15-501 corridor? There should not be additional destruction of New Hope Creek watershed with current planned construction. Efforts should be made to adjust alignment so that there is minimal environmental impact and use of existing infrastructure similar to C2
-

From: Geoffrey Daniel [gdgeist2000@yahoo.com]
Sent: Sunday, August 14, 2011 2:08 PM
To: Henry, Andrew
Cc: comments@dchcmo.org
Subject: Re: concerned citizen's feedback over C1 in Meadowmont
Attachments: C1, C2, August 14, 2001, General.docx

Mr. Henry,

First, I wanted to thank all those who've been involved and continue to be involved in this detailed and important project that's existed over the years. Because the original plan has the light rail running directly through Meadowmont, my community, I would like to cut to the chase and mention that the current proposal, C1, is far too invasive a plan for the community. Although my words flow from my keyboard, I speak on behalf of many others in the community who have voiced concerns over the years that the C1 proposal would diametrically change the way of life in our community that we've come to enjoy and support. Even though C1 has been on paper from Meadowmont's inception, the current plan would be far too invasive and costly on a number of fronts.

It would sacrifice unnecessarily the environmental balance that currently exists by constructing a large and expensive bridge project over the nearby wetlands, and this disruption would inexorably upset and alter what is an unspoiled slice of nature in our midst-if not destroy it, not to mention the high monetary costs involved in this bridge project. The current plans would also create a multi-year construction project in Meadowmont, considerably disrupting its greenspace and would forever create an unwelcome level of congestion in the Community through issues of parking, added noise, pollution and traffic. C2 on the other hand, avoids many of these issues and is a more effective proposal, bringing about, I believe, a more desirable result. It does not require a bridge and therefore avoids interference with the wetlands. It saves on costs while continuing to offer the surrounding community the option of availing themselves of ridership on the light rail; it just might be the path of least resistance. Projections also show that it would receive a wider ridership with the Woodmont area projected to become a destination office complex, in addition to its current plan.

While there is, I believe, the concept of balanced congestion, there are many of us in Meadowmont who do not believe this is the right project for our community. While recognizing that such projects might be appropriate for some cities, C1 is a design whose costs to Meadowmont, the surrounding environment, especially the wetlands, and the pocketbook are too prohibitive for it to be a success in its current form. C2 takes into consideration the adverse effects on the environment, greatly reduces costs, while at the same time providing a necessary public service. I hope and trust that the Council will reflect upon the current options and recommend C2 moving forward, a balanced recommendation for the community and the environment.

I would also question how the recent DHC-MPO Report has sided with the C1 alternative. I have attended virtually every meeting on this subject, not to mention the Town of Chapel Hill meeting where

this discussion was postponed, and have consistently heard the community voice which is not in favor of C1 and has serious questions about its effectiveness, cost and affects on the local environment, particularly the wetlands.

In summary:

- The DCHC-MPO lists C2 as saving in excess of \$30-\$40 million, a far greater savings than C1;
- C1 is far more damaging and negatively consequential toward the environment with the construction of a bridge over the local wetlands which would forever damage the area, not to mention spell the eventual destruction of the local ecology (C1 affects 4 times the wetlands than C2 with far greater monetary costs and would cut across Corp wetlands;
- There is no dedicate parking for C1, and, if there were, the added costs would far outweigh the benefit;
- The sine qua non of such a plan is ridership, and C2-and the Report-supports greater ridership than in Meadowmont; and
- Meadowmont riders could easily travel a short distance to the Woodmont area in order to utilize its services

For these and other reasons, I would humbly propose that the C2 option maintains far more advantages for the overall project than C1 and should, in turn, be supported.

There are many members of the Meadowmont community who share these concerns and would ask for your consideration in accepting C2 over C1 to help preserve the environment and our community.

Thank you again for this opportunity to speak on an important matter of public concern.

Regards,
Geoffrey Daniel Geist

From: Hillary Honig Ensminger [hbeans@mindspring.com]
Sent: Tuesday, August 30, 2011 2:11 AM
To: Henry, Andrew
Cc: Juanita Shearer-Swink; Brad Schulz; Beckmann, Ellen
Subject: Submission of Public Input for Alternatives Analysis (proposed regional rail projects)
Attachments: 4-12-11 Triangle Transit and Houppermans Response.txt

To: Andrew Henry -
TheTransportation Advisory Committee -- TAC board
RE: Submission of Public Input for Alternatives Analysis (proposed regional rail projects) Submission of Public Input for Alternatives Analysis (proposed regional rail projects)

August 15,2011

****note: Please print out the links and attachments associated with this correspondence as a matter of record and review by the TAC and others prior to presenting.

If we are ever to see a rail system in the Triangle during our life time We need to be heard when we speak out. We ,the tax payers ,want more cost effective alternatives implemented over that which is being proposed by a hand full of politicians and private developers who have an agenda of their own.Let's start by getting rid of the FIXED RAIL being proposed altogether ..no more expanded and costly contracts with the Railroad ,no need to engineer really expensive elevations . I am proposing that we go to a on/off bus/light rail system and punt the costly FIXED RAIL portion of the project. The URS engineers deny the existence of such alternatives , but cheaper more viable alternatives do in fact exist .(SEE LETTER FROM URS ATTACHED)

There are on /off bus /light rail systems being developed in Japan by Toyota :

<http://www.wired.com/autopia/2008/05/half-bus-half-t/> costing half the price of the combined FIXED RAIL & LIGHT RAIL/DEDICATED BUS combination being pushed by private contractors using TAX dollars as well as money received from "Private Investors "whose concerns are not necessarily in the best interest of the community . A hybrid is greener , the light rail /buses are electric and have the flexibility to conform to unforeseen changes in demographics .The TTA ,MPO ,TAC <ITRE have done a good job on keeping the public in the dark ,so they won't speak out and to push this costly project through .Unless the politicians and developers listen up our opportunity to have a Regional Light Rail System that is sustainable and prioritizes the needs of the people ,stands a good chance to fail because the Feds are running out of money. Our government is going belly up .

But a Triangle wide Regional Light Rail System stands to succeed if the cost can be cut in half.

The TAC ,MPO 's ITRE , DCCH MPO and whatever other entity is involved will have to consider a more cost effective alternative to avoid putting the community at financial risk .The following Wiki articles are about American and European dual mode BusTrains that were used in the 1930s. History will be repeating itself.

<http://en.wikipedia.org/wiki/Railbus>

http://en.wikipedia.org/wiki/Railcar#New-generation_DMU_and_EMU_railcars

Your consideration and a written response in this matter is greatly appreciated .

Sincerely,

Hillary Honig Ensminger
705 Shepherd St.
Durham ,NC 27701
919-599-3503
heans@frontier.com

BusTrains that were used in the 1930s. History will be repeating itself.

<http://en.wikipedia.org/wiki/Railbus>

http://en.wikipedia.org/wiki/Railcar#New-generation_DMU_and_EMU_railcars

From: Jesse London [jll284@cornell.edu]

Sent: Tuesday, August 30, 2011 1:30 PM

To: Comments@dchcmo.org

Subject: Airport connection still not adequately addressed

Good work on the Durham-Wake Corridor Alternatives Analysis report . I have taken the time to analyze it in some detail and I find that the issues relating to an airport connection were (1) central to the public comments, (2) key to development oriented analysis, (3) not adequately addressed in the LPA and its alternative alignments, and (4) lacking in transparency as to why the airport connection was not directly addressed. Further attention should be given to this show-stopper and an addendum released before the public hearing in late 2011 which presents an alternative alignment which has at least one station within the airport property. It is mind-boggling how there can be no such alignment proposed, nor any mention of why it was not. This cursory treatment of the public comments reflects very negatively on the otherwise thorough work that your team has done. It does not have to necessarily be the recommended alignment, but it does not to be fully considered and reported.

Central to Public Comments: Though the public apparently made this a top priority for an LPA, the team did not apparently take this seriously as there is no alternative alignment with a connection directly to the airport. A Bus connection at the Triangle Metro Center is a non-starter because of the complexity of making a transfer, the current inefficiency of the TT 100 service, and the overall lack of development return (i.e. people/businesses get excited when the train REALLY goes to the airport).

Key to development oriented analysis: To put it bluntly, it is pointless to plan a regional transit system including LRT/CRT that does not include a stop directly at the airport. It seems like an exercise in futility. There is a big difference in how a city/region is perceived if you can get to the airport on the train and this translates into increased development in the region more directly than whether you can get to the mall or to the hospital. Having an airport stop is the kind of thing that business and personal visitors consider chiefly when deciding to come here to make or spend money. Though I am not certain how to quantify the effect, it is also clear that citizens have a certain sense of pride about their region when it has LRT/CRT to the airport.

One can imagine a local saying to a friend from another city, "The Triangle is all grown up now!"

We have a train system and it stops near my house." The other responds, "that is great, I was thinking of checking out the area to live or work. I'll fly over later this year to visit and try it out." To which the local responds, "Well... ummm. The train doesn't go to the airport. You have to wait for a bus, then ride 15 minutes, then wait for the train... but, THEN you are on the train." To which the response is likely a dumbfounded, "Oh...ummm"

Not adequately addressed in the LPA and alignments: Having searched for references to the word "airport" within every volume of the entire report, references appear in only 2-3 sections relevant to the public's desire for an airport connection. In Volume 1, the report takes one sentence to, at least, acknowledge that the public said an airport connection was necessary and this is repeated in the summary of public comments as the top comment. No other references are apparent which show any detailed evaluation of an alternative with a station in the airport. The costs, benefits, and other analysis are completely missing with respect to a stop at the airport. If the Triangle Metro Center is supposed to address the concern, that should be a feature listed in the TOD or otherwise explicitly referenced.

Lacking in transparency: If an alternative alignment with a stop in the airport property is not possible due to costs, problems in coordination with the airport authorities, or other factors, the report entirely fails to inform the public why this is the case. Further, it is not clear in what way public comments were used (if at all) in the evaluation and creation of alternatives. The report should show what weight was placed on comments (generally) about an airport connection and how draft alternatives were created and eliminated which included a direct airport connection. If the team never considered this alternative seriously, that behavior should be transparently clear in the report.

One has to look closely to find what was likely the top public comment buried in the report, but never fully addressed. This makes a mockery of public comment and outreach in the process. It almost seems like the report tries to slide it by the public that the airport connection was addressed because it lacks references.

Sincere Regards,
Jesse London
J.D. / LLM International Law 2011, Cornell Law School

Letters Submitted

NHCCAC 30 August 2011

Robert S. Healy, chair

Resolution by the New Hope Creek Corridor Advisory Committee in Response to Proposed “Locally Preferred Alternative” for a TTA Transit Corridor Between South Square and SW Durham Drive, as passed by unanimous vote August 11, 2011

For the last 19 years New Hope Creek Corridor Advisory Committee has worked to advise its four constituent local governments on the implementation of the New Hope Creek Plan, which each adopted in 1992. Those four "founding" local governments are: the Counties of Durham and Orange, the City of Durham and the Town of Chapel Hill. The Committee has, consistent with the Plan, endeavored to keep development out of the floodway and floodway fringe, provide for buffers to protect water quality, maintain or improve wildlife habitats, keep open the corridors that allow wildlife of all types free movement down the streams and stream banks, provide high quality recreational trails for visitors, and encourage educational use of the New Hope ecosystem, which was identified as one of Durham's most important natural resources in the Durham County Inventory of Important Natural Areas, Plants and Wildlife. Financial support of our efforts by governments at all levels, dedication of public land to park use, park and trail development and purchase and donation of land and access rights by developers have to date been well over \$5 million.

We have assumed from the start of our work that some sort of transportation corridor might in the future connect Durham and Chapel Hill. In furtherance of that objective, we have tried through negotiation with developers and testimony at public hearings to encourage increased density along Old Chapel Hill Road and 15-501 [e.g. the apartment complex on Garrett Rd. just north of the Oak Creek Village Shopping Center] and discourage it within the corridor of New Hope Creek and its principal tributaries and along Erwin Road and Garrett Road.

We note that the Corridor on the south side of 15-501 [the “15-501 Bottomlands”] extending to Old Chapel Hill Road is a forested, wetland area, with New Hope Creek essentially flowing down the center of it. The stream very frequently leaves its defined channel after rain events and the area, part of it in wildlife significant floodplain pools, stays wet for long periods of time. This constant overflow has created a large block of wetland forest, more particularly a hardwood bottomland forest, which is our special type of wetland in the North Carolina Piedmont. The 15-501 Bottomlands is not an isolated natural area, but a central and strategic link in a much larger block of wetlands called the “New Hope Creek Bottomland Forest,” which extends from the shores of Jordan Lake to a point just beyond Erwin Road in the Duke Forest. According to the NC Natural Heritage Program, this larger block of wildlands is one of the two best remaining of its type in North Carolina. Sandy Creek, a tributary of the New Hope, and covered in the New Hope Creek Plan, enters the New Hope from the east in the 15-501 Bottomlands area and also frequently spreads over its banks and creates a distinctive vegetative zone.

