

**DURHAM – CHAPEL HILL - CARRBORO  
METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE (TAC)****October 10, 2012  
9:00 am****Committee Room  
2nd Floor Durham City Hall****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

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

**ACTION ITEMS****5. September 12, 2012 TAC Meeting Minutes (9:00-9:05)  
Attachment 5**

A copy of the September 12, 2012 TAC meeting minutes is enclosed as Attachment 5.

**TAC Action:** Approve minutes of the September 12, 2012 TAC meeting.

**6. Public Involvement Policy – Public Hearing (9:05-9:15)  
Attachment 6, 6A  
Felix Nwoko, LPA Staff**

The one corrective action from the 2011 MPO Certification Review was for the MPO to update our Public Involvement Policy to include a robust Environmental Justice section. The Environmental Justice section should include how the MPO will outreach to non-English speaking populations and conduct a four-factor analysis for the Limited English Proficiency (LEP) population. Attachment 6 is a memo on this item. The update of the Public Involvement Policy will document our compliance with Title VI (Attachment 6A).

**TAC Action:** Hold a public hearing.

**7. TAC Consent Agenda (9:15-9:20)  
No Attachment  
Felix Nwoko, LPA Staff**

LPA staff recommends developing a consent agenda as a regular part of the TAC meeting agenda in order to help limit the length of TAC meetings and allow for more time for discussion on critical agenda items. The consent agenda would be listed as the first on the agenda. LPA staff would place items on the consent agenda that are uncontroversial or routine. The TAC Chair will review the LPA staff's recommendation before the agenda is published. TAC members would be given the opportunity to pull items from the consent agenda at the beginning

of the meeting. Items that are not pulled would be voted on in one motion at the beginning of the meeting. LPA staff requests feedback from the TAC on the proposal to implement a consent agenda for the November TAC agenda.

**TAC Action:** Discuss and provide feedback to LPA staff.

**8. Triangle Regional Transit Program – Orange County Bus and Rail Investment Plan and Interlocal Implementation Agreement (9:20-9:40)**

**Attachment 8, 8A, 8B**

**Mark Ahrendsen, TCC Chair**

**Wib Gulley, Triangle Transit**

The Orange County Transit Plan must be adopted by the county, DCHC MPO, Burlington-Graham MPO, and Triangle Transit. The BG MPO approved the plan at their August 21, 2012 meeting. At the June TAC meeting, the TAC's action was to approve the plan in concept and state that the MPO must have a role in the Implementation Agreement. On September 18, 2012, the Orange County Board of Commissioners discussed the Implementation Agreement and voted to include the DCHC MPO as a party to the agreement. On October 2, 2012, the Orange County Board of Commissioners approved the Implementation Agreement and Bus and Rail Investment Plan.

Attachment 8 is a memo on this item. Attachment 8A is the recommended Implementation Agreement identical to what was approved by the Orange County Board of Commissioners. Attachment 8B is the recommended final Orange County Bus and Rail Investment Plan identical to what was approved by the Orange County Board of Commissioners.

**TAC Action:** Adopt the Interlocal Implementation Agreement and Orange County Bus and Rail Investment Plan.

**9. 2040 Metropolitan Transportation Plan (MTP), Comprehensive Transportation Plan (CTP) – Preferred Option (9:40-10:20)**

**Attachment 9, 9A**

**Andy Henry, LPA Staff**

**Yanping Zhang, LPA Staff**

The TAC received an update on the 2040 MTP and CTP, and conducted a public hearing on the Alternatives Analysis at their September meeting. In addition, the TAC approved a motion to put the MPO Collector Street Plan process on hold until the 2040 MTP is completed. The next steps in the 2040 MTP and CTP process include:

- Release Preferred Option (draft) – October TAC;
- Conduct public hearing – November TAC (night meeting);
- Approve 2040 MTP and CTP, and release Air Quality Conformity document; -- December TAC; and,
- Adopt 2040 MTP and Air Quality Conformity Analysis – April 2013 TAC.

The proposed Preferred Option is similar to the Moderate network from the Alternatives Analysis. The principal changes that were made to develop the Preferred Option include:

- The Southwest Durham Drive connection to Meadowmont Lane was replaced with an extension that follows George King Road to NC 54;
- Grade separations at the railroad tracks and Mangum and Corcoran streets in downtown Durham were added to the highways – these grade separations are part of the draft Traffic Separation Study in Durham; and,
- Bus transit service includes current service, service from the county bus and rail investment plans, and the addition of BRT on US 15-501 in Chapel Hill to be financed using the assumption of a higher sales tax growth rate in Orange County than that assumed in the investment plan.
- Rail transit includes an extension of the Locally Preferred Alternative for light rail transit to include a rail station at Briggs Avenue in Durham to be financed using the assumption of a higher sales tax growth rate in Durham County than that assumed in the investment plan.

Attachment 9 is a presentation and Attachment 9A is a report that includes projects lists and maps. The performance measures, congestion maps and other modeling related data is not yet available for the Preferred Option. This data will be distributed at the TAC meeting.

**TCC Recommendation:** Recommend that TAC release the Preferred Option for public comment.

**TAC Action:** Review and comment on Preferred Option for 2040 MTP and CTP, and release for public comment.

**10. FY 2014-2020 Draft Transportation Improvement Program (10:20-10:35)**

**Attachment 10, 10A, 10B, 10C**

**Andy Henry, LPA Staff**

The State Board of Transportation released NCDOT's Draft FY 2013-2023 Plan, which includes the draft FY 2014-2020 STIP, at their September meeting. The full NCDOT Plan, including many pages of explanation and summary, is posted here

[http://www.ncdot.gov/download/about/board/tip/documents/Handout2\\_201209.pdf](http://www.ncdot.gov/download/about/board/tip/documents/Handout2_201209.pdf). The FY 2014-2020 draft TIP for the DCHC MPO is Attachment 10. Select information from the draft NCDOT Plan report is included as Attachment 10A. A map and summary table created by LPA Staff are included as Attachment 10B. Attachment 10C is a presentation on the draft TIP.

The NC Board of Transportation will release the draft STIP for public comment in October and plans to adopt the final STIP in June 2013. The TCC recommends that the TAC release the draft STIP as the draft TIP for a minimum 21-day public comment period and schedule a public hearing at the November TAC meeting. The public comment period may be left open to allow additional time for feedback from member jurisdictions if needed. LPA staff anticipates scheduling meetings to discuss the TIP with NCDOT in January 2013.

**TCC Recommendation:** That the TAC releases the draft TIP for public comment and schedules a public hearing at the November TAC meeting.

**TAC Action:** Release the draft TIP for public comment and schedule a public hearing at the November TAC meeting.

**11. City of Durham – STPDA Funding Request – U-4716B Sidewalk on Church Street (10:35-10:45)**

**No Attachment**

**Dale McKeel, LPA Staff**

The City of Durham has approved a draft Municipal Agreement for the U-4716B the Hopson Road/Church Street extension/Railroad realignment project in south Durham. The language in the agreement allows the City to choose to either split the costs for the sidewalks 50 percent NCDOT, 50 percent City or split the costs 80 percent STPDA, 20 percent City. The City requests that the MPO allocate \$36,000 STP-DA (\$9,000 City of Durham) for the sidewalk costs for U-4716B. The TCC recommends approval of this funding.

**TCC Recommendation:** That the TAC allocates \$36,000 of STPDA in FY 2013 for sidewalks associated with U-4716B.

**TAC Action:** Allocate \$36,000 of STPDA in FY 2013 for sidewalks associated with U-4716B.

**REPORTS:**

**12. Report from the TAC Chair**

**Lydia Lavelle, TAC Chair**

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

**13. Report from the TCC Chair**

**Mark Ahrendsen, TCC Chair**

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

**14. Report from Staff**

**Attachment 14**

**Felix Nwoko, LPA Staff**

**15. NCDOT Report**

**Attachment 15**

**Wally Bowman, Division 5 – NCDOT**

**Mike Mills, Division 7 – NCDOT**

**Julie Bollinger, Transportation Planning Branch – NCDOT**

**David Bender, Public Transportation Division – NCDOT**

**Kelly Becker, Traffic Operations – NCDOT**

**TAC Action:** Receive report of NCDOT

## **INFORMATIONAL ITEMS**

### **16. Recent News Articles and Updates**

**Attachment 16**

### **17. NC Ethics Commission MPO Website**

The NC Ethics Commission has posted a website specifically for MPOs

<http://www.ethicscommission.nc.gov/coverage/planningorgs.aspx>

## **Adjourn**

**Next meeting: November14, 2012**

A Joint DCHC MPO – Capital Area MPO TAC meeting will be held the morning of October 31, 2012 at the Research Triangle Foundation. Please reserve this date.

### **Dates of Upcoming Transportation-Related Meetings:**

10/12/2012	Tri-MAP, RDU Airport, 10:30-11:30
10/31/2012	Joint TAC Meeting, RTP Headquarters, 9 am
TBD	MTP/CTP Public Workshop, Hillsborough Town Barn, 4-7 pm
TBD	MTP/CTP Public Workshop, Durham Station Transportation Center, 4-7 pm
TBD	MTP/CTP Public Workshop, Chapel Hill Town Hall, 4-7 pm

**You can now follow the DCHC MPO on Twitter [www.twitter.com/dchcmopo](http://www.twitter.com/dchcmopo)**

## TAC Directives to Staff

06/11/03 – 12/31/10 (Pending/In Progress/On Going)

01/01/11 – 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
3/10/10	Address the issues raised regarding the Farrington Road Corridor Study.	<u>In Progress</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	TAC tabled this issue at 6/13/12 meeting.	<u>Completed</u> : See 8/10/11 TAC and 6/13/2012 TAC Agenda Public meeting held 5/1/12, 5-7 pm, Trinity School
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>Completed</u> : Bicycle and pedestrian education has been added.
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>Completed</u> : See 11/9/11 TAC Agenda.
9/14/11	Send a letter to NCDOT requesting an extension of the deadline for submitting MPO rankings.	<u>Completed</u> : Deadline has been extended to 12/16/2011

10/12/11	Send a letter requesting the free use of the toll road by public buses.	<u>In Progress:</u> MPO and transit staffs have reviewed the relevant state legislation and are considering the legal issues related to allowing free use by transit vehicles.
11/9/11	Schedule a presentation on the state gas tax	<u>Completed:</u> See 12/14/11 TAC Agenda
11/9/11	Invite Paul Morris to a TAC meeting to discuss transit	<u>Completed:</u> See 1/11/12 TAC Agenda
12/14/11	Follow-up with Chatham County regarding participation on the TAC	<u>Completed:</u> A letter was sent on 1/25/12. Chatham County's TAC member has been in contact with LPA staff.
5/9/2012	Refer to the Durham-Wake County transit corridor project as "regional rail" not "commuter rail"	<u>In Progress:</u> The change will be integrated into MPO documents and plan.
6/13/2012	Work with Orange County and Triangle Transit on developing the Implementation Agreement for the Orange County Bus and Rail Investment Plan	<u>In Progress:</u>
8/8/2012	Write a letter to the BGMPO regarding the MPO boundaries. Develop a mutually agreeable recommendation.	<u>In Progress:</u> Letter was sent and MPO staff attended BGMPO meeting. BGMPO approved the development of an agreement. Orange County has approved the boundary. Mebane will consider it.



44	Don Rourk	Citizen, Cedars of Chapel Hill
45	Bonnie Simms	Citizen, Cedars of Chapel Hill
46	Steve Spade	Chapel Hill Transit
47	Meg Scully	Durham County
48	Eric Teagarden	Citizen, 710 Meadowmont Lane, Chapel Hill
49	Jake Thirsk	Citizen, 1000 Smith Level Rd. Apt K-1, Carrboro
50	Yichun Tu	UNC student
51	Mary Ann VanKampen	Citizen, Cedars of Chapel Hill
52	Mila Vega	Chapel Hill Transit
53	John Wilson	Citizen, Chapel Hill
54	Patrick Wilson	NCDOT – Division 7
55	Darcy Zorio	Orange County

56  
57 \*\*Voting Member  
58 \*Alternate or Non-Voting Member  
59

60 Lydia Lavelle, TAC Chair, called the meeting to order at 9:05 a.m. and the Roll Call was  
61 conducted.

62 **PRELIMINARIES:**

63 **Adjustments to the Agenda**

64 Lydia Lavelle stated handouts were distributed at the beginning of the meeting and will be  
65 discussed during the appropriate agenda item.

66 **Public Comments**

67 There were no comments from the public on items not already on the agenda.

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

69 The Directives to Staff are attached for review.

70 **ACTION ITEMS:**

71 **August 8, 2012 TAC Meeting Minutes (Attachment 5)**

72 A motion was made by Alice Gordon and seconded by Mike Woodard to approve the August  
73 8, 2012 TAC Meeting Minutes with the revisions. Alice Gordon suggested the following changes on  
74 page 2, lines 56 through 58: It should read “Lydia Lavelle stated that suggested changes to the  
75 minutes by Alice Gordon for the June 13, 2012 TAC meeting minutes were distributed at the

76 beginning of the meeting. On the first page, Alice Gordon's name should be added to the list of  
77 attendees. Lines 72 through 78 should be changed to read as follows: "Alice Gordon read the  
78 motion made by the Orange County Commissioners provided in Attachment 6B, and reviewed  
79 Attachment 6B explaining exactly what the Orange County Commissioners approved. Ms. Gordon  
80 stated Orange County has only received a draft Implementation Agreement, and they have not  
81 received comments back from the Triangle Transit counsel yet. Orange County approved the plan,  
82 contingent on the approval of an Implementation Agreement between Triangle Transit and Orange  
83 County, and subject to several conditions. She reviewed the sections of the Draft Bus and Rail  
84 Investment Plan that need to be addressed. They are: page 25 Hillsborough Intercity..." Lines 83  
85 and 84 should be revised to read: "This last "expenditure" is actually a note because it is not an  
86 expense. On pages 25 and 26, VII, Agreements – the language concerning the Implementation  
87 Agreement does not track with Orange County's understanding of what the Implementation  
88 Agreement will be. Once the agreement is done, the language in the BRI Plan will be changed to  
89 reflect the actual contents of the agreement." Finally, the first word on line 90 should be changed  
90 from "Commissions" to "Commissioners." Ed Harrison also made a change to the minutes on line  
91 232." The motion carried unanimously.

92 **2040 Metropolitan Transportation Plan (MTP), Comprehensive Transportation Plan (CTP), Collector**  
93 **Street Plan (CSP) – Public Hearing (Attachment 6)**

94  
95 Andy Henry provided a PowerPoint presentation on the 2040 Metropolitan Transportation  
96 Plan (MTP), Comprehensive Transportation Plan (CTP), Collector Street Plan (CSP) – Public Hearing,  
97 along with the attachment.

98 Mr. Henry stated the Guide Totals will change slightly based on new information. Durham  
99 totals will go down; but Orange will stay the same. The All-in-Transit puts more growth around  
100 transit stations. Ellen Reckhow stated the Durham Comprehensive Plan already includes growth  
101 around transit nodes. Mr. Henry stated that it takes it even higher. Ellen Reckhow asked if we have

102 a revenue estimate yet and Mr. Henry stated no because we are still working on the revenues. We  
103 have a preliminary figure, but we have to check a few other things. Mr. Henry stated last time we  
104 had \$3.5 billion. This time it is going to be between \$2 and \$3 billion.

105 Mr. Henry stated we are re-running the Transit Intensive model runs. The Transit Intensive  
106 included more highway projects than it should have. The Transit Intensive includes the extension of  
107 light rail into Carrboro and Carolina North. Jeff Brubaker asked if there is a stop on Main Street in  
108 downtown Carrboro, and Mr. Henry stated after the Brewer Lane station it goes up to Carolina North  
109 following the existing rail line which crosses Main Street. Mr. Henry stated Brewer Lane is what he  
110 called the downtown Carrboro station but he might have miss-identified it.

111 Mr. Henry stated in October we want to present the Preferred Option to the TAC for the  
112 2040 Metropolitan Transportation Plan (MTP) and the Comprehensive Transportation Plan (CTP),  
113 release it for public comment, hold a public hearing in November, and approve it in December. Mr.  
114 Henry suggested a night TAC meeting in November due to the public hearing.

115 Mr. Henry stated that the draft MPO Collector Street Plan (CSP) is on the website. We plan  
116 to bring it back in April to allow more time for review. Ed Harrison asked if it would help if the TAC  
117 formally delayed the CSP until after December.

118 A motion was made by Ed Harrison and seconded by Ellen Reckhow to delay the Collector  
119 Street Plan (CSP) until after December. The motion carried unanimously.

120 Ellen Reckhow stated in the performance measures in the report the transit mode share  
121 measure doesn't move much. Ms. Reckhow finds the figures disappointing. Mr. Henry stated the  
122 statistics get washed out because of the size of the model. Staff is working on developing statistics  
123 for the TAZs around the rail and transit stations. Ms. Reckhow stated transit helps a lot during the 4-  
124 7 PM peak hours. Can we look at mode share at peak, and Mr. Henry said yes.

125 Lydia Lavelle opened the Public Hearing at 9:36 a.m.

126 Bonnie Sims, a citizen of 415 Cedar Club Circle, spoke regarding the Collector Street Plan and  
127 the Meadowmont Lane connection to Southwest Durham Drive. Ms. Sims has lived at The Cedars for  
128 eight years and represents The Cedars today. It would be very disruptive to this beautiful area and  
129 children walking to and from school.

130 Don Rourk, a citizen of the Cedars and Meadowmont Community, spoke regarding the  
131 Collector Street Plan and the Meadowmont Lane connection to Southwest Durham Drive. It is  
132 difficult for residents to cross the road. Mr. Rourk moved to The Cedars for the great environment  
133 and proximity to Meadowmont services. Southwest Durham Drive is contrary to the community and  
134 they urge staff to develop another route.

135 John Wilson, a citizen, spoke opposing the connection of Southwest Durham Drive to  
136 Meadowmont Lane. It would follow the flawed and overwhelmingly unpopular C1 light rail  
137 alignment raising similar if not greater environmental and safety issues. It would require building an  
138 expensive bridge through a state designated natural heritage area that includes wetlands managed  
139 by ownership or easement by the US Army Corps of Engineers and one that contains one of the last  
140 remnants in the state of the large bottomland forest that once dominated the basins. Mr. Wilson  
141 quoted from a March 2012 letter from the Natural Heritage Program regarding the NC 54/I-40  
142 corridor study stating that the area that would be affected is one of the few remaining wildlife  
143 reservoirs remaining in the Eastern Piedmont. The proposed extension of Southwest Durham Drive  
144 would cross the natural heritage area along essentially the same line as the C1 alternative for the  
145 light rail transit. The fragmenting effects on wildlife habitats and populations would be similar but  
146 more severe for several reasons. There is a greater likelihood of collisions between cars and wildlife,  
147 more constant traffic, including during the night when many wildlife species are active and use of fill  
148 to elevate the roadway. The Heritage Program letter points out that improving George King Road  
149 into a major collector would affect a much smaller area than the extension of Southwest Durham

150 Drive to Meadowmont Lane. A March 2012 U.S. Army Corps of Engineers letter regarding the  
151 NC54/I-40 corridor study stated “routes not impacting government property should be utilized first.  
152 Routes crossing government property must avoid and minimize adverse impacts to these resources.  
153 Mitigations would be required for unavoidable adverse impacts including loss of flood storage  
154 capacity.” Please prevent the building of a bridge and elevated roadway in an undisturbed portion of  
155 the Little Creek Heritage area which according to the Natural Heritage Program could drastically  
156 affect this entire eco-system. George King Road is an already disturbed transportation corridor that  
157 avoids these sensitive lands. The proposed Farrington Road extension is another better option.  
158 Please consider the safety of over 500 students at the elementary school on Meadowmont Lane and  
159 avoid at all costs increasing the traffic passing the school by thousands of cars every day. Please  
160 anticipate concern by school parents and other Meadowmont residents when they become fully  
161 engaged in this issue. Mr. Wilson also stated that once again, neither the North Carolina Natural  
162 Heritage Program, nor the U.S. Army Corps of Engineers, State and Federal Agencies with obvious  
163 interests in the largest land entity in our study area received notice from the MPO regarding the  
164 public hearing. How can this failure of notification have happened again as it did with both the LRT  
165 Alternatives Analysis and the NC54/I-40 corridor study?

166 Eric Teagarden, a citizen of 710 Meadowmont Lane in Chapel Hill, spoke regarding the  
167 removal of the Southwest Durham Drive and Meadowmont alignment from the MTP and from  
168 reference in the Collector Street Draft Plan. Mr. Wilson addressed the environmental concerns and  
169 Mr. Teagarden is going to focus on the minor arterial route through the Meadowmont  
170 neighborhood. The information in the MTP and draft analysis contains significant inaccuracies. Staff  
171 is overwhelmed and they haven’t been able to make changes. The traffic counts do not match the  
172 Chapel Hill traffic counts. The figures are skewed and the modeling is not accurate. Please  
173 understand the impact on Meadowmont Lane.

174 Jeffrey Geist, a citizen of Chapel Hill, spoke regarding his opposition to the connection of  
175 Southwest Durham Drive. The reasons are the same as the opposition to the C1 route. Mr. Geist  
176 wants consistency in the decision.

177 Bill Barlow, a citizen of Raleigh, spoke on the entire plan. Mr. Barlow complimented the  
178 amount of work, and he supports the performance measures and goals. Mr. Barlow stated it is a  
179 good start toward meeting the MAP-21 requirements. Mr. Barlow suggested also looking at high-  
180 intensive transit corridors, not just nodes, and creating a network.

181 A motion was made by Chuck Watts, Jr. and seconded by Ellen Reckhow to close the public  
182 hearing at 9:59 a.m. The motion carried unanimously.

183 Ed Harrison stated that the resource agencies were not specifically notified about this  
184 meeting. It would help if there were good useful maps for staff to use. Andy Henry stated staff is  
185 working on creating environmental maps and they will be sent to all agencies. There is still plenty of  
186 time for everyone to make comments.

187 Ed Harrison is surprised that the interchange at I-40 & Farrington Road is still on the list and  
188 is puzzled why it is back.

189 Mark Kleinschmidt asked about the travel time between Pittsboro and Hillsborough that is  
190 faster than from Pittsboro to Chapel Hill. Andy Henry will check and get back to Mr. Kleinschmidt.

191 Mark Kleinschmidt asked about the interchange at I-40/NC-86. Mr. Henry will add it as an  
192 independent project.

193 Ellen Reckhow asked what happens if Southwest Durham Drive isn't extended. Does it affect  
194 transit ridership? Mr. Henry stated that in the moderate network for light rail Southwest Durham  
195 Drive is not in there. Southwest Durham Drive and several other roadway improvements that would  
196 compete with transit were removed in the transit intensive scenario.

197 Ellen Reckhow asked do we assume changes in zoning in suburban areas for the transit  
198 intensive alternative. David Bonk stated the marketplace will determine the growth at stations.

199 Bernadette Pelissier asked about the NC86/I-85 intersection improvement. Mark Ahrendsen  
200 explained the difference in the two projects. Will the inaccurate data on the Collector Street Plan be  
201 corrected and Mark Ahrendsen stated yes it will.

202 Andy Henry stated Southwest Durham Drive is part of the MTP. We don't have to wait to  
203 address it in the Collector Street Plan.

204 Ellen Reckhow asked about looking at other roads that parallel transit. Do we want to  
205 improve these roads? Ms. Reckhow wants staff to look at the plan. Mark Ahrendsen stated the  
206 preferred option will be pieces of all three alternatives.

207 Chuck Watts, Jr. asked when will the environmental concerns be addressed and Andy Henry  
208 stated during the project development process.

209 Alice Gordon asked what direction staff is looking for from the TAC. Ms. Gordon asked when  
210 the document will be corrected and will the report be republished.

211 Andy Henry stated staff will correct the document on the website and create a summary of  
212 the changes made to the document. Staff will bring the preferred option to the TAC on October 10,  
213 2012 for review and release to the public.

214 **Triangle Regional Transit Program – New Starts Application and Orange County Bus and Rail**  
215 **Investment Plan (Attachments 7 and 7A)**

216  
217 Patrick McDonough provided an introduction for the Triangle Regional Transit Program –  
218 New Starts Application and Orange County Bus and Rail Investment Plan, along with the  
219 attachments.

220 Patrick McDonough stated we will submit our New Starts application tomorrow. FTA will  
221 read it first prior to us presenting the information to the public. We are eligible for being in the

222 President's budget. With the passage of MAP-21 there are new rules and FTA has to determine how  
223 they are going to implement the changes.

224 Alice Gordon asked what the critical points are, and Patrick McDonough stated the first  
225 success will be moving into Preliminary Engineering. Record of Decision comes after the  
226 Environmental Impact Statement. Wib Gulley reviewed the steps in the process including a timeline.

227 Ellen Beckmann described the issues being discussed as part of the Orange County  
228 Implementation Agreement as outlined in Attachment 7A.

229 Lydia Lavelle asked if Mark Kleinschmidt has suggestions on how to address it over the next  
230 couple of weeks. Mark Kleinschmidt suggested that staff work it out. He wants the TAC to refrain  
231 from taking a position at this time.

232 Ellen Reckhow asked what guidance is in the legislation, and Wib Gulley stated the legislation  
233 isn't clear. Lydia Lavelle stated it is more of a policy decision than legislation.

234 Alice Gordon asked who is having the conversation, and Mark Kleinschmidt stated they have  
235 been working with their individual staff members.

236 Ellen Reckhow stated she hopes everyone will focus on the forest and not the trees. Ms.  
237 Reckhow hopes the Orange County Board of County Commissioners will keep the TAC in a role as the  
238 MPO is a forum for bringing parties together.

239 Bernadette Pelissier stated ultimately this is a policy decision and all board members are  
240 going to weigh-in and have to agree. The Orange County Board of County Commissioners will be  
241 meeting next week and will be discussing a draft. It outlines in the draft the points of the agreement.  
242 The perception is that Orange County could be out-voted and that essentially Triangle Transit and the  
243 MPO could just vote and tell Orange County what to do, how to spend the money, and how to  
244 change the plan. Ms. Pelissier stated it needs to be a partnership.

245 Ellen Reckhow stated the safety valve is that the Orange County Board of County  
246 Commissioners will have to approve any changes. Wib Gulley stated that all three parties to the  
247 agreement have to be in agreement or it doesn't happen. Mr. Gulley anticipates an Implementation  
248 Agreement in Wake and Durham. They want the document to be able to apply to those counties.

249 Alice Gordon asked what the MPO's role is, and Ellen Reckhow stated the MPO has a role in  
250 the funding stream. The MPO is a vehicle for coordination.

251 Alice Gordon stated she can see that the role of the Orange County Board of County  
252 Commissioners would be different than the role of the TAC. Ms. Gordon needs a description for the  
253 Commissioners. Mike Woodard stated the TAC is one part. Mr. Woodard has a concern if the MPO  
254 staff is not part of the staff working group as they are critical. We need full staff participation. Wib  
255 Gulley stated for clarification that local staff would be able to discuss but not vote.

256 Mike Woodard stated that it is an unfounded fear that the Commissioners would be out-  
257 voted. We have always worked towards regional cooperation.

258 Chuck Watts, Jr. stated the TAC has been able to facilitate these discussions and we are at  
259 the early stages of developing the project.

260 Ed Harrison stated that the TAC doesn't have a history of weighted votes. We work together.

261 Lydia Lavelle stated the TAC is the only means for an elected official for the Town of Carrboro  
262 to vote on issues.

263 Bernadette Pelissier stated the majority of the Commissioners don't know how the MPO and  
264 TTA work. MPO members and staff should attend the Commissioners meeting next week to discuss  
265 this item.

266 Wib Gulley stated the legislation was intentional. The idea was it was a regional effort but  
267 regional efforts have to be local. Triangle Transit is involved as a regional transit planning and  
268 implementation agency. The MPO is the local transportation planning and policy agency. The

269 Commissioners role is to represent the taxing jurisdiction where the revenues are raised. Most  
270 counties are not involved in public transportation issues. The MPO has a perspective others don't  
271 have. You could do a project with no federal involvement, and then the MPO would not be involved.

272 Alice Gordon asked what the critical point for state involvement is, and Chuck Watts, Jr.  
273 stated the NCDOT Board of Transportation has to approve it. The legislature needs to fund it. Wib  
274 Gulley stated the State has been willing to participate ahead of the federal government.

275 Chuck Watts, Jr. stated it is important to have a united local position.

276 **Public Involvement Policy (Attachments 8, 8A, and 8B)**

277 Ellen Beckmann provided an introduction and update for the Public Involvement Policy,  
278 along with the attachments. Staff will add sexual orientation and gender identity as part of the policy  
279 statement.

280 A motion was made by Mike Woodard and seconded by Diane Catotti to release the Public  
281 Involvement Policy for a 45-day public comment period and schedule a public hearing for October.  
282 The motion carried unanimously.

283 **FY 2012-2018 TIP Amendment #5 (Attachments 9 and 9A)**

284 Ellen Beckmann provided an introduction for the FY 2012-2018 TIP Amendment #5, along  
285 with the attachments.

286 A motion was made by Mike Woodard and seconded by Mark Kleinschmidt to adopt the  
287 Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel  
288 Hill-Carrboro Urban Area Amendment #5. The motion carried unanimously.

289 **FY 2011-2012 Unified Planning Work Program – Amendment #6 (Section 5307 only) (Attachment**  
290 **10)**

291  
292 Ellen Beckmann provided an introduction for the FY 2011-2012 Unified Planning Work  
293 Program – Amendment #6 (Section 5307 only), along with the attachment.

294 A motion was made by Mike Woodard and seconded by Diane Catotti to approve the  
295 resolution and supporting documents for the FY 2012 UPWP Amendment #6. The motion carried  
296 unanimously.

297 **MPO Board Ethics Requirements (Attachments 11, 11A, and 11B)**

298 Ellen Beckmann provided a PowerPoint Presentation on the MPO Board Ethics  
299 Requirements, along with the attachments.

300 Ms. Beckmann will see if a training class can be scheduled for TAC members immediately  
301 following a TAC meeting.

302 **REPORTS:**

303 **Report from the TAC Chair**

304 Lydia Lavelle suggested having the Joint TAC meeting after the election. Ellen Beckmann  
305 stated we already have the Research Triangle Foundation reserved. In discussions with CAMPO, we  
306 feel that it would be a good time to have the meeting as we will have our preferred option for the  
307 Joint MTP out for public comment and it will be prior to both boards taking action on that document.

308 After discussion, it was decided the Joint TAC meeting will be held on October 31, 2012 at  
309 9:00 a.m. at the Research Triangle Foundation.

310 **Report from the TCC Chair**

311 Mark Ahrendsen stated the State Board released a draft 2014-2020STIP last week. There will  
312 be Complete Streets Workshops throughout the state. There is also a statewide bicycle and  
313 pedestrian plan that is out for public comment. Ed Harrison stated it will be the state's first bicycle  
314 summit.

315 **November 14, 2012 TAC Meeting**

316 A motion was made by Ellen Reckhow and seconded by Diane Catotti to move the November  
317 14, 2012 TAC meeting from 9:00 a.m. to 7:00 p.m. due to a public hearing. The motion carried with  
318 Alice Gordon opposing because she will be unable to attend.

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

320 The Report from Staff is attached for review.

321 **NCDOT**

322 Patrick Wilson, Division 7, provided an update on projects. NCDOT has announced the 2012  
323 Fall Litter Sweep will be starting this Saturday and will run for two weeks. Weaver Dairy Road is  
324 going to close this weekend (Friday evening through Monday morning) for fiber placement. Ed  
325 Harrison stated the message board needs to identify the hours of the closure.

326 Joey Hopkins, Division 5, provided an update on projects. There is a pilot program we have  
327 been working on in Franklin County to include recycling as part of litter pickup and the pilot was  
328 somewhat successful. We did find out it is going to cost a little more money, but because it was  
329 somewhat successful, we are going to start implementing it statewide. The Miami Boulevard project  
330 is not quite complete but all lanes are now open. The Campus Drive Bridge on Main Street project  
331 has been let. The project could begin next week. It will only be closed during the summer when  
332 college is out.

333 Ellen Reckhow stated it looks like more work needs to be done on the medians in regards to  
334 the landscaping on Hillandale Road. This is the time of the year for planning and we want it to look  
335 nice. Mark Ahrendsen stated there was a municipal agreement on landscaping funding and new  
336 guidelines. Joey Hopkins will check on this and get back to Ellen Reckhow and Mark Ahrendsen.

337 **Adjournment**

338            There being no further business before the Transportation Advisory Committee, a motion  
339            was made by Alice Gordon and seconded by Diane Catotti to adjourn the meeting at 11:50 a.m. The  
340            motion carried unanimously.

**MEMORANDUM**

**TO:** Transportation Advisory Committee (TAC)  
**FROM:** Lead Planning Agency  
**DATE:** October 10, 2012  
**RE:** MPO Public Involvement Policy

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The one corrective action from the 2011 DCHC MPO Certification Review was for the MPO to update our Public Involvement Policy (PIP) to include a robust Environmental Justice section. The Environmental Justice section should include how the MPO will outreach to non-English speaking populations and conduct a four-factor analysis for the Limited English Proficiency (LEP) population.

The MPO is required to comply with Title VI of the Civil Rights Act of 1964. In July, the TAC Chair signed a policy statement and assurances regarding Title VI. This policy statement is a standard statement required by the State for all MPOs. In September, the TAC requested that staff consider adding sexual orientation and gender identity to the Title VI policy statement. An additional sentence will be added to end of the policy statement. Suggested language is "In addition, it is the policy of the DCHC MPO to ensure that no person shall, on the ground of sexual orientation and gender identity, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity". A revised statement could be signed with approval of the revised PIP.

The update of the PIP will document our compliance with the Title VI policy statement. The draft revised PIP includes a section on Title VI (Page 9) and includes the proposed LEP Plan as an appendix. The proposed updates are focused on addressing the corrective action from the certification review. A few additional minor changes are included such as changing references to the LRTP to say the MTP and references to the MTIP to say the TIP.

The TAC authorized the release of the PIP for a 45-day public comment period in September. It has been advertised in local newspapers and on the MPO website. No comments have been received thus far from the general public. FHWA staff has provided some requested edits to the LEP including some of the mapping. LPA staff is working on incorporating these suggestions and a few additional edits to the document for clarity and to correct typos/grammar. A final PIP will be presented to the TAC in November for approval.

**TAC Action:** Conduct public hearing.



## **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  
N.C. Department of  
Transportation  
County of Orange**

# **Draft Public Involvement Policy**

## **August 14, 2012**

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

**(919) 560-4366**

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**Appendix**

Limited English Proficiency Plan

## **I. Introduction**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's (DCHC MPO's) Public Involvement Policy is an umbrella policy, encompassing the plans and programs of the Urban Area's transportation planning process. Public involvement is an integral part of the DCHC MPO's planning efforts. The Public Involvement Policy is comprised of the public involvement programs for all the major planning activities, including the Transportation Plan, the Transportation Improvement Program (TIP), the Air Quality Conformity Determination, the Major Investment Study (MIS), the Unified Planning Work Program (UPWP), the MPO's provisions for the American with Disabilities Act (ADA), and on-going transportation planning (3C) process. The policy decision making body, the Transportation Advisory Committee (TAC), also has a standing public process as part of its monthly meetings. The planning activities mentioned above are, therefore, subject to the TAC's process for public involvement. The Policy also contains a review component to assess the value of the MPO programs on a triennial basis.

The DCHC MPO will seek public input through a menu of techniques, including public notices, comment periods, workshops, charrettes, public hearings, newsletters, surveys, media relations and input from committees and commissions that are appointed by local member governments. The techniques employed will vary, depending on the specific planning task. The MPO will hold a forty-five (45) day public comment period for amendments to the Policy and will hold a public hearing every three years to seek input and feedback on the MPO's public involvement efforts. The DCHC MPO's Public Involvement Policy will be consistent with the requirements of the Safe, Accountable, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the National Environmental Policy Act (NEPA) and the FTA/FHWA Guidance and Proposed Rule Making (NRM) on Public Participation.

## **II. Purpose**

The purpose of the DCHC MPO Public Involvement Policy is to create an open decision making process whereby citizens have the opportunity to be involved in all stages of the transportation planning process. This Policy is designed to ensure that transportation decisions will reflect public priorities.