The Committee is profoundly concerned about the damage to natural systems and to recreational uses that would be created by any crossings of New Hope Creek or Sandy Creek other than on existing roads and bridges or on elevated structures that are immediately adjacent and parallel to them. We note that the proposed “locally preferred alternative” as mapped (see footnote) would run a rail corridor directly across the heart of the wetland area. The New Hope Creek Corridor Advisory Committee believes that this routing would produce major and negative impacts on the environment and on recreational use in the New Hope corridor. Specifically—

--the construction of an elevated track on pylons or other structures within the 100 year floodplain south of 15-501 would severely damage the function of wetlands and even the stream course, both by the erection of new structures and by the heavy equipment and temporary roads that would have to be built during construction;

-- The New Hope Advisory Committee, with the support of all the local elected bodies, worked at length to ensure that the newly completed 15-501 replacement bridge over New Hope Creek was re-designed to have a higher and wider opening underneath to allow for people and wildlife to safely pass under the fast and voluminous highway traffic in this area. Any structure built for transit use through the 15-501 Bottomlands at "mid-block" and away from 15-501 or structures along Sandy Creek would present a new barrier to wildlife movement. Removing vegetation, particularly large trees from this high-canopied, mature forest, during and after construction, would make an incursion into the area and fragment contiguous forest interior habitats, which are increasingly rare in urban environments. The area now, in spite of the power line cut essentially parallel to the Creek, offers a macrosite favorable to "large guilds" of interdependent species. Fragmentation would have very significant impacts on these guilds, and would favor common "edge" species over those requiring unbroken forest and den trees;

-- Nearly 15 years ago, the Committee worked with volunteers and with the City and County of Durham to build a nature trail in the bottomlands. It was built with \$30,000 in funding from the National Recreational Trails program, matching funds from Durham, and private donations. The trail now receives significant recreational use, and the NHCACC has plans to increase its educational value through signage and other materials based on a "bottomland hardwoods" theme and consistent with the nature of the land. We have since then collaborated with Durham County and volunteer and community groups to keep it maintained. A transit routing across the corridor near or over this trail would produce noise, vibration, visual distraction and interference with the educational value of our proposed interpretation of the bottomland forest;

--the route as mapped would also require permanent structures and damage during construction in the floodplain of Sandy Creek east and west of Garrett Road;

--according to the Triangle Transit draft Alternatives Analysis, an 18 acre train maintenance facility is proposed for a portion of Patterson Place very close to both the wetland area and to 15-501. This is a quasi-industrial use, with a rail line spur, to and from the LRT mainline, along the slope at the west edge of the 15-501 Bottomlands. Activities at this complex will include washing of transit vehicles and storage and use of a variety of chemicals. It also would surely involve a high degree of impervious surface. Ironically, this property, which is close to a proposed station, would seem to be better suited to high density residential or similar use that would be passenger generating;

----the location of the proposed Patterson Place Station could encourage new development (and its run off) on sensitive lands, in particular from the proposed location just west of SW Durham Drive onto the 15-501 Bottomlands (and the slopes above them) and downstream onto the New Hope Creek Corridor lands south of Old Chapel Hill Road.

--In general, station location in the vicinity of the New Hope Creek Corridor, including areas near lower Sandy Creek, must foster more intensive use of already developed land and avoid the creation of pressure to develop sensitive lands.

--from a procedural standpoint, members of the NHCCAC participated in public meetings sponsored by TTA and raised these concerns. We also invited TTA representatives to attend our April meeting and discussed our concerns with them. Despite this input, the corridor listed as the "preferred alternative" has not changed, and we believe it will cause much greater negative environmental impact as compared with another routing (see below). We intend to participate in subsequent environmental impact analyses of corridor alternatives. We respectfully request that the corridor routing described below, adjacent to 15-501 be included among the locally preferred alternatives to be analyzed.

--we believe an alternative routing exists that would allow multiple transit technologies, including bus, bus rapid transit, and rail, without producing the negative impacts described above. (see attached PDF) Most of the problems associated with "mid-block" crossing of New Hope Creek could be avoided by locating the transit route immediately adjacent to the south side of 15-501, with the main New Hope Creek transit crossing at the new highway bridge. We understand that the FONSI (environmental impact analysis) for the bridge provided for future construction of a transit corridor directly adjacent to the bridge, on the south side. This is a recently cleared area, the result of construction of the new bridge, that could provide much of the right-of-way. Equally important, access to the site for construction could be obtained by using this cleared area, or (for very large equipment) 15-501 itself. A transit crossing, with an underpass opening as high and wide as the bridge itself, would have a de minimis impact on animal migration routes down the corridor. In addition, instead of adding two new, long, edge areas on either side of a new swath across the 15-501 Bottomlands, as the currently proposed "locally preferred alternative" would produce, the already cleared area along the south side of the 15-501 right-of-way could be used. In addition to reducing disturbance to vegetation, any transit noise and vibration would be confined to an area of existing noise and vibration. There should also be ways to avoid intrusion into the Sandy Creek wetlands and the encouragement of increased density in that environmentally sensitive area.

--Another crossing with fewer environmental impacts would be parallel to Old Chapel Hill Road. It is, we note, the route proposed for the BRT-Low Alternative. (If this technology and route are favored, the Committee would want to be further consulted as the project progressed, especially with regard to the area near the bridge over New Hope Creek.)

In conclusion, the Committee has long been supportive of non-automobile transportation alternatives within the New Hope Corridor. But we are very much opposed to placing transit where it destroys valuable community resources. What we need are transit alignments that will complement, rather than compromise, the wildlife, open space, and recreational values of the New Hope Creek Corridor.

Note: See "Durham-Orange Corridor" (at: <http://www.ourtransitfuture.com/index.php/get-involved/reports/durham-orange-alternatives-analysis-documents-july-2011/>) and in particular "Durham-Orange Vol 1 Detailed Definition of Alternatives (11.2 MB | PDF)," pdf p 41, and "Durham-Orange Vol 2 Plans and Profiles - Segments C & D Friday Center to Cornwallis 22.19 MB | PDF)," pdf pp. 17-19 (download version) or pdf pp. 58-60 (DVD version) aka Sheet D-6 through D-8.

Comments Submitted at Workshop
(see following pages)

CH



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Comment Form

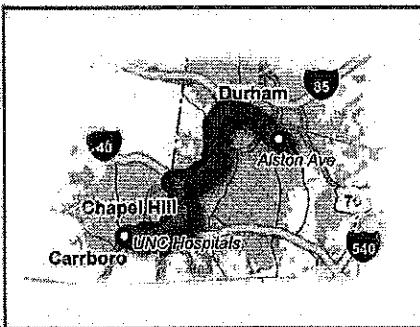
Alternatives Analysis – Triangle Regional Transit Program

Comments may also be emailed to comments@dchcmppo.org.

Contact Information

Name: _____ Organization: _____
 Street Address: _____ City & State: _____
 Email Address: _____ Best way to keep you informed: Email Mail None
 # of years living in the Triangle: _____ Zip code for where you work _____ Zip code for where you live _____

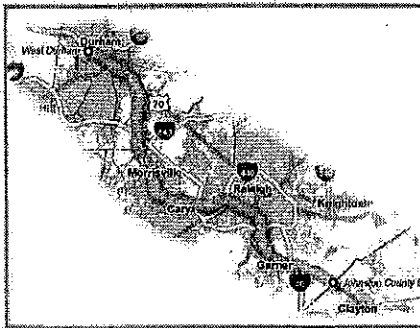
Please share your thoughts on the alternatives (alignments, technologies and stations).



Durham-Orange Corridor (Durham to Chapel Hill)

Route C1 makes much more sense than C2 because

- Route C1 imposes much less on Corps of engineers land
- It would probably be more economical to construct C1 in association



Durham-Wake Corridor (Durham to Garner)

with Southwest Durham Drive

- Meadowmont, a station on Route C1, is a very desirable destination

A station should be located in Meadowmont for light rail.

CH



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 County of Orange

Comment Form

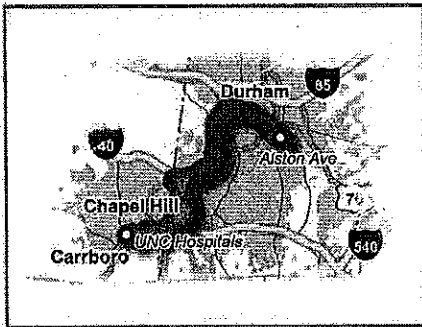
Alternatives Analysis – Triangle Regional Transit Program

Comments may also be emailed to comments@dchcmo.org.

Contact Information

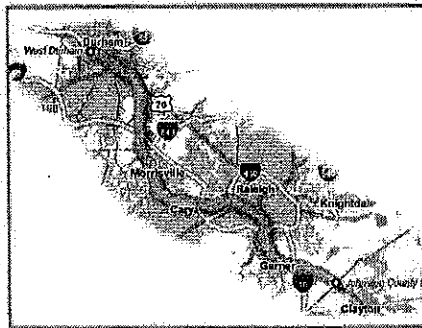
Name: Bill Ferrell Organization: Meadowmont Cm. Assn.
 Street Address: 1201 Raleigh Rd S607 City & State: Ch. NC 27517
 Email Address: meadowmont@nc.mn.com Best way to keep you informed: Email Mail None
 # of years living in the Triangle: 6 Zip code for where you work 27517 Zip code for where you live 27523

Please share your thoughts on the alternatives (alignments, technologies and stations).



Durham-Orange Corridor (Durham to Chapel Hill)

1. Prefer C2
2. Confusion on "Bridge" size etc if C2 at end of MM lane
3. C1 would also impact Carnegie Ridge Expansion project
4. MCA BA voted to support C2



Durham-Wake Corridor (Durham to Garner)

N/A

CH



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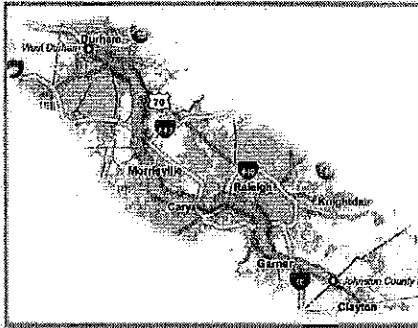
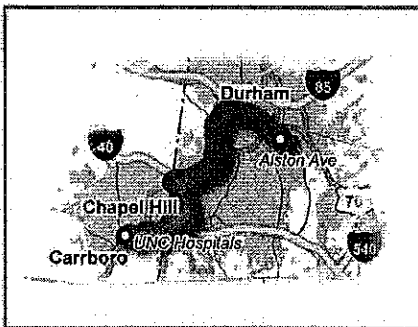
Contact Information

Name: Hank Rodesburg Organization: Meadowmont
 Street Address: 102 Springdale Way City & State: Chapel Hill, NC 27517
 Email Address: hankrodesburg@yahoo.com Best way to keep you informed: Email Mail None
 # of years living in the Triangle: 5 Zip code for where you work Zip code for where you live 27517

Please share your thoughts on the alternatives (alignments, technologies and stations).

Durham-Orange Corridor (Durham to Chapel Hill)
 Alt. C2 is: less expensive
 serves a greater ridership
 is less environmentally destructive
 Therefore C2 must be the preferred alternative

Durham-Wake Corridor (Durham to Garner)



CH



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Contact Information

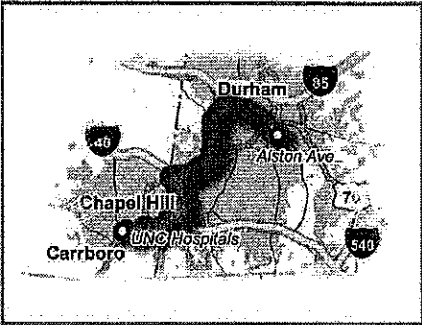
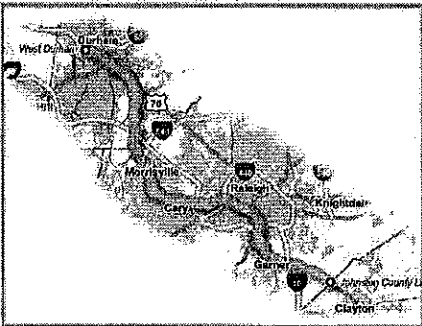
Name: Pat Carstensen Organization: _____

Street Address: 58 Newton Dr. City & State: Durham NC 27707

Email Address: pats1717@hotmail.com Best way to keep you informed: Email Mail None

of years living in the Triangle: 23 Zip code for where you work 27707 Zip code for where you live 27707

Please share your thoughts on the alternatives (alignments, technologies and stations).

Durham-Orange Corridor (Durham to Chapel Hill)
What How do you keep Alston Ave walkable until the stop comes.

Durham-Wake Corridor (Durham to Garner)
 I like the idea of studying at East Durham stop. Is an excellent idea.

CH



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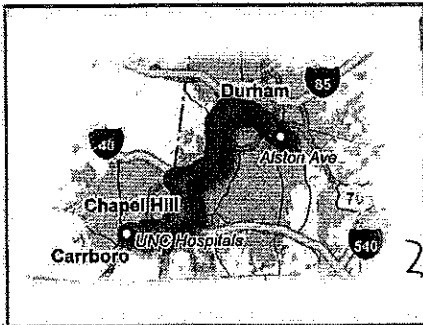
Alternatives Analysis – Triangle Regional Transit Program

Comments may also be emailed to comments@dchcmo.org.

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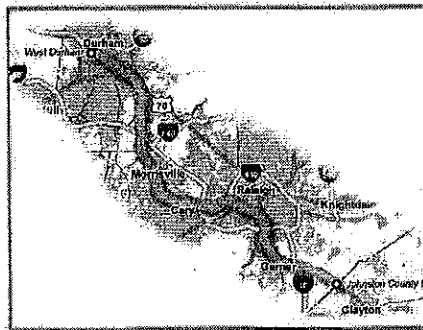
Name: GERRY COHEN Organization: _____
 Street Address: 8909 JAYMOUTH CR City & State: Raleigh NC
 Email Address: GER.COHEN@gmail.com Best way to keep you informed: Email Mail None
 # of years living in the Triangle: 43 Zip code for where you work: 27609 Zip code for where you live: 27613

Please share your thoughts on the alternatives (alignments, technologies and stations).



Durham-Orange Corridor (Durham to Chapel Hill)

1) AVC preferred for UNC Hospitals + 7
~~Other~~ combines better ridership
and employment access + extension
to Carrboro



Durham-Wake Corridor (Durham to Garner)

2) Wake Medical Center - pretty optimal better
access to VA and hospitals
 3) please give more
specific place names
Rd should be called
Smith Center/Mason Farm Rd

4) Prefer Mecklenburg alignment
the development was designed for

www.dchcmo.org

this project



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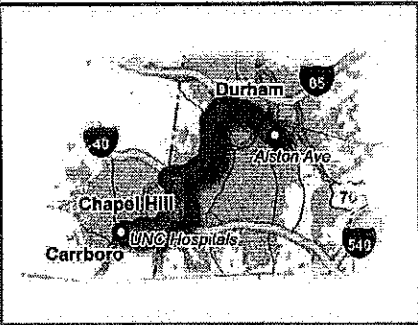
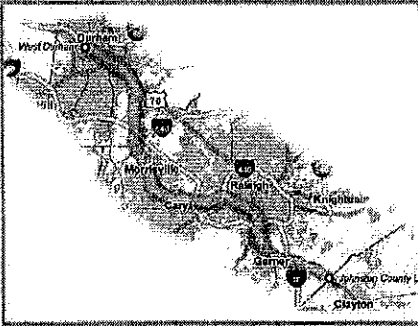
Name: Geoffrey Daniel Geist Organization: _____

Street Address: Meadowmont City & State: Chapel Hill, N.C.

Email Address: gdgeist2000@yahoo.com Best way to keep you informed: Email Mail None

of years living in the Triangle: _____ Zip code for where you work: 27517 Zip code for where you live: 27517

Please share your thoughts on the alternatives (alignments, technologies and stations).

Durham-Orange Corridor (Durham to Chapel Hill)

I would like to express my support for the C₂ plan, a plan I believe offers more advantages than C₁. It's far less costly from a monetary perspective; less damaging toward the environment and offers greater ridership potential. For these and other reasons, C₂ is a better plan & represents the path of least resistance.

Durham-Wake Corridor (Durham to Garner)



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- Town of Hillsborough
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- County of Orange

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Contact Information

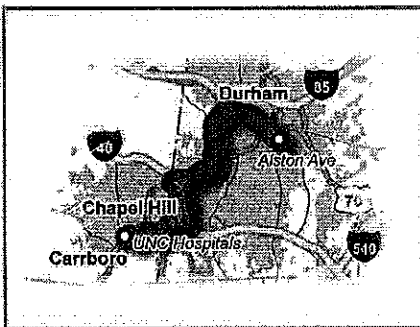
Name: Wanona Satcher Organization: CDDG/NE Central Durham Leadership

Street Address: 1407 Taylor Street City & State: Durham, NC

Email Address: wajisada@yahoo.com Best way to keep you informed: Email Mail None

of years living in the Triangle: 3 Zip code for where you work: 27703 Zip code for where you live: 27703

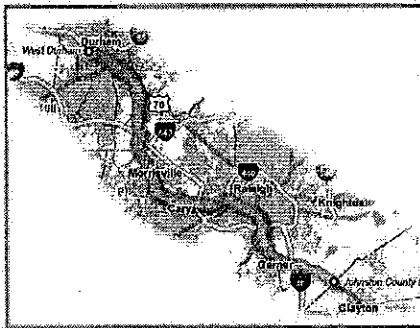
Please share your thoughts on the alternatives (alignments, technologies and stations):



Durham-Orange Corridor (Durham to Chapel Hill)

Best Alignment

- Highest for growth + infrastructure potential (vacant sites in Trinityfield)
- most attractive for funding
- Largest underserved populations needing transit access
- Most diverse populations (age + income)
- Most universities, cultural locations / high potential + yield for economic development



Durham-Wake Corridor (Durham to Garner)

Not preferred!

What other comments do you have regarding regional transit?

Extremely needed!!!

- makes region more competitive (globally)

- easier to move goods & services

- increased aging population - needing access to transit

- Best ROI!

Let's stay in touch about transit plans!

How did you hear about today's workshop? Email Posted flyer Website (which one) _____

Word of Mouth Newspaper Radio TV Facebook Other: _____

How was the meeting time? Excellent Very Good Satisfactory Needs Improvement Unacceptable

Workshop location? Excellent Very Good Satisfactory Needs Improvement Unacceptable

Workshop organization? Excellent Very Good Satisfactory Needs Improvement Unacceptable

What was most helpful? Video Maps Boards Staff to talk to Handout papers Other attendees



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Comments may also be emailed to comments@dchcmo.org.

Contact Information

Name: Eric Teagarden Organization: _____

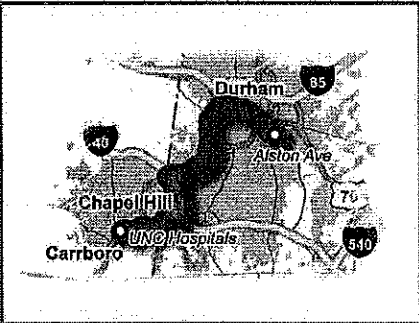
Street Address: _____ City & State: _____

Email Address: ERIC.Teagarden@gmail.com Best way to keep you informed: Email Mail None

of years living in the Triangle: 35 Zip code for where you work 27517 Zip code for where you live 27517

Please share your thoughts on the alternatives (alignments, technologies and stations).

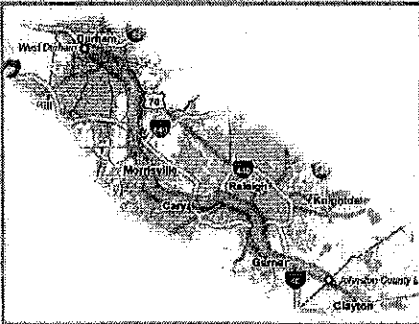
Durham-Orange Corridor (Durham to Chapel Hill)



Please select Alt. C-2 notes.
Reasons are financial - 30 million difference
environmental - no new hole in wetlands

More ridership for C-2

Durham-Wake Corridor (Durham to Garner)



*LORCA Conversion ...
Suzanna*

*Eve Teagarden
Eric.Teagarden@gmail.com*

LRT Alternatives C1 vs C2 Comparisons

C1 is 30-60 million more expensive

Table 3-18 of Volume 1 of LRT alternatives Report

C1 has LOWER ridership

page 3-8 of Volume 1 " " " "

C1 is MUCH greater impact

4X more wetland affected

*page 3-3 of Volume 1 " " " "
table 3-14*

C1 has no dedicated parking at Merdounment Station

C1 is Residential vs "destination station" office at Woodmont station



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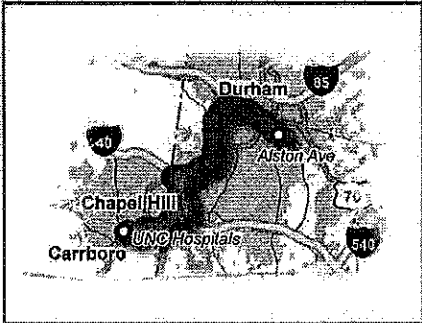
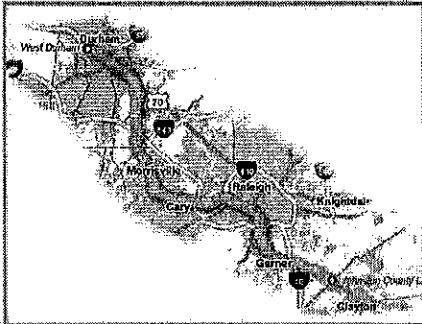
Name: Wendy Jacobs Organization: _____

Street Address: 3 Streamley Ct. City & State: Durham 27705

Email Address: geewen@ndrr.com Best way to keep you informed: Email Mail None

of years living in the Triangle: 30 Zip code for where you work _____ Zip code for where you live _____

Please share your thoughts on the alternatives (alignments, technologies and stations).

Durham-Orange Corridor (Durham to Chapel Hill)

- any way to integrate Meadowmont station (Bus?)
 But use C-2? (concern about environmental impact)
- Please study alternative alignment along 15-501 to avoid New Hope Creek impact
- D3 Best * University marketplace mixed use & surrounding apartment
- Like idea of additional East Durham station

Durham-Wake Corridor (Durham to Garner) for NCCU/Aston Ave area

TTA has made energy and carbon savings claims for its LRT, e.g. millions of gallons burned by cars of people who would otherwise use the system. Has TTA done an analysis of energy use by the LRT vs. cars? And if so, is it a "life-cycle" analysis that includes energy embedded in the system via construction and materials?

Bob Healy

839 Sedgefield St.

Durham, 27705

healy@duke.edu

Addendum to the Triangle Regional Transit Program Detailed Definition of Alternatives Analysis Reports – Volume 1

After the Durham-Chapel Hill-Carrboro (DCHC) and Capital Area (CAMPO) Metropolitan Planning Organizations (MPOs) adopt a Locally Preferred Alternative (LPA) for the corridors within their jurisdictions, a Final Definition of Alternatives section will be written for each project, describing the LPA, the selection process used and the events leading to the LPA decision. The final Alternatives Analysis Report which will be published for each project will incorporate all of the previous reports into a single document for each corridor, namely:

- Purpose and Need
- Conceptual Definition of Alternatives
- Detailed Definition of Alternatives
- Final Definition of Alternatives (yet to be written)
- Next Steps (yet to be written)

The Triangle Regional Transit Program Detailed Definition of Alternatives Technical Reports for the Durham-Orange, Durham-Wake and Wake Corridors are being amended to formally recognize future commitments that will be undertaken in the subsequent environmental documentation phase.

Durham-Orange County Corridor Alternatives Analysis Report Volume 1: Detailed Definition of Alternatives Technical Report

Insert the following sub-section after the last line on page ES-5 of the Executive Summary:

Insert the following sub-section after the second paragraph on page 3-33 in the Wetlands and Stream Impacts sub-section immediately after the reference to Figure 3-3:

Additional Study Area

Little Creek and New Hope Creek

In compliance with the National Environmental Policy Act of 1969, as amended, during the PE/DEIS phase of the project development process, the alternatives advanced from the AA process for further study will be subject to more detailed evaluation of environmental impacts. The alignments crossing Little Creek and New Hope Creek were previously selected as part of the preferred alignment developed through the 2001 US 15-501 Major Investment Study (MIS) (as amended) and adopted by the DCHC MPO, Durham and Chapel Hill. Along with the alternative LRT alignments already identified in the AA for crossing the Little Creek area, during PE, reasonable alternative design options including but not limited to a LRT alignment in the New Hope Creek area that is adjacent to the existing US 15-501 right-of-way will also be included in the DEIS to investigate ways to minimize or avoid impacts to environmental resources.

The Figure below illustrates this additional study area. This Figure will be inserted into the document as Figure ES-2 and Figure 3-3d.

Insert Figure ES-2 after Figure ES-1.