## **III. Objectives**

1. Bring a broad cross-section of the public into the public policy and transportation planning decision-making process.

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2. Maintain public involvement from the early stages of the planning process through detailed project development.
3. Use different combinations of public involvement techniques to meet the diverse needs of the general public.
4. Determine the public's knowledge of the metropolitan transportation system and the public's values and attitudes concerning transportation.
5. Educate citizens and elected officials in order to increase general understanding of transportation issues.
6. Make technical and other information available to the public using the MPO web site and other electronically accessible formats and means as practicable.
7. Employ visualization techniques to MPO metropolitan transportation plans, TIPs and other project planning activities.
8. Consult with federal and State agencies responsible for land management, natural resources, environmental protection, conservation, historic preservation and economic development in the development of metropolitan transportation plans TIPs and project planning.
9. Establish a channel for an effective feedback process.
10. Evaluate the public involvement process and procedures to assess their success at meeting requirements specified in the SAFETEA-LU, NEPA and the Interim FTA/FHWA Guidance on Public Participation.

#### **IV. General Policy Framework**

It is the policy of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organizations (DCHC MPO) to have a proactive public involvement process that provides complete information, timely public notice, and full public access to DCHC MPO activities at all key stages in the decision making process. It is also DCHC-MPO policy to involve the public early in the planning process, and to actively seek out the involvement of communities most affected by particular plans or projects. Furthermore, it is a goal of the PIP that the MPO's TIP, UPWP and transportation plans and programs, be developed in a manner that assures that the public, and affected communities in particular, are afforded ample opportunity to participate in the development of such plans.

#### **IV.A Activities Subject to Public Involvement**

DCHC MPO shall provide early and continuing public involvement opportunities throughout the transportation planning and programming process.

*IV.A.1. Planning Activities:* Special emphasis shall be given to engage the public in planning studies that form the basis for later programming decisions. Planning activities include corridor studies and special regional studies, environmental assessment studies, development of the DCHC MPO Metropolitan Transportation Plan (MTP) and Comprehensive Transportation Plan (CTP). The MPO shall make every effort to involve the affected community through methods such as local direct mailing, transportation related committees of local jurisdictions, public information meetings, and newsletters.

*IV.A.2. Programming Activities:* Opportunities for the public to participate shall also be provided through the project selection, programming, NEPA Process and project development phases. These activities include the development of the Regional Priority List and the Transportation Improvement Program (TIP), and the adoption or amendment of the Regional Priority List and TIP.

#### **IV.B Definition of Public and Stakeholders**

The DCHC-MPO shall make an effort to inform and engage both the general public and stakeholders as appropriate.

*IV.B.1. General Program:* As part of its general planning and programming process, the DCHC MPO will try to involve the following: citizens, member municipalities, affected public agencies, representatives of neighborhood groups, public and private providers of transportation, and other parties who express an interest in the process.

*IV.B.2. Special Studies:* For special studies that the DCHC MPO conducts, it shall make an effort to identify and involve persons and groups that might be affected by potential changes to the particular transportation service or facility under review. Examples include the following; abutting property owners, neighborhood associations, environmental groups, appropriate federal, State and local agencies responsible for land-use, environmental and economic development, and businesses within the study area.

*IV.B.3. Outreach to Special Groups:* The DCHC MPO shall also make a special effort to seek out and consider the needs of groups or communities traditionally not well-served by existing transportation systems. These include,

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but are not limited to low-income households and minority households. To assure adequate participation of these groups, the MPO shall use tools such as advisory boards (whose members shall be either low-income or minority individuals, or represent low-income or minority groups), target mailing list, workshops, and public notices in minority or low-income targeted media outlets.

The MPO's efforts in this regard shall be consistent with the Environmental Justice Executive Order (EO 12898) dated February 11, 1994, and other related guidance from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

The MPO shall also make a special effort to seek out and consider the needs of individuals or communities with Limited English Proficiency. The DCHC-MPO efforts in this regard shall be consistent with the signed Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency," dated August 11, 2000, and other related guidance from the FHWA and FTA.

Federal regulations define Persons with Limited English Proficiency as individuals with a primary or home language other than English who must, due to limited fluency in English, communicate in that primary or home language if the individuals are to have an equal opportunity to participate effectively in or benefit from any aid, service or benefit in federally-funded programs and activities.

#### **IV.C. Adequate Time for Public Comment**

The MPO shall allow reasonable time for public review and comment at key decision points. These include, but are not limited to, action on the Metropolitan Transportation Plan (MTP), Unified Planning Work Program (UPWP) and the Transportation Improvement Program (TIP). Minimum notification periods shall be as follows:

- Amendments to DCHC-MPO's Public Involvement Policy – 45 days
- Adoption of the TIP & major TIP amendments – 21 days
- Adoption of the TIP Regional Priority List & major amendments – 21 days
- Adoption of the MTP/CTP & major amendments – 42 days
- Adoption of the Air Quality Conformity Determination – 30 days
- Adoption of the UPWP & major amendments – 21 days
- Policy Board (TAC) & Technical Committee (TCC) meetings – 7 days

#### **IV.D. Method of Notifying the Public**

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The MPO shall use appropriate methods to notify the public of its activities and of opportunities for public involvement. Determination of which methods to use must be done for each individual transportation planning program or study. However, the minimum requirements are listed below:

- Legal notices in local newspapers
- MPO web site
- Mailing lists
- Targeted mailings to neighborhood and advocacy groups
- Press Releases
- Periodic MPO newsletters

*IV.D.1. Schedule of Meetings:* For regularly scheduled meetings (Transportation Advisory Committee - TAC and the Technical Coordinating Committee -TCC), the annual schedule of meetings shall be filed with the City of Durham (the Lead Planning Agency) clerk's office and each town clerk's office at the beginning of each calendar year.

*IV.D.2. Meeting Notices:* A notice of each TCC and TAC meeting shall be filed with every town clerk's office. A notice for MPO public involvement meetings or workshops shall be advertised in local newspapers. The notice for public meetings/workshop shall include a statement, in Spanish, that translator services may be requested in advance. The notice shall also include a statement that sign language services may be requested in advance.

*IV.D.3. TAC & TCC Meetings Public Comment:* Every TCC and TAC meeting agenda by DCHC MPO will include an opportunity for public comment.

*IV.D.4. Mailing Lists:* DCHC MPO shall maintain a master mailing list for public involvement/outreach activities. The mailing list shall include broad representation of MPO member jurisdictions, multi-modal transportation groups, environmental justice communities, neighborhood groups, local and State agencies responsible for environmental protection, conservation, land use management, natural resources, historic preservation, etc. The following separate lists shall be maintained: TAC, TCC, EJ/LEP, special projects, bicycle and pedestrian advocacy, MTP/CTP, TIP, sub-area projects and UPWP. Notices of meetings shall be sent to all persons on the corresponding mailing list. Anyone may request that his or her name be added to a particular mailing list by indicating the particular list and providing either an email address or a regular mail address.

*IV.D.5. DCHC MPO web site:* DCHC MPO shall maintain a calendar of meetings and activities on its web site. The MPO also shall make

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technical and other information available to the public using the MPO web site and other electronically accessible formats and means as practicable. The web site shall also include copies of appropriate reports, plans, maps and visualization information pertaining to MPO planning activities and programs.

*IV.D.6. Visualization Techniques:* DCHC MPO shall employ visualization techniques in disseminating information relating to MPO metropolitan transportation plans, TIPs and other planning programs. The goal of the MPO visualization policy is to help the public and decision makers visualize and interact with transportation plans and projects, alternatives, large data sets and land-use information more effectively. Visualization techniques will vary, and could range from GIS displays, mappings and land-use/transportation scenario planning tools to information technology, such as three-dimensional digital models, web-based information systems, transportation and urban simulation, and Internet communications.

*IV.D.7. Legal Notices in Newspapers:* Anytime the MPO initiates a formal public comment period, notice of the opportunity to comment shall be posted in a legal ad in the area's major daily newspaper, and other local, minority, or alternative language newspapers, as appropriate.

*IV.D.8. Interested Parties:* DCHC MPO shall mail meeting notices to persons who have expressed a special interest in DCHC MPO's overall transportation program, or specific studies. The MPO shall add persons who have expressed such an interest to the appropriate DCHC MPO mailing list.

*IV.D.9. Additional Methods:* The DCHC MPO shall give consideration to alternative methods of involving the public that are appropriate to the project. Such methods may include, but are not limited to newsletters, transportation related committees of MPO member jurisdictions, advertising in minority and alternative language newspapers, distributing information through public libraries and community groups (especially those serving EJ and LEP communities, the elderly and persons with disabilities), using local government cable access stations, using open house format meetings, involving focus groups for specially selected topics, preparing press releases, and holding events at special locations.

**IV.E. Documentation of Public Comment & Response:**

DCHC MPO shall document public comments received during the course of public input process. The MPO shall also document how it responded to public comments.

*IV.E.1. Comments Received:* Documentation of comments may be accomplished in a manner appropriate to the project and the nature of the comments. Documentation may consist of meeting minutes, a file of letters, or a special memo that summarizes the comments. A written summary of comments and responses shall be prepared to provide the feedback to the public.

*IV.E.2. Response to Comments:* DCHC MPO shall provide a descriptive summary of how it responded to significant public comments during the development of a plan or document such as the MTP/CTP, air quality conformity, Regional Priority List and TIP. The summary may be produced as a separate report or included as a short section in the final plan or document.

## **V. Policy Elements**

The DCHC MPO's Public Involvement Policy is comprised of a number of sub-policies. All planning programs and activities are required to go through the Transportation Advisory Committee's public process. In addition, the MPO has initiated public involvement programs for the Transportation Plan, the Transportation Improvement Program (TIP), the Air Quality Conformity Determination, the Major Investment Study (MIS), the Unified Planning Work Program (UPWP) and the MPO's provisions for American with Disabilities Act (ADA). The final component of the Public Involvement Policy is the policy review element designed to ensure that the programs are meeting their goals.

## **VI. Specific Requirements**

The Durham-Chapel Hill-Carrboro MPO's Public Involvement Policy is designed to be consistent with the requirements of SAFETEA-LU, NEPA and the Interim FTA/FHWA Guidance of Public Participation. These requirements are included in the appendix of this document.

## **VII. Access to MPO Documents and Technical Information.**

DCHC MPO shall provide reasonable public access to technical and policy information used in the development of the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and related studies, plans, and programs.

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## **VIII. Title VI**

Title VI of the Civil Rights Act of 1964 and the 1994 President's Executive Order on Environmental Justice #12898 state that no person or group shall be excluded from participation in, or denied the benefits of, any program or activity utilizing federal funds.

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is required to identify any disproportionately high and adverse health or environmental effects of its programs on minority and low-income populations. The DCHC MPO is also charged with evaluating the MPO plans and programs for environmental justice (EJ) sensitivity, including expanding their outreach efforts to low-income, minority, and other disadvantaged populations, as part of the United States Department of Transportation's certification requirements. The MPO's environmental justice initiatives accomplish this by involving the potentially affected public in developing transportation projects that fit harmoniously within their communities.

It is the policy of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) to ensure that no person shall, on the ground of race, color, sex, age, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and any other related non-discrimination Civil Rights laws and authorities.

A copy of the DCHC MPO's Civil Rights Title VI Compliance Report, Policy Statement and Assurances can be found at the DCHC MPO website, specifically at the following link: <http://www.dchcmo.org/Title VI> or call (919) 560-4366.

### **VIII.A Limited English Proficiency (LEP) Plan**

The DCHC MPO's Limited English Proficiency (LEP) Plan identifies the Limited English Proficient populations in our service area and provides guidelines for MPO staff to help ensure that information and services are accessible to LEP persons. A copy of the DCHC MPO's Limited English Proficiency Plan is in an appendix to this document and can be found at the DCHC MPO website, specifically at the following link: <http://www.dchcmo.org/LEP> or call (919) 560-4366.

**IX. Review Procedures/Reassessment of PIP**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO) Public Involvement Policy will be reviewed and evaluated on a triennial basis to ensure that the objectives of the plan are being met and that the process provides full and open access to all. A forty-five (45) day public comment period and a public meeting will be held during the triennial review to solicit input on the Public Involvement Policy. A summary highlighting the results of the evaluation review will be prepared. The summary will document the effectiveness of the various public involvement mechanisms and will respond to public comments received. The public comments and the MPO's response will be included in the appendix of the updated Public Involvement Policy.

The MPO will also solicit comments on the effectiveness of the Public Involvement Policy through outreach programs to seek out and consider the needs of those traditionally under-served by existing transportation systems, including environmental justice (low-income & minority), elderly and LEP households.

## **1. Transportation Advisory Committee**

*Transportation Advisory Committee (TAC)* - The Transportation Advisory Committee is the policy and decision-making body for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization. The TAC is comprised of elected and appointed officials from the City of Durham, the Town of Chapel Hill, the Town of Carrboro, the Town of Hillsborough, Durham County, Orange County, Chatham County and the North Carolina Department of Transportation. The TAC also has advisory (non-voting) members from the Triangle Transit Authority, the Federal Highway Administration and the Research Triangle Foundation of North Carolina. The TAC is responsible for providing opportunities for citizen participation in the transportation planning process.

### **Regular Public Involvement Opportunities**

The TAC holds regular monthly meetings on the 2<sup>nd</sup> Wednesday of every month. These meetings are open to members of the public and, upon request, anyone can be placed on the TAC mailing list. At the beginning of each regular meeting, the TAC provides time to receive public comments as a set part of its agenda.

### **Public Involvement for Specific Planning Items**

For particular planning issues (i.e. plan development & updates, studies, amendments to planning documents, etc.), the TAC will open a public comment period (3-6 weeks depending on the item) and hold a public hearing. The notice for the public comment period and the public hearing are advertised in the major daily newspapers, and other local, minority, or alternative language newspapers, as appropriate, as well as on the public service announcement on Time Warner Cable. Local member jurisdictions are advised to publicize the public comment period/hearing in their local media, as well. The notices 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). Both written and oral comments received are compiled by the planning staff and reviewed by the TAC.

### **Response to Public Comment**

The TAC acknowledges public comments in two ways. The TAC may incorporate public comments and the MPO's response, as an appendix, into the specific planning document. Or, depending on the number of comments, the TAC may instruct the planning staff to respond directly by letter. Acknowledging public comments is a

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way to let the public know that its comments are being addressed and are part of the public involvement feedback process.

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## **2. Transportation Plan**

### **Preamble**

The Transportation Plan public review and participation process is designed to provide early and adequate opportunities for citizens and public officials (including elected officials) to be involved in the Durham-Chapel Hill-Carrboro (DCHC) Transportation Plan development. This public participation program is designed to involve all parties in the early stages of plan development and the subsequent update process. It is also designed to provide gradual progression from the general information (vision setting and formulation of goals, objectives and policies) pertaining to the plan to very specific information regarding alternatives and plan selection. Each public forum or input technique will use information collected at previous "forums" in order to build progression concluding with the adoption of the Transportation Plan.

The entire process will be implemented for a plan update, which commonly involves an evaluation of most highway, transit and non-motorized transportation modes, and therefore requires several years to complete. An appropriate subset of the public involvement elements will be implemented for major and minor revisions, which commonly involve an evaluation of only several projects, and therefore require a process that is much less complex.

### **Purpose of Public Involvement Process**

The purpose of the public involvement policy is to develop and implement strategies to inform and involve citizens in all stages of the development and update of the Transportation Plan.

### **Mission of the Public Participation Process**

Public ownership of the Transportation Plan: the goal of the program is to ensure that policy decisions (at key decision points) will reflect the values, needs, and priorities of those affected by the decisions (i.e. the general public).

### **Objectives**

1. Encourage citizens to take a proactive role in the development of Transportation Plan.
2. Bring a broad cross-section of members of the public into the public policy and transportation planning decision making process.

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3. Educate the public and elected officials in order to increase public understanding of both the options and the constraints of transportation alternatives.
4. Determine the public's knowledge of metropolitan transportation system and public values and attitudes concerning transportation.
5. Determine public concerns/perceived impacts of elements of the Transportation Plan.
6. Determine which elements of the Transportation Plan would support or diminish the citizens' desired lifestyle.
7. Establish a channel for an effective feedback process.

**Elements of the Public Involvement Procedure**

The Public Involvement Process for the Transportation Plan consists of a series of innovative public participation techniques, including: transportation related committees of MPO jurisdictions, public service announcements, a newsletter, public meetings, surveys, and the mass media. These techniques will be employed at various stages of the development of a plan update, and as appropriate for major or minor revisions.

**Public Involvement Process**

1. The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization will provide opportunity for early and meaningful public involvement in the development and update of the Transportation Plan. The MPO shall develop a public involvement plan for the development and update of metropolitan transportation plans.
2. Proactive participation techniques will be employed to involve citizens and provide full access to information and technical data. The technique will generally include, but not be limited to: public meetings/hearings; surveys; focus groups; newsletters; public service announcements; charrette; transportation related committees, and mass media.
3. Information dissemination, notification of meeting, publication of proposed plans will be integral elements of the public involvement process.
4. The DCHC MPO will initiate the Transportation Plan update process as required by the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEAU-LU), the Clean Air Act

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Amendments (CAAA) and subsequent federal regulations. Elements of the Transportation Plan, and/or amendments will meet all current Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Environmental Protection Agency (EPA), and the North Carolina Department of Transportation (NCDOT) requirements.

5. A draft work program and schedule for the Transportation Plan update process will be developed by the TCC and made available for public review. The work program will detail the strategy for the Transportation Plan update process including work elements and a tentative schedule.
6. Copies of the draft work program and schedule will be distributed to the member jurisdictions, citizen groups and agencies, and will also be placed in the local libraries. Notification of the draft Transportation Plan work program will be provided in a major daily newspaper, and other local, minority, or alternative language newspapers, as appropriate.

The notification will inform the public of the availability of the draft work plan for review and comment, where to send written comments, and addresses and phone numbers of contact persons. The notices also 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). Additionally, the notice will inform the public that copies of the draft Transportation Plan work program are available for review at local libraries, and offices of member agencies.

7. The public comment period will be for a minimum six-week (42-day) public comment period, effective from the date of the public notice publication. Written comments will be received during the comment period and will be directed to the Lead Planning Agency (LPA). The Lead Planning Agency's contact person, phone number and e-mail address will be included in the public notice.
8. Public meeting(s)/workshops will be held to: formulate a vision for the Transportation Plan development; provide the public background information on the metropolitan transportation system and other issues as well as the proposed framework of the Transportation Plan update process; and receive citizen input.
9. Public meetings (forums) designed to solicit public comment will be held at various locations around the metropolitan area to encourage the greatest public participation. Public meetings will be held at a location which is

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- accessible to persons with disabilities and which is located on a transit route.
10. The TCC will assemble all comments and forward comments to the Transportation Advisory Committee (TAC). The TAC may choose to hold a public hearing before adopting the strategy and work program for the Transportation Plan. Comments regarding the draft strategy will be considered and addressed in adopting the final program.
  11. Any significant revision and amendment to the Transportation Plan work program will be subject to the public review process as outlined above.
  12. The public participation component of the Transportation Plan will generally follow the same citizen input and review as outlined in aforementioned PIP Policy Framework. Public input will be solicited to review and comment on any major Transportation Plan amendment proposal as well as analyses conducted as part of the amendment request. Adequate opportunity will be provided for public involvement in the amendment of the Transportation Plan, and any significant revisions to the Transportation Plan will also be subject to public comment period as described in # 7 of this policy.
  13. The DCHC MPO will consult with federal and State agencies responsible for land management, natural resources, environmental protection, conservation, historic preservation and economic development in the development of metropolitan transportation plans and LRTP air quality conformity determination.
  14. The DCHC MPO will employ visualization techniques in disseminating information relating MPO metropolitan transportation plans. Visualization tools is intended to aid the public and decision makers visualize and interact with transportation plans and projects, alternatives, large data sets and land-use information more effectively. Visualization techniques will vary, and could range from GIS displays, mappings and land-use/transportation scenario planning tools to information technology, such as three-dimensional digital models, web-based information systems, transportation and urban simulation, and Internet communications.
  15. The DCHC MPO will make technical and other information available to the public using the MPO web site and other electronically accessible formats and means as practicable. The web site shall also include copies of appropriate reports, plans, maps and visualization information pertaining to the MTP.
  16. The DCHC MPO will endeavor to involve the public at key decision points of the Transportation Plan development. Decision points are those stages where

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the TAC will be required to endorse or take action on particular work elements. These include, but are not limited to:

- Formulation of vision, goals and objectives;
  - Policy development;
  - Review and approval of socio-economic and demographic projections;
  - Review of land use information and scenarios;
  - Review of modeling process;
  - Review and determination of transportation deficiencies;
  - Identification of transportation (facility) needs;
  - Evaluation of alternatives and selection of preferred option; and,
  - Plan recommendation and adoption;
17. The process for developing, updating, and amending the Transportation Plan will generally follow the sequence described above.

### **3. Transportation Improvement Program**

#### **Overview**

The Transportation Improvement Program (TIP) 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 TIP 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 TIP. The following is the proposed public involvement procedure for the Durham-Chapel Hill-Carrboro Transportation Improvement Program.

#### **Introduction**

The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) will prepare a Transportation Improvement Program, which is consistent with the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), and any implementing federal regulations. The TIP 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 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

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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.

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 TIP from the approved Regional Priority List and from revenue estimates provided by the North Carolina Department of Transportation. The TCC will forward the draft TIP to the Transportation Advisory Committee. The Transportation Advisory Committee will publish the draft TIP for public review and comment.
5. Copies of a draft TIP 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 TIP 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 TIP. 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 TIP.
7. The DCHC MPO, being a maintenance area for air quality will provide additional opportunity for public comment on the revision of the draft TIP (if the final TIP is significantly different and/or raises new material issues).
8. The process for updating and approving the Transportation Improvement Program will follow the sequence and procedure as described in the aforementioned PIP framework.
9. Amendments to TIP will be available for public review and comment, if they make a substantial change to the TIP. 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 TIP.

## **4. Air Quality Conformity Determination**

### **Introduction**

The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO) is required to make a conformity determination on its Transportation Plan. The Transportation Improvement Program is a subset of the Transportation Plan and is therefore covered by the conformity analysis.

### **Public Involvement Procedure for the Air Quality Determination**

1. The DCHC MPO in conjunction and cooperation with the air quality inter-agency partners will prepare an air quality conformity analysis for the Durham-Chapel Hill-Carrboro metropolitan planning area boundary. The DCHC Technical Coordinating Committee will provide comments to the Air Quality Inter-Agency Partners during the interagency comment period.
2. The DCHC Technical Coordinating Committee will receive the final draft Conformity Report, review it, and forward it to the Transportation Advisory Committee (TAC). The Transportation Advisory Committee will then publish the draft Conformity Report for public review and comment.
3. Copies of a draft Conformity Report will be distributed to TAC members. Each jurisdiction will also have copies available for public review. Notices regarding the draft Air Quality Conformity Report will be advertised by the Lead Planning Agency in a major daily newspaper, and other local, minority, or alternative language newspapers, as appropriate.

Notices may also be published in member jurisdictions' local newspapers by the member agencies' staff. The notice will inform the public that a draft Conformity Report has been published by the DCHC MPO and that copies are available for public review and comment at local MPO jurisdictions and the county libraries. The notices 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).

4. The public review period will be for a minimum one-month (30-day) period, effective from the date of public notice publication. Written comment will be received during the public review period, and will be

directed to the LPA. The Lead Agency's contact person, phone number and e-mail will be included in the public notice.

5. 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 Air Quality Conformity Report. 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 Air Quality Conformity Determination.
6. The DCHC MPO, being a maintenance area will provide additional opportunity for public comment on any revisions to the draft Conformity Report (if the final Conformity Report is significantly different than the one which was made available for public comment by the MPO, and raises new material issues, which interested parties could not reasonably have foreseen for the public review notifications).
7. The Air Quality Determination is valid for four years, unless changes are made to the Transportation Plan (or TIP) which would have an impact on the air quality analysis. If such changes are made, a new analysis and public involvement procedure needs to be conducted as outlined above.
8. The process for updating and approving the MTP Air Quality Conformity Determination shall generally follow the principles as described in the PIP Framework of this document.

## **5. Major Investment Studies**

### **Introduction**

The major investment study (MIS) supports decisions on significant federally-funded transportation investments along a corridor or subarea level of the metropolitan area. The MIS identifies all reasonable strategies for the study area in order to meet its transportation demands and relieve any transportation problems. It is a detailed analysis designed to provide local decision makers with more comprehensive corridor level technical analysis early in the transportation planning process. Although an MIS is no longer required by SAFETEA-LU (MIS was required by TEA-21), federal regulations encourage the integration of an MIS with the MPO planning process.

### **Public Involvement Process**

The scope of a major investment study for the Durham-Chapel Hill-Carrboro will be determined on a project-by-project basis. Therefore, the MPO will choose the appropriate public involvement initiatives to meet the goals of the MIS. The public involvement techniques that may be used are public informational meetings, newsletters, media relations and the formation of an advisory committee.

These techniques will be used through the development and approval of the MIS. The MIS will also be subject to the public procedures of the Transportation Advisory Committee and will be consistent with the MPO's ADA provisions.

## **6. Unified Planning Work Program**

### **Introduction**

The Safe, Accountable, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires that each Metropolitan Planning Organization (MPO) prepare an annual work program known as the Unified Planning Work Program (UPWP). The UPWP must identify the MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit.

### **Purpose**

The purpose of public involvement in the UPWP process is to keep the public apprised of and to receive input on the planning activities to be undertaken by the Metropolitan Planning Organization.

### **Public Involvement Process**

1. The Distribution Formula for FTA Section 5307 funds for the appropriate federal fiscal year is submitted to the Transportation Advisory Committee (TAC) for approval. The TAC meetings are open to the public and comments on the Distribution Formula may be received at this time.
2. The Lead Planning Agency distributes FHWA Section 104(f) planning funds based on the TAC-approved formula.
3. The local jurisdictions will prepare a list of tasks and funding for the federal fiscal year according to the approved Distribution Formula. These lists are submitted to the Lead Planning Agency for compilation into a draft Unified Planning Work Program.
4. The draft Unified Planning Work Program is reviewed by the Technical Coordinating Committee (TCC). The TCC meetings are open to the public. The TCC then endorses a draft UPWP and forwards the document to the TAC for release for a minimum 21-day comment period.
5. The draft UPWP is then reviewed by the TAC. The TAC releases a draft UPWP for a 21-day comment period. The draft is sent to the NCDOT Public Transportation Division for comments.
6. The final UPWP comes back again to the TAC for approval. Upon TAC approval, the UPWP is then forwarded on to the State and FHWA/FTA.

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7. The process for updating and approving the annual UPWP shall generally follow the principles as described in the PIP Framework of this document.

## **7. Americans with Disabilities Act (ADA) Provisions**

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

- All notices for planning activities of the Metropolitan Planning Organization 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 requested).
- Notices for the public comment period and the public hearing will be advertised in the area's major daily newspaper, and other local, minority, or alternative language newspapers, as appropriate, as well as on the public service announcement on Time Warner Cable. Local member jurisdictions are advised to publicize the public comment period/hearing in their local media as well. Public meetings will be held in locations accessible to persons with disabilities and will be located near or on a transit route.

### **The Durham Area Transit Authority (DATA)**

- There is a Durham Area Transit Authority (DATA) Access Advisory Committee for Durham which serves as an ongoing mechanism for public participation. The Committee is composed of paratransit users, persons with disabilities who are not paratransit users and representatives from agencies and employers who work with disabled persons.
- Committee meetings are held bi-monthly and are advertised by notices on paratransit vehicles, in the City Calendar, and notices sent to Radio Reading Services.
- The written notices are printed in large (15 point) font.
- For policy changes, public forums and public hearings are held. Announcements are advertised through public notices in local newspapers, public service announcements on local radio and television stations, the Radio Reading Service and large print notices posted in the paratransit vehicles.
- DATA has updated its Paratransit Plan and is in compliance with the ADA requirements. Copies of the Paratransit Plan are available in large print and on audio cassette.

**Chapel Hill Transit**

- The Chapel Hill and Carrboro Transportation Boards serve as an ongoing mechanism for public participation.
- For policy changes, the Transportation Boards hold public hearings. Notices are published in the local newspapers.
- Chapel Hill Transit has updated its Paratransit Plan and is in compliance with the ADA requirements. Copies of the Paratransit Plan are available in large print and on audio cassette.

# Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

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## Overview

A Limited English Proficient person is one who does not speak English as their primary language and who has a limited ability to read, speak, write, or understand English. The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) Limited English Proficiency (LEP) Plan is part of a comprehensive effort to provide language assistance for LEP persons seeking meaningful access to DCHC MPO plans, programs, and activities as required by Executive Order 13166.

The plan details procedures on how to identify a person who may need language assistance, the ways in which assistance may be provided, and guidelines to notify LEP persons that assistance is available. In developing this LEP Plan, the DCHC MPO staff conducted a US Department of Transportation (USDOT) Four-Factor LEP analysis, which considered the following:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by DCHC MPO programs, activities, or services;
2. The frequency with which LEP individuals come in contact with DCHC MPO programs, activities, or services;
3. The nature and importance of the program, activity or service provided by the DCHCMPO to the LEP population; and
4. The resources available to the DCHC MPO and overall cost to provide LEP assistance.

For more information about this plan, please contact the DCHCMPO at (919) 560-4366 or [comments@dchcmpo.org](mailto:comments@dchcmpo.org).

## 1 Background

A Limited English Proficiency person is one who does not speak English as their primary language and who has a limited ability to read, speak, write, or understand English. The purpose of this Limited English Proficiency Plan is to outline the responsibilities of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) in regards to Limited English Proficient (LEP) persons and establish a process for providing assistance to LEP persons for DCHC MPO programs, activities, and services pursuant to Title VI of the Civil Rights Act of 1964 and Executive Order 13166.

### **Title VI of the Civil Rights Act of 1964**

*"No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."*

## 2 Executive Order 13166

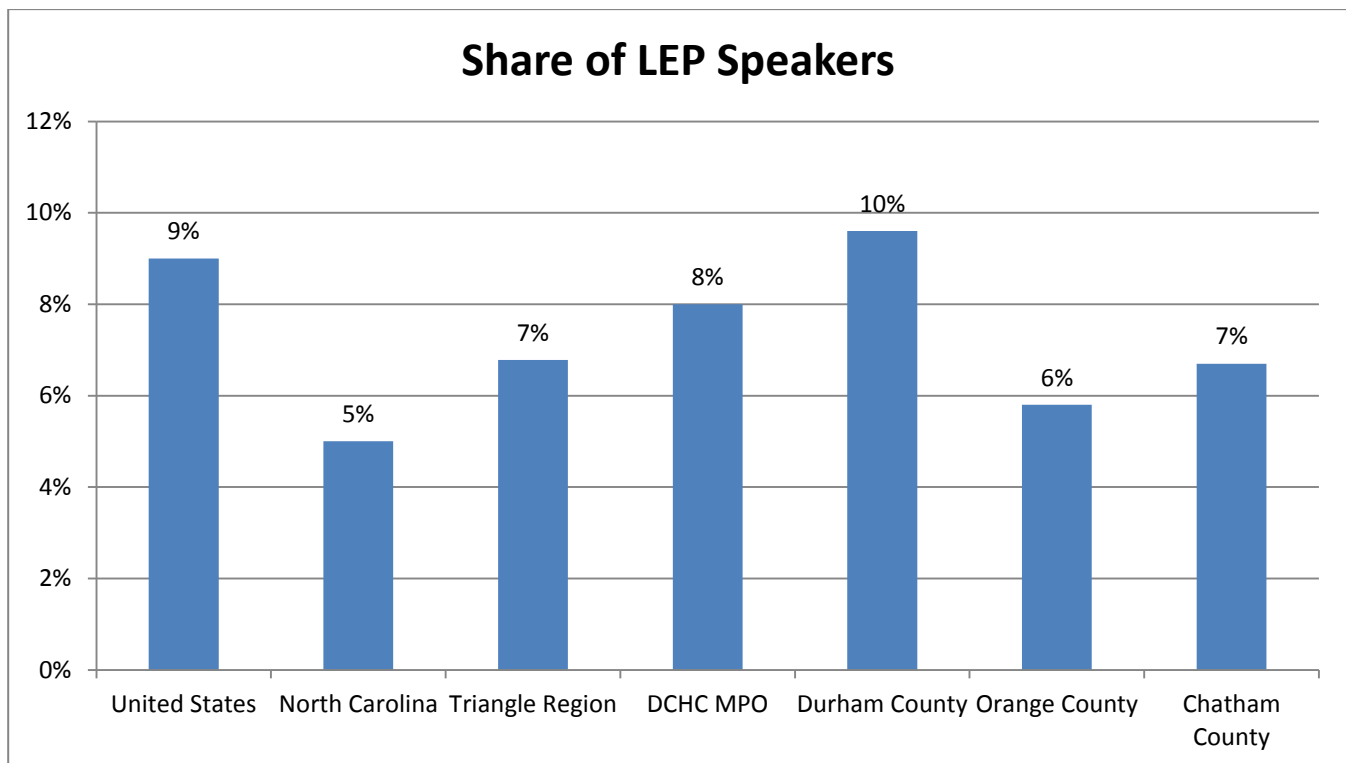
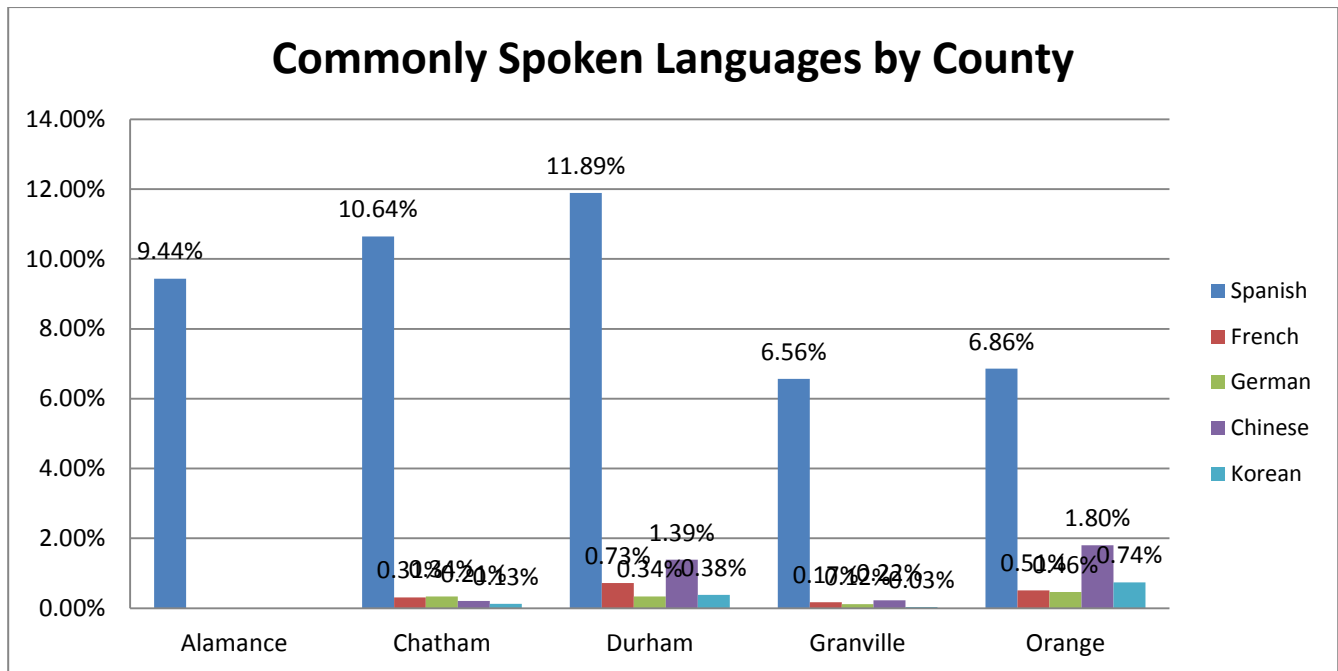
Different treatment based upon a person's inability to speak, read, write, or understand English may be a type of national origin discrimination. Executive Order 13166 *"Improving Access to Services for Persons With Limited English Proficiency,"* directs each Federal agency that is subject to the requirements of Title VI of the Civil Rights Act of 1964 to publish guidance for its respective recipients and sub-recipients clarifying that obligation. The U.S. Department of Transportation (USDOT) published policy guidance on December 14, 2005 to clarify the responsibilities of recipients of Federal financial assistance from the USDOT.