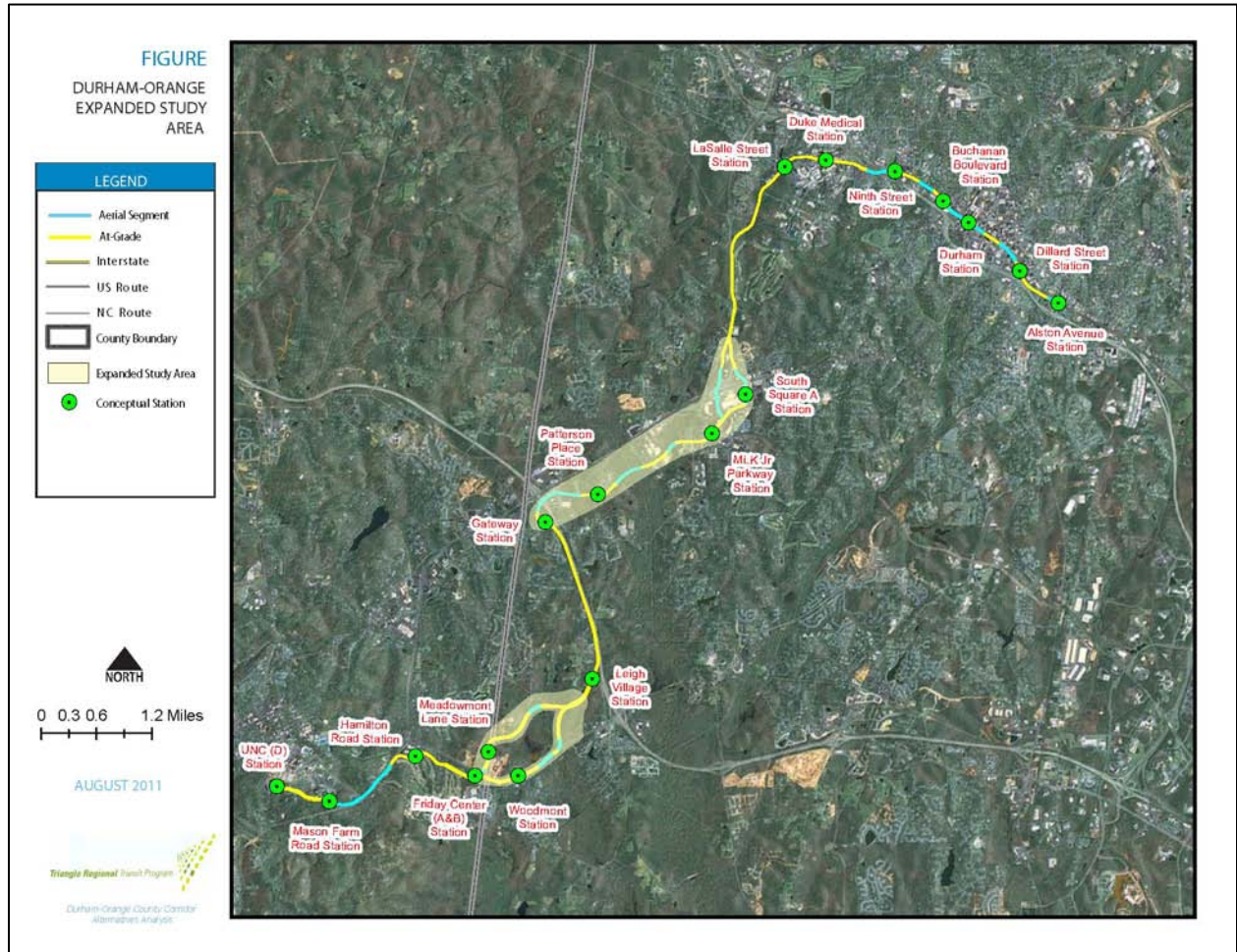
Insert Figure 3-3d after Figure 3-3c

Insert the following sub-section after the last paragraph of Section 2.3.3 - Station Locations on page 2-14:

Station Location Decision Process

Conceptual station locations are identified during the AA process. These locations will be refined over the course of the project development process including the PE/DEIS/FEIS and even in early stages of Final Engineering (FE). There are numerous reasons for refining station locations throughout the process including changes in land use planning, developments, environmental impacts, stakeholder and citizen input. In addition, there could be right-of-way and access issues such as traffic, parking, pedestrian wayfinding, and bus/rail interface considerations that may lead to station location refinement. It is also possible that station locations could be modified or removed based on subsequent cost-benefit analysis in optimizing system costs with ridership.

Stakeholder and public involvement are integral to the station location and design process. Throughout the project development process citizens and stakeholders will continue to have multiple opportunities to offer input on design options and station location decisions. Decisions on precise station locations and designs are finalized during the Final Engineering phase.





Durham-Wake County Corridor Alternatives Analysis Report Volume 1: Detailed Definition of Alternatives Technical Report

Insert the following two sub-sections after the second paragraph under Section 2.3.3 - Station Locations, on page 2-16:

Alston Avenue/NCCU Commuter Rail Station

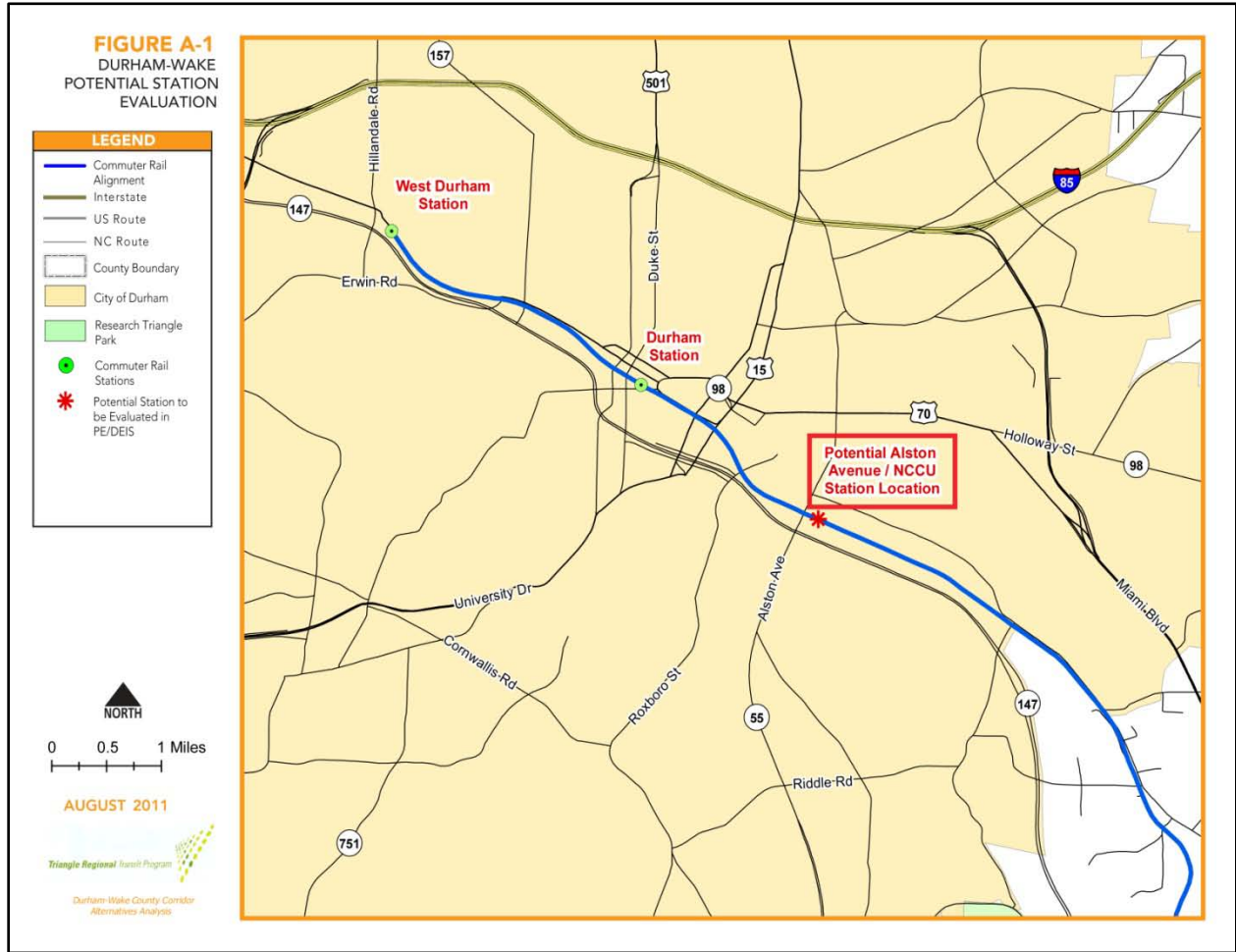
During the PE/DEIS phase of the project development process, the possibility of locating an additional commuter rail station in the vicinity of Alston Avenue to serve the Alston Avenue and East Durham communities and surrounding area will be evaluated. This station area has some of the highest percentages of transit dependent, low income, and minority populations relative to the overall project corridor. Improved access to premium transit service would better connect residents of the East Durham and Northeast Central Durham area to activity centers across the region including employment, institutional, shopping and entertainment. This station would also link the Durham Technical Community College and North Carolina Central University with the rest of the region thereby expanding access to educational opportunities. While an LRT station is currently proposed at this location under the Durham-Orange LRT project, implementation of the LRT project could lag behind the implementation of the Durham Wake Commuter Rail project by six years or more. Thus the user benefits of premium transit service to the Alston – East Durham area would be delayed if a commuter rail station is not included as part of the Durham-Wake Commuter Rail Project.

Station Location Decision Process

Conceptual station locations are identified during the AA process. These locations will be refined over the course of the project development process including the PE/DEIS/FEIS and even in early stages of Final Engineering (FE). There are numerous reasons for refining station locations throughout the process including changes in land use planning, developments, environmental impacts, stakeholder and citizen input. In addition, there could be right-of-way and access issues such as traffic, parking, pedestrian wayfinding, and bus/rail interface considerations that may lead to station location refinement. It is also possible that station locations could be modified or removed based on subsequent cost-benefit analysis in optimizing system costs with ridership.

Stakeholder and public involvement are integral to the station location and design process. Throughout the project development process citizens and stakeholders will continue to have multiple opportunities to offer input on design options and station location decisions. Decisions on precise station locations and designs are finalized during the Final Engineering phase.

Figure A-1 is included for reference but would not be part of the actual addendum



Wake County Corridor Alternatives Analysis Report Volume 1: Detailed Definition of Alternatives Technical Report

Insert the following sub-section at the end of Section 2.3.6 - Station Locations, on page 2-14:

Station Location Decision Process

Conceptual station locations are identified during the AA process. These locations will be refined over the course of the project development process including the PE/DEIS/FEIS and even in early stages of Final Engineering (FE). There are numerous reasons for refining station locations throughout the process including changes in land use planning, developments, environmental impacts, stakeholder and citizen input. In addition, there could be right-of-way and access issues such as traffic, parking, pedestrian wayfinding, and bus/rail interface considerations that may lead to station location refinement. It is also possible that station locations could be modified or removed based on subsequent cost-benefit analysis in optimizing system costs with ridership.

Stakeholder and public involvement are integral to the station location and design process. Throughout the project development process citizens and stakeholders will continue to have multiple opportunities to offer input on design options and station location decisions. Decisions on precise station locations and designs are finalized during the Final Engineering phase.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: September 14, 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.

FY 2011/FY 2012 Unified Planning Work Program (UPWP) – Projects

Town of Carrboro Transportation Study/Main Street Road Diet

- ✓ Consultant selected
- ✓ Scope development/contract negotiation complete
- ✓ Data Collection to commence in September 2011 – Analysis Underway

Town of Hillsborough Downtown Transportation Study

- ✓ Consultant selected
- ✓ Scope development/contract negotiation complete
- ✓ Data Collection to commence in September 2011 – Analysis Underway

2040 Long Range Transportation Plan LRTP

- ✓ LRTP Schedule/Timeline TAC Approval – August 2011
- ✓ Socio-economic and demographic data analysis completed
- LRTP Public Involvement plan – Nov/December 2011
- LRTP Goals and Objectives – January 2012
- Approval of LRTP Targets January/February 2012
- Deficiency Analysis – April 2012
- Socio-economic Forecasts – January 2012
- Land use Scenario – January 2012
- Alternative Analysis – May –July 2010
- Draft LRTP Recommendation September 2012
- Air Quality analysis and Conformity Adopted -October 2012 - February 2013
- Approval of LRTP and Conformity determination April/may 2013
- Technical report and implementation

Comprehensive Transportation Plan (CTP)

- Draft CTP – December 2011 – Depends on NCDOT Schedule
- Public Input

- Recommended CTP
- Adopted CTP - September 2012
- 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
- Phase 2 - ongoing
- Study completion – June 2012

GIS/Data Integration and Automation

- ✓ Phase I completed. Internal review and implementation in progress
- ✓ Phase I deployment
- Database development – ongoing.
- Phase 2 – underway

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

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

MPO Congestion Management Process CMP

- ✓ CMP Procedure Plan approval – completed
- ✓ FHWA Approval of CMP procedure plan – August 2011
- ✓ CMP data requirement collection plan –Fall of 2011
- CMP Data collection and monitoring – ongoing
- CMP implementation – ongoing
- State- of Systems Report – December 2012
- Evaluation of effective of CMP projects and funded projects - ongoing

MPO Safety and Security Plan

- ✓ Action Plan and schedule to be completed in September 2011

Update of the MPO Public Involvement consistent with Federal Certification Review

- ✓ Action Plan and schedule to be completed in September 2011

MPO Title VI/Environmental Justice (EJ)/Limited English Proficiency (LEP)y Plan

- ✓ Action Plan and schedule to be completed in September 2011

MPO Climate Change (Sustainability Adaptation) Plan/ Update of Greenhouse Emissions Plan

- Action Plan and schedule under development

MPO Freight Plan and Integration

- ✓ Action Plan and schedule to be completed in September 2011

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: Mark W. Luther, PE **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:** 0.4%
Availability Date: 10/1/2007 **Letting Date:** 8/21/2007
Completion Date: 8/1/2010 **Work Began:** 10/1/2007
Revised Completion Date: 12/15/2010 **Estimated Completion:** 7/22/2011
Last Estimate Thru: 4/21/2011 **Scheduled Progress:** 100%
Last Estimate Paid: 4/26/2011 **Actual Progress:** 99.99%

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: GELDER AND ASSOCIATES, INC.
Contract Amount: \$6,502,648.68 **Cost Overrun/Underrun:** 5.51%
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:** 12/30/2011
Last Estimate Thru: 7/31/2011 **Scheduled Progress:** 100%
Last Estimate Paid: 8/8/2011 **Actual Progress:** 52.86%

Contract Number: C202164 **Route:** SR-1959
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** U-4011
Length: 0.767 miles **Federal Aid Number:** STP-1959(3)
Resident Engineer: Mark W. Luther, PE **RE Phone Number:** (919)220-4680
Location Description: SR-1959 (S MIAMI BLVD) FROM SOUTH OF SR-2112 (METHODIST ST) TO NORTH OF
 SR-1960 (BETHESDA AVE).
Type of Work: GRADING, DRAINAGE, PAVING & SIGNALS.
Contractor Name: TRIANGLE GRADING & PAVING, INC
Contract Amount: \$4,666,751.41 **Cost Overrun/Underrun:** 0.11%
Availability Date: 6/27/2011 **Letting Date:** 5/17/2011
Completion Date: 7/13/2012 **Work Began:** 7/13/2011
Revised Completion Date: **Estimated Completion:** 7/12/2012
Last Estimate Thru: 8/15/2011 **Scheduled Progress:** 7%
Last Estimate Paid: 8/31/2011 **Actual Progress:** 4.69%

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: Mark W. Luther, PE **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: 8/7/2011 Scheduled Progress: 41.58% Last Estimate Paid: 8/24/2011 Actual Progress: 30.34%</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: -8.96% 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: 8/23/2011 Last Estimate Thru: 2/7/2011 Scheduled Progress: 100% Last Estimate Paid: 2/17/2011 Actual Progress: 97.58%</p>	
<p>Contract Number: C202507 Route: - Physical Division: 5 County: Durham Administrative Division: 15 TIP Number: R-2635, U-4763B Length: 18.8 miles Federal Aid Number: TIFIA-540(2) Resident Engineer: Jason R. Peterson, PE RE Phone Number: (919)571-3000 Location Description: NC-540 FROM NC-55 NEAR APEX TO NC-54 NEAR RTP AND NC-147 FROM I-40 TO NC-540. Type of Work: DESIGN-BUILD LANDSCAPING. Contractor Name: SOUTHERN GARDEN, INC. Contract Amount: \$4,800,000.00 Cost Overrun/Underrun: Availability Date: 8/15/2011 Letting Date: 4/21/2011 Completion Date: 7/1/2015 Work Began: Revised Completion Date: Estimated Completion: Last Estimate Thru: Scheduled Progress: Last Estimate Paid: Actual Progress:</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: 1.58% 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: 9/15/2011 Last Estimate Thru: 6/22/2011 Scheduled Progress: 100% Last Estimate Paid: 7/7/2011 Actual Progress: 98.01%</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).</p>	

<p>Availability Date: 4/4/2011 Completion Date: 8/26/2011 Revised Completion Date: Last Estimate Thru: 7/31/2011 Last Estimate Paid: 8/5/2011</p>	<p>Letting Date: 2/15/2011 Work Began: 4/4/2011 Estimated Completion: 8/26/2011 Scheduled Progress: 82% Actual Progress: 99.16%</p>
<p>Contract Number: DE00010 Physical Division: 5 Administrative Division: 5 Length: 0.17 miles Resident Engineer: Mark W. Luther, PE Location Description: INTERSECTION OF SR-1357 (AVONDALE DR) AND SR-1670 (GEER ST). Type of Work: INSTALL ROUNDABOUT. Contractor Name: BARRETT, IRVIN & JORDAN CONTRACTORS INC Contract Amount: \$497,421.60 Availability Date: 8/15/2011 Completion Date: 11/15/2011 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:</p>	<p>Route: SR-1357 County: Durham TIP Number: Federal Aid Number: RE Phone Number: (919)220-4680 Cost Overrun/Underrun: Letting Date: 7/26/2011 Work Began: 8/15/2011 Estimated Completion: Scheduled Progress: Actual Progress:</p>
<p>Contract Number: DO00069 Physical Division: 5 Administrative Division: 5 Length: 0 miles Resident Engineer: Cadmus Capehart, PE 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 Availability Date: Completion Date: Revised Completion Date: Last Estimate Thru: Last Estimate Paid:</p>	<p>Route: NC-147 County: Durham TIP Number: BK-5102G Federal Aid Number: BRNHS-0147(4) RE Phone Number: (919)840-0914 Cost Overrun/Underrun: Letting Date: 8/19/2010 Work Began: Estimated Completion: Scheduled Progress: Actual Progress:</p>
<p>Contract Number: DO00070 Physical Division: 5 Administrative Division: 5 Length: 0 miles Resident Engineer: Cadmus Capehart, PE 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 Availability Date: 5/2/2011 Completion Date: 8/29/2011 Revised Completion Date: Last Estimate Thru: 8/15/2011 Last Estimate Paid: 8/19/2011</p>	<p>Route: NC-147 County: Durham TIP Number: BK-5102E Federal Aid Number: BRZ-1940(2) RE Phone Number: (919)840-0914 Cost Overrun/Underrun: 0% Letting Date: 8/19/2010 Work Began: 6/24/2011 Estimated Completion: 9/30/2011 Scheduled Progress: 80% Actual Progress: 39.17%</p>
<p>Contract Number: DO00076 Physical Division: 5 Administrative Division: 5 Length: 0 miles Resident Engineer: Chad D. Hinnant 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 Availability Date: 6/6/2011 Completion Date: 10/18/2011 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:</p>	<p>Route: I-40 County: Durham TIP Number: BK-5102F Federal Aid Number: BRSTP-1959(5) RE Phone Number: (919)733-9499 Cost Overrun/Underrun: Letting Date: 9/2/2010 Work Began: 7/21/2011 Estimated Completion: Scheduled Progress: Actual Progress:</p>

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO- ARRA

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
Orange	ER-5100 GE	Landscape planting on US 15-501 @ SR 1734 (Erwin Rd./Europa Dr.)	11/24/2009	4/30/2012	on schedule	\$65,000	ARRA
Orange	U-3306 34913.3.ST1 STM-1733 (16)	Grading, drainage, paving, signals, curb and gutter, and retaining wall on SR 1733 (Weaver Dairy Rd.) from NC 86 to Old Sterling Road	7/20/2010	6/15/2013	behind schedule	\$13.4 million	ARRA
Orange	U-4704	Computerized Traffic Signal System for Chapel Hill-Carrboro	9/15/2009	8/1/2012	behind schedule	\$5.175 million	ARRA
Orange	U-4726 JA	Construct sidewalks in Hillsborough	11/19/2009	9/17/2011	final field inspection held 9/1/11; punchlist underway	\$1,034,110.00	ARRA, STP-DA & Contingency; M.A. w/ City
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST							
County	TIP #	Description	Let Date	Completion Date	Status	Cost	Comments

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
Orange	36945	Upgrade traffic signal with mast arm and install pedestrian signal heads on SR 1010 (Franklin St.) @ Mallette St.	11/4/2010	Rev. compl. 10/15/11	behind schedule	\$140,000.00	Small Construction
Orange	42502	Replace deteriorated curb and gutter at several locations on both sides of SR 1010 (Franklin St.) between Hillsborough St. and Plant Rd.			Awaiting execution of M.A. by Town	\$30,000	Small Construction
Orange	43030	Safety improvements near railroad crossing #736157R on SR 1843 (Seawell School Rd.)(signing, tree removal, grading for visibility, paved shoulders, wedging, short overlay & snow-plowable pavement markers)	N/A	8/30/2011	F.A. construction scheduled to be complete by 8/1/11	\$45,000	Small Construction
Orange	43114	Install a pedestrian countdown signal and crosswalk on SR 1005 (Jones Ferry Road) at SR 1937 (Old Fayetteville Road)	N/A	8/30/2011	F.A. construction complete	\$20,000	Small Construction
Orange	43346	Extend the westbound turn lane and install curb and gutter and storm drainage on SR 1900 (Old Mason Farm Road) at US 15-501 (Fordham Blvd.)		12/1/2011	F.A. construction	\$115,000	Small Construction
Orange	C-4932 A	Construct a Transit Shelter at the Park and Ride Lot for DTCC in Hillsborough and install bike racks on Orange Public Transportation buses	5/17/2011		DOT has issued Concurrence in Award for both contracts	\$20,275	CMAQ
Orange	EB-4409 34025.1.1	Installation of Orange County Bike Route Signs	4/5/2011	Rev. compl. 9/10/11	on schedule	\$34,564.50	STP
Orange	ER-2971 G 3607.3.09	Widen roadway, install curb and gutter and construct sidewalk along SR 1750 (Estes Drive) between Burlage Circle and SR 1010 (Franklin Street)			MA with Town pending	\$155,000.00	Small Construction/ STP-Division Enhancement
Orange	ER-2973 G 3707.3.16	Rehabilitation of landscape plantings on I-40/I-85 at SR 1114 (Buckhorn Rd.) and installation of landscape plantings at the Hillsborough Maintenance Yard on SR 1009 (Old NC 86)			Design complete; pending advertisement	\$137,500.00	STP-Division Enhancement
Orange	I-5142	Mill, resurface and install pavement markers and rumble strips on I-85/I-40 from west of SR 1114(Buckhorn Road) to the I-85/I-40 interchange	3/16/2010	estimated completion 9/30/11	95% complete	\$8.60 million	TIP (IM)

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

Orange	SR-5000 S 40922.1.18 PE	Education, encouragement, evaluation, and neighborhood outreach for Carrboro Elementary School	N/A	N/A	Municipal Agreement with Town; program underway	\$12,865	Safe Routes to Schools
Orange	SR-5001 AE	Construct 870 linear feet of 5' sidewalk on Elm Street from existing sidewalk near Weaver Street to Shelton Street in Carrboro	Advertisement pending	4/21/2012	Construction authorization approved	\$300,000.00	SRTS
Orange	SR-5001 AR	Construct 320' of 5' sidewalk on Culbreth Road between Cobbleridge Rd. in Chapel Hill and Rossburn Rd. in Carrboro	After construction authorization is approved	7/22/2012	Division has approved PS&E; R/W certification and CE pending	\$50,000 \$108,000	SRTS/STP-DA
Orange	SS-4907 U 42205.2 42205.1 42171	Improve sight distance on SR 1710 by lowering the crest vertical curve on the westbound approach to the intersection of SR 1710 (Old NC 10) @ SR 1713 (Mt. Herman Church Road)	N/A	12/1/2011	FA construction pending utility relocation	\$320,000	Spot Safety-State
Orange	SS -4907 V 42423.3 42423.1	Realign intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	SFY 2013	SFY 2013	Design pending scope revision	\$198,000	Spot Safety-State
Orange	SS-4907 AG 07- 09-1320	Widen radii and install 4-way stop on US 70 Bus./Alt. and SR 1709 (Lawrence Road)	N/A	11/1/2011	F.A. construction to be coordinated with resurfacing project	\$1000 R/W/U \$24,000 C	Spot Safety-State
Orange	U-4726 DC	Wilson Park Multi-Use Path	11/1/2011		Municipal Agreement with Town of Carrboro; Division is reviewing PS&E	\$21,085 PE \$210,855 C	STPDA
Orange	U-4726 DD	Construct sidewalk on Rogers Road from Homestead Road to Meadowrun Ct.	SFY 2012		Municipal Agreement with Town of Carrboro	\$67,025 PE \$469,175 C	STPDA
Orange	U-4726 DE	Construct Bolin Creek Multi-use Path from Homestead Road to Chapel Hill High School	SFY 2012		Municipal Agreement with Town of Carrboro for construction (replaces EL-4994)	\$737,500	STPDA

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

Orange	U-4726 DF	Bicycle detection at Signalized Intersections		FFY 2013	Municipal Agreement with Town of Carrboro pending	\$36,000	STP-DA
Orange	U-4726 IF	Construct stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail			Municipal Agreement with Town of Chapel Hill; CLOMR pending	\$120,000	STPDA
Orange	U-4726 IG	Construct 10' wide greenway from existing Fan Branch Trail near Culbreth Rd. and US 15/501 to Phase I	11/15/2011		Municipal Agreement with Town of Chapel Hill; structure designs in review	\$700,000	STPDA
Orange	W-5207 E 45337.1.5 PE	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	6/1/2012	12/31/2012	Consultant design	\$450,000	High Hazard Safety
County	TIP #	Location Description	Est. Let Date	Completion Date	Status	Cost	Comments
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST							
Durham/Orange	EB-4707	Bicycle improvements(Bikeway and signals) on Durham/Chapel Hill (SR 1838/SR 2220)from SR 1116 (Garrett Road) in Durham County to US 15-501 in Orange County	Dec. 2012			\$4.0 million	
Orange	U-0624	Corridor upgrade on NC 86 (S. Columbia St.)including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	Nov. 15, 2011			\$4.85 million	

Plans for trail on track despite high bid

The Herald Sun By Ray Gronberg August 8, 2011

DURHAM -- City officials say they expect to keep plans for finishing the American Tobacco Trail -- and its signature pedestrian bridge over Interstate 40 -- on track despite a construction bid that came in much higher than they'd expected.

The contractor that led the July 15 bidding for the project, Blythe Construction, said it could build the bridge and extend the trail south to the county line for \$7.8 million.

That was \$2.1 million more than the project's design firm, Parsons Brinckerhoff, had estimated it would cost.

But because some of the state and federal permit approvals for the project will expire in 2012, Durham officials intend to forge ahead. They're likely to soon award a contract for the bridge proper, while they work to shuffle money from other federally subsidized sidewalk projects to pay for the trail extension.