### 3 Summary of DCHC MPO LEP Plan & Factor Analysis

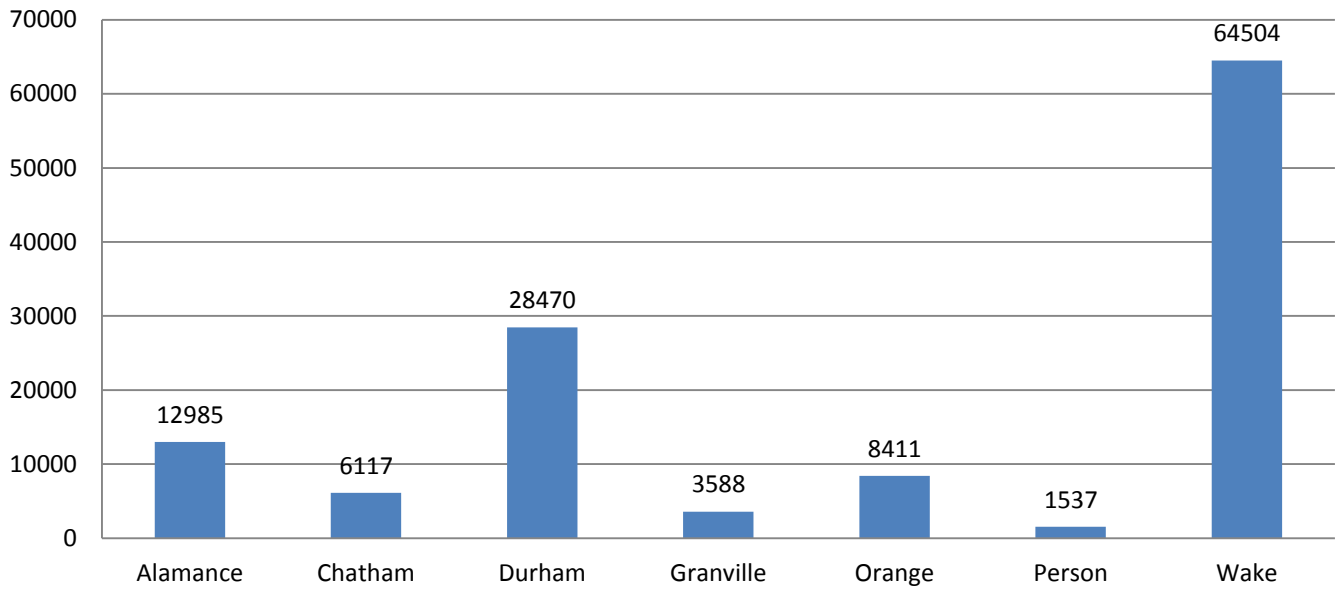
DCHC MPO has developed this Limited English Proficiency Plan (LEP) to provide language assistance for LEP persons seeking meaningful access to DCHCMPO programs as required by Executive Order 13166 and USDOT's policy guidance. Essentially, the MPO's Limited English Proficiency Plan (LEP) is intended to help identify reasonable steps to provide language assistance for LEP persons seeking meaningful access to the transit system's services as required by Executive Order 13166. **A Limited English Proficiency person is one who does not speak English as their primary language and who has a limited ability to read, speak, write, or understand English.** This plan details procedures on how to identify a person who may need language assistance, the ways in which assistance may be provided, and guidelines to notify LEP persons that assistance is available. In developing the DCHC MPO LEP Plan, the DCHC MPO staff undertook a USDOT Four-Factor LEP analysis, which considers the following:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by DCHCMPO programs, activities, or services.
2. The frequency with which LEP individuals come in contact with DCHCMPO programs, activities, or services;
3. The nature and importance of the program, activity or service provided by the DCHCMPO to the LEP population; and
4. The resources available to the DCHCMPO and overall cost to provide LEP assistance.

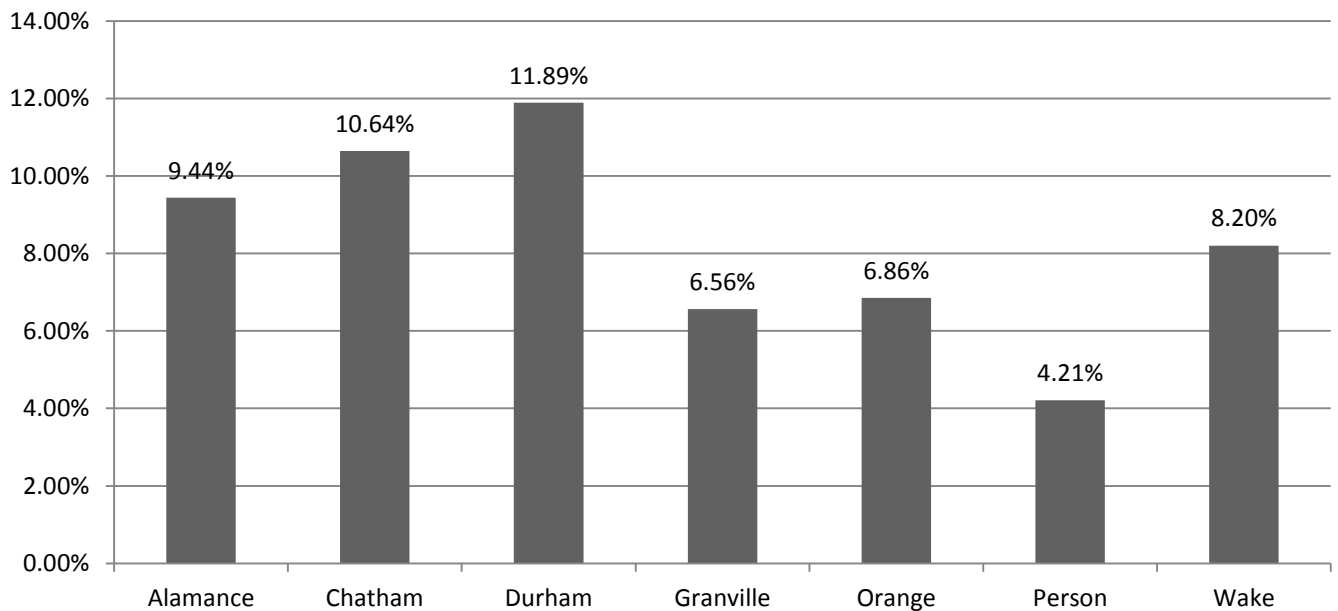
**Demographic Profile of LEP Population**

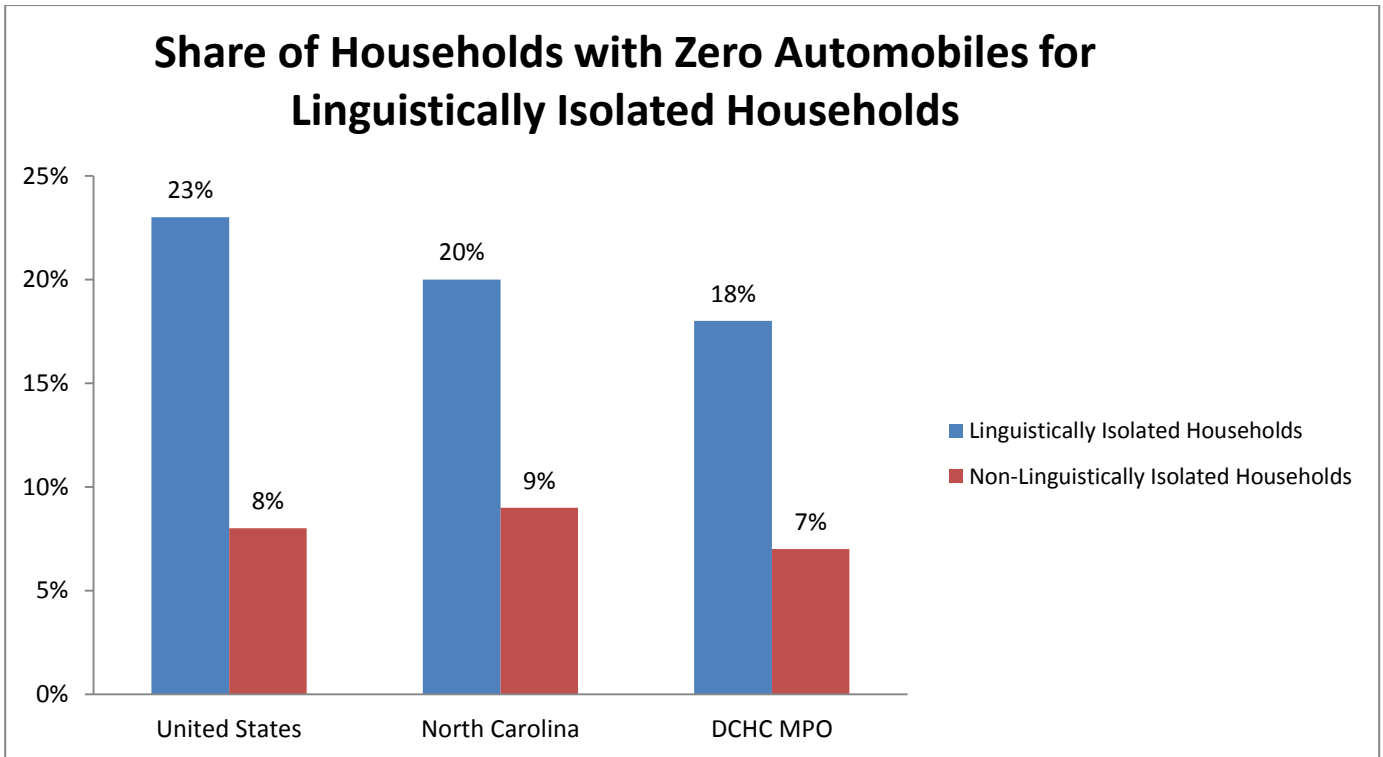
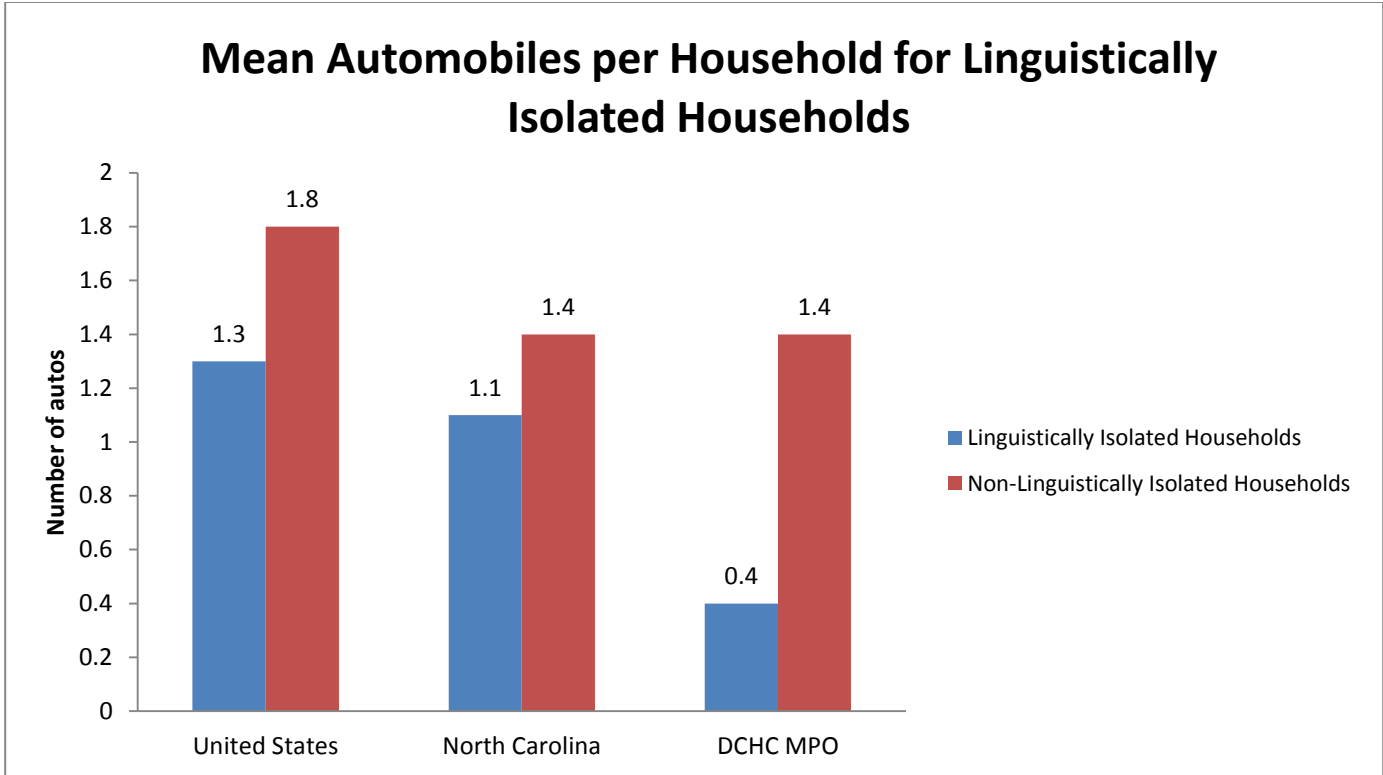


### Number of People who Speak Spanish at Home, by County

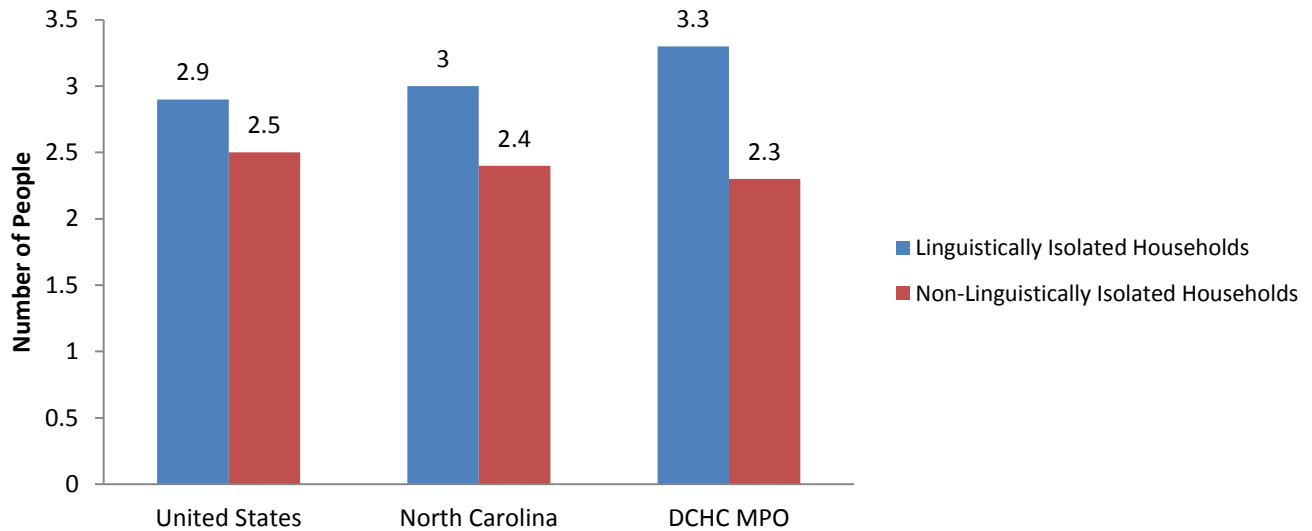


### Percent of Population that Speaks Spanish at Home, by County

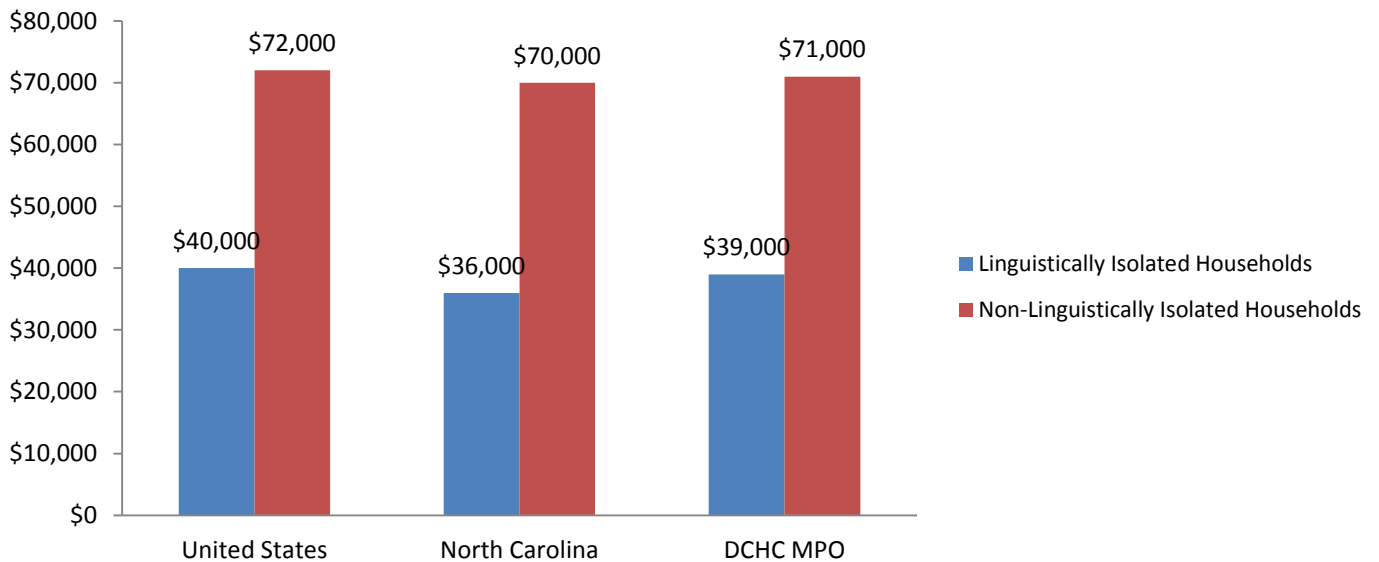




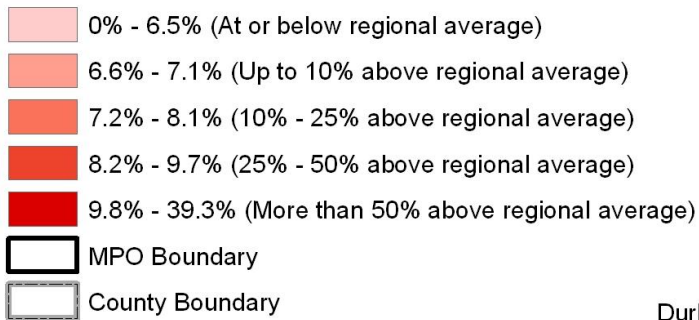
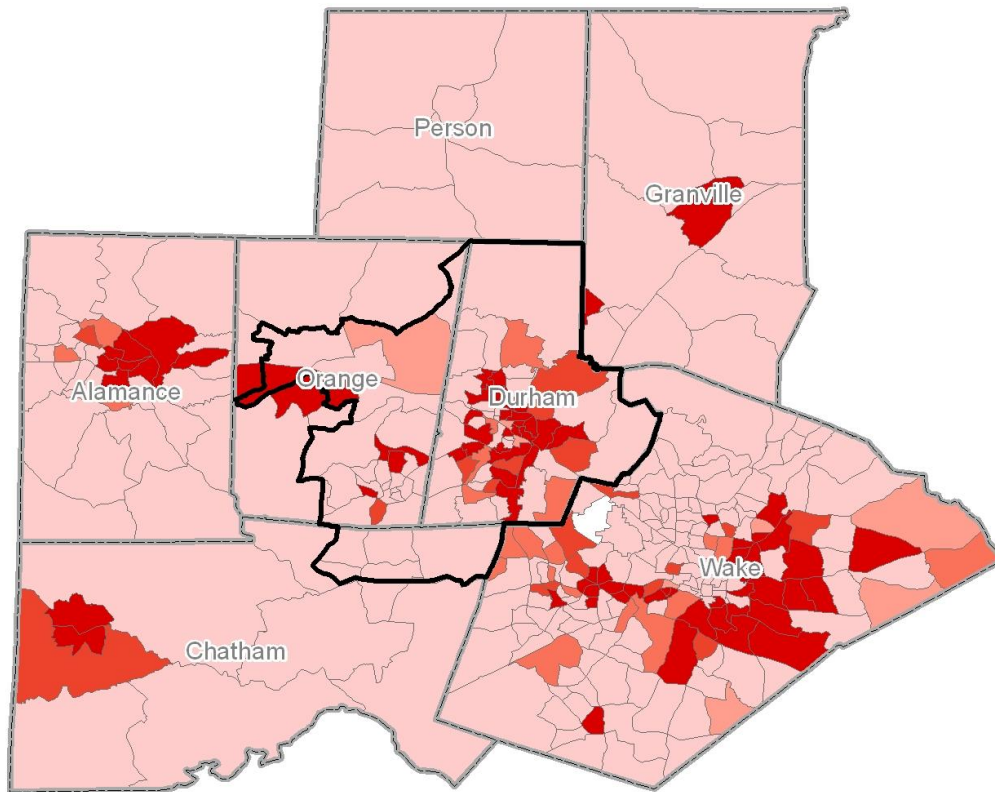
### Average Household Size for Linguistically Isolated Households



### Mean Household Income for Linguistically Isolated Households

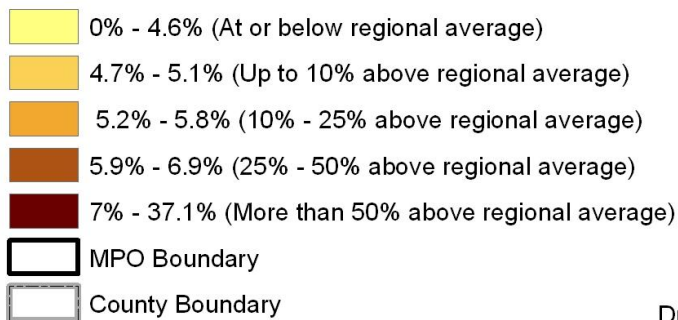
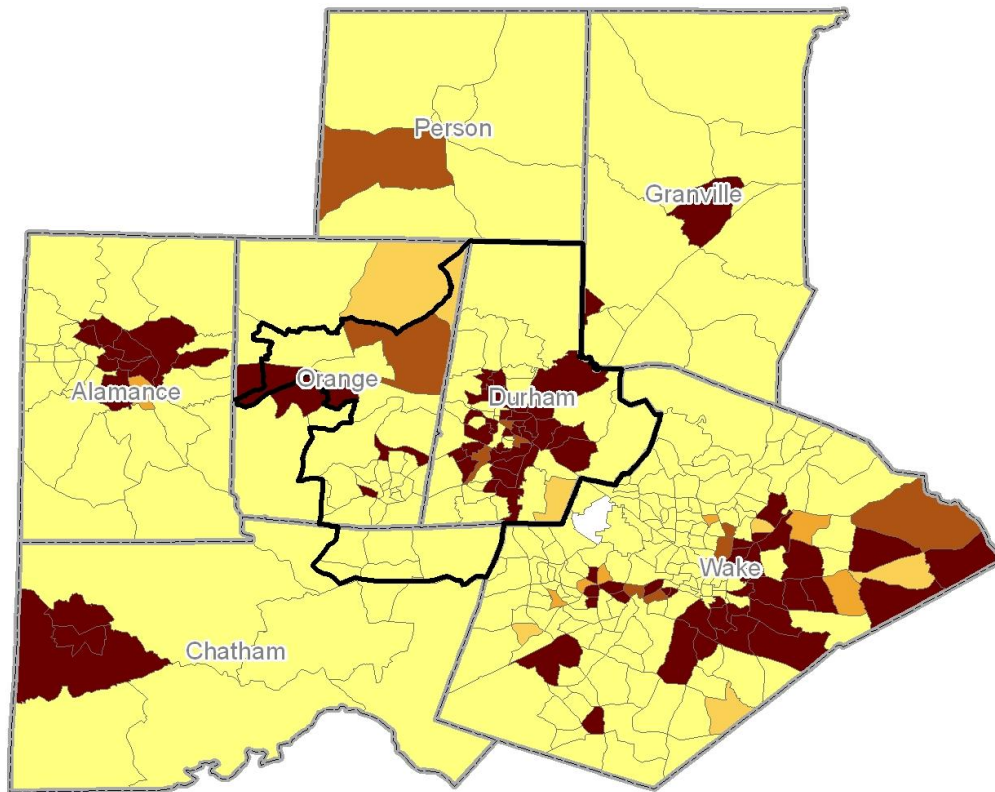


## Percent of Census Tract Population with Limited English Proficiency



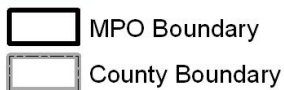
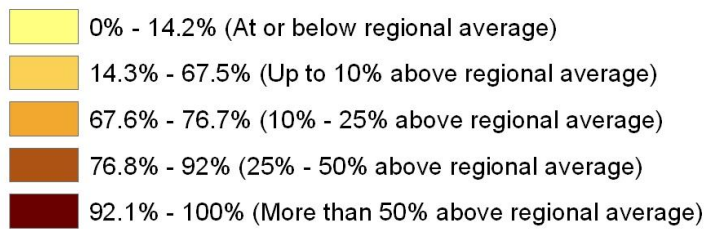
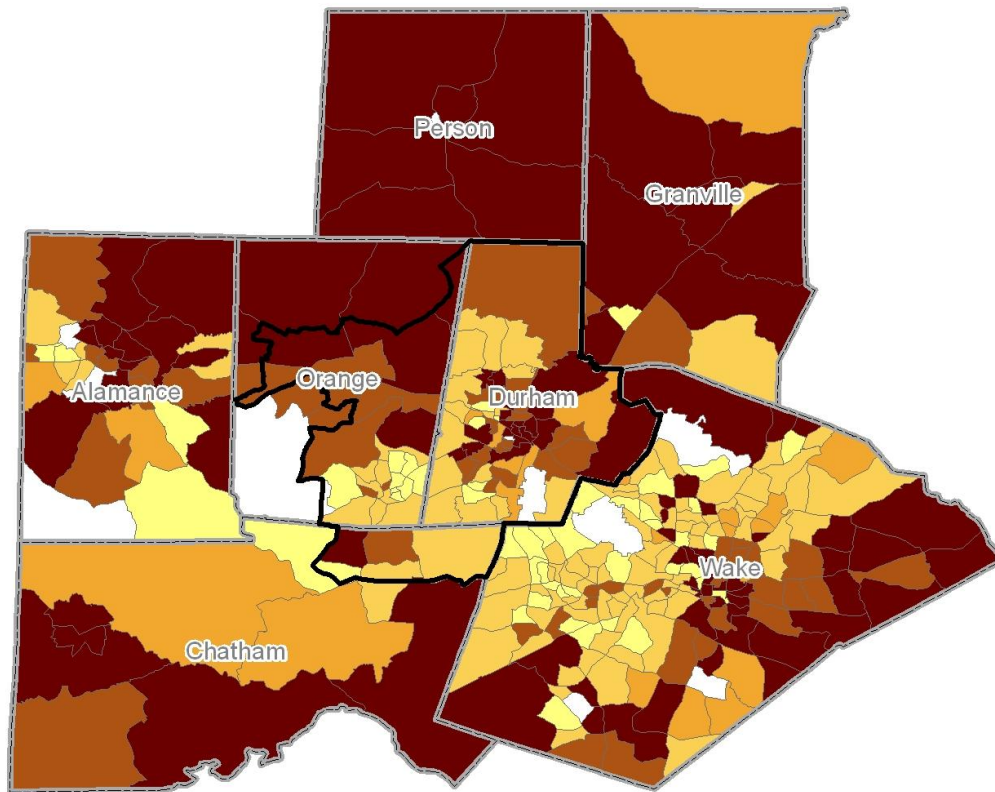
Durham Chapel Hill Carrboro MPO

## Percent of Total Population that Speaks Spanish and has Limited English Proficiency



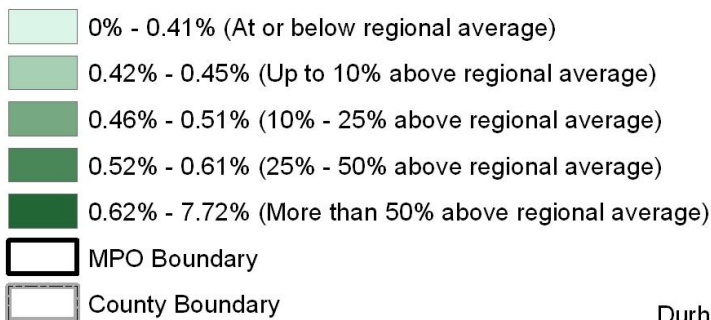
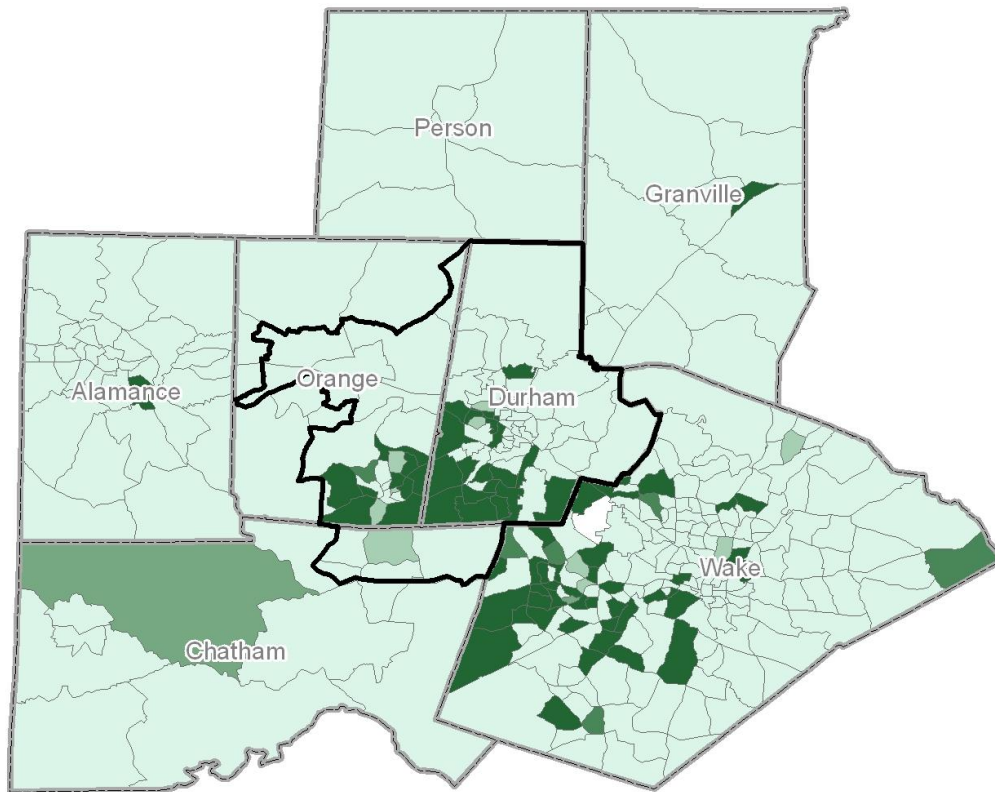
Durham Chapel Hill Carrboro MPO

## Percent of LEP Population that Speaks Spanish



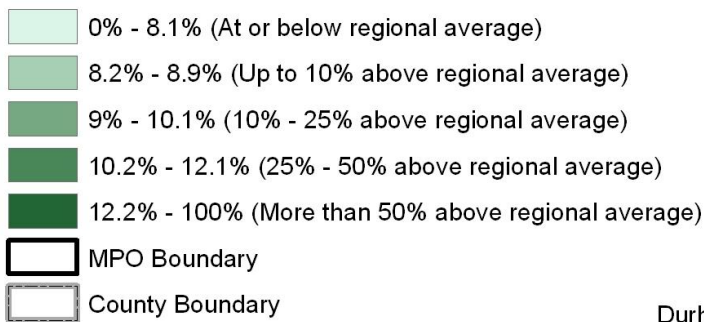
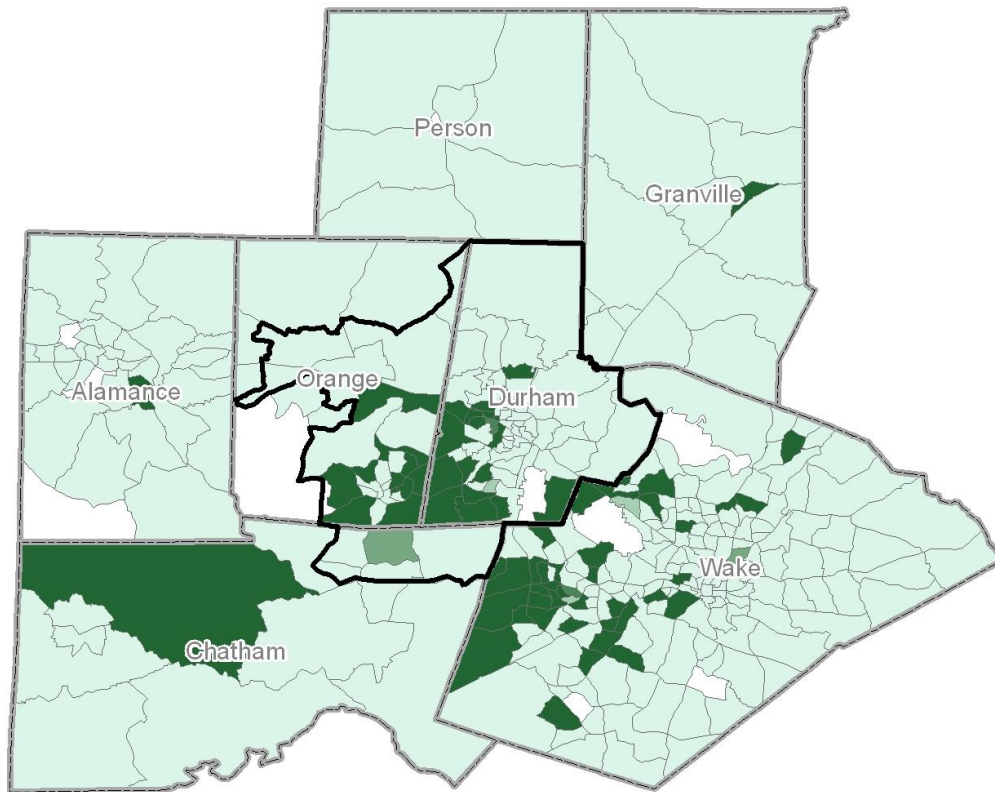
Durham Chapel Hill Carrboro MPO