"We do believe that we would have adequate funding to at least get across the interstate," City Manager Tom Bonfield told elected officials on Thursday.

Public Works officials are chalking up the overrun to a bad guess on Parsons Brinckerhoff's part about what it would cost to build the bridge.

There's been a run-up in steel prices this year, and designers "underestimated how much labor it would take" to build a span that has "a lot of elements that are not off-the-shelf," said Ed Venable, Public Works' engineering boss.

Parsons engineers, however, told Public Works last month they think there's a chance the city and its would-be contractors are getting price-gouged by the Duluth, Minn., firm that would prefabricate parts for the bridge's steel backbone.

The manufacturer, BendTec Inc., "may be one of the few" of its type in the U.S. that can bend into shape the 30-inch-diameter pipes that will arch over the interstate, Tim Hayes, a Parsons engineer, said in a July 28 emailed postmortem on the bidding.

Parsons in assembling its cost estimates in February got a quote from BendTec that was roughly half as expensive as the figures that appeared in the actual bid, Hayes said.

Blythe Construction in assembling its bid also went to BendTec, and the Minnesota fabricator may have deduced it was shaping up as the likely sole supplier of the necessary components.

"Anomalies such as this can occur for reasons such as the fabricator realized that he was quoting all of the bidders and there was no competition to keep the price in check, [or] the fabricator is the only one capable of supplying the specified materials," Hayes said.

He added that Parsons engineers had checked with their own in-house estimators, staff at the N.C. Department of Transportation, and colleagues at a sister firm, Balfour Beatty Infrastructure.

The consensus was that "the structural steel costs [for the bridge] are very, very high compared to norms and that this must be due to a lack of competition with a single supplier," Hayes said.

The steel alone accounted for \$1.4 million of the overrun.

Public Works disagrees with Hayes' analysis.

"It is likely that the quotes from the steel manufacturer to [Parsons] and the general contractors may have been similar, but the general contractor has inflated the bridge line items to account for the complexity of the construction and logistics," Venable told The Herald Sun. "It appears that all the general contractors had a singular understanding of this complexity, as the bids are fairly close. Public Works' conclusion is that [Parsons] did not completely anticipate the complexity of constructing the bridge."

Two of the contractors that bid on the project said the bridge's structural steel would likely cost about \$3 million. The third quoted \$3.2 million.

Hayes told city officials said Parsons hadn't "observed a noticeable increase" in steel prices recently. But various trade publications confirm that prices for the material have in fact gone up, more so than some customers feel is justified by demand.

Blythe's job, assuming it gets the contract, will be to build the bridge's foundation, lift the arch into place and then build a deck on top of it for people to walk on.

The company will have to drill eight pilings into the ground to anchor the structure, and handle the lift in a single, seven-hour nighttime closure of I-40. It will assemble the arch on the highway's shoulder before bringing in cranes to handle the lift. Work on the deck will proceed with the highway open.

DOT to city: Take new bids for trail bridge

The Herald Sun By Ray Gronberg August 10, 2011

DURHAM -- A N.C. Department of Transportation veto has forced Durham officials to abandon plans to award a construction contract this summer for the American Tobacco Trail's bridge over Interstate 40.

Because the lowest, \$7.8 million bid for the bridge and associated trail extension was 38 percent higher than initial cost estimates, the city has to take new bids, city and DOT officials said.

"We prefer that the bids be within 10 percent of engineers' estimates," said Wally Bowman, chief engineer of DOT's Division 5. "We typically don't award contracts if the bid is over 10 percent. That's statewide."

The bridge and trail extension is a Durham-run project, but DOT has a say as guardian of the federal subsidies that will cover 80 percent of the construction costs.

City officials learned on Tuesday morning that DOT wouldn't OK an immediate contract award. They chose to make the best of the situation.

"Rebidding will give the city opportunities to look at cost-saving measures, particularly with the bridge construction," Deputy City Manager Ted Voorhees said in an advisory to City Council members and the media.

But until DOT weighed in, city leaders had fully intended to sign a contract with Blythe Construction, moving to construct the bridge with the \$5.8 million they have on hand.

They'd argued that the scheduled 2012 expiration of some of the necessary permits dictated speedy action.

They figured on addressing the trail extension, south to the county line, separately after shuffling money from other federally subsidized sidewalk projects.

City officials and the project's design firm, Parsons Brinckerhoff, disagreed on the cause of the discrepancy between Blythe's bid and the initial \$5.6 million estimate of the project's cost.

Parsons Brinckhoff engineers on July 28 warned city officials there was a good chance they were getting price-gouged by a Minnesota steel fabricator that was in line to make the bridge's key structural components.

They speculated that the fabricator, BendTec Inc., realized it had little competition because it's "one of the few" U.S. companies that can bend components as large as those that destined for the bridge's backbone.

But the city's Public Works Department had a different theory.

It contended Blythe and two other bidders padded their offers in self-defense because they thought the bridge would prove more difficult to assemble than Parsons had presumed. It also cited a run-up in steel prices.

Bowman on Tuesday wouldn't be drawn into taking sides in that argument. He said DOT is focusing on working with Durham officials to get the project back on track, at a better price.

Parsons engineers, however, in their warning last month said DOT had agreed with their assessment.

The strategy city administrators and DOT are pursuing now will address both suggested causes of the overrun. It still assumes the bridge and the trail extension will proceed separately.

On the price-gouging front, the city "if permitted" will allow contractors to submit bids on the bridge that include quotes for both domestic and foreign-made steel, Voorhees said.

The previous bids assumed the exclusive use of U.S.-made steel, in line with federal "Buy America" rules that favor domestic suppliers.

Those rules allow exceptions when using domestic sources threatens to increase a project's cost by more than 25 percent.

But the city can't invoke the exceptions without taking new bids, as before it hadn't formally advised contractors they could consider foreign suppliers, Bowman said.

Meanwhile, on the design front DOT has signaled it might allow bridge builders to use I-40's median as a staging area.

Doing so would allow them to erect a temporary support in the median, using it to hold up the structure while they assemble it, Bowman said.

DOT in 2009 had refused to allow use of the median. That forced Blythe and other contractors to plan on assembling the bridge's backbone on the shoulder of the interstate, before bringing in cranes to lift it into place.

DOT's structural design unit has to OK the median idea, but it could help with the "constructability" of the project, Bowman said.

Officials from another bidder, the D.H. Griffin Construction Co., on Tuesday also urged Public Works to consider a "pre-engineered," off-the-shelf bridge design that would "greatly reduce the costs" of the project.

The department's engineering boss, Ed Venable, told subordinates to have Parsons analyze that idea.

Bowman conceded that rebidding the project would delay it. So did city officials.

"No scheduled timetable [is] in place at this time," Byron Brady, a city engineer, told D.H. Griffin officials late Tuesday afternoon.

Congress heads for another showdown over transportation funding

The Washington Post By Ashley Halsey III Published August 23, 2011

State transportation officials are fearful that another congressional stalemate next month could shut down highway and transit construction projects nationwide and put thousands of people out of work.

Facing a Sept. 30 deadline, officials are mindful of the deadlock that occurred this month over extension of funding for the Federal Aviation Administration. That cost an estimated \$350 million in tax revenue and led to a partial agency shutdown that put 4,000 FAA employees and tens of thousands of construction workers out of work for two weeks.

Both the federal authority to collect the 18.4 cents a gallon in federal gas tax and authorization to spend the revenue on transit and highway projects are due to expire.

"When Congress comes back, they're only going to have 11 days to take action," said Susan Martinovich, president of the American Association of State Highway and Transportation Officials. "There is a crisis brewing." Until the FAA extension turned into a major test of wills between House Republicans and Senate Democrats, it was considered relatively routine for Congress to extend current funding while working on big spending packages. The Senate balked when the House sent over an FAA extension with other provisions attached. The Senate finally buckled and approved the extension, raising the fear that House Republicans might repeat the move when that extension expires Sept. 16 and when the two surface transportation measures come due two weeks later.

The state administrators said that the Senate had committed to passing a six-month surface transportation extension but that House Transportation Committee Chairman John L. Mica (R-Fla.) had not responded to their inquiries.

Although the two houses are in final negotiations over a long-term FAA reauthorization, neither the House nor Senate has approved a long-term surface transportation bill. State officials consider long-term funding plans essential because they need to be confident that funds will be forthcoming when they launch highway and transit projects.

"We need to have a long-term reauthorization of the transit and highway programs, and they need to be funded at the same level, at least in the near future, at what they're funded today, which is about \$42 billion for highways and \$11 billion for transit," Martinovich said in Louisville on Tuesday after meeting with Southern state highway administrators.

Congressional efforts to pass a major surface transportation funding bill have been hamstrung because the primary source of federal transportation funding, the gas tax, has not kept pace with the nation's needs. The two houses have come up with strikingly different proposals, though neither has formally introduced a bill.

The House has talked of a six-year plan to provide about \$35 billion a year, a sum that Mica says can be used to leverage double that amount through public-private partnerships. The Senate proposal would provide about \$109 billion spread over two years.

If the cuts proposed by the House become law, 500,000 jobs would be lost, Martinovich said. "States may need to stop or decrease maintaining a third of their highways," she said.

But with neither bill even in written form, the immediate prospect is for twin extensions - one allowing for collection of the gas tax and the other to permit spending - when the current authorizations expire next month.

"We're facing a far more dire circumstance [than the FAA shutdown], where the entire federal aid program for highways and transit would shut down Oct. 1 unless Congress extends the revenue title," said John Horsley, executive director of the association of state transportation officials.

Mike Hancock, Kentucky's transportation secretary, said state officials are watching Congress "very, very carefully."

"Do we have confidence that Congress will take care of everything they need to take care of in the 11 days? I look back a couple of weeks, and my confidence is shaken," Hancock said. "It's all in the hands of our members of Congress."

If the authorizations are allowed to expire, state officials said, they would not be able to put projects out for bid and would have to begin shutting down projects underway. Since states spend money from their own coffers and then file for federal reimbursement, they would be out on a limb if they let work continue when federal funds were no longer guaranteed.

City finds \$3.8M for Tobacco Trail

The Herald Sun By Ray Gronberg August 25, 2011

DURHAM — City officials think they can channel another \$3.8 million into the budget for an extension of the American Tobacco Trail south across Interstate 40, enough to put the project back on track.

Subject to approval by elected officials, the strategy involves using construction money previously reserved for four sidewalk projects, plus cash left over from the construction of the R. Kelly Bryant pedestrian bridge across the Durham Freeway. The extension of the Tobacco Trail would run from Southpoint Crossing to Massey Chapel Road, and would connect 22 miles of trails that start just south of the West Point on the Eno park and extend to game lands near Jordan Lake.

Staff-level transportation planners from Durham and Orange counties signed off on the idea on Wednesday. Approvals are needed from the elected officials who sit on the cross-county Transportation Advisory Committee, plus the City Council.

Public Works Department officials who are riding herd on the project said they hope to put it out for new bids within two months.

"There are still a lot of moving parts to clarify," Ed Venable, the department's engineering boss, said Wednesday in a message to fellow administrators.

Venable and his staff have been trying since July to figure out how to keep the project on track, after it was threatened by a \$7.8 million construction bid that came in roughly 38 percent higher than a designers' estimate.

The project's most expensive component is a steel arch bridge that will carry the trail across Interstate 40. Workers would also

extend a paved path south to the county line.

City officials previously reserved \$5.8 million for the project.

Venable said the added money, which would push the budget to about \$9.6 million, would cover likely bids plus a 20-percent contingency.

One of the city's transportation planners, Ellen Beckmann, offered a breakdown of the sources of the proposed additional funding.

They start with about \$350,000 left over from work on the Bryant bridge. There's \$570,000 previously allocated to sidewalks and bikeways along Morreene Road from Neal Road to Erwin Road.

Another \$684,000 would come from a sidewalk and bike project on Carpenter Fletcher Road from Woodcroft Parkway to Alston Avenue. A further \$895,000 has been reserved for sidewalk and bike work along Hillendale Road from Interstate 85 south to Club Boulevard.

Officials would divert \$556,000 previously allotted to sidewalk and bike improvements along Cheek Road from Geer Street to Hardee Street, Beckmann said.

They're rounding out the budget with \$760,000 in local money previously reserved as a match for the federal dollars involved in the above-mentioned sidewalk projects.

Beckmann and the city's bicycle and pedestrian coordinator, Dale McKeel, stressed that officials won't touch money earmarked for design work on the sidewalk projects, so planning can continue, but none of the four are ready for construction. McKeel said the city had planned to build them in 2014.

If elected officials go along with diverting the money to the Tobacco Trail, the sidewalk projects will have to await funding from other sources, most likely federal subsidies of the sort administrators propose taking from them now.

Beckmann said that in addition to wanting to keep the American Tobacco Trail on track, officials also want to make sure they put federal money to work quickly, lest it be reclaimed by Washington. Congress has ordered several so-called "rescissions" of unspent transportation subsidies in recent years.

All four of the sidewalk projects are part of the citywide "Durham Walks" construction program officials have followed since 2006. The Cheek Road work was listed there as one of 19 "A rank" projects meriting priority attention. The others appeared on the plan's "B" list.