## Percent of Total Population that Speaks Chinese and has Limited English Proficiency



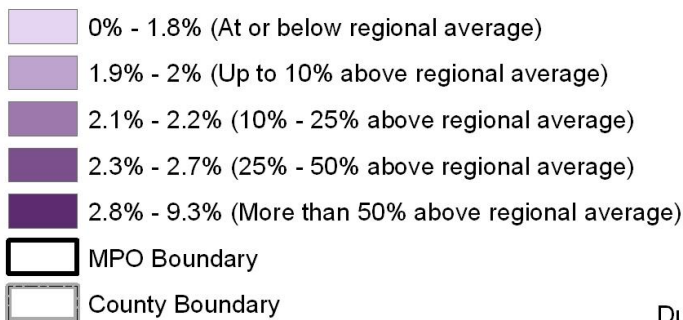
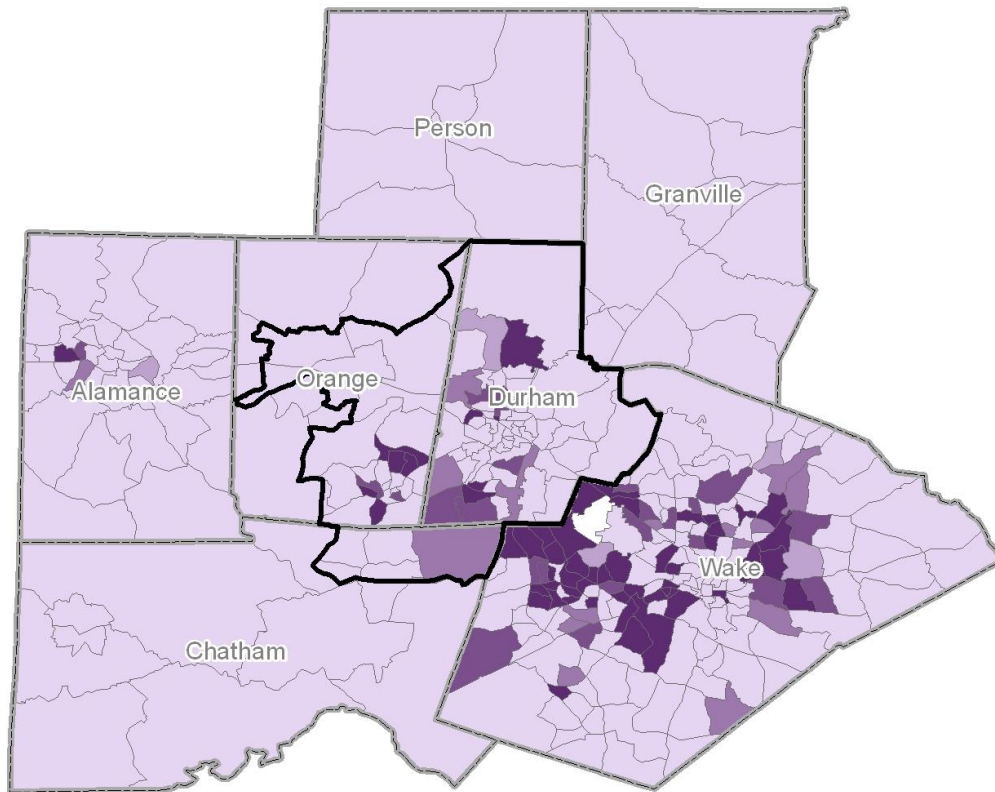
Durham Chapel Hill Carrboro MPO

## Percent of LEP Population that Speaks Chinese



Durham Chapel Hill Carrboro MPO

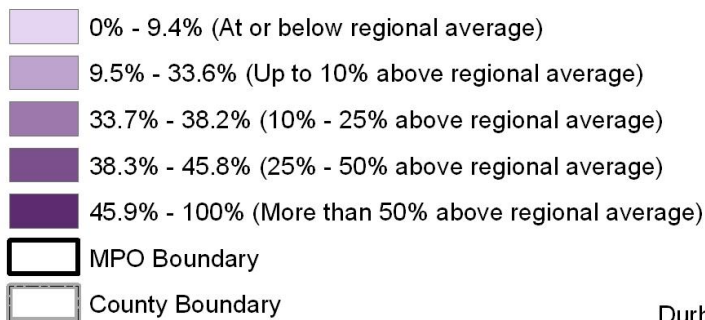
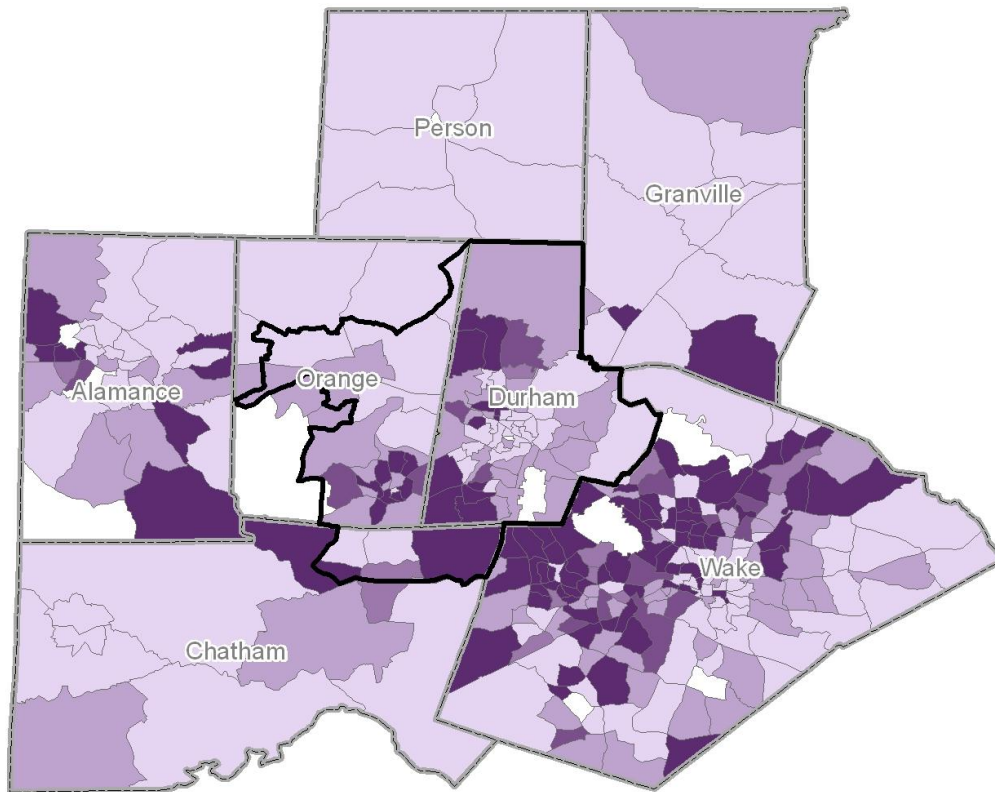
## Percent of Total Population that Speaks Other Languages\* and has Limited English Proficiency



\* "Other languages" refers to any language other than English, Spanish, or Chinese.

Durham Chapel Hill Carrboro MPO

## Percent of LEP Population that Speaks Other Languages\*



\* "Other languages" refers to any language other than English, Spanish, or Chinese.

Durham Chapel Hill Carrboro MPO

**FACTOR 1: Number or proportion of LEP persons eligible to be served or likely to encounter in the eligible DCHC MPO programs, activities, or services.**

In order to determine the number of LEP persons, the DCHC MPO collected analyzed various data from the US Census Bureau. This data was used to evaluate whether certain language groups met the Safe Harbor clause of the LEP guidance, whether a language LEP group exceeds 5% of the regional population, or have a minimum threshold of 1000 LEP persons in a certain language.

Using the US 2010 CENSUS and American Community Survey (ACS) 2005-2009, the LEP population was ascertained. Based on the population 5 years and older, 0.81% of the DCHC MPO (3 counties, Durham, Orange and Chatham) population is deemed an LEP person, i.e. persons with limited English proficiency. The largest language subpopulation within the LEP population was that of Spanish, which constitutes about 86% of the LEP population. The remaining LEP population that did not speak English well or Spanish, were not significant and very miniscule therefore collapse as "other". The MPO examined the 2010 U.S. Census Bureau's profile for the Counties within the DCHC MPO. Tables 1a, 1b and Figures 1 to 5 show the number/percent of persons with regard to their English language skills for the DCHC planning area.

Figures showing the LEP data tabulation and visual display (mapping by census tract) are illustrated in the accompanying appendices.

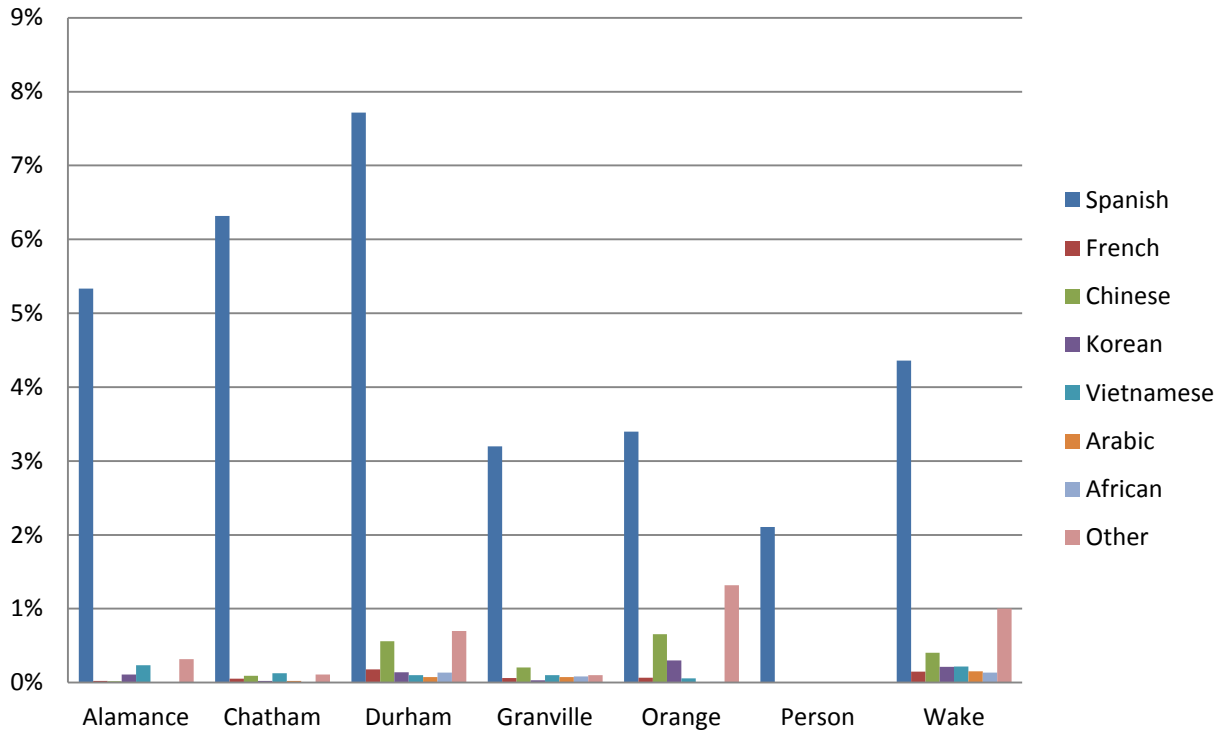
Limited English Proficiency Population by County

County	Total Pop	Total LEP	Spanish	French	Chinese	Korean	Vietnamese	Arabic	African	Other
Alamance	137600	8304	7338	32	26	148	324	0	0	436
Chatham	57464	3872	3629	30	52	13	74	12	0	62
Durham	239459	22993	18483	432	1340	333	236	177	320	1672
Granville	54675	2108	1749	33	113	17	55	42	45	54
Orange	122668	7125	4168	80	806	368	69	4	14	1616
Person	36524	769	769	0	0	0	0	0	0	0
Wake	786528	52168	34299	1173	3168	1681	1723	1186	1073	7865

Limited English Proficiency by Language, as % of total Population

County	Spanish	French	Chinese	Korean	Vietnamese	Arabic	African	Other
Alamance	5.33%	0.02%	0.02%	0.11%	0.24%	0.00%	0.00%	0.32%
Chatham	6.32%	0.05%	0.09%	0.02%	0.13%	0.02%	0.00%	0.11%
Durham	7.72%	0.18%	0.56%	0.14%	0.10%	0.07%	0.13%	0.70%
Granville	3.20%	0.06%	0.21%	0.03%	0.10%	0.08%	0.08%	0.10%
Orange	3.40%	0.07%	0.66%	0.30%	0.06%	0.00%	0.01%	1.32%
Person	2.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Wake	4.36%	0.15%	0.40%	0.21%	0.22%	0.15%	0.14%	1.00%

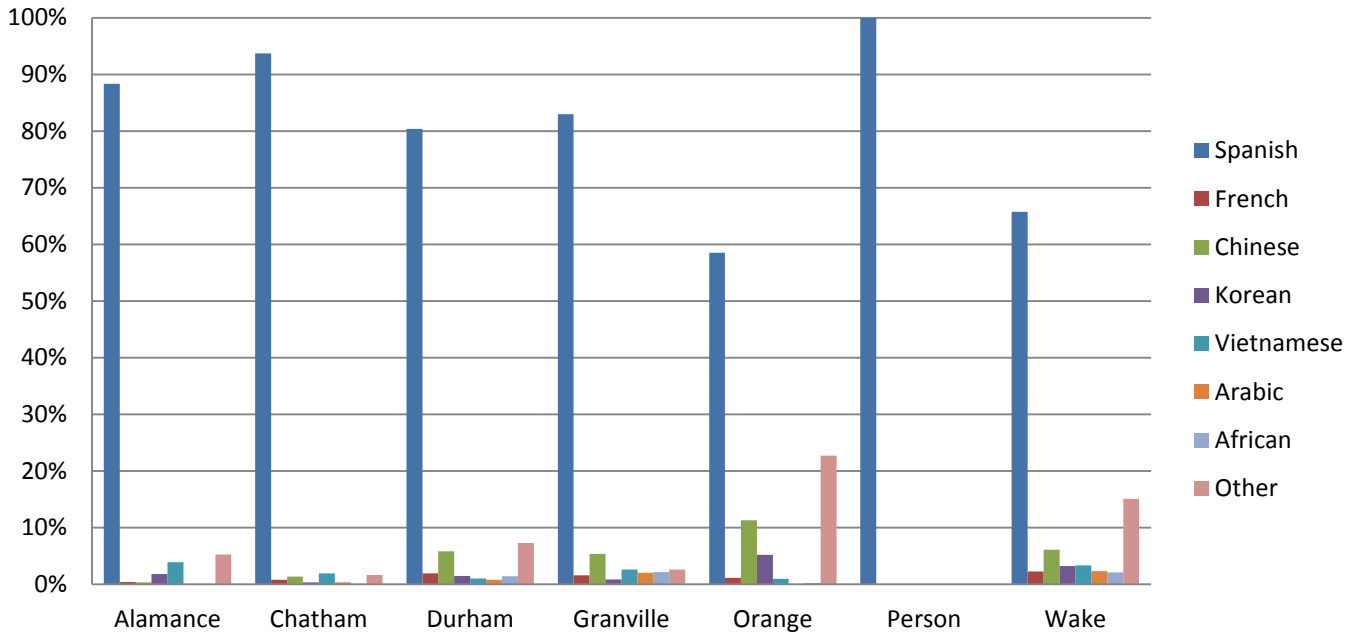
### Limited English Proficiency, as % of Total Population



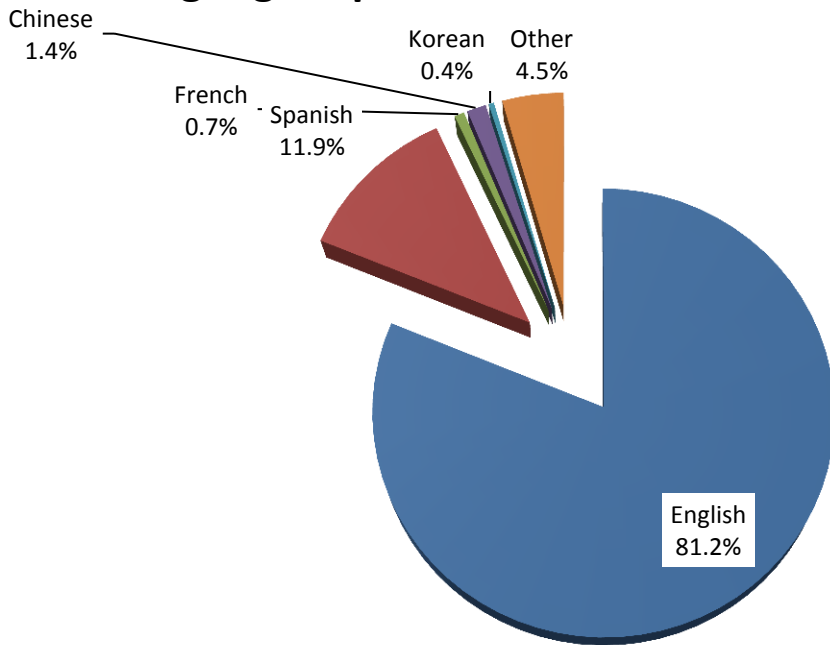
Limited English Proficiency by Language, as % of LEP Population

County	Spanish	French	Chinese	Korean	Vietnamese	Arabic	African	Other
Alamance	88.37%	0.39%	0.31%	1.78%	3.90%	0.00%	0.00%	5.25%
Chatham	93.72%	0.77%	1.34%	0.34%	1.91%	0.31%	0.00%	1.60%
Durham	80.39%	1.88%	5.83%	1.45%	1.03%	0.77%	1.39%	7.27%
Granville	82.97%	1.57%	5.36%	0.81%	2.61%	1.99%	2.13%	2.56%
Orange	58.50%	1.12%	11.31%	5.16%	0.97%	0.06%	0.20%	22.68%
Person	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Wake	65.75%	2.25%	6.07%	3.22%	3.30%	2.27%	2.06%	15.08%

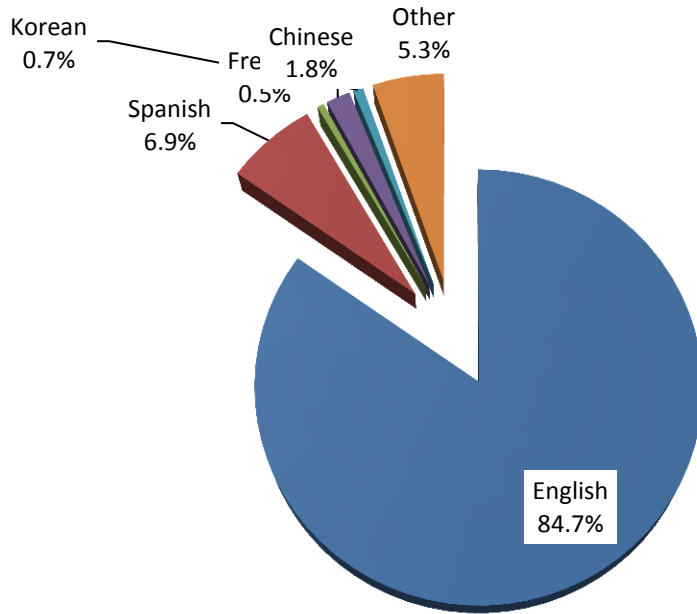
### Limited English Proficiency, as % of Total Limited English Proficiency Population



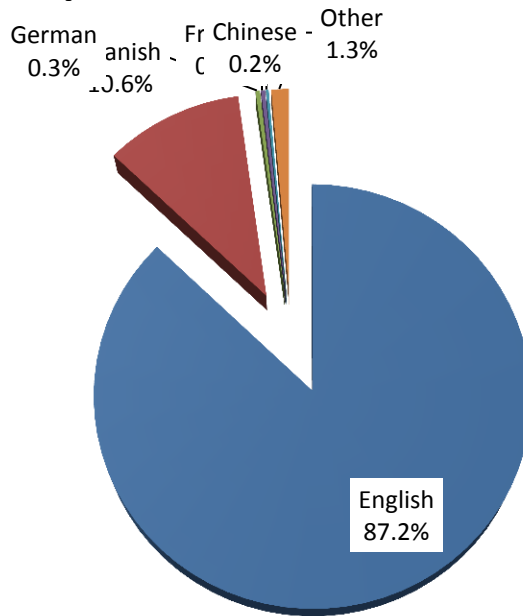
### Languages Spoken at Home in Durham County



### Languages Spoken at Home in Orange County



### Languages Spoken at Home in Chatham County



**FACTOR 2: Frequency with which LEP individuals come in contact with DCHCMPO programs, activities, or services.**

The DCHC MPO assesses the frequency at which staff has or could possibly have contact with LEP persons. This includes documenting phone inquiries and surveying public meeting attendees. No previous LEP requests have been received thus far. Documentation of LEP requests will be done annually upon implementation of the LEP plan. MPO transit operators also provide outreach to the Spanish population. Arrangements are made to provide translation when requested.

**FACTOR 3: Nature and importance of the program, activity or service provided by the DCHCMPO to the LEP population.**

The MPO ensures that all segments of the population, including LEP persons, have been involved, or have the opportunity to become involved, in the transportation planning process. The impact of proposed transportation investments on underserved and underrepresented population groups is part of the evaluation process for use of federal funds in three major areas: 1) an annual unified planning work program, 2) a seven-year transportation improvement program, 3) a long-range transportation plan covering 20+ years.

Inclusive public participation is a priority and other MPO plans studies and programs as well. The impacts of transportation improvements resulting from these planning activities do have an impact on all residents. Understanding and involvement are encouraged throughout the process. The MPO is concerned with input from all stakeholders, and every effort is made to make the planning process as inclusive as possible. Progress towards project planning and construction under the responsibility of NCDOT is coordinated with the MPO. NCDOT has its own policies to ensure that LEP individuals participate in the project planning.

To assess the nature and importance of the programs, activities, and services provided by DCHCMPO to LEP and general community, the DCHCMPO conducted an internal and external review:

**Internal Review**

Internally, DCHCMPO staff evaluated programs and services based on the DCHCMPO's function as the regional entity responsible for transportation planning in the DCHC MPO planning area, the potential public interest, and the impact upon the quality of life of the public by DCHC MPO functions. Per evaluation of DCHC MPO programs, documents, and services, it was determined the following documents could be seen as vital documents:

- Metropolitan Transportation Plan
- Transportation Improvement Plan
- Unified Planning Work Program
- Public Participation Plan

Based on this evaluation and the language assessment in Factor 1 of the Four Factor analysis, the staff will seek partner organizations proficient in Spanish to provide information about DCHCMPO plans and programs. Translation and/or interpretation services, for Spanish and other languages, will be considered upon request and in coordination with partner agencies in the region. Furthermore, public meeting notices

would be classified as vital documents requiring translation services. To facilitate the translation process for public meeting notices, the staff will prepare a template for the selected primary LEP language.

If any notice or document bears a direct impact toward a localized population that meets or exceeds the LEP Safe Harbor clause, then the notice or document will be considered for translation as described previously, to include translating notices and key information contained within vital documents.

### **External Review**

Externally, a public outreach effort within the identified language communities will be conducted. Community groups that work with the Spanish populations will be contacted for their input. In this outreach, the DCHC MPO staff will provide community groups a synopsis of what the primary purpose and functions of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization and ask what key issues, programs, services, are and activities they perceive are critical. These will be noted in the transportation planning process and sent forward to the appropriate agency and/or locality as applicable.

### **FACTOR 4: Resources available to the DCHCMPO and Overall Costs to Provide LEP Assistance**

Given the size of the LEP population in the MPO's planning boundary and financial constraints, full translation of all transportation plan documents, except for vital documents (a document that contains information critical to obtaining federal funds or benefits), is not appropriate at this time. However, continued growth of our area and its Spanish-speaking population makes offering Spanish translation, in many areas, a good community investment; therefore, the MPO will make efforts to collaborate with state and local agencies to provide language translation and interpretation services were impractical within the scope of funding available.

The MPO will use a "seven business day" notification statement in order to be most accommodating to the public. If the seven-day notice becomes impractical to meet LEP assistance requests, this LEP plan standard will be changed.

## **4 DCHC MPO Transit Operators LEP Initiatives**

MPO transit operators are constantly looking for ways to improve communication and enhanced contact and accessibility with LEP patrons. Over the past several years, transit officials organized a public work sessions dedicated to LEP patrons who use their systems. Overall, an average 20 people mostly Spanish speaking attended. Others were from French Speaking SE Asia and Africa. The purpose of the meetings was to provide the patrons the opportunity to understand the transit system operations and also afford them insight into the language and outreach needs of the group.

Key Ideas from these meetings are summarized as follows:

- The importance of communicating with these groups through their children, most of whom speak both native languages and English.
- Incorporating images into our communications for those who prefer not to read whether it is in English or Spanish.
- Attending major festivals and events with space or booth to attract visitors - can have games

and/or giveaways.

- Using the radio to leverage communications. The radio stations are highly listened to while some are at home or on the jobs. We can work with the DJs to promote educational opportunity for public transit. The community looks up to the DJs.
- The introduction of the transit user advocates or ambassadors program as well as introduction of the Citizens meetings to afford riders the opportunity to provide input to various service initiatives that may impact LEP communities.

Other initiatives for improving communication with and accessibility for LEP residents are summarized below:

- A staff appearance on local Radio talk shows and community television, whose guest periodically include Spanish leaders in the community to discuss transit access issues.
- Appearance of City Staff on Spanish radio, providing project information in Spanish to listeners;
- An information booth with bilingual staff and project information at various communities and municipal events/festivals;
- Spanish advertisements published in local Spanish papers to announce all project public meetings.

#### **4.1 Transit Regional Call Centers and LEP Outreach/Awareness**

Transit operators in the Triangle Region teamed up and established a regional consolidated call center for Triangle residents to access transit service information from a single source. This center has been in operation for the past 5 years and is currently operated by the Triangle Transit. It has several customer service attendants who take live calls and answer patrons questions related to transit services in the Triangle Region. Over the past 5 years calls have more than quadruple. An increasing number of these calls now come from riders with Limited English Proficiency or LEP group. To assist this group the center constantly has a bilingual (English & Hispanic) call takers to assist the largest LEP population in the triangle –Spanish speaking population. Over the past 3 years non-English speaking calls have averaged 1% of all calls received, making it imperative for the service to acknowledge the importance of this population group. In the past two years there have been 185 calls originating from non-English speakers of mostly Spanish origin.

In addition to the live or voice response system transit operators and the Call Center periodically administers surveys asking patrons to indicate if there was other languages that needed to be covered. So far, French has been the only language that has been requested. Since the request came from a single source the individual was directed to a French-Speaking staff for direct assistance.

Quarter	Calls Received	Calls Answered	Calls Abandoned	Total % Calls Answered	Estimated Total LEP Calls
7/1/10 - 9/30/10	108,662	104,751	3,911	96.4%	109
10/1/10 - 12/31/10	124,500	117,166	7,334	94.1%	125
1/1/11 - 3/31/11	118,347	110,303	8,044	93.2%	118
4/1/11 - 6/30/11	116,413	110,769	5,644	95.2%	117
<b>TOTAL</b>	<b>467,922</b>	<b>442,989</b>	<b>24,933</b>	<b>94.7%</b>	<b>469</b>
<b>FY10 Total</b>	<b>370,898</b>	<b>362,437</b>	<b>8,461</b>	<b>97.7%</b>	<b>371</b>
<b>% Change</b>	<b>26.2%</b>	<b>22.2%</b>	<b>194.0%</b>	<b>-3.1%</b>	<b>21%</b>

Regional Call  
Center FY2011

#### Phone Call Distribution by Individual Transit Systems

Agency	% of Calls*	Estimated Calls in FY11**
CAT	65.2%	303,892
DATA	13.9%	64,787
Triangle Transit	12.9%	60,126
Cary Transit	3.0%	13,983
Chapel Hill Transit	4.9%	22,839

\*Based on a sample of over 70,000 phone calls received in 2011.

#### Customer Feedback Totals

Agency	Complaints	Commendations	Totals	LEP Estimates
CAT	628	29	657	3.0
DATA	424	19	443	4.0
Triangle Transit	393	45	438	4.0
Cary Transit	19	1	20	0.2
Chapel Hill Transit	101	6	107	0.1
Regional Call Center	27	14	41	0.3

## 4.2 Interpretation and Translation Services

Latino media outlets and television and radio stations; La Conexion, Que Pasa, Univison, Telefuturo, La

Ley and EL Centro help provide translation and interpretation services to various MPO agencies and transit operators. These media outlets are typically used to resolve public safety needs, to assist with general interpretation and translation, to provide court-certified interpreters, to communicate with the audibly impaired, or to provide language proficiency testing for public safety personnel. Further, DCHC MPO member agencies use the aforementioned Latino media sources below to offer interpretation and translation services, mostly in Spanish free of Charge to the City.

#### **4.2.1 Bus Operators:**

Currently, no official data is kept by bus drivers on interaction with LEP passengers. However, there are a number of current fixed route bus operators and Customer Service Representatives who are bilingual and who are constantly called upon to assist in the interpretation of various services to our Hispanic patrons as well as the dissemination of information to the same group.

#### **4.2.2 Paratransit Operators:**

The paratransit operators use mostly the services of the County Social services which has translator resources for Hispanic community. The Department also works with Churches and with the Latino community organizations within the metropolitan area. Brochures, announcements and news about our paratransit program programs relating to our services are sent to this organization for dissemination of in the inbound calls coming through the our scheduler voice response system are sometimes sent to Spanish speaking customer service staffers. In very rare case do the paratransit system utilize Spanish speaking driver to provide assistance or by request this is because 99 percent of the paratransit (demand responsive) clients are English speaking patrons. In very rare occasions when a non-English Speaking client ask for a service our in-house Spanish speaking staff is able to offer that assistance.

#### **4.2.3 Transit Security Police Unit**

Transit police officers have interpreters available via the above mentioned services, and there are transit officers with fluent multilingual capabilities in Spanish. Generally, officers are taught limited Spanish phrases in BLET. Very few cases involving LEP patrons are reencountered especially in areas such as drugs, guns, robbery and fighting that demand immediate arrest, very few LEP encounters are recoded.

## **5 Meeting the LEP Requirements**

Engaging the diverse population within the MPO boundaries is important. DCHCMPO is committed to providing quality services to all citizens, including the LEP population we serve. Spanish has been identified as, by far, the most dominant language spoken by LEP individuals in this MPO service area. All language access activities detail below will be coordinated in collaboration with the MPO board and staff.

### **5.1 Providing notice to LEP persons**

The USDOT LEP guidance indicates that once an agency has decided, based on the four factors, to provide language services, it is important that the recipient notify LEP persons of service is available free of charge in languages LEP persons would understand. Examples of methods of notification include:

1. Stating in outreach documents that language services are available
2. Signage that free language assistance is available with advance notice
3. Working with community-based organizations and other stakeholders to inform LEP individuals of the MPO services and the availability of language assistance
4. Providing information as to the availability of translation services (parenthesis free of charge) when advertising for public hearings were MPO related workshops.

Other reasonable steps will depend on:

- The number and proportion of LEP persons potentially served by the program or activity and the variety of languages spoken in the service area.
- The frequency with which LEP individuals are affected by the program or activity.
- The importance of the effect of the program on LEP individuals.
- The resources available to the recipient and the urgency of the situation.
- The level of services provided to fully English proficient people.
- Whether LEP persons are being excluded from services or provided a lower level of services.
- Whether the recipient has adequate justification for restrictions, if any, on special language services or on speaking languages other than English.

DCHCMPO intends to take reasonable steps to make available interpreter services, free of charge, and to include, at a minimum, Spanish translators upon request of at least seven business days prior to MPO board and committee meetings, workshops, forums, or events. The MPO is defining an interpreter as a person who translates spoken language as opposed to a translator who translates written language and transfer the meaning of written text from one language into another. The MPO transit operators currently have interpretation and translation services as described in the transit section of this report. The Lead Planning Agencies will coordinate interpretation and translation efforts with transit operators.

## **5.2 Proposed Ongoing LEP Services include:**

- Coordination with the appropriate MPO agencies to provide an interpreter for phone and/or walk-in customers.
- Coordination with Que Pasa newspaper to translate small documents - up to two pages.
- Coordination with the Gov. Morehead School to convert small documents - up to three pages - to Braille provided there is a seven day advance notice.
- Coordination with partner agencies and special needs organizations to meet requested needs.
- Creation of a list of inside and outside sources that can provide competent oral and written translation services
- Analysis of the cost of these services, if any
- Identification of potential budget and personnel limitations pertaining to these services
- When an interpreter is needed, either in person or on the telephone, we first determine which language is required. If a translator for the required language is not available or a formal

interpretation is required staff shall consider using one of the following translation service companies

### 5.3 MPO staff training

Appropriate DCHCMPO (LPA) staff will be provided access to the LEP Plan and will be offered training on procedures and services available. Training topics will include:

- Understanding Title VI of the Civil Rights Act of 1964 and LEP responsibilities.
- LEP program responsibilities and obligations.
- Language assistance services offered.
- Use of LEP Language Assistance Cards ("*I Speak Cards*").
- Documentation of language assistance requests.

Such training will be developed to ensure that staff is fully aware of LEP policies and procedures and are effectively able to work in person and/or by telephone with LEP individuals. Other MPO agencies' staff will be provided with the LEP plan and will be educated on procedures and services available. An information brochure will be prepared and will establish meaningful access to information and services for LEP individuals and employees in public contact positions, especially those who will serve as translators for interpreters.

Signs will be posted that language assistance is available in public areas such as at DCHCMPO reception, conference room waiting areas, and the DCHCMPO website.

### 5.4 Outreach Techniques

- If DCHCMPO staff knows that they will be presenting a topic in a geographic location with a known concentration of LEP persons, DCHCMPO staff will make a concerted effort to have meeting notices, fliers, advertisements, or agendas printed in the alternative language. MPO staff will coordinate with local community groups to have someone available who can help interpret information at the meeting.
- When running a general public meeting notice in a geographic location that could be of potential importance to LEP persons or if staff will be hosting a meeting or a workshop, DCHCMPO staff will, to the extent possible, insert the following clause: "An interpreter will be available" in the predominant language. DCHCMPO staff will seek to coordinate with local community groups to have someone available who can help interpret information at the meeting.
- Include an LEP assistance statement when running general public meeting notices:

## 6 Language Assistance Measures & LEP Strategies

When an interpreter is needed, in person or on the telephone, DCHCMPO staff will first determine what language is required. DCHCMPO staff will provide the service if available. If not available, the request will be directed to the LEP Coordinator, who will check the MPO *LEP Employee Guide* to see what languages are offered. If the required is not available, the LEP coordinator will seek to address the request from the on-call. The following DCHCMPO documents will be available in Spanish:

- DCHCMPO LEP brochure.
- Nondiscrimination Complaint Form.
- Citizens Guide (Provides an overview of transportation planning processes).
- Additional translation and/or interpretation services will be considered upon request and in coordination with partner agencies in the region.

### LEP Strategies for DCHCMPO Agencies

Agency	Telephone Services	Printed Material	In-Person Assistance	Media Ads	Web Info	Translation	Bus Divers' Assistance	Citizen Advisory Committee
DCHC MPO - LPA	*	*	*	*	*	*		*
DATA	*	*	*	*	*	*	*	
Triangle Transit	*	*	*	*	*	*	*	
Chapel Hill Transit	*	*	*	*	*	*	*	
Chapel Hill	*	*				*		
Carrboro	*	*				*		
Durham City	*	*	*			*		
Durham County	*	*				*		
Hillsborough	*	*				*		
Chatham County	*	*				*		
Orange County	*	*				*		
Call Center	*							

## 7 Monitoring and updating the LEP plan

This plan is designed to be flexible and is one that can be easily updated. At a minimum, the MPO will update the LEP plan on a bi-annual basis. Each update should examine all plan components, such as:

- How many LEP persons were encountered?
- Were their needs met?
- What is the current LEP population of the MPO area by County?
- Has there been a change to the type of languages where translation services are needed?
- Have the MPO's available resources, such as technology, staff, and financial costs, changed?
- Has the MPO fulfilled the goals of the LEP plan?
- Were any complaints received?

The DCHCMPO will follow the Title VI Program monitoring and reporting schedule for the LEP Plan, which includes bi-annual reports to NCDOT and FHWA. Reports will address the following questions:

- How many LEP persons were encountered?
- What is the current LEP population in DCHC metropolitan area?
- Has there been a change in the languages where translation services are needed?
- Is there still a need for continued language assistance for previously identified DCHCMPO programs?
- Are there other programs that should be included?
- Have DCHCMPO available resources, such as technology, staff, and financial costs changed?

## 8 Website

The Lead Planning Agency and the MPO transit operators have websites for public outreach and information dissemination. The information is essentially in English. However bus maps and route schedules are provide and posted at the sites in both English and Spanish, the predominantly leading language that most of our non English speaking patrons use. The MPO is in the process of updating the MPO website to include a Spanish page.

DCHCMPO staff will post the LEP Plan on its website at <http://www.dchcmo.org>. Any person with Internet access will be able to view the plan. Copies of the LEP Plan will also be provided to the DCHCMPO member jurisdictions and interested parties upon request.