The Tobacco Trail has been the city's top greenway construction priority for years, as it serves pedestrians and bike riders alike. Completed, it will link to other portions of the trail in Chatham and Wake counties.

Beckmann and McKeel's boss, city Transportation Director Mark Ahrendsen, said officials will "advise" the Durham Open Space and Trails Commission and the Durham Bicycle and Pedestrian Advisory Commission of the proposed funding changes as the plan moves through the review process.

Advisers question American Tobacco Trail expenses

The Herald-Sun By Ray Gronberg August 29, 2011

DURHAM — A member of a key advisory board says Durham officials need to look harder at why the bids for an extension of the American Tobacco Trail came in about 38 percent higher than expected.

The \$2.1 million overrun "indicates the possibility of a serious error in judgment" by the engineers who designed the project and the city staffers who worked with them, said Toby Berla, a member of the Durham Open Space and Trails Commission.

Berla told fellow commission members last week that an architect and engineer he'd spoken to about the project were "not at all surprised" that the trail extension and its associated bridge over Interstate 40 had come in as high as they did.

"I don't mean to start pointing fingers in the middle of a crisis, but I also don't think we can just look the other way and pretend that nothing went wrong," Berla said in an email to his colleague. "A \$2 million underestimate on a project of this scope is huge,

and demands a clear explanation of what went wrong.”

Berla’s comments came as he and other members of the trails commission — one of two advisory panels involved in the matter — began weighing their response to the city’s plan for covering the overrun.

Administrators intend to raise additional monies by draining construction reserves for four sidewalk-and-bicycle-lane projects in other parts of the city.

All told, they’re looking to push the trail’s construction budget up to \$9.6 million, enough to cover the overrun plus a generous contingency. The trail is a 22-mile path for cyclists and pedestrians from just south of the West Point on the Eno city park in Durham to the Jordan Lake game lands in Wake County.

The prospect of taking construction money away from the sidewalk projects troubled some commission members, among them the panel’s new chairman, Duke University professor Will Wilson.

“The thing is, it’s robbing Peter to pay Paul,” said Wilson, who is among a slate of candidates vying for an appointment to a vacant County Commissioners seat. “We just don’t know what to think right now.”

Wilson’s emails to other commission members indicated he was especially bothered because one of the sidewalk projects targets a stretch of Hillendale Road he considers a danger to bicyclists.

But he and Berla both indicated that the trails commission could come down in favor of keeping the Tobacco Trail on track, despite members’ qualms.

Completion of the American Tobacco Trail has been a high priority for the commission and other pedestrian-and-bike advocates for years.

Berla said he’s “not saying” officials should “stop the process” pending a report on the reasons for the overrun. He told commission members he leans toward supporting the reallocation of funds.

But “I didn’t want to let go downstream the idea of how did we miss this by so far,” he said in an interview.

Fellow commission member Tom Stark warned colleagues they’d be “at grave risk of not being able to reassemble funding and political approval” for the Tobacco Trail project in the future should officials miss the present window for getting it built.

“I think we need to build that bridge,” Stark said, terming it an “important amenity” for residents. “It’s hard to get together the political will and funding to build something like that.”

Stark, who works as legal counsel for the Durham County Republican Party, argued that it makes sense to go ahead and then “fill in other sections of trail and smaller bicycle and road improvements in the future.”

Public Works Department officials and the outside firm that designed the project, Parsons Brinckerhoff, have disagreed on the cause of the overrun.

Both say it’s traceable to the bridge, but while Parsons blames price gouging by a Minnesota steel fabricator, Public Works argues that Parsons hadn’t reckoned with the views of construction contractors on the degree of difficulty involved in assembling the span.

Berla said the design pros he talked to — both of whom “worked at firms asked to look at the design options for the bridge” — thought expectations of staying within a \$5.8 million budget had been unrealistic.

“Bent [steel] pipe is expensive, the whole design is custom-made and the plan to drop the entire span into place in a single, eight-hour window [in their opinion] all made it impossible to do for less than \$7 million,” he told commission members.

The Durham Bicycle and Pedestrian Advisory Commission also is expected to weigh in at some point is. Its chairman, Dan Clever, told officials he and his colleagues have begun pondering the matter.

Obama pushes transportation bills

POLITCO.com By: Jennifer Epstein August 31, 2011 11:27 AM EDT

President Barack Obama called Wednesday for Congress to quickly pass bills to continue funding highways and air travel, saying it would be “unacceptable” and “inexcusable” for Washington politics to lead to the loss of as many as a million jobs.

Flanked by highway workers in the Rose Garden, Obama accused Congress of dragging its feet, not only on short-term transportation funding but also on more comprehensive, long-term bills. “Now is the time for Congress to extend the transportation bill, keep our workers on the job,” he said. “Now is the time to put our country before party and give certainty to the people who are trying to get by. There’s work to done. There are workers ready to do it. That’s why I expect Congress to act immediately.”

The president called on Congress to begin work next week to pass a clean extension of the Surface Transportation Bill, which expires at the end of September, and of the Federal Aviation Administration Reauthorization, which expires in mid-September. The short timeframes before the current authorization bills expire have the administration pushing multi-month extensions rather than full, multi-year bills.

Obama’s remarks Wednesday began to set the stage for the job-creation plan he’s expected to launch next week in a major economic speech, as he linked inaction on the bills to job losses in the aviation and construction industries. The White House [is still weighing the details](#) of its jobs plan.

Congress’s failure to pass an FAA reauthorization bill this summer led to a loss of \$400 million in tax revenues before it passed a brief extension bill, and Obama said he wants to avoid that fate again for the FAA and for transportation projects.

If the transportation bill isn’t extended by the end of September, he said, referring to the workers who stood beside him, “all of them will be out of a job, just because of the politics in Washington.”

“That’s just not acceptable,” Obama said. “It’s inexcusable. It’s inexcusable to put more jobs at risk in an industry that’s been hardest hit over the last decade. It’s inexcusable to cut off necessary investments at a time our highways are choked with congestion and bridges in need of repair.”

“For our construction workers, it represents making ends meet or not making ends meet,” Obama said of the transportation bill. If it expires, he said, “over 4,000 workers will be immediately furloughed without pay. If it’s delayed for 10 days, it will lose nearly \$1 billion in highway funding. That’s money we can never get back. If it’s delayed longer, almost 1 million workers could lose their job over the course of a year.”

Democrats worry that Republicans will try to attach unpalatable riders to the bills, as they did to the FAA authorization bill this summer, which is why Obama asked Wednesday for “clean” extensions.

But the president also panned out to the bigger picture: a broader transportation and infrastructure plan. “We have to have a serious conversation about making real, lasting investments in infrastructure from better ports to a smarter electric grid to high speed rail,” he said. “At a time when interest rates are low and workers are unemployed, the best time to make those investments is now, not once another levee fails or another bridge falls. Right now is when we need to be making these decisions.”

The transportation bill funds highway construction, bridge repairs and some mass transit, but its revenue source — the federal gas tax — was briefly endangered. Grover Norquist, of the anti-tax Americans for Tax Reform, called for its abolition before backing off his request. [House Republicans are pushing a six-year](#), \$230 billion extension funded by fuel tax revenues, while Senate Democrats have proposed a two-year, \$109 billion bill.

“Normally, we wouldn’t have to worry about this, but the FAA debacle shows we can’t assume people won’t use it as a chance to drive their agenda,” White House Communications Director Dan Pfeiffer [said on Twitter Wednesday morning](#).

In addition to the workers who surrounded Obama during his brief remarks, the president was joined by Transportation Secretary Ray LaHood; Richard Trumka, the president of the AFL-CIO, who is on Obama’s jobs council; and David Chavern, the chief operating officer of the Chamber of Commerce.

Obama Starts Fall Campaign with Defense of Gas Tax

Fox News by Chris Stirewalt August 31, 2011

“Today, POTUS will call for extension of the transportation bill which expires 9/30. If not extended, nearly a million will be out of work. Normally, we wouldn't have to worry about this, but the FAA debacle shows we can't assume people won't use it as a chance to drive their agenda”

-- *Tweet from White House Communications Director Dan Pfeiffer*

President Obama wants Congress to quickly pass an unconditioned extension of the federal gasoline tax, which is set to expire at the end of the government's fiscal year on Sept. 30.

There's potential stimulus that could spring from lowering the mortgage payments of millions of Americans with poor credit and/or upside down in their home loans. Will it work?

The federal gas tax has been 18.4 cents per gallon since 1993 and generates more than \$32 billion a year that is then mostly passed out to states for road construction and repair. About 15 percent goes to other federal efforts, like subsidizing public transportation or other efforts to discourage driving. The average American motorist pays about \$100 a year in the federal tax.

Conservatives in Congress want to cut out the federal middleman and allow states to raise and spend their own road money. Not only would letting states collect the taxes directly reduce the money spent on federal behavioral engineering efforts (bike paths etc.), but would also allow states to avoid federal laws that require union workers be used on highway projects.

House Republicans already made a big change to the way highway dollars are allocated. Before the 2010 “shellacking” the Highway Trust Fund was a slushy spot. Influential appropriators worked hard to get the first spade full of dirt turned over on decades-long projects in their districts because they knew that they could, in essence, obligate the federal government. Then when bills came due, the Trust Fund would have to get a bailout from general revenues in order to complete already authorized projects.

Under the new Boehner rules, big projects have to be accounted for. Start a \$10 billion project, budget \$10 billion.

This has changed the way the highway appropriations process works. While fewer projects are being started, the intention is that more will be completed and that costs will be more predictable. Old-line appropriators resisted, to say nothing of complaints from contractors and unions who preferred the less-rigid requirements of the previous process.

When the Chamber of Commerce and the AFL-CIO join with the president today at the White House to call for the “clean” extension of the tax, many will talk about strange bedfellows, etc. But the large contractors and big unions have always shared an interest in maintaining the status quo. When tax advocates say “even the Chamber of Commerce favors increasing the gas tax” they act as if it were the Club for Growth. The Chamber represents its members, not a particular point of view, and its members like federal highway spending.

The extension of the gas tax, or, as the administration likes to call it, “the transportation bill,” will provide a key early measure of the state of the Republican caucus and the attitude of the president heading into a three-month-long battle with his congressional foes on debt, taxes and jobs.

How willing are House Republicans to resist the extension? How willing are Krugmanite liberals to call for an increase in order to finance more spending? How effective will Obama be in arguing that the status quo is as good as he can do?

The tax is the Obama agenda in microcosm: The program takes money from everyone to fund infrastructure projects, some environmentally friendly initiatives and treats union workers favorably. It also shows the challenge he faces in selling a broader program of tax increases for stimulus spending. Explaining to Americans why paying 18.4 cents more for a gallon of gas is no easy feat.

The way he fights for it will be revealing of his strategy for the rest of his fourth-quarter agenda.



 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

August 29, 2011

Senator Richard Burr
 217 Russell Senate Office Building
 Washington, DC 20510

Senator Burr:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) recognizes the difficult challenge facing the United States Congress in passing a transportation reauthorization bill to replace SAFETEA-LU. While it is a challenge, it is also an opportunity to modernize our country's transportation infrastructure and improve the policies and processes for transportation decision-making. We urge you to consider our MPO's position in your deliberations on this legislation.

The current legislation for transportation funding expires September 30, 2011. If a reauthorization bill or extension of the current bill is not passed in time, the federal government will not be able to collect revenue from the federal motor fuels tax. We emphatically urge you to pass a bill in time and not to allow a lapse in the collection of this tax. Forgoing much needed revenue and potentially shutting down transportation projects and services that provide jobs for many Americans would be extremely unwise at this time. While we would prefer a comprehensive bill that provides long-term certainty in funding levels and programs, a shorter bill or extension is preferable to allowing the motor fuels tax to expire.

Consisting of local elected officials and staff, NCDOT, and relevant business, environmental, and institutional stakeholders, MPOs are best able to make transportation decisions for urban areas. We understand local needs and provide a forum for cooperative regional discussions on transportation. We urge you to strengthen MPOs' role in decision-making in the reauthorization bill.

Each urban area has different needs and these needs can vary significantly from rural areas of the state. Improving transit, bicycle, and pedestrian infrastructure is a important goal for our MPO. More than half of the transportation funding needs in the DCHC MPO through the year 2035 are in non-highway projects. Please ensure that adequate funding is provided for transit, bicycle, and pedestrian infrastructure and empower MPOs to be able to set priorities and direct funding to reflect local needs.

We also recognize the need to improve and expand capacity on some of our major highways. Congestion in urban areas negatively impacts our residents' quality of life and our business' economic productivity. The transportation reauthorization bill should acknowledge the special congestion-related needs of urban areas and provide funding to address bottlenecks and increase connectivity of the highway network.

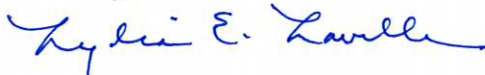
Durham, Orange, and Wake counties have been collaborating with Triangle Transit on the development of a regional transit program. This program includes a plan for new commuter rail service between Durham and Raleigh, new light rail services between Durham and Chapel Hill and between Cary and Raleigh, and expanded bus services throughout the three counties. Key to this plan is the availability of federal New Starts funding for new fixed route transit projects. Please support funding New Starts in the reauthorization bill.