## 9. Assessment of Resource Availability for Ongoing LEP Implementation

The DCHCMPO assessment for available resources will be an ongoing activity. Initially, volunteer staff translators and interpreters will be identified. The Lead Planning Agency (LPA) staff will conduct outreach to identify volunteer interpreters, civic groups, and community organizations to further coordinate language assistance services.

The following sections provide more details about how DCHCMPO staff will provide assistance for persons of Limited English Proficiency, train staff, distribute LEP information to the public, and monitor the LEP plan.

- Examine records of requests for language assistance from past meetings and events to anticipate the possible need for assistance at upcoming meetings;
- Set up a sign-in sheet table at DCHCMPO-sponsored events, have a staff member greet and briefly speak to attendees to informally gauge the attendee's ability to speak and understand English;
- Have the Census Bureau's "*I Speak Cards*" at workshop or conference sign-in sheet table. While staff may not be able to provide translation assistance at this meeting, the cards are an excellent tool to identify language needs for future meetings;
- Assistance in the DCHCMPO reception area;

## 10 Dissemination of the MPO LEP plan

The LEP plan will be posted on the MPO website at [www.dchcmo.org](http://www.dchcmo.org). Any person, including social service, nonprofit, and other community partners with Internet access, will be able to access the plan. For those without personal Internet service, County libraries offer free Internet access. Copies of the LEP plan will be provided to each member jurisdiction's personnel department, NCDOT, FHWA, FTA, and any person or

agency requesting a copy. Each MPO sub recipient will be provided a copy and will be educated on the importance of providing language assistance.

Any questions or comments regarding this plan should be directed to the MPO staff:

Felix Nwoko, PhD, Transportation Planning Manager

DCHCMPO

101 City Hall Plaza

Durham, NC 27701

(919) 560-4366 Telephone

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## DCHC MPO discrimination complaint procedure

Title VI of the civil rights act of 1964 as of today prohibits discrimination on the basis of race, color, national origin in programs and activities receiving federal financial assistance. As a sub recipient of NCDOT, the capillary MPO has in place the following discrimination complaint procedures:

1. Any person who believes that he or she or any specific class of persons has been subjected to discrimination or retaliation prohibited by title VI of the Civil Rights Act of 1964 as amended and related statutes may file a written complaint. All written complaints received by the capillary MPO shall be referred immediately by that MPO's title VI specialists will notify the complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the complainant of his/her right to file a formal complaint with the NCDOT, EEO, if they are dissatisfied with the final decision rendered by the MPO. The MPO Title VI coordinator will also provide NCDOT Title VI coordinator with a copy of this decision and summary of findings.
2. The MPO title VI specialists will maintain a log of all verbal or written complaints received. The log will include the following information:
  - a. Name of complainant
  - b. Name of alleged discriminating official
  - c. Basis of complaint: i.e. , race, color, national origin, sex, age, disability, religion, familial status, or retaliation.
  - d. Date verbal or not written complaint was received by the MPO
  - e. Did the MPO Title VI coordinator notify the NCDOT, Title VI Coordinator as appropriate of the verbal or written complaints.
  - f. Explanation of the actions the MPO has taken or has proposed to take to resolve the allegations raised in the complaint.

Title VI of the Civil Rights Act of 1964, as amended, prohibits discrimination on the basis of race, color, or national origin. Subsequent laws and Presidential Executive Orders added handicap, sex, age, income status and limited English proficiency to the criteria for which discrimination is prohibited, in programs and activities receiving federal financial assistance. As a sub-recipient of federal assistance, the DCHCMPO has adopted a Discrimination Complaint Procedure as part of its Nondiscrimination Plan to comply with Title VI and associated statutes.

1. Any person who believes that he or she, individually, as a member of any specific class, or in connection with any disadvantaged business enterprise, has been subjected to discrimination prohibited by Title VI of the Civil Rights Act of 1964, as amended, or any nondiscrimination authority, may file a complaint with the DCHCMPO. A complaint may also be filed by a representative on behalf of such a person. All complaints will be referred to the DCHCMPO Title VI Coordinator for review and action.
2. In order to have the complaint considered under this procedure, the complainant must file the complaint no later than 180 days after:
  - a. The date of the alleged act of discrimination; or
  - b. Where there has been a continuing course of conduct, the date on which that conduct was discontinued

In case, the recipient or his/her designee may extend the time for filing or waive the time limit in the interest of justice, specifying in writing the reason for so doing.

1. Complaints shall be in writing and shall be signed by the complainant and/or the complainant's representative. Complaints should set forth as fully as possible the facts and circumstances surrounding the claimed discrimination. In the event that a person makes a verbal complaint of discrimination to an officer or employee of the recipient, the person shall be interviewed by the Title VI Coordinator. If necessary, the Title VI Coordinator will assist the person in putting the complaint in writing and submit the written version of the complaint to the person for signature. The complaint shall then be handled in the usual manner.
2. Within 10 days, the DCHCMPO Title VI Coordinator will in acknowledge receipt of the allegation in writing, inform the complainant of action taken or proposed action to process the allegation, advise the respondent of their rights under Title VI and related statutes, and advise the complainant of other avenues of redress available, such as the North Carolina Department of Transportation (NCDOT) and the Federal Highway Administration (FHWA).
3. Within 10 days, a letter will be sent to the NCDOT, Civil Rights Division, and a copy to the FHWA Raleigh Division Office. This letter will list the names of the parties involved, the basis of the complaint, and the assigned investigator.
4. In the case of a complaint against the DCHCMPO, NCDOT Civil Right investigator will prepare a final investigative report and send it to the complainant, respondent (DCHCMPO person listed), the DCHCMPO Title VI Coordinator, and FHWA Raleigh office.

5. Within 60 days, the DCHCMPO Title VI Coordinator will conduct and complete an investigation of the allegation and based on the information obtained, will render a recommendation for action in a report of findings to the Executive Director of the recipient of federal assistance. The complaint should be resolved by informal means whenever possible. Such informal attempts and their results will be summarized in the report of findings.
6. Within 90 days of receipt of the complaint, the DCHCMPO Title VI Coordinator will notify the complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the complainant of his/her appeal rights with NCDOT or the Federal Highway Administration (FHWA), if they are dissatisfied with the final decision rendered by the DCHCMPO. The DCHCMPO's Title VI Coordinator will also provide the NCDOT Civil Rights Office with a copy of the determination and report findings.
7. In the case a nondiscrimination complaint that was originated at the DCHCMPO is turned over to and investigated by VDOT, FHWA or another agency, the DCHCMPO Title VI Coordinator will monitor the investigation and notify the complainant of updates, in accordance with applicable regulations and NCDOT policies and procedures.
8. In accordance with federal law, the DCHCMPO will require that applicants of federal assistance notify the DCHCMPO of any law suits filed against the applicant or sub-recipients of federal assistance or alleging discrimination; and a statement as to whether the applicant has been found in noncompliance with any relevant civil rights requirements.
9. The DCHCMPO will submit Title VI accomplishment reports to the NCDOT, Civil Rights Office, in compliance with NCDOT's established processes.
10. The DCHCMPO will collect demographic data on staff, committees, and program areas in accordance with 23 CFR, 49 CFR and NCDOT's established procedures and guidelines.
11. Pursuant to the North Carolina Public Records Act, the DCHCMPO will retain Discrimination Complaint Forms and a log of all complaints filed with or investigated by the DCHCMPO.
12. Records of complaints and related data will be made available by request in accordance with the USDOT and North Carolina Freedom of Information Act.

Please provide the following information, necessary in order to process your complaint. Assistance is available upon request. Complete this form and mail or deliver to: DCHC MPO, The lead Planning City of Durham, Transportation, 101 City Hall Plaza, Durham, NC 27701.

If the complaint is against the DCHCMPO, you may complete this form and mail or deliver to: NCDOT

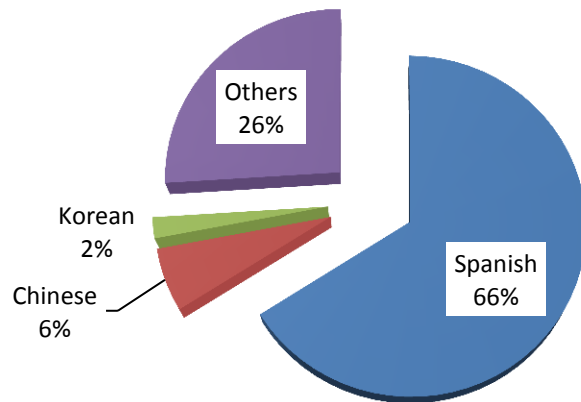
NCDOT  
Civil Rights Manager,  
Address1700  
Raleigh, NC 27xxx.

For any questions, you can reach our office Monday-Friday from 8:00am to 4:30pm at (919) 560-4366, or you can email the DCHCMPO Title VI Coordinator at [TitleVI-Coordinator@dchcmppo.org](mailto:TitleVI-Coordinator@dchcmppo.org).

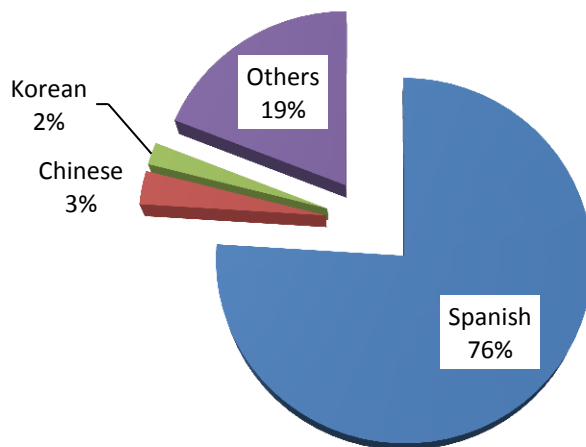
## Appendices

### Appendix 1:

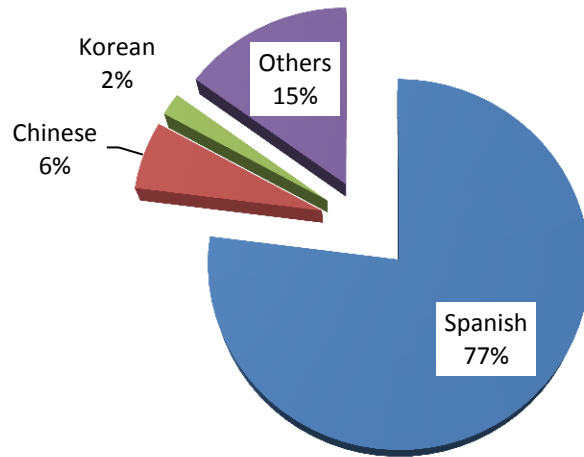
#### LEP Speakers in United States by Language Spoken at Home



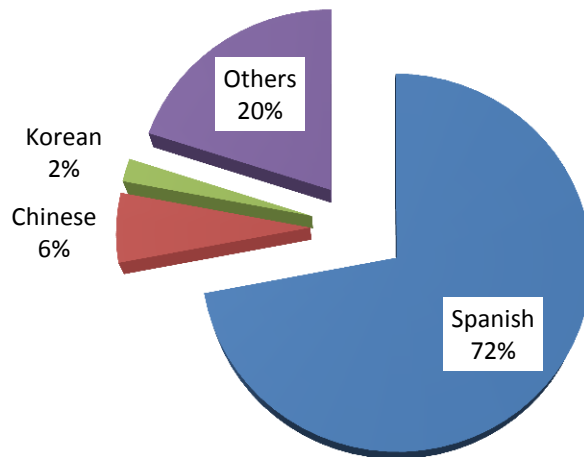
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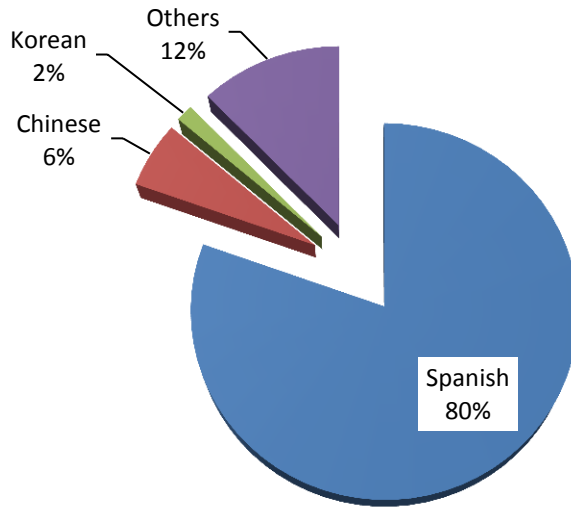
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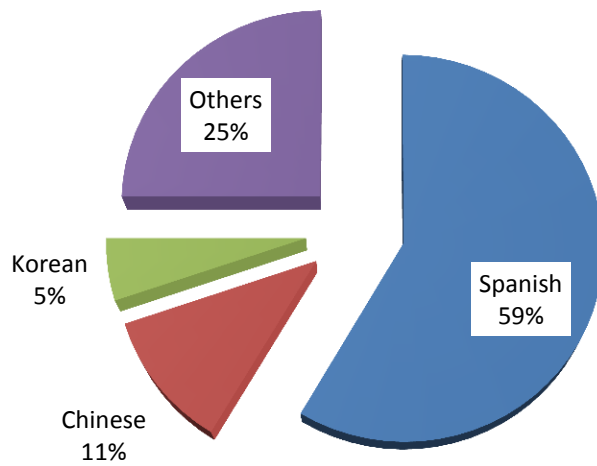
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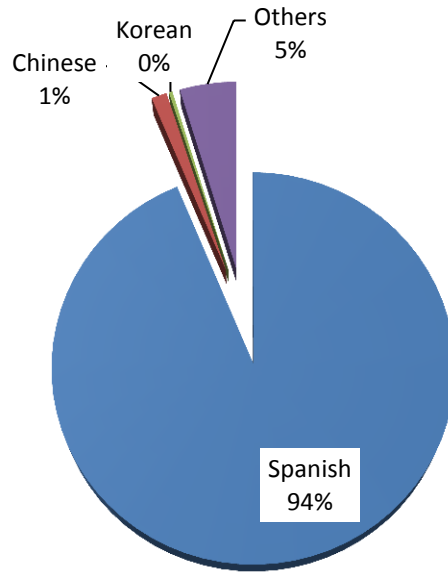
### LEP Speakers in Durham County by Language Spoken at Home



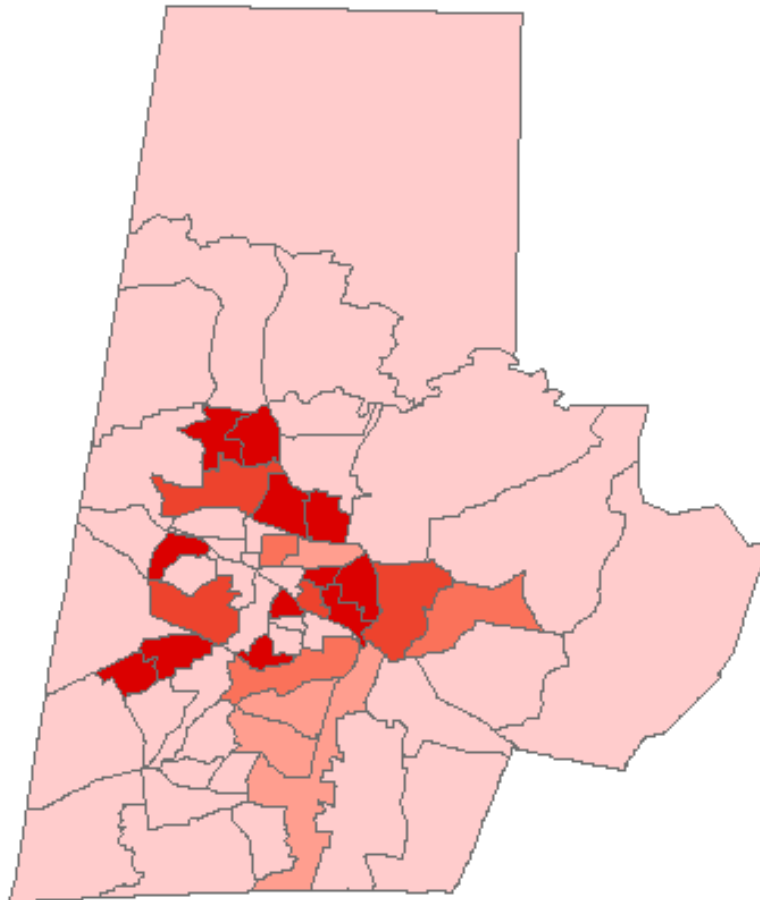
### LEP Speakers in Orange County by Language Spoken at Home



### LEP Speakers in Chatham County by Language Spoken at Home



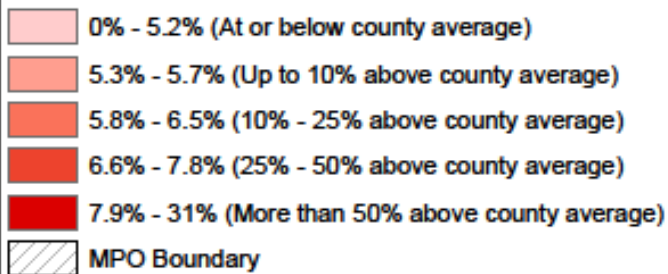
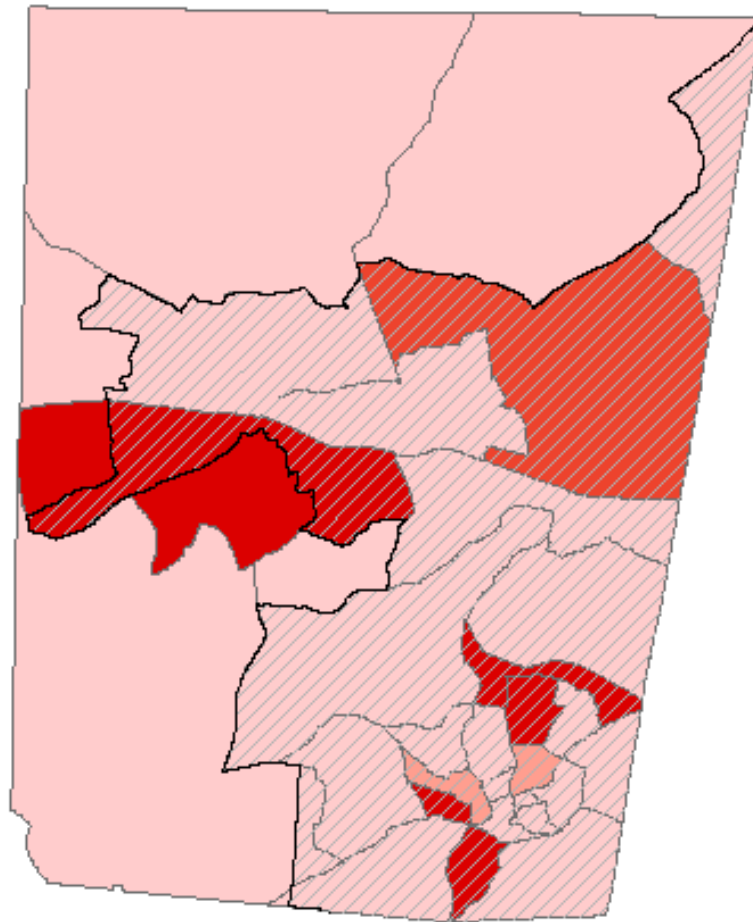
## Percent of Census Tract Population with Limited English Proficiency in Durham County



- 0% - 9.5% (At or below county average)
- 9.6% - 10.4% (Up to 10% above county average)
- 10.5% - 11.8% (10% - 25% above county average)
- 11.9% - 14.2% (25% - 50% above county average)
- 14.3% - 35.9% (More than 50% above county average)

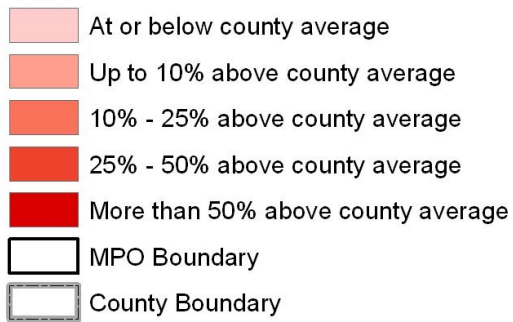
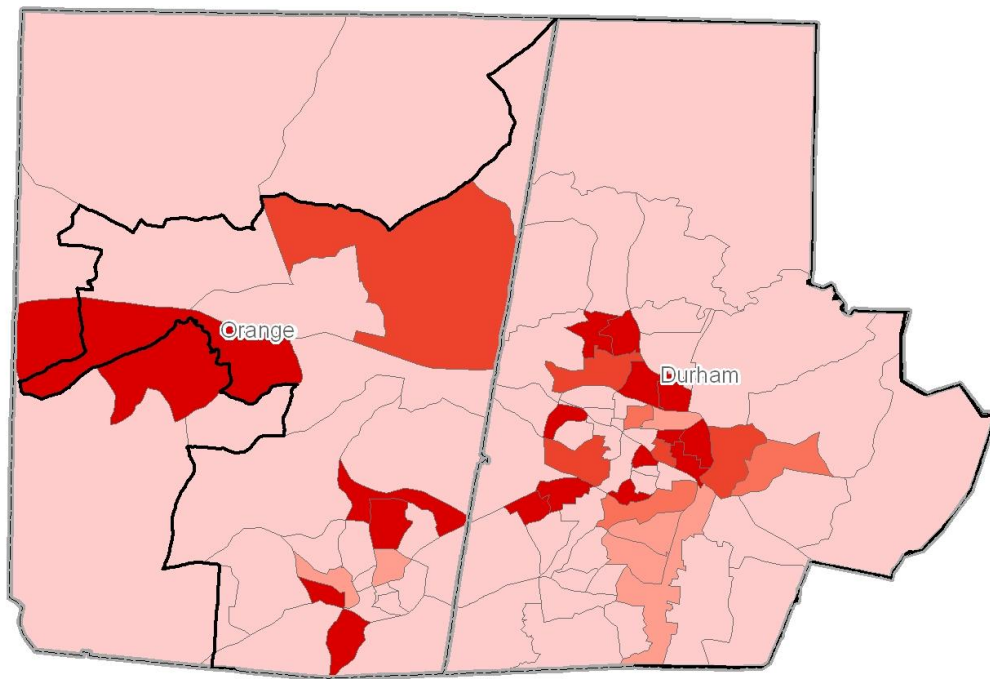
Durham Chapel Hill Carrboro MPO

## Percent of Census Tract Population with Limited English Proficiency in Orange County



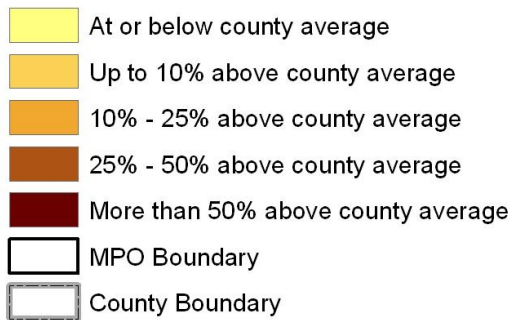
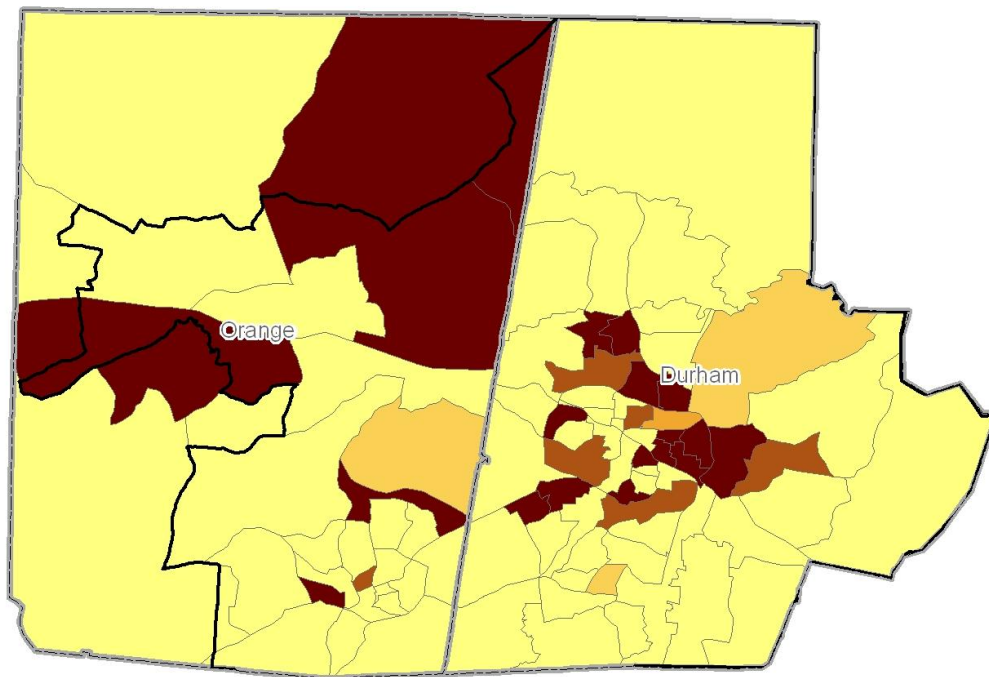
Durham Chapel Hill Carrboro MPO

## Percent of Census Tract Population with Limited English Proficiency in Durham and Orange Counties



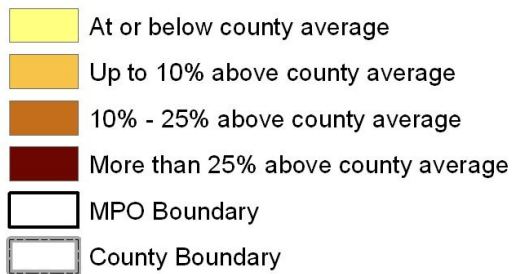
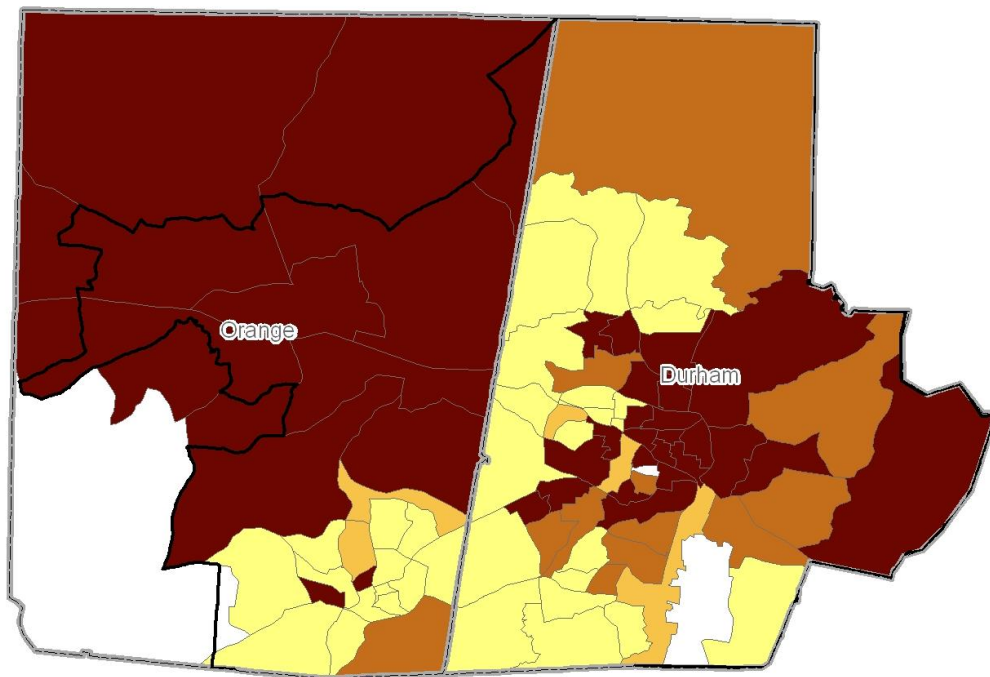
Durham Chapel Hill Carrboro MPO

## Percent of Total Population that speaks Spanish and has Limited English Proficiency in Durham and Orange Counties



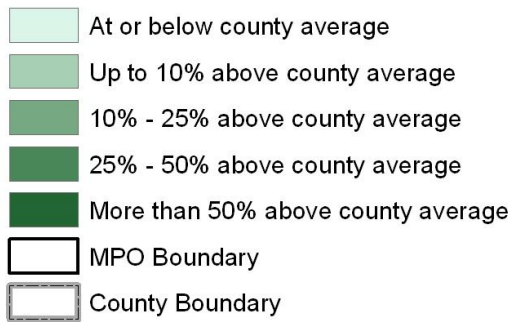
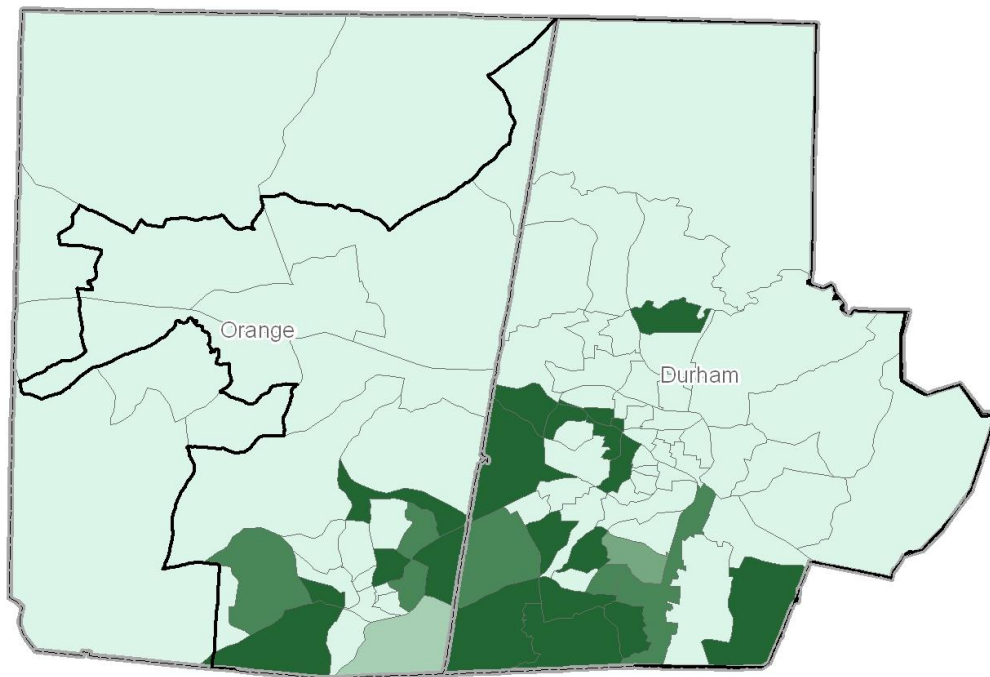
Durham Chapel Hill Carrboro MPO

## Percent of LEP Population that Speaks Spanish in Durham and Orange Counties



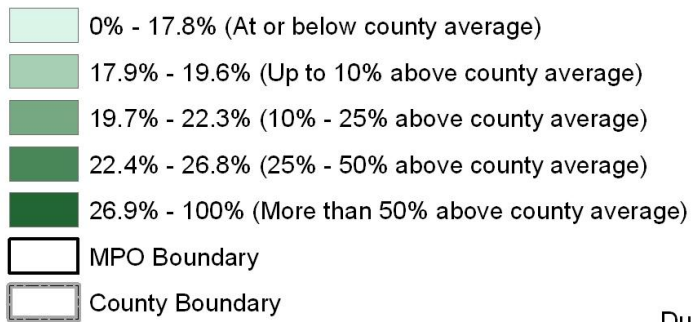
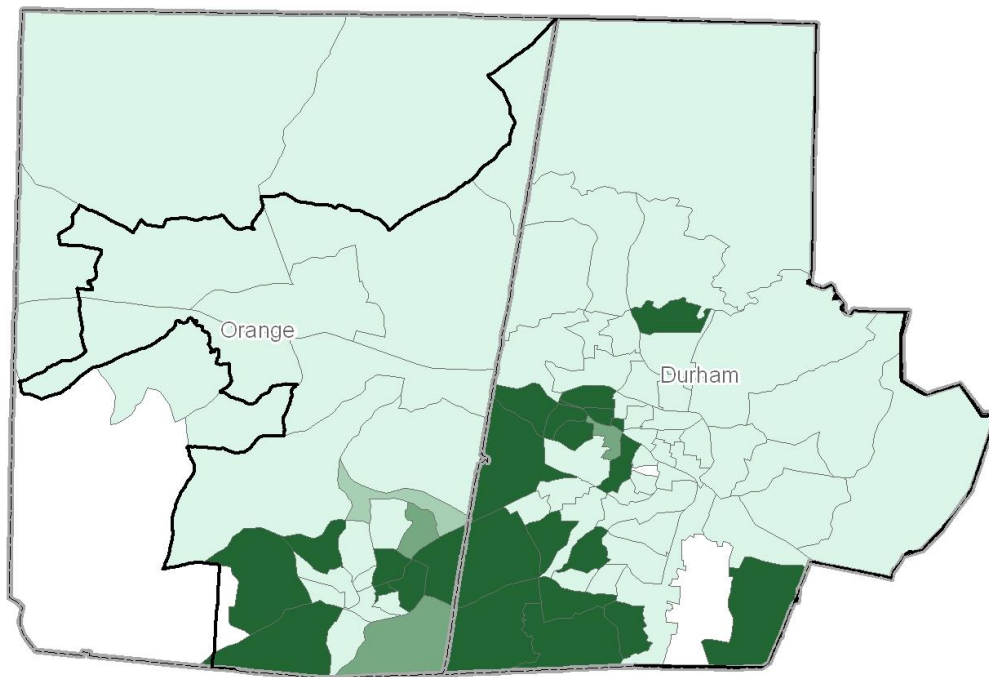
Durham Chapel Hill Carrboro MPO

## Percent of Total Population that speaks Chinese and has Limited English Proficiency in Durham and Orange Counties



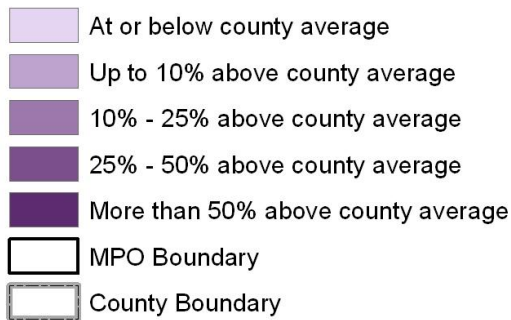
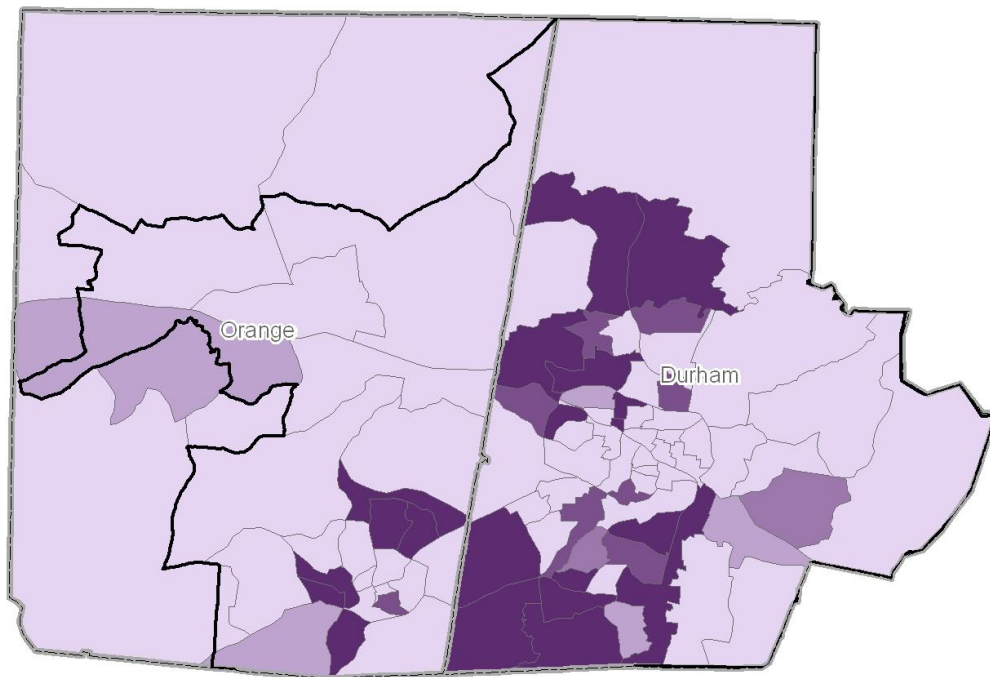
Durham Chapel Hill Carrboro MPO

## Percent of LEP Population that Speaks Chinese in Durham and Orange Counties



Durham Chapel Hill Carrboro MPO

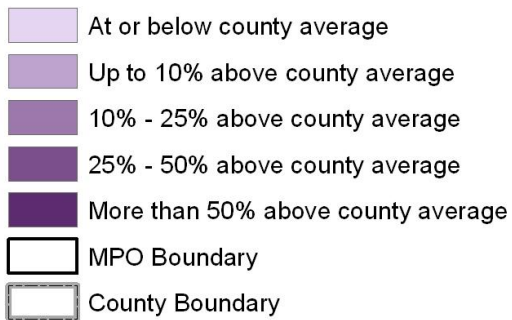
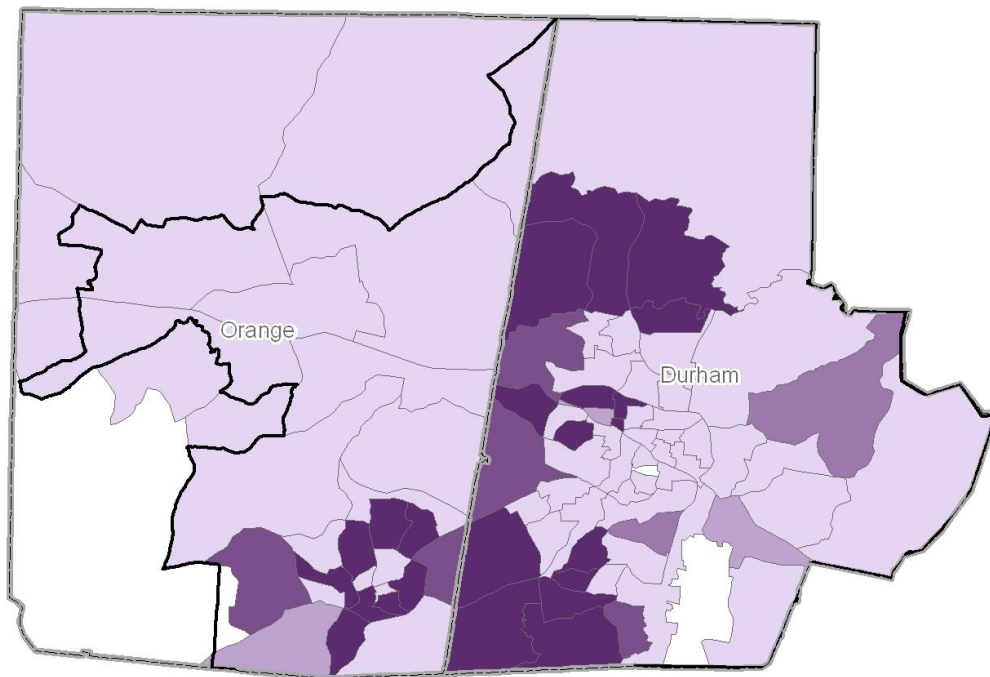
## Percent of Total Population that speaks Other Languages\* and has Limited English Proficiency in Durham and Orange Counties



\* "Other languages" refers to any language other than English, Spanish, or Chinese.