The motor fuels tax has been the foundation of transportation funding in the United States. With increases in average fuel efficiency and the implementation of new vehicle technologies, revenue from the motor fuels tax has not kept pace with transportation costs in recent years. Modernization of the motor fuels tax, including the exploration of a vehicle miles traveled tax, must be included in the reauthorization bill. Additional revenue sources should also be considered.

Lastly, we urge you to continue and expand the Department of Transportation, Housing and Urban Development, and Environmental Protection Agency Livability Partnership. These three agencies play critical roles in how our communities grow and develop. It is important that they work together, in coordination with local government, to ensure that we are working towards a common goal of increasing sustainability and improving quality of life. Please provide additional funding opportunities through the partnership and require interagency coordination in program decisions.

We appreciate your consideration of our MPO's position on the transportation reauthorization bill. Please contact Mark Ahrendsen, mark.ahrendsen@durhamnc.gov, or Ellen Beckmann, ellen.beckmann@durhamnc.gov, with any questions about our MPO's position.

Sincerely,



Lydia E. Lavelle, Chair
Transportation Advisory Committee

Cc: DCHC MPO TAC



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August 29, 2011

Senator Kay Hagan
 B40A Dirksen Senate Office Building
 Washington, DC 20510

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Sincerely,



Lydia E. Lavelle, Chair
Transportation Advisory Committee

Cc: DCHC MPO TAC



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August 29, 2011

Congressman David Price
 U.S. House of Representatives
 2162 Rayburn Building
 Washington, DC 20515

Congressman Price:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) recognizes the difficult challenge facing the United States Congress in passing a transportation reauthorization bill to replace SAFETEA-LU. While it is a challenge, it is also an opportunity to modernize our country's transportation infrastructure and improve the policies and processes for transportation decision-making. We urge you to consider our MPO's position in your deliberations on this legislation.

The current legislation for transportation funding expires September 30, 2011. If a reauthorization bill or extension of the current bill is not passed in time, the federal government will not be able to collect revenue from the federal motor fuels tax. We emphatically urge you to pass a bill in time and not to allow a lapse in the collection of this tax. Forgoing much needed revenue and potentially shutting down transportation projects and services that provide jobs for many Americans would be extremely unwise at this time. While we would prefer a comprehensive bill that provides long-term certainty in funding levels and programs, a shorter bill or extension is preferable to allowing the motor fuels tax to expire.

Consisting of local elected officials and staff, NCDOT, and relevant business, environmental, and institutional stakeholders, MPOs are best able to make transportation decisions for urban areas. We understand local needs and provide a forum for cooperative regional discussions on transportation. We urge you to strengthen MPOs' role in decision-making in the reauthorization bill.

Each urban area has different needs and these needs can vary significantly from rural areas of the state. Improving transit, bicycle, and pedestrian infrastructure is a important goal for our MPO. More than half of the transportation funding needs in the DCHC MPO through the year 2035 are in non-highway projects. Please ensure that adequate funding is provided for transit, bicycle, and pedestrian infrastructure

and empower MPOs to be able to set priorities and direct funding to reflect local needs.

We also recognize the need to improve and expand capacity on some of our major highways. Congestion in urban areas negatively impacts our residents' quality of life and our business' economic productivity. The transportation reauthorization bill should acknowledge the special congestion-related needs of urban areas and provide funding to address bottlenecks and increase connectivity of the highway network.

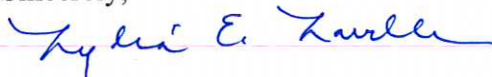
Durham, Orange, and Wake counties have been collaborating with Triangle Transit on the development of a regional transit program. This program includes a plan for new commuter rail service between Durham and Raleigh, new light rail services between Durham and Chapel Hill and between Cary and Raleigh, and expanded bus services throughout the three counties. Key to this plan is the availability of federal New Starts funding for new fixed route transit projects. Please support funding New Starts in the reauthorization bill.

The motor fuels tax has been the foundation of transportation funding in the United States. With increases in average fuel efficiency and the implementation of new vehicle technologies, revenue from the motor fuels tax has not kept pace with transportation costs in recent years. Modernization of the motor fuels tax, including the exploration of a vehicle miles traveled tax, must be included in the reauthorization bill. Additional revenue sources should also be considered.

Lastly, we urge you to continue and expand the Department of Transportation, Housing and Urban Development, and Environmental Protection Agency Livability Partnership. These three agencies play critical roles in how our communities grow and develop. It is important that they work together, in coordination with local government, to ensure that we are working towards a common goal of increasing sustainability and improving quality of life. Please provide additional funding opportunities through the partnership and require interagency coordination in program decisions.

We appreciate your consideration of our MPO's position on the transportation reauthorization bill. Please contact Mark Ahrendsen, mark.ahrendsen@durhamnc.gov, or Ellen Beckmann, ellen.beckmann@durhamnc.gov, with any questions about our MPO's position.

Sincerely,



Lydia E. Lavelle, Chair
Transportation Advisory Committee

Cc: DCHC MPO TAC



 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

August 29, 2011

Representative Chuck McGrady
 NC House of Representatives
 300 N. Salisbury Street, Room 418A
 Raleigh, NC 27603-5925

Dear Representative McGrady:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) thanks you for your leadership role during the 2011 NC General Assembly session. We appreciate your continued commitment to investments in all modes of transportation and for your support of including stakeholders in NCDOT workgroups.

The MPO had many concerns about bills introduced this session regarding Powell Bill payments, the Mobility Fund, the Urban Loop program, and federal high speed rail grant funding. Many of the proposals would have had very negative impacts on our municipalities and on our MPO's top priority transportation projects. While all of our concerns were not addressed, the final bills were an improvement over the initial proposals in the introduced legislation.

We look forward to continuing to work with you on legislation affecting our state's transportation system. Please do not hesitate to contact us with any questions you have about our MPO.

Sincerely,

Lydia E. Lavelle, Chair
 Transportation Advisory Committee

Cc: DCHC MPO TAC



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August 29, 2011

Representative Ray Rapp
 NC House of Representatives
 16 W. Jones Street, Room 1013
 Raleigh, NC 27601-1096

Dear Representative Rapp:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) thanks you for your leadership role during the 2011 NC General Assembly session. We appreciate your continued commitment to investments in our urban rail corridor. We appreciate your efforts to ensure that North Carolina continues to pursue federal rail grants.

The MPO had many concerns about bills introduced this session regarding Powell Bill payments, the Mobility Fund, the Urban Loop program, and federal high speed rail grant funding. Many of the proposals would have had very negative impacts on our municipalities and on our MPO's top priority transportation projects. While all of our concerns were not addressed, the final bills were an improvement over the initial proposals in the introduced legislation.

We look forward to continuing to work with you on legislation affecting our state's transportation system. Please do not hesitate to contact us with any questions you have about our MPO.

Sincerely,

Lydia E. Lavelle, Chair
 Transportation Advisory Committee

Cc: DCHC MPO TAC



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August 29, 2011

Representative Grier Martin
 NC House of Representatives
 16 W. Jones Street, Room 1219
 Raleigh, NC 27601-1096

Dear Representative Martin:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) thanks you for your leadership role during the 2011 NC General Assembly session. We appreciate your continued commitment to investments in our urban rail corridor. We appreciate your efforts to ensure that North Carolina continues to pursue federal rail grants.

The MPO had many concerns about bills introduced this session regarding Powell Bill payments, the Mobility Fund, the Urban Loop program, and federal high speed rail grant funding. Many of the proposals would have had very negative impacts on our municipalities and on our MPO's top priority transportation projects. While all of our concerns were not addressed, the final bills were an improvement over the initial proposals in the introduced legislation.

We look forward to continuing to work with you on legislation affecting our state's transportation system. Please do not hesitate to contact us with any questions you have about our MPO.

Sincerely,

Lydia E. Lavelle, Chair
 Transportation Advisory Committee

Cc: DCHC MPO TAC



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August 29, 2011

Representative Becky Carney
 NC House of Representatives
 16 W. Jones Street, Room 1221
 Raleigh, NC 27601-1096

Dear Representative Carney:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) thanks you for your leadership role during the 2011 NC General Assembly session. We appreciate your continued commitment to investments in our urban rail corridor. We appreciate your efforts to ensure that North Carolina continues to pursue federal rail grants.

The MPO had many concerns about bills introduced this session regarding Powell Bill payments, the Mobility Fund, the Urban Loop program, and federal high speed rail grant funding. Many of the proposals would have had very negative impacts on our municipalities and on our MPO's top priority transportation projects. While all of our concerns were not addressed, the final bills were an improvement over the initial proposals in the introduced legislation.

We look forward to continuing to work with you on legislation affecting our state's transportation system. Please do not hesitate to contact us with any questions you have about our MPO.

Sincerely,

Lydia E. Lavelle, Chair
 Transportation Advisory Committee

Cc: DCHC MPO TAC



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August 29, 2011

Senator Richard Stevens
 NC Senate
 300 N. Salisbury Street, Room 309
 Raleigh, NC 27603-5925

Dear Senator Stevens:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) thanks you for your leadership role during the 2011 NC General Assembly session. We appreciate your understanding of and dedication to urban transportation issues this session. We look forward to working with you on the issues important to our state's metro cities in the future.

The MPO had many concerns about bills introduced this session regarding Powell Bill payments, the Mobility Fund, the Urban Loop program, and federal high speed rail grant funding. Many of the proposals would have had very negative impacts on our municipalities and on our MPO's top priority transportation projects. While all of our concerns were not addressed, the final bills were an improvement over the initial proposals in the introduced legislation.

We look forward to continuing to work with you on legislation affecting our state's transportation system. Please do not hesitate to contact us with any questions you have about our MPO.

Sincerely,

Lydia E. Lavelle, Chair
 Transportation Advisory Committee

Cc: DCHC MPO TAC



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August 29, 2011

Rep. Ric Killian
 NC House of Representatives
 16 W. Jones Street, Room 2219
 Raleigh, NC 27601-1096

Dear Representative Killian:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) thanks you for your leadership role as chair of the House Transportation Appropriations Committee during the 2011 NC General Assembly session. We appreciate your commitment to removing politics from transportation decisions and conducting the House Appropriations Committee in an open and deliberative manner.

The MPO had many concerns about bills introduced this session regarding Powell Bill payments, the Mobility Fund, the Urban Loop program, and federal high speed rail grant funding. Many of the proposals would have had very negative impacts on our municipalities and on our MPO's top priority transportation projects. While all of our concerns were not addressed, the final bills were an improvement over the initial proposals in the introduced legislation.

We look forward to continuing to work with you on legislation affecting our state's transportation system. Please do not hesitate to contact us with any questions you have about our MPO.

Sincerely,

Lydia E. Lavelle, Chair
 Transportation Advisory Committee

Cc: DCHC MPO TAC



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August 29, 2011

Rep. Larry D. Hall
 NC House of Representatives
 300 N. Salisbury Street, Room 417B
 Raleigh, NC 27603-5925

Dear Representative Hall:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) thanks you for your leadership role on the House Transportation Committee during the 2011 NC General Assembly session. The MPO had many concerns about bills introduced this session regarding Powell Bill payments, the Mobility Fund, the Urban Loop program, and federal high speed rail grant funding. Many of the proposals would have had very negative impacts on our municipalities and on our MPO's top priority transportation projects. While all of our concerns were not addressed, the final bills were an improvement over the initial proposals in the introduced legislation. We appreciate the work of you and your colleagues in advocating for our area.

We look forward to continuing to work with you on legislation affecting our local area and our state's transportation system. Please do not hesitate to contact us with any questions you have about our MPO.

Sincerely,

Lydia E. Lavelle, Chair
 Transportation Advisory Committee



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August 29, 2011

Sen. Floyd B. McKissick, Jr
 NC Senate
 300 N. Salisbury Street, Room 621
 Raleigh, NC 27603-5925

Dear Senator McKissick:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) thanks you for your leadership role on the Senate Transportation Committee during the 2011 NC General Assembly session. The MPO had many concerns about bills introduced this session regarding Powell Bill payments, the Mobility Fund, the Urban Loop program, and federal high speed rail grant funding. Many of the proposals would have had very negative impacts on our municipalities and on our MPO's top priority transportation projects. While all of our concerns were not addressed, the final bills were an improvement over the initial proposals in the introduced legislation. We appreciate the work of you and your colleagues in advocating for our area.

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Sincerely,

Lydia E. Lavelle, Chair
 Transportation Advisory Committee



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August 29, 2011

Rep. W.A. Wilkins
 House of Representatives
 16 W. Jones Street, Room 1301
 Raleigh, NC 27601-1096

Dear Representative Wilkins:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) thanks you for your leadership role on the House Transportation Committee during the 2011 NC General Assembly session. The MPO had many concerns about bills introduced this session regarding Powell Bill payments, the Mobility Fund, the Urban Loop program, and federal high speed rail grant funding. Many of the proposals would have had very negative impacts on our municipalities and on our MPO's top priority transportation projects. While all of our concerns were not addressed, the final bills were an improvement over the initial proposals in the introduced legislation. We appreciate the work of you and your colleagues in advocating for our area.

We look forward to continuing to work with you on legislation affecting our local area and our state's transportation system. Please do not hesitate to contact us with any questions you have about our MPO.

Sincerely,

Lydia E. Lavelle, Chair
 Transportation Advisory Committee