Durham Chapel Hill Carrboro MPO

## Percent of LEP Population that Speaks Other Languages\* in Durham and Orange Counties



\* "Other languages" refers to any language other than English, Spanish, or Chinese.

Durham Chapel Hill Carrboro MPO

**MEMORANDUM**

**To:** Transportation Advisory Committee  
DCHC MPO

**From:** DCHC MPO Lead Planning Agency

**Date:** October 10, 2012

**Subject:** **Orange County Implementation Agreement and Bus and Rail Investment Plan**

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The Orange County Bus and Rail Investment Plan must be adopted by the county, DCHC MPO, Burlington-Graham MPO, and Triangle Transit. At the June TAC meeting, the TAC's action was to approve the plan in concept and state that the MPO must have a role in the Implementation Agreement. The TAC Chair sent a letter describing the TAC's position after the meeting. The BG MPO approved the plan at their August 21, 2012 meeting. In September, the TAC received an update on the status of the Implementation Agreement.

MPO, Triangle Transit, and Orange County staffs met throughout the summer and into September to discuss the Implementation Agreement. Chapel Hill Transit staff also participated in the discussions. On September 18, 2012, the Orange County Board of Commissioners voted to include the DCHC MPO as a full party to the agreement. Work continued on developing the appropriate language in the agreement regarding the amount of revenues that would be allowed to be used to support existing transit services. An agreement that was acceptable to all staff members was presented to the Orange County Board of Commissioners at their October 2, 2012 meeting. The Orange County Board of Commissioners approved the Implementation Agreement and Bus and Rail Investment Plan at this meeting.

**Implementation Agreement**

The Implementation Agreement puts forth a process for providing annual updates to the TTA Board, Orange Board of County Commissioners, and DCHC MPO TAC on progress towards implementing the Orange County Transit Plan, a process for reviewing the full plan in detail every four years in coordination with the development of the DCHC MPO's MTP, a process for reviewing the plan if the New Starts application is not successful, and a process for receiving recommendations for changes or revisions to the plan. The agreement distinguishes between material changes that require approval by the executive boards of the parties to the agreement and non-material changes that will require approval by a staff working group made up of staff representatives of the parties to the agreement.

On September 18, 2012, the Orange County Board of Commissioners voted to include the MPO as a full party to the agreement. As such the TAC must approve the agreement. In addition, the TAC will be required to approve any material change to the agreement, and the MPO Planning Manager will be

required to approve any non-material change to the agreement. MPO staff will be full members of the Staff Working Group that will monitor the implementation of the plan.

The agreement allows Chapel Hill Transit and Orange Public Transit to use a portion of the revenue provided in the plan to support existing services. The limit for the two systems is equal to their proportionate share of local expenditures for bus services multiplied by the revenue provided by the \$7 local vehicle registration fee. This does not change the overall allocation of revenue provided by the plan (64% CHT, 24% TTA, 12% OPT). Any change in use of bus service funds in the plan from support of new services to support of existing services may be made on a temporary or permanent basis and must be agreed to by all the Parties and must comply with state law.

**Bus and Rail Investment Plan**

The Bus and Rail Investment Plan has been modified slightly in response to edits requested by the Orange County Board of Commissioners.

**TAC Action:** Adopt the Interlocal Implementation Agreement for the Orange County Bus and Rail Investment Plan. Adopt the Orange County Bus and Rail Investment Plan.

INTERLOCAL IMPLEMENTATION AGREEMENT  
FOR  
ORANGE COUNTY BUS AND RAIL INVESTMENT PLAN

This Interlocal Agreement (“Agreement”) dated \_\_\_\_\_, 2012 is entered into by and among **Orange County**, a political subdivision of the State of North Carolina (“Orange”), the **Durham-Chapel Hill-Carrboro Metropolitan Planning Organization**, the regional transportation planning agency for the Durham-Chapel Hill-Carrboro urban area pursuant to US DOT regulation CFR Part 450 and 49 Part 613 (“DCHC”), and the **Research Triangle Regional Public Transportation Authority**, d/b/a Triangle Transit, a regional public transportation authority under NCGS 160A (“TTA”). Orange, DCHC, and TTA may be referred to individually as “Party” and collectively as “Parties”. This Agreement is made pursuant to Article 20 of Chapter 160A of the North Carolina General Statutes.

The Parties each desire to provide for the future transportation needs of Orange County and the surrounding region, understanding that enhanced mobility options will support a high quality of life, strengthen economic development, strengthen human services transportation, support air quality goals, and enhance sustainability; and

In accord with NCGS 105-508 et seq. (“Intermodal Act”), TTA developed a financial plan denoted as the Orange County Bus and Rail Investment Plan (“Plan”) to set forth certain transit investments over the next twenty-three years. This Plan has been reviewed and approved by the Orange County Board of County Commissioners (“BOCC”) subject to the approval by the BOCC of a satisfactory Interlocal Implementation Agreement, approved in a similar fashion by the TTA Board of Trustees, and approved in concept subject to a satisfactory Implementation Agreement by the Durham Chapel Hill Carrboro Metropolitan Planning Organization (“DCHC”). In order to provide for effective implementation of the Plan, the Parties hereby agree to the following provisions and procedures:

1. The Orange County Bus and Rail Investment Plan is incorporated into this Agreement in full and as it may be amended from time to time by reference. Except as otherwise provided in this Agreement the Plan shall govern the allocation of funding, cost parameters and timetables for delivery of projects and transit services, and the respective roles of the Parties and transit agencies in provision of the projects and services called for therein.
2. Pursuant to the Levy of Transit Sales Tax Agreement between Orange and TTA dated May 29, 2012, TTA reaffirms its commitment not to levy the ½ cent transit sales tax until the Orange BOCC adopts a resolution requesting TTA to take such action.
3. Orange, Durham County (“Durham”), and TTA have previously executed an

agreement dated May 15, 2012 which allocates the shares of capital and operating expenses for the LRT rail project set forth in the Plan, and that Cost Sharing agreement is incorporated into this Agreement in full and as it may be amended from time to time by reference.

4. TTA agrees to provide reports to Orange and DCHC on the progress achieved toward implementation of the Plan and any substantial developments in revenues received, project or service cost experienced, or other pertinent factors under the Plan on an annual basis on or before November 1<sup>st</sup> of each year and as otherwise reasonably requested.

5. TTA shall work with the Chapel Hill Transit (CHT), Orange Public Transit ("OPT"), and any other Orange County bus transit service provider named in the Plan to develop the process for distribution of funds for bus services each year on a quarterly basis or as otherwise agreed. For purposes of this Agreement the term "bus services" shall include both fixed route and demand response services. As is consistent with the revenues received and the other transit priorities under the Plan, TTA will provide estimated quarterly payments to the bus service providers for service provided with a reconciliation based upon actual expenses incurred by each provider on a subsequent quarterly basis or as otherwise agreed to.

6. All bus service providers receiving funding under the Plan will provide an annual financial report on existing bus services, their recommendations for new or continuing service priorities, their actual or expected costs and ridership information as reasonably requested to TTA on an annual basis or as otherwise agreed to. It shall be the responsibility of TTA to provide oversight of the new, enhanced or sustained bus services under the Plan to insure compliance with the Intermodal Act requirements. All other legal requirements under federal and state law shall be the responsibility of the respective bus service provider. TTA shall include a full descriptive report on bus services delivered under the Plan as a part of its annual reports to Orange and DCHC.

7. The Plan provides that all funding for bus services will be appropriated on the basis of the following percentages: 64% of such funds to CHT, 24% of such funds to TTA, and 12% of such funds to OPT. The use of these bus service funds shall be limited to support of new bus services above and beyond the existing transit system services in place at time of the adoption of the local option ½ cent sales tax in November, 2012. However, CHT and OPT may use a portion of the bus service funds provided in the Plan to pay for the increased cost of existing bus services during the duration of this Agreement in the manner described below.

The "CHT Share" shall be a percentage derived by dividing the CHT local expenditures for bus services each year by the total of local expenditures for bus services by both CHT and OPT in that year. The "OPT Share" shall be a percentage derived by dividing the OPT local expenditures for bus services each year by the total of local expenditures for bus services by both CHT and OPT in that year. The respective CHT and OPT local expenditures for bus services in any year shall be based initially upon the audited financial statements for the fiscal year ending June 30, 2011. Local bus services expenditures shall include assigned overhead without any consideration of federal or state financial assistance. The determination of the CHT Share

and OPT Share will be made each year thereafter based upon the most recent audited annual local expenditures for bus service by both.

CHT may use a portion of the bus services funds provided in the Plan up to a maximum amount that equals the CHT Share percentage of the prior year total receipts from the Orange County local vehicle registration fee of \$7.00 permitted by Article 52 of NCGS 105. OPT may use a portion of the bus services funds provided in the Plan up to a maximum amount that equals the OPT Share percentage of the prior year total receipts from the Orange County local vehicle registration fee of \$7.00 permitted by Article 52 of NCGS 105.

8. Any change in use of bus service funds in the Plan from support of new services to support of existing services may be made on a temporary or permanent basis and must be agreed to by all the Parties and must comply with state law.

9. Every four years in a manner that coordinates with DCHC's preparation of a new Metropolitan Transportation Plan, and more frequently as reasonably requested by a Party, the full Plan shall be reviewed in detail and assessed for any significant changes to the estimated revenues, to the estimated project or service delivery costs, to project or service priorities therein, to state or federal transit programs or regulations, to success in securing state and federal financial support for the rail and bus projects in the Plan, or any other significant change of circumstance impacting the Plan. This review which shall be conducted as set forth below, and recommended changes to the Plan may be advanced as deemed necessary.

10. The Parties agree to develop appropriate benchmarks and timeline to evaluate progress in gaining federal and state financial support for the LRT project in the Plan during the four years following execution of this Agreement, to incorporate these benchmarks and timeline into the Plan during the first four year review, and to use these benchmarks and timeline in the reviews set out in paragraph 9 above and in paragraph 13 below.

11. In preparation for the full Plan review set out in paragraph 9 above, TTA will convene a Staff Working Group ("SWG") made up of a voting member and an alternate member from each of the three Parties. The Orange County Manager shall designate the member and alternate from Orange, the Planning Manager of DCHC shall designate the member and alternate from DCHC, and the TTA General Manager shall designate the member and alternate from TTA. These SWG members and alternates shall work collaboratively in developing and preparing the respective report to the Parties. The SWG may also meet from time to time as they deem useful to discuss developments and status of the various transit projects and services under the Plan and to give TTA comments and feedback on the draft annual reports referenced in paragraph 4 above.

12. If any meeting of the SWG has local urban, rural or regional bus service in Orange County as a part of its agenda, then representatives from CHT, OPT, other bus transit providers in Orange County, and from the towns of Hillsborough and Mebane shall be invited to participate in the meeting. The SWG members shall work openly and collaboratively with these

other parties in considering the status and impacts of possible bus service changes to the Plan. The SWG members and the other parties shall strive to reach consensus recommendations for any changes in bus services provided under the Plan in light of their shared interest in maximizing the effective use of scarce transit funding

13. Eight years after the date of execution of this Agreement, the Parties agree to assess if the New Starts application for the LRT project in the Plan is still in the federal pipeline for New Starts rail projects and making reasonable progress to receive federal funding and whether the LRT project remains under consideration for state funding. If either funding opportunity is no longer available the Parties agree to work collaboratively to develop an Alternative Bus and Rail Investment Plan which reflects this fact and sets out revised funding for transit projects and services.

14. Recommendations for change to the Plan may be made by a Party to this Agreement or by any Orange County resident, group or organization. Recommendations for a change or revision shall be submitted to the General Manager of TTA, who shall forward the recommendation to the SWG for its review, consideration and advice. The SWG shall fully consider any recommendation for change in the Plan and report back to the Parties. The report of the SWG shall include its opinion on the recommended change along with the recommendation itself. In the event that the three SWG voting members cannot agree on a shared opinion of any recommended change, then both majority and minority perspectives on the recommended change may be provided to the Parties. Additionally, any citizen or group may submit its opinion on the recommended change to the Parties as well.

15. Any proposed material change to the Plan shall be effective only upon its approval by each and every Party to this Agreement, namely the Orange BOCC, the DCHC, and TTA.

16. Any proposed change to the Plan shall be deemed non-material unless it involves one of the following:

- (A) An annual increase or decrease in total revenues from the Plan revenues (sales tax revenues, vehicle registration fee revenues, and rental vehicle tax revenues) of 5% or more; or
- (B) An annual increase or decrease in the project capital cost (including financing) of the LRT project in the Plan of 10% or more prior to entering final design and 5% or more thereafter; or
- (C) An annual increase or decrease in the overall project operating costs of the LRT project in the Plan of over 5% or more; or
- (D) An annual increase or decrease in the overall funds provided for bus service in the Plan of 5% or more; or
- (E) An annual increase or decrease in the funds provided to Orange, the Chapel Hill/Carrboro/UNC Partnership, or TTA for bus service of more than 5% of the amount provided in the Plan or more than \$300,000, whichever is greater.

A proposed elimination or addition of any fixed guideway capital project shall be considered a material change to the Plan.

17. Any proposed change to the Plan that is deemed non-material shall be effective only upon its approval by the Orange County Manager, the Planning Manager of DCHC, and the General Manager of TTA. Any change whether material or non-material must be evidenced by a written document signed by all Parties.

18. The term of this Agreement shall be from the date first above recorded to and including June 30, 2035. Upon its expiration the Agreement may be renewed upon mutual agreement of the Parties. The Agreement may be modified as needed upon mutual agreement of the Parties and may be terminated upon mutual agreement of the Parties or by either of the Parties upon a material breach by the other Party. Any modification must be in the form of a written agreement signed by all Parties.

Understood and agreed to and effective as of the date written above, by:

\_\_\_\_\_  
Orange County

\_\_\_\_\_  
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

\_\_\_\_\_  
Research Triangle Regional Public Transportation Authority

# The Bus and Rail Investment Plan in Orange County



Revised: 9/27/2012  
Adopted: 10/2/2012

## The Bus and Rail Investment Plan in Orange County

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# The Bus and Rail Investment Plan in Orange County

## I. INTRODUCTION

Orange County has achieved an enviable quality of life at the end of the first decade of the 21<sup>st</sup> century. Recent accolades include its ranking as the one of the best place to live by *Money Magazine*, July 2010, one of the best places to start a business by *Entrepreneur Magazine*, August 2009 and one of the best places in the nation to raise children by *Business Week*, December 2010. Orange County is nationally known for its excellent public education systems. Two districts serve the residents of Orange County: The Chapel Hill-Carrboro City School System and the Orange County School System. The University of North Carolina at Chapel Hill consistently ranks among the great institutions of higher education in the nation, most recently honored by *US News & World Report*.

With these successes comes growth in population and increased pressure on our roads and highways. Since 2004, the Triangle has moved from 46<sup>th</sup> largest metro area in the nation to 40<sup>th</sup> in 2009, and our vehicle demand on freeways is up by 28% over those five years. Recently, our region was named the 3<sup>rd</sup> most sprawling urban area in the country among the 83 areas studied.

In 2009, the Joint Long Range Transportation Plan for 2035, by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) noted that the region's population would more than double over the 25-year period. For the last two decades, the demand on our roads has grown significantly faster than our population. Even with planned highway improvements and likely additional revenues for new roads, it is clear that Orange County and the region will see declining levels of service on major roads in the next 25 years. Orange County population grew by 1.6% a year since 2000 and is projected to grow from the countywide 2010 census of 133,801 to approximately 173,000 by 2030.

The economic costs for increasingly congested roads are significant. In its 2010 Annual Urban Mobility Report, the Texas Transportation Institute estimated that our region has "congestion costs" of almost one-half billion dollars a year. Recently, a May 10, 2011 study cited in *Forbes* magazine found that the Triangle was the urban region in the nation that is most vulnerable to rising gasoline prices. Enhanced transportation options need to be created to ensure that Orange County's residents of all income levels have access to job centers and commerce.

Orange County residents and their regional neighbors are aware of the growth in clogged roads, as well as the accompanying air quality problems, negative economic impacts and the loss of the quality of life we enjoy if these transportation challenges are not met. Local citizens and elected leaders have responded to these challenges, with some assistance from state government, as described in this investment plan.

## II. TRANSIT PLANNING STEPS LEADING UP TO THIS PLAN

Beginning in 2007, a blue-ribbon group of Triangle leaders (the Special Transit Advisory Commission, or STAC) met for over a year and in 2008 unanimously recommended a regional vision for bus and rail investments. One year later, the region's two Metropolitan Planning Organizations (MPOs) fully incorporated the STAC recommendations into a long-range (25-year) transportation plan.

In August 2009, Governor Beverly Perdue signed into law the Congestion Relief and Intermodal Transport Fund Act (HB 148), legislation that allows Orange, Durham and Wake counties to generate new revenues for public transportation. These new revenues can include a one-half cent sales tax, if approved by the public through a referendum, as well as an additional \$10 in local and regional vehicle registration fees.

Over the last two years, Triangle Transit staff has worked with municipal, Orange County, the MPO and other regional transportation staff to develop a detailed, 25-year plan for new bus and rail investments designed to provide greater transportation options for residents and employers. These investments would positively impact traffic congestion and air quality, and support local land use policies. This plan is the culmination of that collaboration and proposes crucial public investments and services to maintain our quality of life and economic vitality for the next 25 years.

Extensive public engagement has occurred over the two years in the development of the bus and rail elements of this plan. In 2010 and 2011 Triangle Transit and local transportation staff members from municipalities, counties and MPOs conducted a series of 19 public workshops, at various locations throughout the Triangle, on the process and substance of the plan's development. A total of over 1,100 participants attended the meetings and they provided over 500 comments on the plan. Since that time, the project Web site, [www.ourtransitfuture.com](http://www.ourtransitfuture.com), was viewed by over 73,000 unique individuals. The Web site houses all of the presentation materials and proposed plan elements.

Additionally, the DCHC MPO held five public workshops to receive input on the proposed plan in 2011. In spring 2012, the Orange County Board of Commissioners held two public hearings and two public workshops to provide opportunities for the public to ask questions and provide feedback on the proposed plan.

There have been dozens of meetings with citizens, local elected officials, staff and members of the region's MPOs, community stakeholders and business leaders, allowing extensive feedback on the proposed bus and rail elements of the plan. The financial and service elements of this plan are coordinated with the adopted Durham County Bus and Rail Investment Plan. Additionally, this bus and rail investment plan builds on existing transit services and therefore does not eliminate or reduce the current financial and service commitments.

### III. PLAN ELEMENTS

#### A. Public Transit Providers

The Triangle has a number of public transit providers that have been involved in the development of this plan and will have responsibility to implement the recommendations of the plan upon its approval. Below is a brief description of the transit agencies:

Chapel Hill Transit is a multijurisdictional agency formed by a partnership of the Towns of Chapel Hill, Carrboro and the University of North Carolina at Chapel Hill. Chapel Hill Transit is responsible for regular and express route and demand response service in the Chapel Hill, Carrboro, and University area. Chapel Hill Transit also provides regional express bus service, in cooperation with Triangle Transit to Hillsborough.

Orange County Public Transportation is a county agency that provides community transportation in unincorporated Orange County consisting of demand response service and circulator service within Hillsborough in cooperation with the Town of Hillsborough. Orange County Public Transportation is responsible for providing transportation services to all residents of unincorporated Orange County, the Town of Hillsborough and a portion of the City of Mebane with destinations within and beyond Orange County's borders.

Triangle Transit is a regional transit agency serving Wake, Durham and Orange counties. Triangle Transit is responsible for providing regional commuter express and demand response service connecting Wake, Durham and Orange counties

#### B. New Bus Service

Representatives from Orange County, Chapel Hill, Carrboro, Hillsborough, The University of North Carolina at Chapel Hill, and Triangle Transit have worked collaboratively to develop a comprehensive bus service improvement plan that supports the effort to improve public transit in Orange County. The group identified a range of services that would address county-wide transit service needs. Identified services were ranked and prioritized based on a set of goals and strategies.

Goals include:

- Improve overall mobility and transportation options in the region
- Provide geographic equity
- Support improved capital facilities
- Support transit supportive land use
- Provide positive impact on air quality

Strategies to accomplish these goals include:

- Improve connectivity
- Increase frequency in peak hours
- Improve weekend, night services (off peak)

- Enhance existing service
- Maintain existing services
- Maintain level of local funding at no less than the August 1, 2009 spending level

Over the course of the plan, a new half-cent sales tax would enable delivery of a total of 40,950 additional bus hours in Orange County. By comparison, Chapel Hill Transit currently provides 190,000 annual bus hours and Orange Public Transportation provides approximately 13,000 annual bus hours. The projects will provide benefits to all areas of the county by enhancing urban and rural transit services.

Bus improvement projects were classified by type of service:

- Local bus service - service operating within Orange County boundaries
- Rural or Non-urban service- new or supplemented bus service in northern and western portions of the County.
- Regional service - service operating in more than one county or between separate urban areas. Note: Costs and expenses for regional bus services traveling between Durham and Orange counties are shared on a 50-50 basis by Durham and Orange counties in this Plan.

**First Five Years following successful sales tax referendum**

An investment that equals about 34,650 bus service hours will be provided during the first five years. Improvements will include:

Improve connectivity

- New regional service connecting Carrboro, Chapel Hill, and Durham
- New regional express service connecting Mebane, Hillsborough and Durham

Increase frequency in peak hours

- Enhanced services in the US 15/501 corridor between Durham and Chapel Hill for Chapel Hill Transit, Triangle Transit, and DATA
- Improvements in the NC 54 corridor transit service
- Increased peak hour service on Triangle Transit Route 800 between Research Triangle Park and Chapel Hill
- Increased peak hour service on Triangle Transit Route 420 between Hillsborough and Chapel Hill

Improve weekend, night services (off peak)

- New Saturday service on the in-town Hillsborough circulator
- Expanded local Saturday service in Chapel Hill, Carrboro and UNC
- Expanded regional Saturday service on existing Triangle Transit Route 405 between Durham and Chapel Hill and Triangle Transit Route 800 between Chapel Hill and the Research Triangle Park
- Expanded regional Sunday service on existing Triangle Transit Route 405 between Durham and Chapel Hill and Triangle Transit Route 800 between Chapel Hill and the Research Triangle Park
- New local Sunday service in Chapel Hill, Carrboro and UNC
- Expanded local evening service in Chapel Hill, Carrboro and UNC

#### Bus Service Enhancements

- Enhanced rural transit service in unincorporated Orange County

#### Maintain existing services consistent with state law

- Revenues from the County vehicle registration fee of \$7.00 as identified in the plan (see page 21) will be used to support existing bus service
  - Continue weekday hourly service on the in-town Hillsborough circulator
- ❖ Routes provided by Chapel Hill Transit, may or may not, be included in the plan. Chapel Hill Transit and its partners will determine which of the improvements will be included after further public involvement and analysis.

#### **Year six and beyond following successful sales tax referendum**

An additional 6,300 new bus service hours will be provided between year six of the plan implementation through the end of the program (year 2035) bringing the total to 40,950 total new bus hours.

#### **Improvements include:**

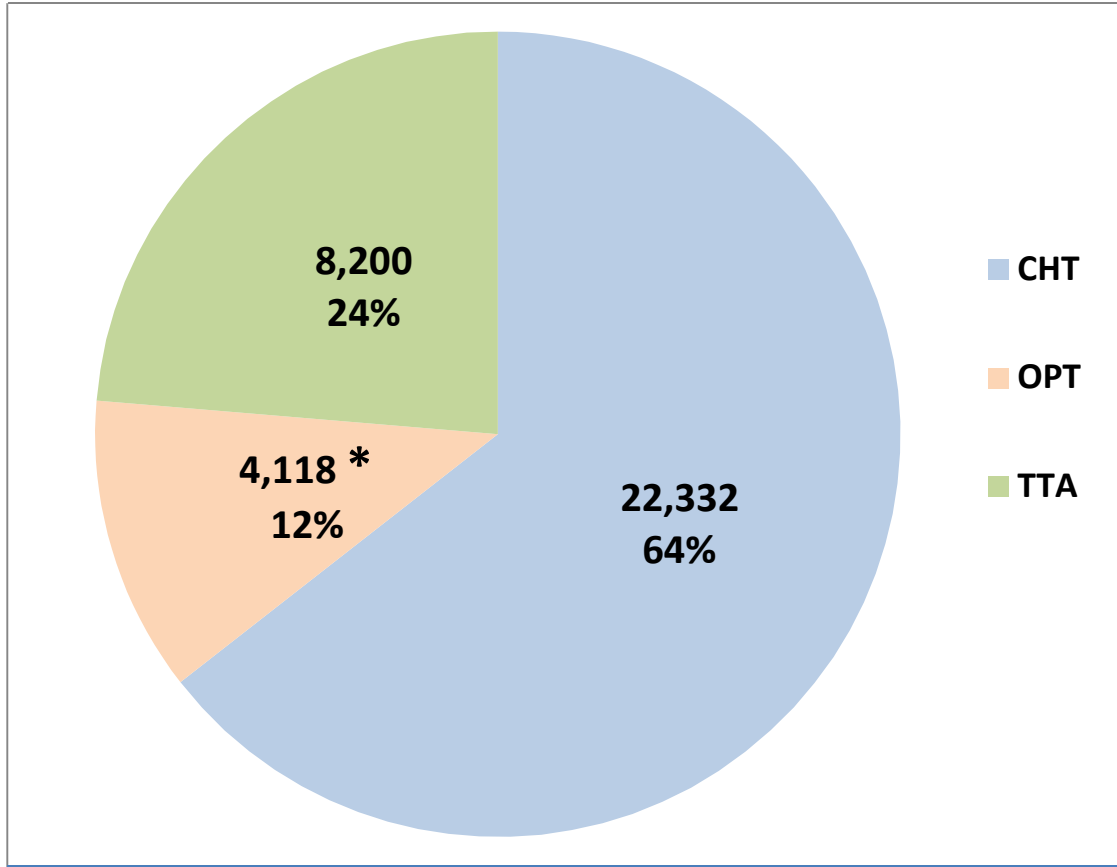
##### Increase frequency in peak hours

- Increased peak hour service on Pittsboro – Chapel Hill Express
- Increased peak hour service on the existing Triangle Transit Route 800 between Research Triangle Park and Chapel Hill
- Increased peak hour service in Chapel Hill, Carrboro and UNC

#### Service Enhancements

- Continued enhancements to rural transit service in unincorporated Orange County

The following chart depicts how revenue will be appropriated initially to the various transit providers – Chapel Hill Transit, Orange Public Transit, and Triangle Transit.



Provider	Hours	% Share of Revenue
CHT	22,332	64%
OPT	4,118 *	12%
TTA	8,200	24%
<b>Total</b>	<b>34,650</b>	<b>100%</b>

*Operating Cost for TT/ CHT is \$97/ hr; OPT cost is \$58/ hr*

**\* The above chart uses a blended formula for operating costs. Since operating cost for OPT are currently \$58/ hr, the 4,118 hours will result in 6,887 hours at that \$58/hr rate.**

- ❖ See Appendix for more detailed information about specific bus routes and proposals

### C. New Bus Capital Investments

- Park and Ride lots
- Bus shelters in both rural and urban areas of the County
- Real-time passenger information signs and technology
- Bus stop access improvements such as sidewalks

❖ For financial information about these proposed investments please see the Appendix.

### D. Hillsborough Amtrak Station

The plan will provide local funding to support the creation of a passenger rail station in the Town of Hillsborough.

The Rail Station Small Area Plan is a conceptual site and land use plan for the 20-acre tract of land owned by the Town located off of Orange Grove Street. The proposed land uses include a rail station building with space for municipal meetings and a police station; a fire station, and space for a civic arts center. On the eastern portion of the site, high-density commercial and residential land uses are suggested. Phasing options have been considered as well. In addition to the conceptual site plan for the Hillsborough tract, a general transportation network and set of land uses is proposed for the adjacent Collins property.

❖ For financial information about this proposed investment please see the Appendix.

# HILLSBOROUGH STATION

VIEW FROM CHURTO STREET BRIDGE



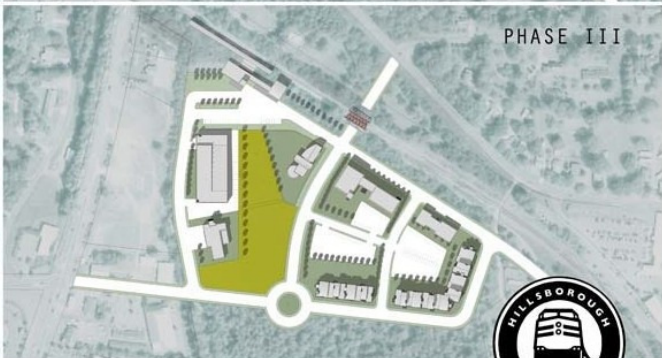
HILLSBOROUGH - ORANGE COUNTY RAIL STATION TASK FORCE

DESIGNED AND DRAWN BY THOMAS J. CAMPANELLA  
THE UNIVERSITY OF NORTH CAROLINA AT CHAPEL HILL - DEPARTMENT OF CITY AND REGIONAL PLANNING



APRIL 2010

# HILLSBOROUGH STATION



HILLSBOROUGH - ORANGE COUNTY RAIL STATION TASK FORCE

DESIGNED AND DRAWN BY THOMAS J. CAMPANELLA  
THE UNIVERSITY OF NORTH CAROLINA AT CHAPEL HILL - DEPARTMENT OF CITY AND REGIONAL PLANNING



APRIL 2010

## E. New Light Rail Service

The Orange County Bus and Rail Investment plan provides funding for a fixed guideway transit system that would connect Durham and Orange counties using Light Rail technology (LRT). The 17.3-mile alignment extends from the University of North Carolina (UNC) Hospitals to Alston Avenue/NCCU in East Durham. A total of 17 stations have been proposed including a station at Mason Farm Road, Hamilton Road, the UNC Friday Center, as well as a potential station at Woodmont/Hillmont or Meadowmont in Chapel Hill. Stations in Durham include Patterson Place along US 15-501, the South Square area, at Duke Medical Center, Ninth Street, and downtown Durham, with convenient access to nearby bus and Amtrak intercity rail connections. Due to the light rail vehicle's capabilities and the requirements of the activity centers and neighborhoods being served along the corridor, light rail stations are routinely spaced between ¼ mile and 2 miles apart.

Light Rail vehicles are electrically powered and travel at speeds up to 55 mph. The total travel time for the 17.3-mile alignment is about 35 minutes, including stops. The vehicles are approximately 90 feet long and can operate in both directions. Additional cars can be added as the demand increases. Recent 2035 projections indicate that ridership will exceed approximately 14,000 boardings per day. These projections are subject to change as the demand model is refined and as development, population and employment changes are recognized.

Light rail vehicles can operate in exclusive right of way, as well as along urban streets, and characteristically serve accessible low platforms (14 inches high) at each station. The operations plan for the 17.3-mile alignment includes train frequencies (headways/ e.g. time between each train) of 10 minutes during the morning and evening peak and 20 minutes during the off-peak hours and on weekends. Vehicles will operate on an 18-hour schedule each weekday. Several potential light rail vehicle maintenance facility locations are being evaluated. Detailed alignment and station location decisions will be made at the end of Preliminary Engineering.

The total capital cost for the Durham and Orange Light Rail Project is approximately \$1.378 billion (2011 dollars). Orange County's share is \$316.2 million in 2011 dollars, which is the same as \$418.3 million in Year-Of-Expenditure (YOE) dollars. Operations and Maintenance costs are estimated at \$14.44 million/year (2011 dollars). Orange County's share of the Operations and Maintenance costs are \$3.46 million/year (2011 dollars). For Orange County's share of the capital cost of the Light Rail project the total cost allocation is Orange County 25%, and an assumed State participation of 25% and Federal Participation of 50%.

Cost estimates for the light rail project have been developed with multiple conservative assumptions. Included in the \$1.378 billion total project cost are the following contingencies:

- 30% contingency on all civil engineering construction costs (stations, sitework, track, yard & shop)
- 20% contingency on systems (signals, electricity, communications)

- 10% contingency on vehicles
- Additional contingency on all soft costs (Design/Architectural/Engineering)

Beyond these line-item specific contingencies, there are also two general contingency line items, one that is equal to 5% of construction cost and another that is equal to 5% of the entire project cost.

For financial information about this proposed investment please see the Appendix.

#### F. Martin Luther King Boulevard Bus Lanes and Corridor Improvements

This investment provides for corridor improvements for buses on Martin Luther King (MLK) Boulevard from Interstate 40 to UNC, using a combination of exclusive lanes and other forms of preferential treatment. It will make bus travel times more reliable in peak periods. Existing buses operating in the MLK corridor will be re-routed to take advantage of the enhanced facilities.

Orange County's cost for the bus lanes is anticipated to be \$22 million in \$2011 dollars, which is the same as \$24.5 in YOE dollars – according to staff at Chapel Hill Transit. This project assumes 25% of the funding will come from the State and 50% of the funding will come from the Federal Government. Since the bus lanes will be used by existing services, they do not generate any additional operational costs within the plan.

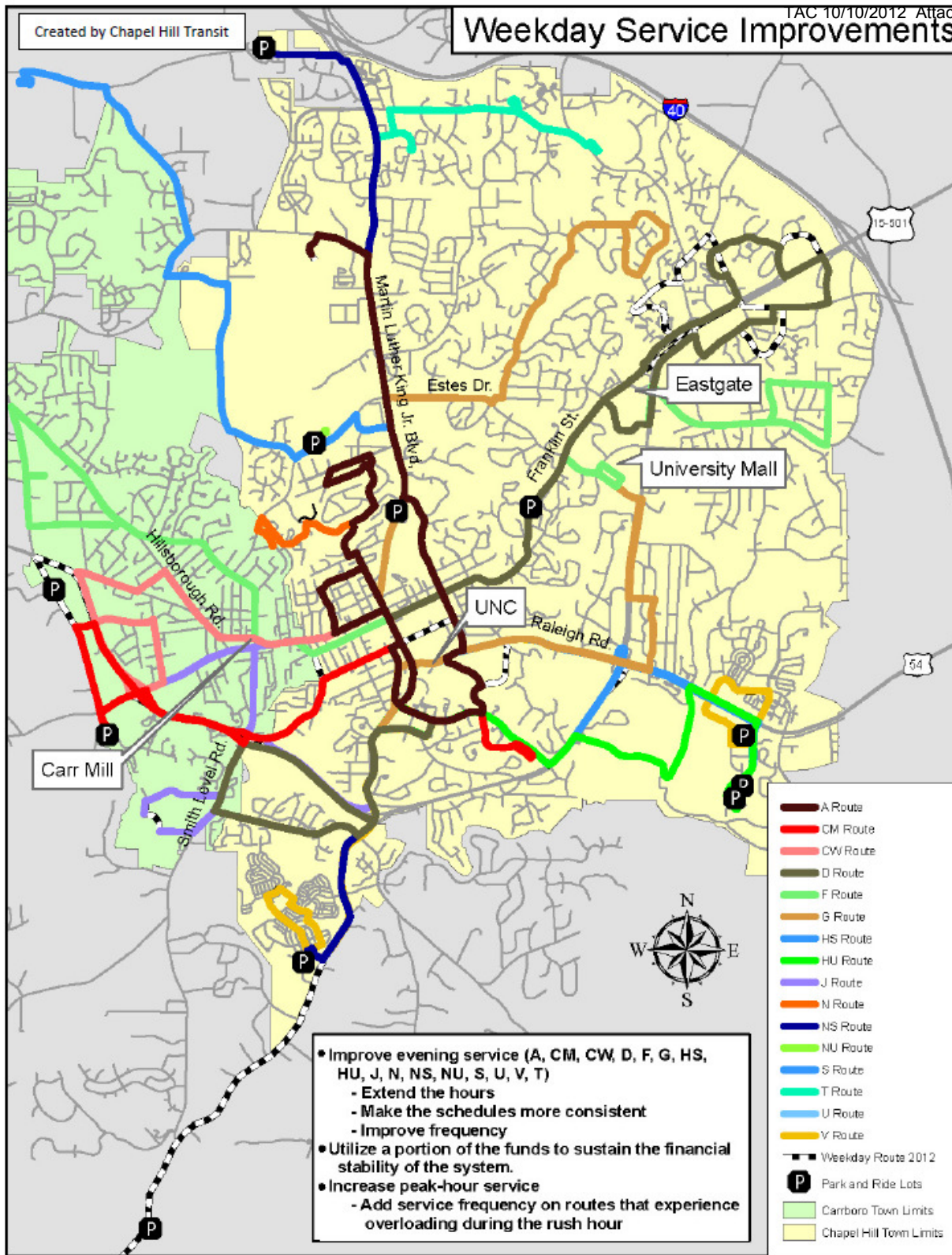
For financial information about this proposed investment please see the Appendix.

#### IV. **MAPS:** The series of maps listed below articulate proposed investments in both bus and rail throughout Orange County.

- a. Chapel Hill Transit Weekday Service Improvements
- b. Chapel Hill/Carrboro: Saturday Service Improvements
- c. Chapel Hill/Carrboro: Sunday Service Improvements
- d. Improved Bus Service in US 15/ 501 and NC 54 Corridors
- e. Orange County Transit Plan: Proposed Regional Bus Service Improvements
- f. Proposed Hillsborough and Rural Bus Service Improvements
- g. Durham-Orange Light Rail Transit Project
- h. Improved Bus service on MLK
- i. Regional Integration of Orange, Durham, and Wake Transit Plans

Created by Chapel Hill Transit

# Weekday Service Improvements



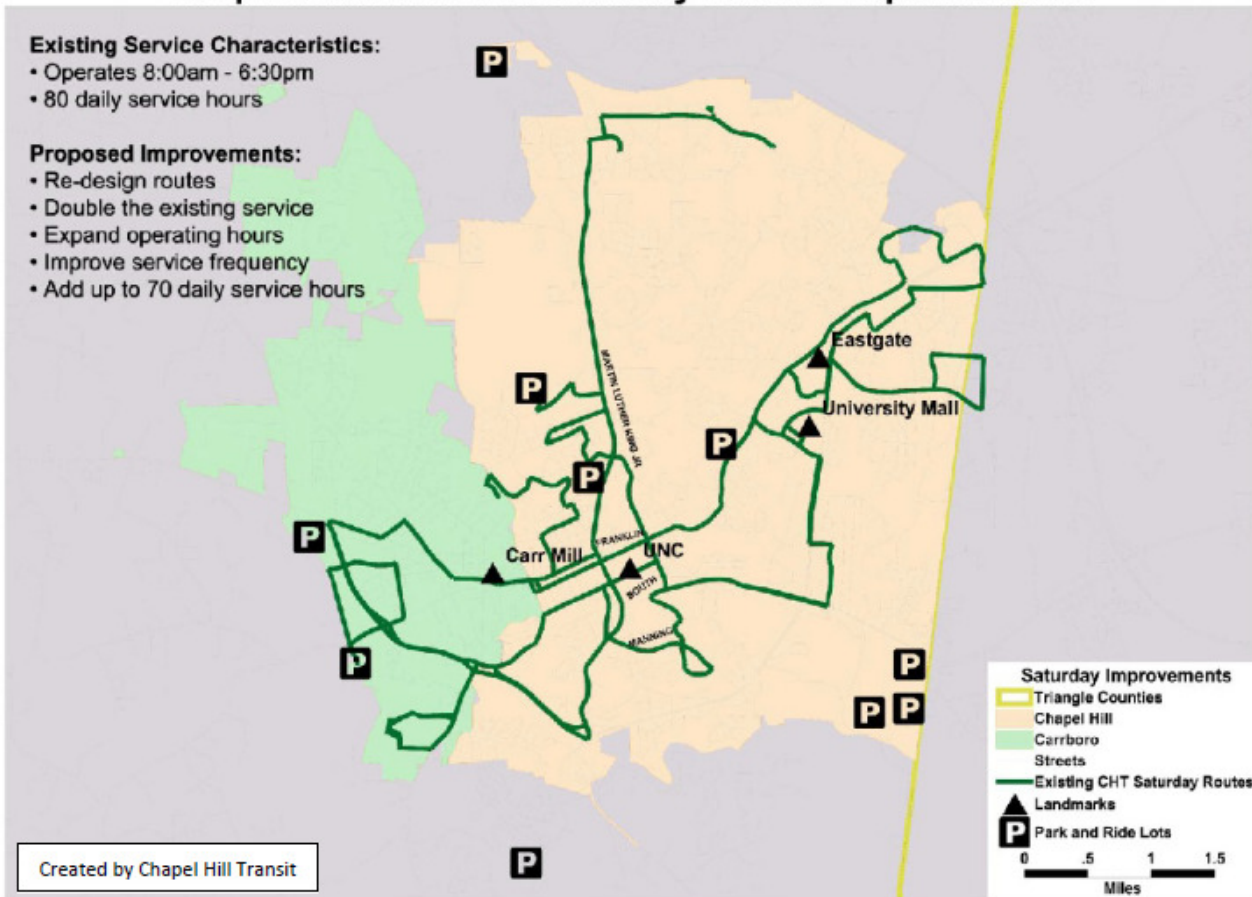
## Chapel Hill/Carrboro: Saturday Service Improvements

**Existing Service Characteristics:**

- Operates 8:00am - 6:30pm
- 80 daily service hours

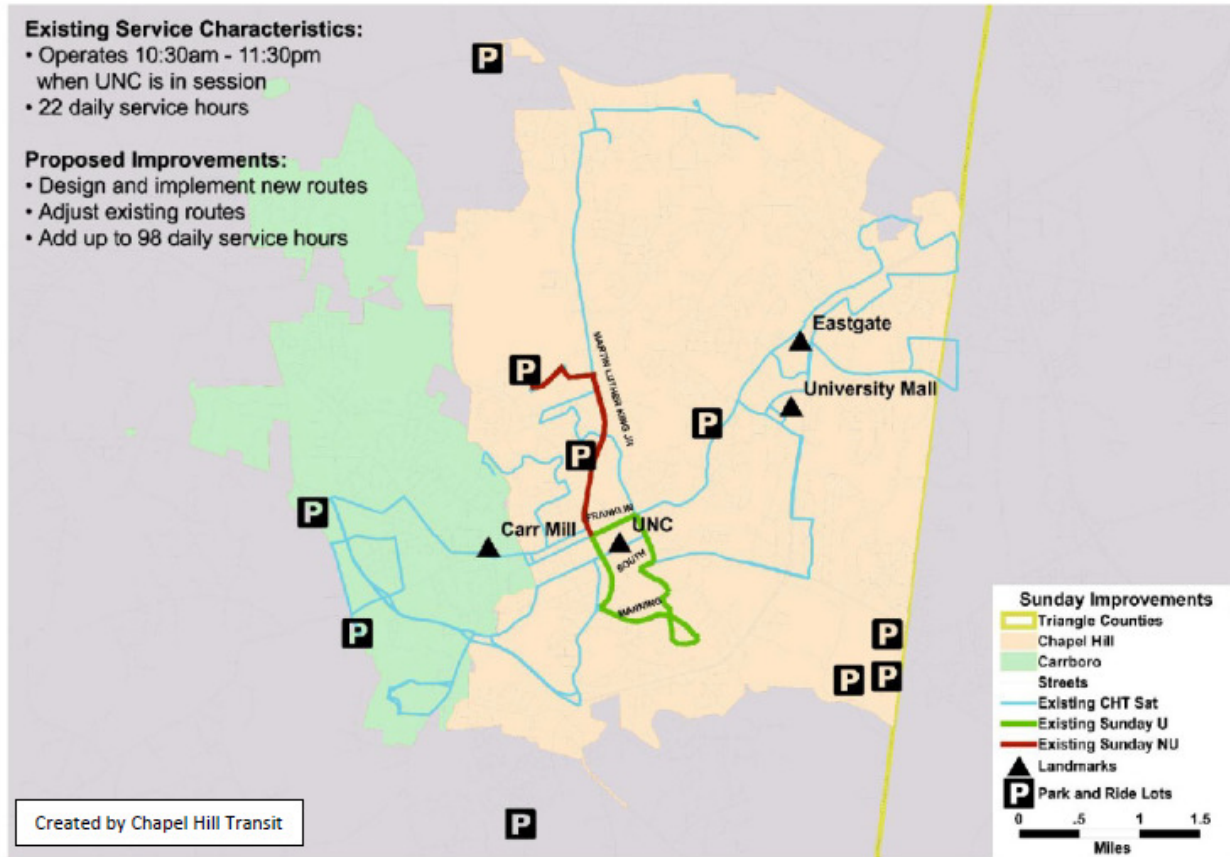
**Proposed Improvements:**

- Re-design routes
- Double the existing service
- Expand operating hours
- Improve service frequency
- Add up to 70 daily service hours

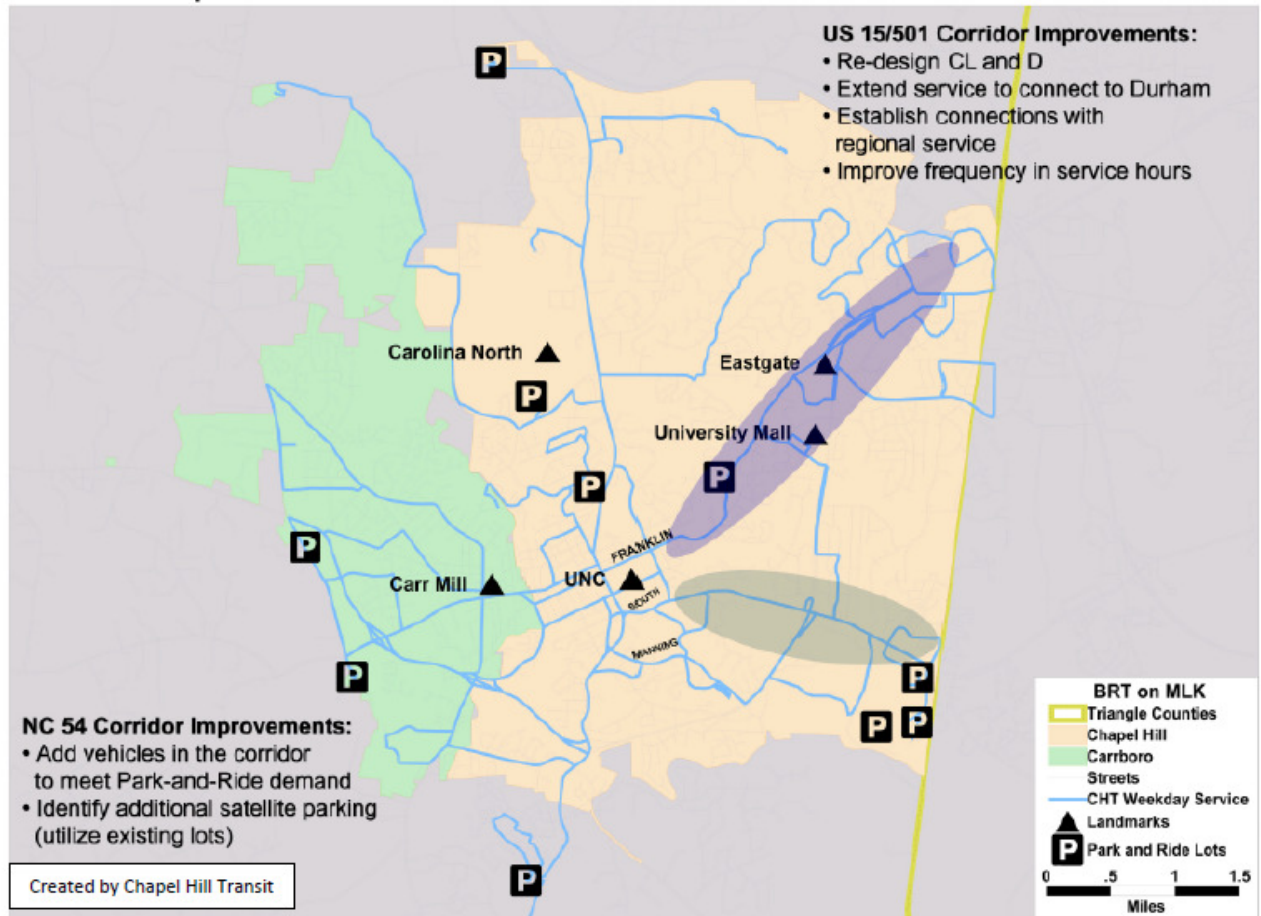


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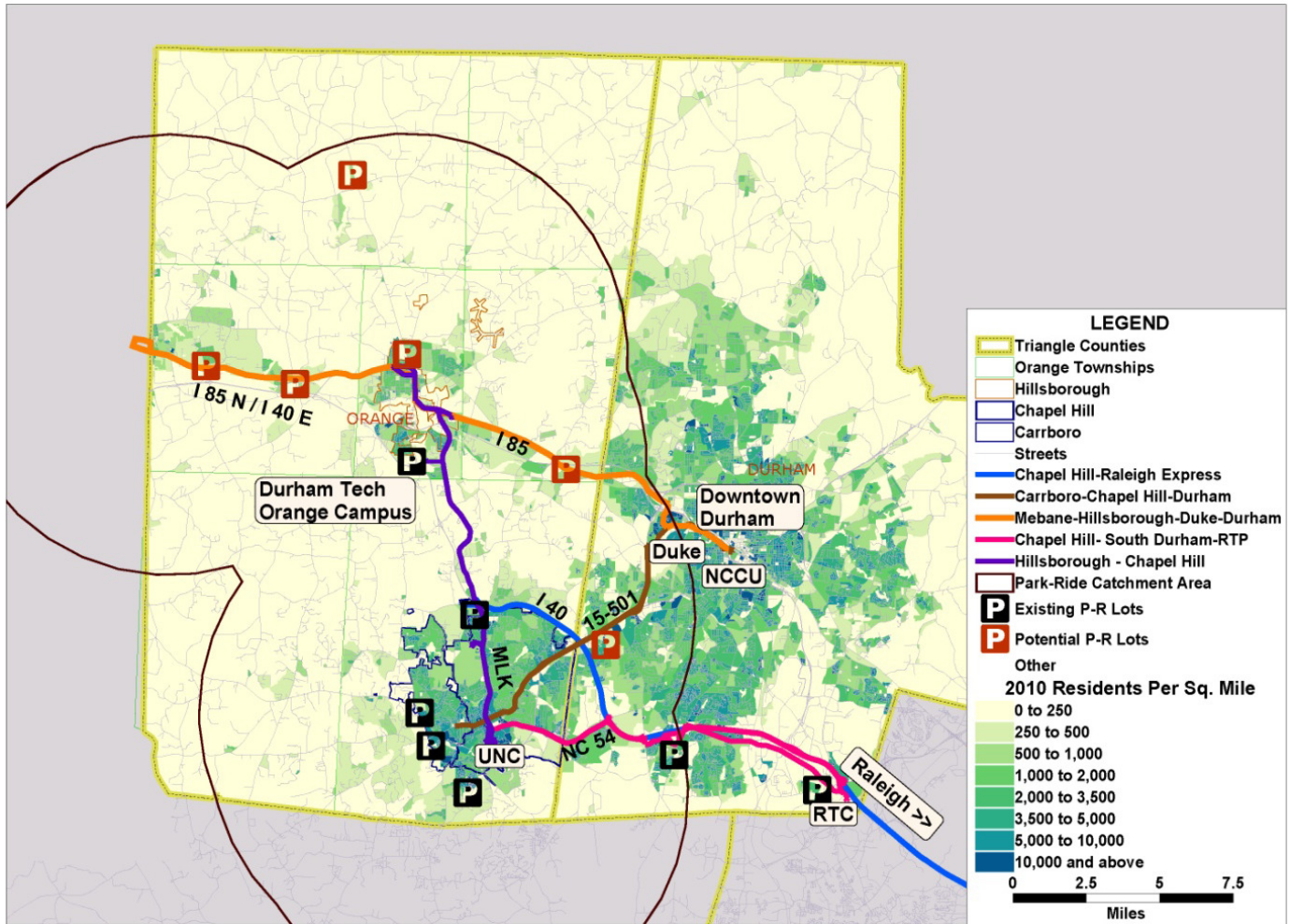
## Chapel Hill/Carrboro: Sunday Service Improvements



## Improved Bus Service in US 15/501 and NC 54 Corridors

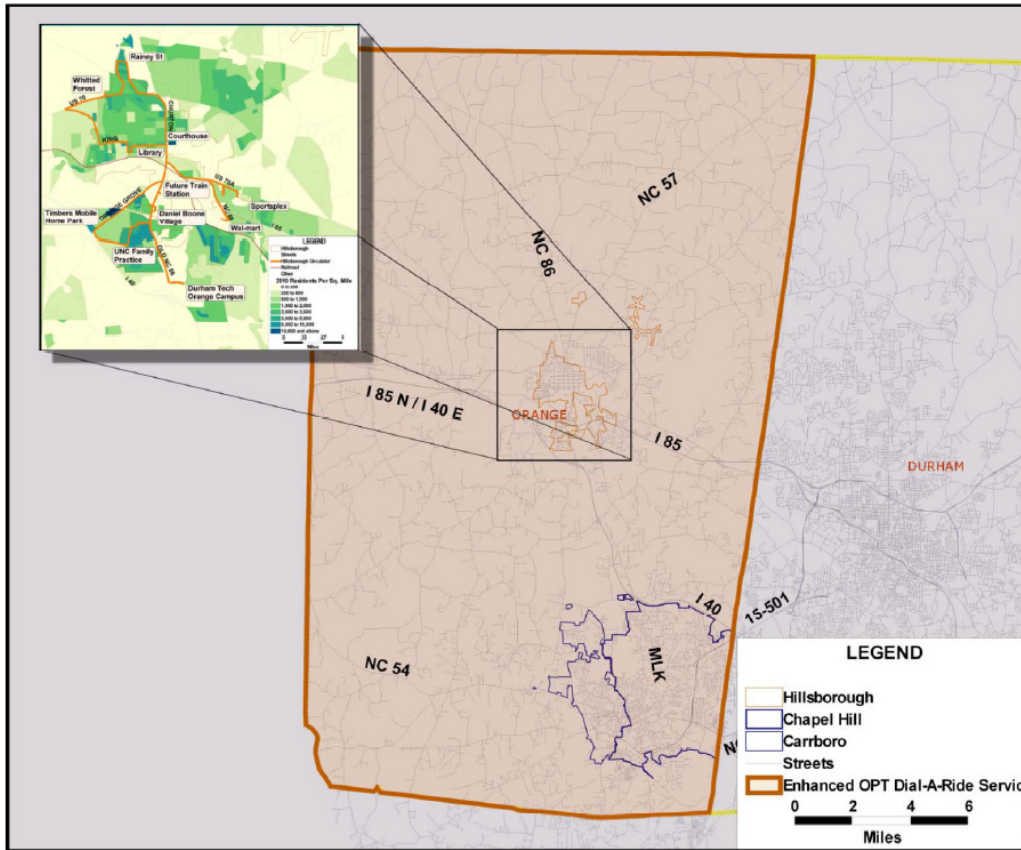


# Orange County Transit Plan: Proposed Regional Bus Service Improvements

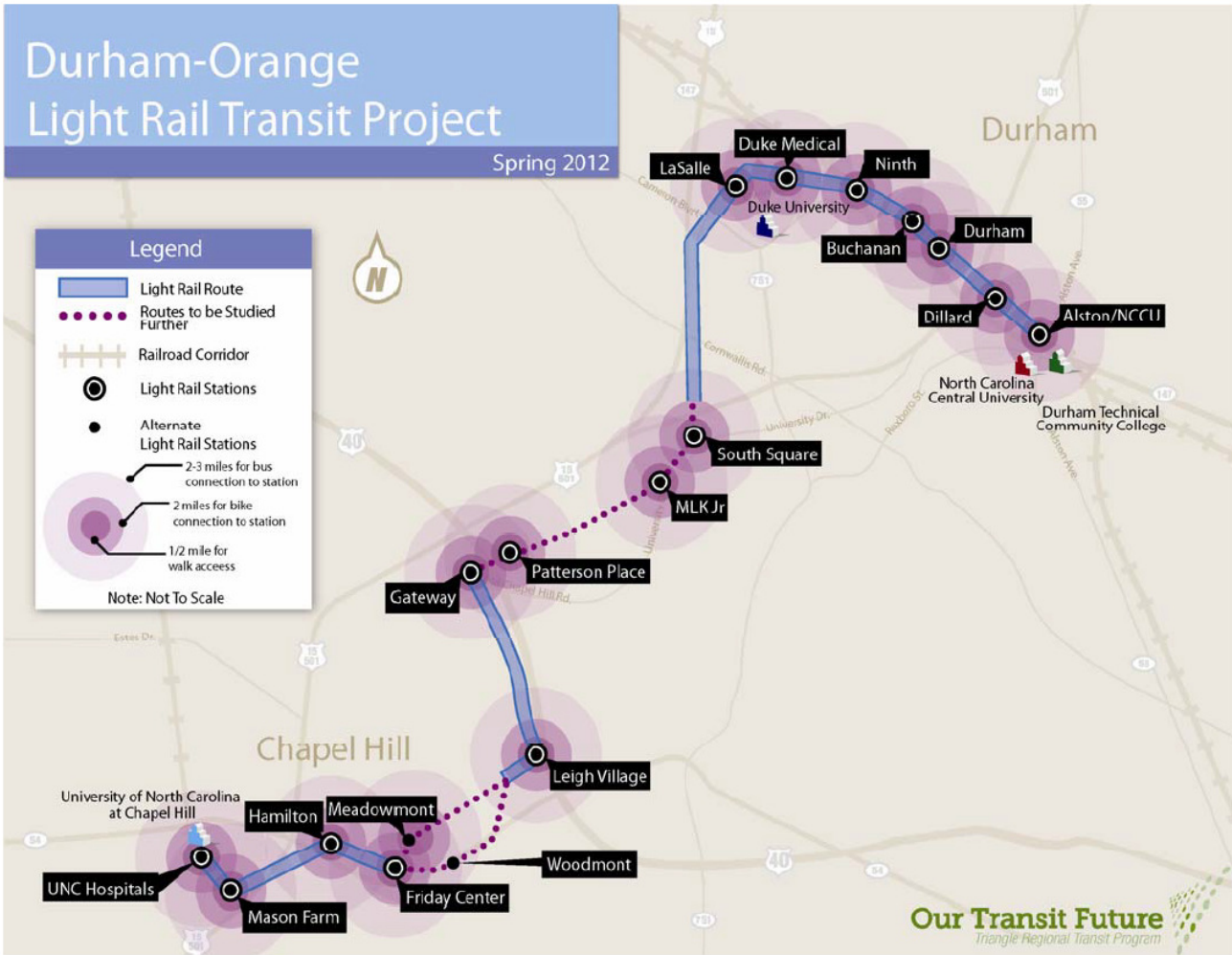


Created by Triangle Transit  
 April 23<sup>rd</sup> 2012

### Orange County Transit Plan: Proposed Hillsborough and Rural Bus Service Improvements



Created By Triangle Transit



### Improved Bus Service on Martin Luther King Jr. Boulevard

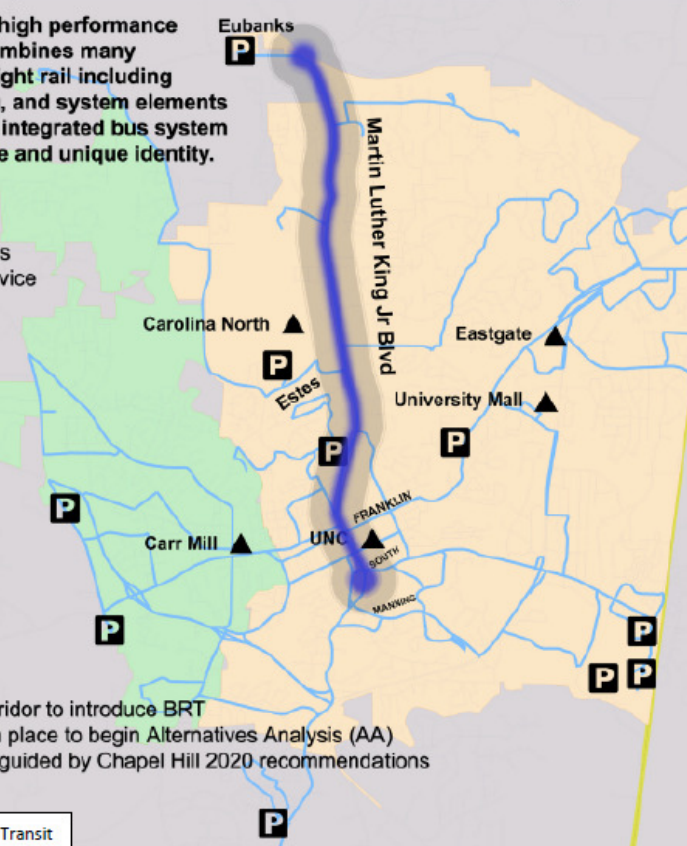
**BRT is a flexible, high performance bus service that combines many characteristics of light rail including physical, operating, and system elements into a permanently integrated bus system with a quality image and unique identity.**

**Characteristics:**

- High capacity buses
- High frequency service
- Dedicated lanes
- Upgraded shelters
- Technology
- Easy fare payment
- Unique identity

- MLK is a prime corridor to introduce BRT
- CHT has funding in place to begin Alternatives Analysis (AA)
- AA process will be guided by Chapel Hill 2020 recommendations

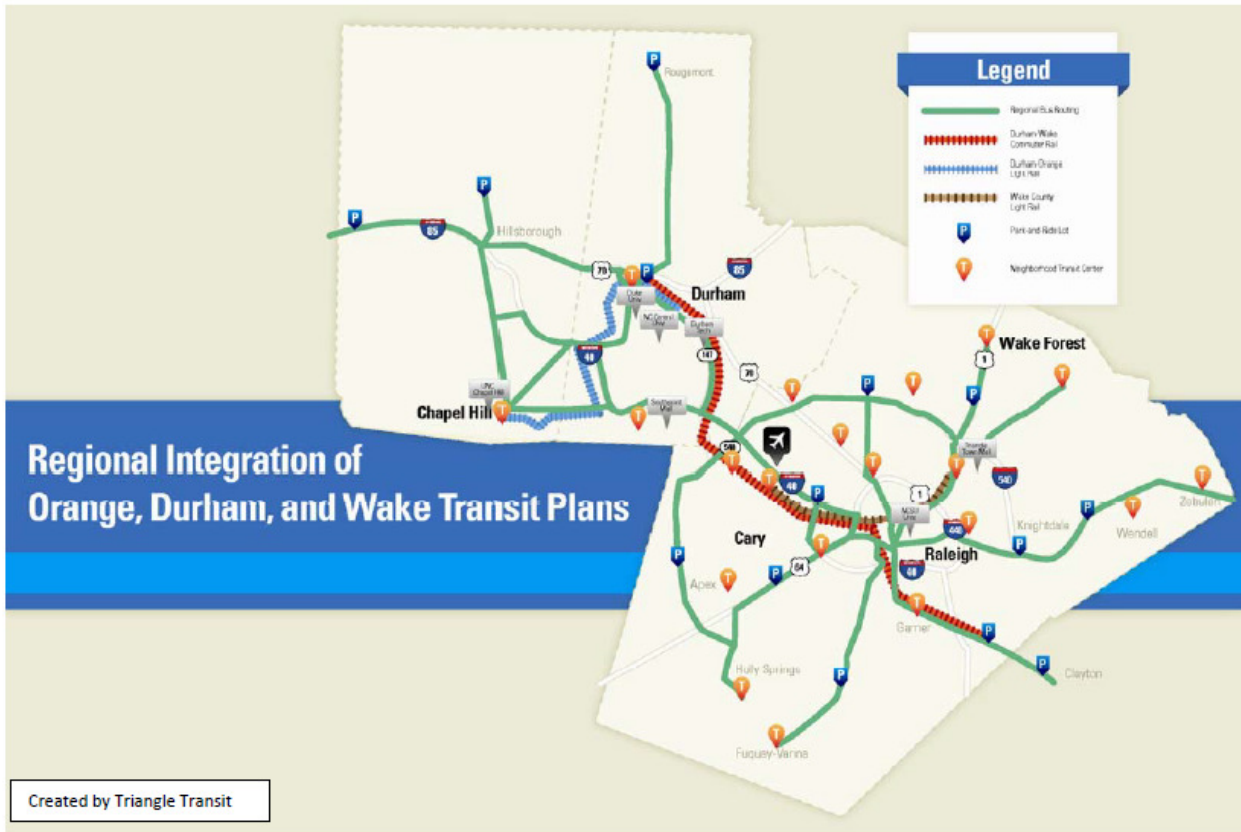
Created by Chapel Hill Transit



**BRT on MLK**

- Triangle Counties
- Chapel Hill
- Carrboro
- Streets
- CHT Weekday Service
- Landmarks
- Park and Ride Lots

0 .5 1 1.5 Miles



## V. ORANGE COUNTY REVENUES

A variety of revenue sources provide the funding for the Orange County Bus and Rail Investment Plan. Those revenues include:

- A new one-half-cent sales tax in Orange County
- A new \$7 vehicle registration fee levied by Orange County
- An increase of \$3 to the existing \$5 vehicle registration fee currently levied by Triangle Transit in Orange County
- Revenue from Triangle Transit's rental car tax
- NC State Government contributions
- Federal Government contributions

In addition, local funding of current transit services will remain in place.

The initial proceeds for a FULL YEAR of each local revenue stream for Orange County in 2013 for transit are assumed to be:

- |  |               |
|--|---------------|
| • ½-cent sales tax:                      | \$5.0 million |
| • \$7 vehicle registration fee:          | \$788,000     |
| • \$3 vehicle registration fee increase: | \$338,000     |
| • Rental car tax revenue:                | \$582,000     |

Growth rates assumed for each revenue source:

- |  |      |
|--|------|
| • ½-cent sales tax:                      |      |
| ○ Growth rate from 2011 through 2014:    | 1.0% |
| ○ Growth rate from 2015 through 2035:    | 3.6% |
| • \$7 vehicle registration fee:          | 2.0% |
| • \$3 vehicle registration fee increase: | 2.0% |
| • Rental car tax revenue:                | 4.0% |

A total of \$25 million would be borrowed over the life of the plan. This borrowing would cover for the large capital expenditures which occur for 3 to 4 years of construction of the light rail component of the plan. Any borrowing would be from capital markets through government bonds, would require approval by the NC Local Government Commission, and would have to meet debt to revenue ratios required by the capital markets for bond issuance.

Further details for each revenue source follow.

### A. One-half cent sales tax in Orange County

A one half-cent sales tax in Orange County means that when individuals spend \$10.00 on certain goods and services, an additional five cents (\$0.05) is added to the transaction to support the development of the Bus and Rail Investment Plan. Purchases of food, gasoline, medicine, health care and housing are excluded from the tax.

A one half-cent sales tax in Orange County is estimated to generate \$5.0 million in 2013 if active for the full year. Discussions with the NC Dept of Revenue indicate that in the first year

of the plan, the revenue streams may not be active until April 1<sup>st</sup> instead of January 1<sup>st</sup>. The figures in Appendix G: Revenue reflect the partial first-year levy of both a ½-cent sales tax and a \$10 vehicle registration fee increase. Over the life of the plan to 2035, the sales tax is expected to generate approximately \$163 million in Year-Of-Expenditure (YOE) dollars. This tax can only be levied subsequent to a referendum by the Orange Board of County Commissioners and approval by the voters.

Revenue from the ½-cent sales tax identified in the Bus and Rail Investment Plan for Orange County can be used for financing, constructing, operating and maintain local public transportation systems. The funds can be used to supplement but not supplant or replace existing funds or resources for public transit systems.

#### B. \$7 Vehicle Registration Fee in Orange County

A seven dollar (\$7) vehicle registration fee in Orange County means that when an individual registers a new vehicle or renews the registration for an existing vehicle in Orange County, an additional \$7 per year is added to the cost above the other required registration fees for that vehicle.

The seven dollar fee in Orange County is expected to bring in \$788,000 in 2013 if implemented for a full year. Discussions with the NC Dept of Revenue indicate that in the first year of the plan, the revenue streams may not be active until April 1<sup>st</sup> instead of January 1<sup>st</sup>. The figures in Appendix G: Revenue reflect the partial first-year levy of both a ½-cent sales tax and a \$10 vehicle registration fee increase. Over the life of the plan to 2035, the seven dollar fee is expected to generate \$22.5 million in Year-Of-Expenditure (YOE) dollars. The implementation agreement will articulate how this revenue can be utilized.

#### C. \$3 Vehicle Registration Fee Increase for Triangle Transit in Orange County

A three dollar (\$3) vehicle registration fee increase in Orange County means that when an individual registers a new vehicle or renews the registration for an existing vehicle in Orange County, an additional \$3 per year is added to the cost above the other required registration fees for that vehicle. An existing \$5 fee for vehicle registration supports activities of Triangle Transit, including bus operations and long-term planning. This fee would be increased to \$8 when the \$3 increase is implemented.

The three dollar (\$3) fee in Orange County is projected to generate \$338,000 in 2013 if implemented for a full year. Discussions with the NC Dept of Revenue indicate that in the first year of the plan, the revenue streams may not be active until April 1<sup>st</sup> instead of January 1<sup>st</sup>. The figures in Appendix G: Revenue reflect the partial first-year levy of both a ½-cent sales tax and a \$10 vehicle registration fee increase. Over the life of the plan to 2035, the three dollar (\$3) fee is expected to generate \$9.7 million in Year-of-Expenditure (YOE) dollars. The implementation agreement will articulate how this revenue can be utilized.

#### D. Revenue from Triangle Transit's Rental Car Tax

Triangle Transit operations are partially funded by a five percent (5%) tax on car rentals in Wake, Durham, and Orange Counties. Under existing policy adopted by the TTA Board, 50% of the rental car tax revenues are dedicated to advancing long-range bus and rail transit.

Since a significant portion of all cars rented and driven in the three counties are rented at the RDU International Airport, it is difficult to determine which rentals are driven primarily in one county or another. Therefore, the 50% rental revenues dedicated to long-term transit were allocated by county according to the percentage of population in the Triangle Region, which is: Wake (68%); Durham (21.5%); Orange (10.5%).

The Triangle Transit rental car tax proceeds directed to project development in Orange County are estimated to be \$582,000 in 2013. Over the life of the plan to 2035, the rental car tax is expected to generate \$21.3 million in Year-of-Expenditure (YOE) dollars for Orange County.

#### E. NC State Government Funding

The plan includes a 25% capital cost contribution by the NC Department of Transportation (NCDOT) for both light rail and commuter rail projects in Orange County. This level of participation was established by the State in Charlotte's Lynx Blue Line light rail project in 2003. The plan assumes that NCDOT also pays for 10% of bus capital costs (replacement buses, new buses, park and ride lots, etc) consistent with its current practices. Over the life of the plan to 2035, the contributions of NCDOT are expected to total \$130.6 million in Year-of-Expenditure (YOE) dollars in Orange County.

#### F. Federal Government Funding

The plan assumes that the Federal Government contributes 50% of the capital cost for the light rail project in Orange County. This was the federal level of participation in the Charlotte Lynx Blue Line light rail project and is consistent with federal funding outcomes for most rail projects in the Federal Transit Administration's New Starts program in recent years.

The plan assumes that the Federal Government also pays for 80% of bus capital costs, consistent with its current practices, and continues to provide operating appropriations consistent with present Federal Transit Administration operating grant formulas. Over the life of the plan to 2035, the contributions of the Federal Government are expected to total \$248 million in Year-of-Expenditure (YOE) dollars in Orange County.

#### G. Transit Fares

The plan assumes fares for all operating agencies remain unchanged from the existing fare structures.

- Light Rail farebox recovery ratio: 20%
- Triangle Transit bus farebox recovery ratio: 15%
- Chapel Hill Transit bus farebox recovery ratio: 0%
- Orange Public Transportation bus farebox recovery ratio: 3.5%

## H. FTA Formula Funds

The plan assumes that new bus services will receive partial operating and capital cost contributions through existing formula programs established by the Federal Transit Administration (FTA), and that transit agencies in Orange County will receive those contributions in accordance with historical patterns of funding that existing transit services have received. Over the life of the plan to 2035, FTA Formula funds are expected to total \$70.9 million in Year-Of-Expenditure (YOE) dollars in Orange County.

## I. Additional Revenue Sources

This draft Bus and Rail Investment Plan does not rely on additional municipal contributions, public or private third party contributions or value capture forms of revenue.

## VI. ORANGE FINANCIAL PLAN DATA

The following is a list of the total spending for each technology and category identified in the Orange County Bus and Rail Investment Plan to 2035. All figures are in Year of Expenditure dollars (YOE) unless otherwise noted.

- Light Rail Capital: \$418.3 million (\$316.2 million in 2011 dollars)
- Light Rail Operations: \$59.1 million
- Bus Capital:
  - MLK Bus Lanes - \$24.5 million
  - Miscellaneous Bus Capital Projects - \$6.7 million
  - Buses purchased - \$17.6 million
- Bus Operations: \$106.8 million
- Hillsborough Intercity Rail Station: \$8.9 million (\$8.0 million in 2011 dollars; Orange County will only be responsible for a 10% matching contribution to total cost)
- Amount of debt service payments made by Triangle Transit through 2035: \$19.2 million

**Note Regarding Borrowing:** Amount borrowed by Triangle Transit to execute the plan: \$25 million (this number is larger than the line above because debt payments are over 30-year terms and continue past 2035)

Additional specific financial information on each of these plan elements can be found in the Appendices.

## VII. AGREEMENTS

### IMPLEMENTATION AGREEMENT: ANNUAL REVIEW AND CHANGES TO THE PLAN

The Bus and Rail Investment Plan in Orange County details the specific elements of local and regional bus service, and Light Rail service to be added in Orange County over a 23-year period. Because of the long time frame for implementation of the Plan and its major capital projects, over time there will be changes and revisions made to the Plan. As the statutory implementation agency, Triangle Transit will work with Orange County, the DCHC Metropolitan Planning Organization (MPO), and the towns of Chapel Hill, Carrboro,

Hillsborough, the University of North Carolina at Chapel Hill and Chapel Hill Transit, and the public transit provider in Orange County, to develop and execute an Implementation agreement which details the following aspects of implementation of the Plan:

- (a) Annual review presentations of the activities and progress made in implementation of the Plan by Triangle Transit to the County, TTA Board and the MPO;
- (b) The process for review and vote by the County, the MPO and Triangle Transit's Board of Trustees of any significant or substantial revisions to the Plan required by changes experienced in revenues received, capital costs, operating expenses, or other substantial issues affecting the Plan;
- (c) A recognition and preservation of decision making responsibilities of the operating agencies;
- (d) Responsibility of Triangle Transit for direct disbursement of funds from the revenues received per Section V (above) to the public agency responsible for implementing the bus services set forth in the Plan; and
- (d) Other necessary provisions regarding implementation of this Plan as agreed to by the County, the MPO, and Triangle Transit.

### **COST SHARING AGREEMENT**

The capital and operating costs for the 17.3-mile LRT line will be shared by Orange and Durham counties. Accordingly, a separate cost sharing agreement between Orange County, Durham County and Triangle Transit has been developed. The cost sharing agreement sets forth the respective shares of the capital and operating costs that will be paid by each county for this project that cross both county and municipal borders.

### **TAX LEVY AGREEMENT**

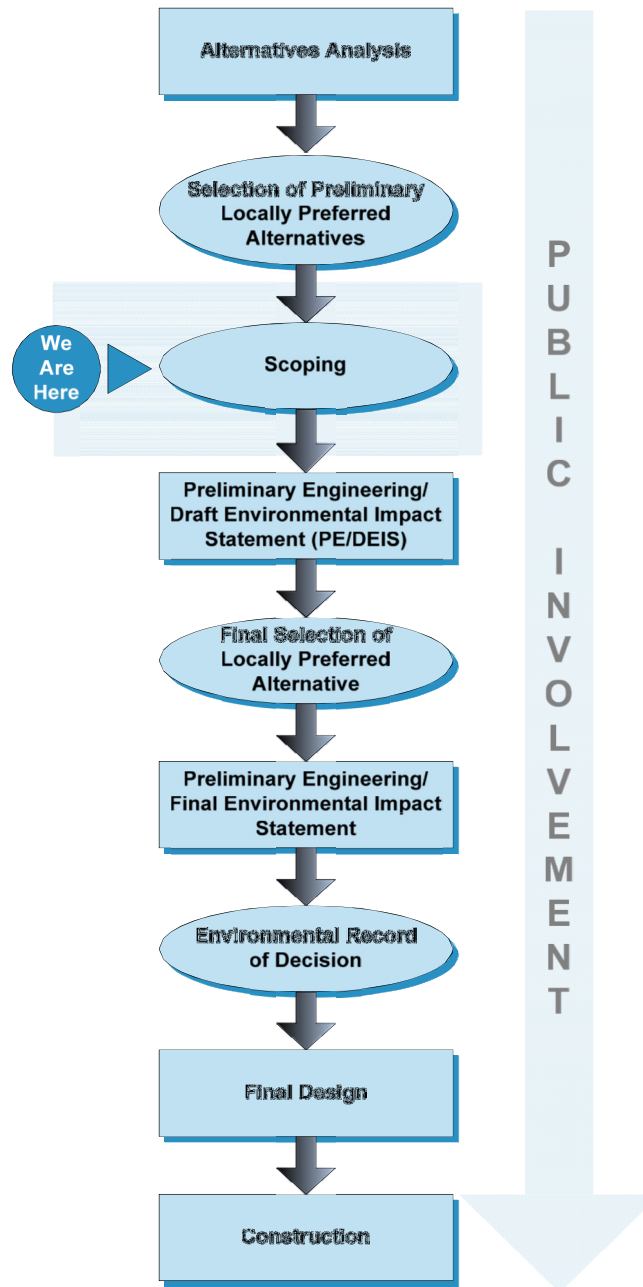
One additional agreement has been developed by Orange County and Triangle Transit relevant to the plan. In this tax levy agreement Triangle Transit agrees not to levy the half-cent transit sales tax for Orange County in the event of a successful referendum vote on the sales tax until after receiving a Resolution from the Orange County Board of County Commissioners requesting that the tax be levied.

## **VIII. NEW STARTS PROCESS**

### **Federal New Starts Funding Process**

It is anticipated that Federal funds assisting in the planning and implementation of the Durham-Orange Light Rail Transit Project would be secured through the Federal Transit Administration's (FTA) discretionary New Starts program.

New Starts is the federal government's primary financial resource for funding transit "guideway" capital investments. Projects seeking New Starts funding – like all federally-funded transportation investments in metropolitan areas – must emerge from a locally-driven, *multimodal* corridor planning process, as depicted graphically in this chart:



Through the jointly adopted 2035 Long Range Transportation plan by the Durham-Chapel Hill-Carrboro MPO (DCHC MPO) and the Capital Area MPO (CAMPO), transportation corridors in greatest need of more detailed planning and analysis were identified. The Alternatives Analysis (AA), completed in 2011, focused on a set of needs and alternative actions to address these needs, and generated information needed to select an option for further engineering and implementation. In February 2012, the DCHC MPO selected a 17.3-mile light rail corridor from East Durham to UNC Hospitals as the locally preferred alternative (LPA). Triangle Transit, as the local project sponsor, will submit to FTA the New Starts project justification

and local financial commitment and request FTA's approval to enter into the preliminary engineering (PE) phase of project development.

During the preliminary engineering phase of project development, local project sponsors refine the design of the proposal, taking into consideration all reasonable design alternatives. Preliminary engineering results in estimates of project costs, benefits, and impacts at a level of detail necessary to complete the federal environmental process.

Preliminary engineering for a New Starts project is considered complete when the FTA has issued a *Record of Decision* (ROD) as required by the National Environmental Policy Act (NEPA). Projects which complete preliminary engineering and whose sponsors are determined by the FTA to have the technical capability to advance further in the project development process must request FTA approval to enter final design and submit updated New Starts information for evaluation.

Final design is the last phase of project development, and includes right-of-way acquisition, utility relocation, and the preparation of final construction plans, detailed specifications, construction cost estimates, and bid documents.

The FTA typically considers a Full Funding Grant Agreement (FFGA) for a New Starts project during the final design phase of the New Starts project development process. A State FFGA will also be requested by the local project sponsor to supplement federal and local funding sources.

With all funding secured, construction on the project will begin.

## **IX. ALTERNATIVE PLAN**

If it is determined that Federal or State funding for the proposed projects are not available, an alternative plan must be developed. Upon this determination, Triangle Transit will work in collaboration with the citizens, elected officials, and stakeholders from Orange County, Chapel Hill Transit, DCHC MPO and Durham County to identify next steps toward the development of a revised plan.

## **X. CLOSING SUMMARY**

The Bus and Rail Investment Plan in Orange County is the result of years of collaborative work among Orange County elected officials and civic leaders, regional stakeholders, municipal and county staff and Triangle Transit. The plan consists of a balance of bus improvements and rail investment to help accommodate the population and employment growth that the region is expected to experience in the next 25 years.

The proposed plan addresses the ongoing need to provide more options to transit riders with improved and expanded bus and rail connections. Once implemented, the residents of Orange County will be able to have greater access to jobs, shopping, and activity centers such as downtown Chapel Hill and Carrboro, the University, or UNC Hospital.

Additionally, the plan will provide core infrastructure investment that will help support the goals and objectives of local land use plans in Orange County and its municipalities. In particular, as evidenced in communities across the country, investment in light rail has proven to be a great motivator for private companies to build transit-oriented development at station locations along the rail corridor. This kind of more intense development generally consists of a mixed-use, walkable environment that can provide a more sustainable alternative to the suburban growth pattern that exists today, while allowing more open space to be preserved.

All the elements listed in the Draft Bus and Rail Investment Plan of Orange County are fiscally constrained. At every turn, the Plan is conservative in revenue assumptions and incorporates contingencies for capital and operating expenditures.

The draft plan has been shared with the general public, Carrboro Board of Aldermen, Chapel Hill Town Council, the Hillsborough Town Commissioners, the DCHC MPO, the Burlington-Graham MPO and the Orange County Commission. The draft plan will be considered for approval by the DCHC MPO, the Burlington–Graham MPO, the Triangle Transit Board of Trustees, and the Orange County Board of Commissioners. The Orange County Board of Commissioners will determine if and when to set a referendum date. Once a referendum passes, work can begin on implementation of the Bus and Rail Investment Plan.

- ❖ *As directed by NCGS 105-510.6, Triangle Transit drafted and developed this Plan, working in collaboration with the citizens, elected officials, and stakeholders from Orange County, the DCHC MPO, and Chapel Hill Transit.*

# Bus and Rail Plan In Orange County

## Appendix A: Master Assumption List

## Assumptions in Orange County and Durham County Financial Plans for Bus and Rail Transit

September 26, 2012

### ASSUMPTIONS

	ORANGE	DURHAM
Sales Tax Growth Rate to 2015	1.00%	2.00%
Sales Tax Growth Rate 2016 and Beyond	3.60%	3.50%
Light Rail Capital Cost Responsibility (Percentage)	22.95%	77.05%
Light Rail Operating Cost Responsibility (Percentage)	23.95%	76.05%
Light Rail Capital Cost Share Based on Current Cost Estimates (\$2011 millions)	\$ 316.2	\$ 1,061.8
Light Rail Operating Cost Share Based on Current Cost Estimates(\$2011 millions)	\$ 3.46	\$ 10.98
MLK Bus Lanes Capital Cost (\$2011 millions)	\$ 22.1	NA
MLK Bus Lanes Operating Cost* (\$2011 millions)	\$ -	NA
Hillsborough Intercity Train Station Capital Cost (\$2011 <u>millions</u> )	\$ 8.0	NA
Hillsborough Intercity Train Station Operations Cost **	Not part of plan	
Amount borrowed by Triangle Transit to execute the plan (\$2011 millions)	\$25	\$165
Plan Minimum Cash Balance (\$2011 millions)	\$4.1	\$12.9

### OUTCOMES

New Bus Hours in First Five Years of Plan	34,650	45,000
Total Cumulative New Bus Hours by End of Plan (Year 2035)	40,950	87,500
Opening Year for Hillsborough Intercity Train Station	2015	NA
Opening Year for MLK Bus Lanes	2019	NA
Opening Year for Light Rail	2026	2026
"Rail Dividend" Bus Hours that can be re-directed when Light Rail Opens	30,000-45,000	12,000-35,000
Plan Cash Balance in 2035 (\$2035 millions)	\$45	\$89
Plan Cash Balance in 2035 (\$2011 millions)	\$23	\$46

\*MLK Bus Lanes have no operating costs because existing, already-paid-for bus services will be-re-organized to use the bus lanes

\*\*Operations cost of Intercity Rail Station assumed to be covered in existing station plans by NCDOT Rail Division and Town of Hillsborough. Capital Cost contribution of the Orange County plan is 10% of total capital cost for Hillsborough train station.

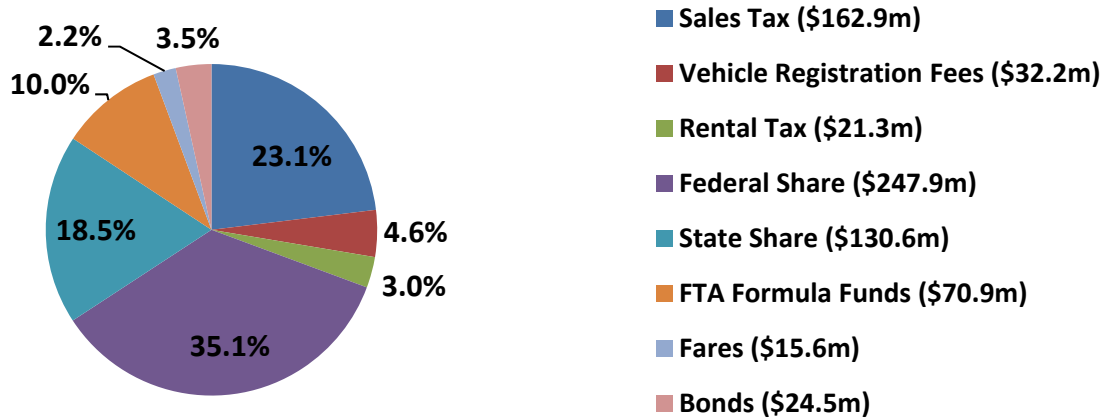
Light green indicates updated cell or figure since previous draft

# TOTAL Plan Revenues and Costs to 2035, and LOCAL Costs to 2035

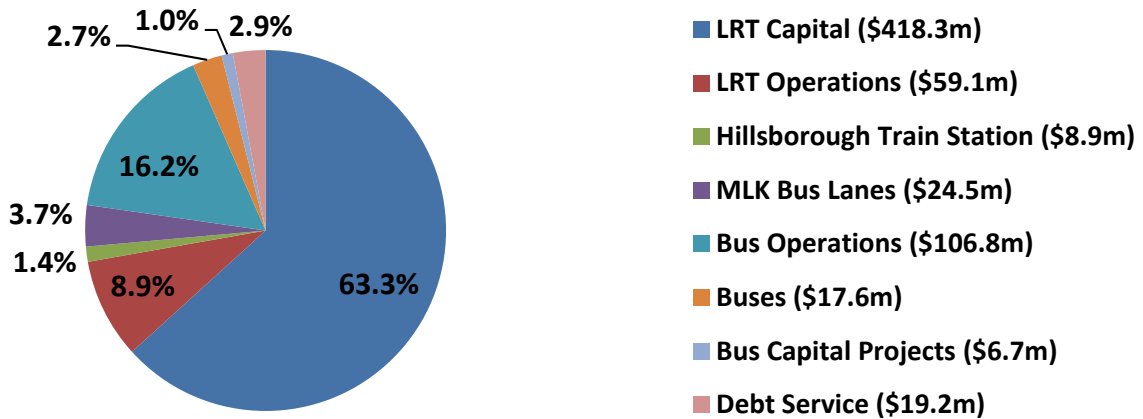
ITAC Cost 2010-2035 Attachment 8B

## All Numbers Are in Year-Of-Expenditure (YOE) Dollars

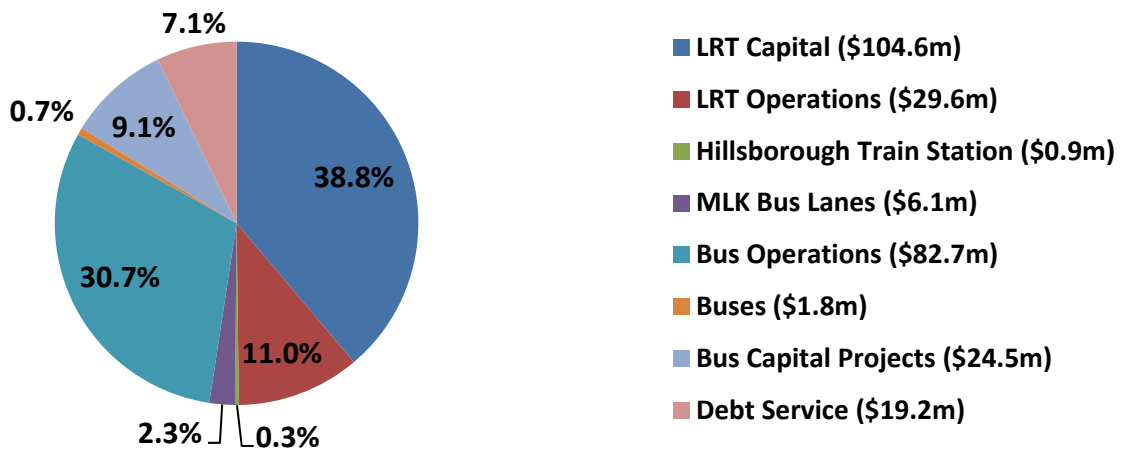
### Orange County Plan Revenue, All Sources to 2035: Total Revenue \$706.0m



### How ALL Dollars Are Spent to 2035: Total Cost \$659.9m



### How LOCAL Orange County Dollars Are Spent to 2035: \$268.7m



Note: small differences and percentages not adding exactly to 100.0% may be due to rounding

# Bus and Rail Plan In Orange County

## Appendix B: Proposed Bus Service Enhancements

## ORANGE COUNTY BUS PLAN - FUNDED AND FUTURE COMPONENTS

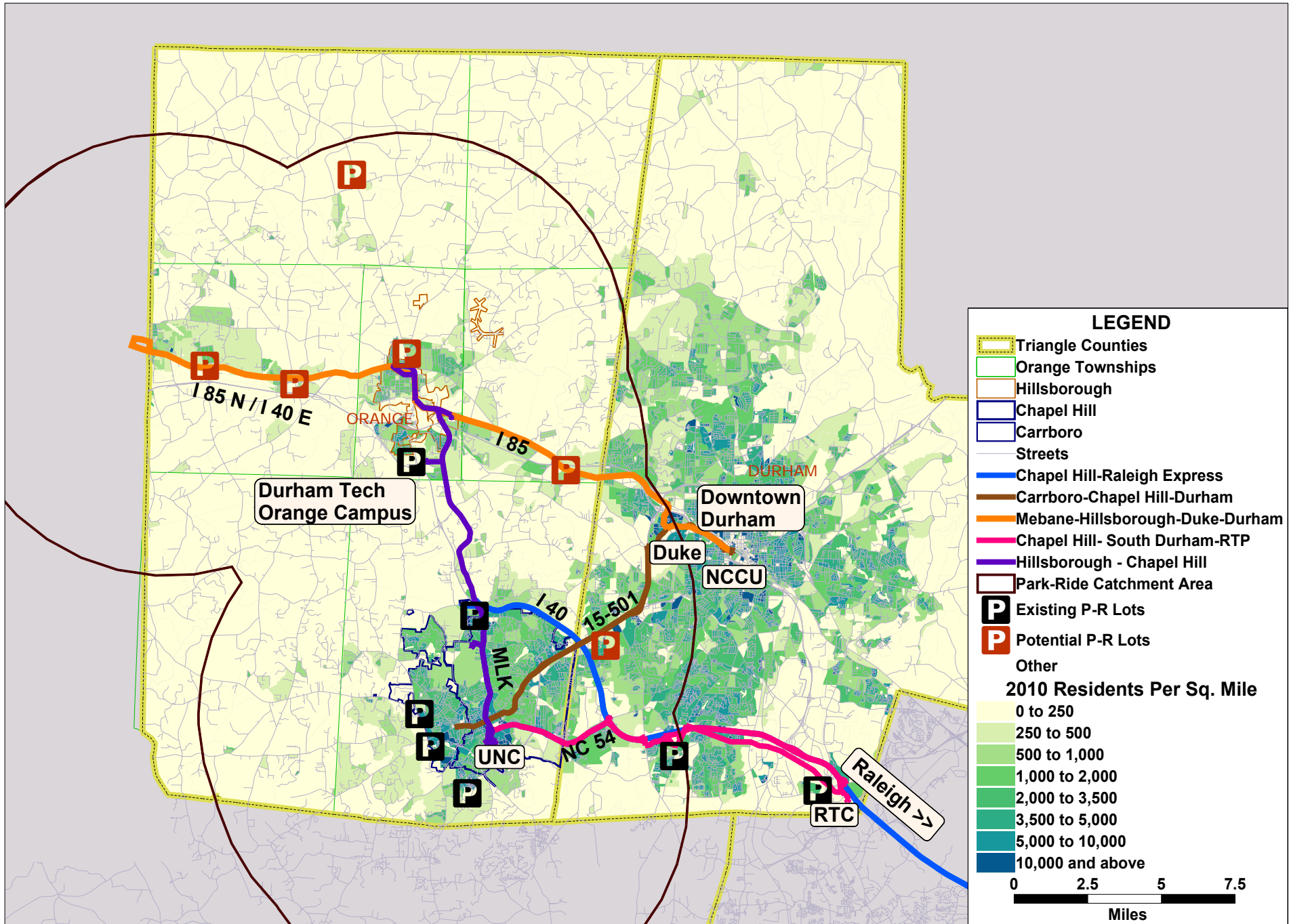
### REGIONAL SERVICES - FUNDED FIRST FIVE YEARS

Service Type	PROJECTS	Enhanced or New	Cumulative New Service Hours	Service Description
Regional Exp	Carrboro-Chapel Hill-Durham Express (Route 405)	Enhanced	1,506	Increase peak-hour frequency of the express route between Durham and Chapel Hill to 15 minutes during the peak commute, directly serve Downtown Carrboro with rush hour service to Durham.
Regional Exp	Mebane-Hillsborough-Durham Express Introduce Service	New	2,510	Introduce a new express route serving Mebane, Hillsborough, and Durham.
Regional Exp	Carrboro-Chapel Hill-Durham Express (Route 405) - mid-day	Enhanced	4,016	Increase frequency of the express route between Durham and Chapel Hill or Carrboro to 30 minutes during the mid-day.
Regional Exp	Carrboro-Chapel Hill-Durham Express (Route 405) - Sundays	New	4,640	Introduce Sunday service on route between Durham and Chapel Hill or Carrboro.
Regional	Chapel Hill-Regional Transit Center via Southpoint (Route 800) - Sundays	New	5,264	Introduce new Sunday service to the existing TTA route 800.
Regional Exp	Carrboro-Chapel Hill-Durham Express (Route 405) - Saturday	Enhanced	5,484	Extend service between Durham and Chapel Hill or Carrboro to 11pm on Saturdays.
Regional	Chapel Hill-Regional Transit Center via Southpoint (Route 800) - Saturdays	Enhanced	5,704	Extend service between RTP and Chapel Hill (via Southpoint) to 11pm on Saturdays.
Regional	Route 800-SW Durham (Southpoint)-Chapel Hill peak	Enhanced	7,210	Phase 1 service improvement - increase peak hour frequency on the existing TTA Route 800. Currently the route operates at 30-minute frequency.
Regional Exp	Chapel Hill-Raleigh Express (Route CRX) - peak	Enhanced	7,963	Introduce mid-day service on the express route between Chapel Hill and Raleigh.
Regional	Hillsborough-Chapel Hill (Route 420) - peak: <b>IMPLEMENTED in 2012</b>	Enhanced	7,963	Increase frequency of the regional route between Hillsborough and Chapel Hill to 30 minutes during the peak commute.
Regional	Additional service Hours TBD	Enhanced	8,200	237 additional hours that may augment any of the services above

### REGIONAL SERVICES - UNFUNDED, FUTURE PRIORITIES AFTER YEAR 2020

Service Type	PROJECTS	Enhanced or New	Cumulative New Service Hours	Service Description
Regional Exp	Mebane-Hillsborough-Durham Express Expansion	New	9,204	Increase the frequency on an express route serving Mebane, Hillsborough, and Durham to 30 minutes at peak.
Regional	Hillsborough-Chapel Hill (Route 420) - mid-day	Enhanced	13,722	Increase frequency of the regional route between Hillsborough and Chapel Hill to 30 minutes during the mid-day.
Regional Exp	White Cross to Carrboro to Chapel Hill Express	New	15,228	Phase I - Introduce a new express route serving Alamance County and Chapel Hill (via NC-54) at an hourly frequency.
Regional Exp	White Cross to Carrboro to Chapel Hill Express	New	16,734	Phase II - Introduce a new express route serving Alamance County and Chapel Hill (via NC-54) at a 30-minute frequency .
Regional Exp	Chapel Hill-Raleigh Express (Route CRX) - mid-day	Enhanced	18,366	Introduce mid-day service on the express route between Chapel Hill and Raleigh.
Regional	Chapel Hill-Regional Transit Center via Southpoint (Route 800) - mid-day	Enhanced	19,997	Increase frequency of the regional route between RTP and Chapel Hill (via Southpoint) to 30 minutes during the mid-day.
Regional	Route 800- RTC via SW Durham (Southpoint)-Chapel Hill peak	Enhanced	20,813	Phase 2 service improvement - increase frequency of the existing Route 800 between RTP and Chapel Hill (via Southpoint) to 15 minutes during the peak commute.
Regional	Chapel Hill-Regional Transit Center via Woodcroft (Route 805) - mid-day	Enhanced	21,691	Introduce added mid-day trips to regional route between Woodcroft and Chapel Hill.

# Orange County Transit Plan: Proposed Regional Bus Service Improvements



# ORANGE COUNTY BUS PLAN - FUNDED AND FUTURE COMPONENTS

## HILLSBOROUGH LOCAL AND RURAL ORANGE COUNTY SERVICES - FUNDED FIRST FIVE YEARS

Service Type	PROJECTS	Enhanced or New	Cumulative New Service Hours	Service Description
Local	Hillsborough Circulator	Enhanced	2,008	Operate Hillsborough Circulator Mon-Fri, 8 hours per day
Local	Improve Service in Unincorporated Orange County	Enhanced	4,200	Improve capacity of demand response service to rural areas
Local	Hillsborough Circulator Phase 2	Enhanced	4,702	Add Saturday Service to Hillsborough Circulator
Local	Improve Service in Unincorporated Orange County	Enhanced	6,887	Further improve capacity of demand response service to rural areas

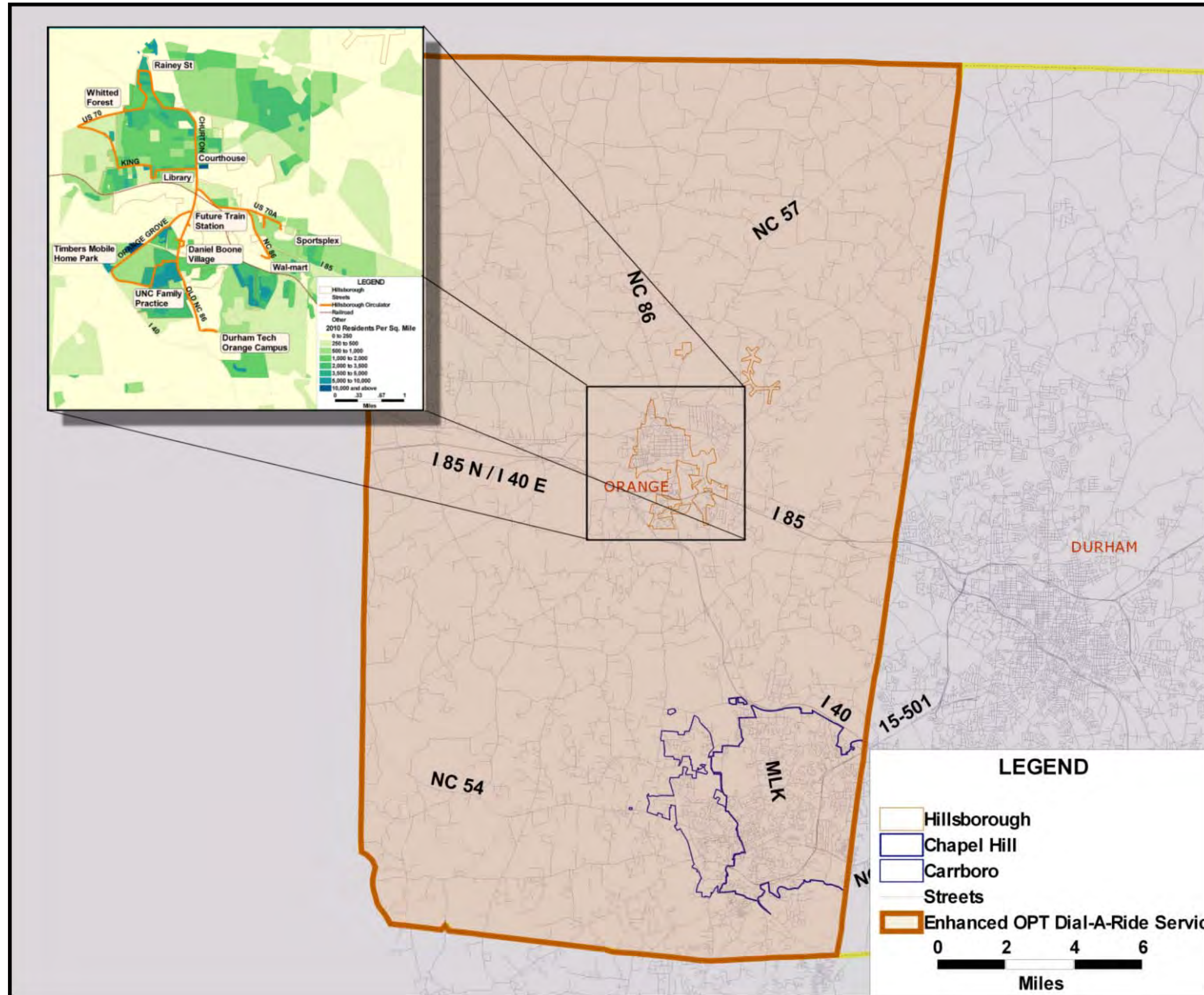
## HILLSBOROUGH LOCAL AND RURAL ORANGE COUNTY SERVICES - UNFUNDED, FUTURE PRIORITIES AFTER YEAR 2020

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NA - All identified needs funded in first five years.

Prepared by Triangle Transit  
 April 23, 2012

# Orange County Transit Plan: Proposed Hillsborough and Rural Bus Service Improvements



## ORANGE COUNTY PLAN - FUNDED AND FUTURE COMPONENTS

### CHAPEL HILL TRANSIT BUS SERVICE OPTIONS

Service Type	Project	Enhanced or New	Cumulative New Service Hours
Local	Service Improvements Chapel Hill, Carrboro, UNC in the 15/501 corridor	Enhanced	7,279
Local	54 Corridor Improvements (Orange and Durham Counties)	Enhanced	4,016
Local	Support existing services	Enhanced	6,000
Local	Chapel Hill - Carrboro -UNC Saturday Service	New	5,096
<b>Sub-Total</b>			<b>22,391</b>
Local	Chapel Hill - Carrboro -UNC Sunday Service	New	3,640
Local	Extend evening service in Chapel Hill Carrboro UNC	Enhanced	4,080
Regional	Pittsboro- Chapel Hill Express	Enhanced	816
Local	Improve peak hour frequency Chapel Hill Carrboro UNC	Enhanced	2,209
<b>Total</b>			<b>33,136</b>

This list of service priorities supplied by Chapel Hill Transit exceeds the 22,332 bus hour budget currently expected to be available in the plan for Chapel Hill Transit. Roughly a third of the proposed service hours will not be funded in the plan. Chapel Hill Transit and its partners will make a final determination of service priorities based on extensive public involvement and analysis in order to fit within the approximately 22,000 hour limit called for in the financially constrained plan.

## Bus Operations

### Total Bus Operations and Maintenance Costs by Year

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Bus Hours	9,000	15,750	24,750	34,650	34,650	34,650	34,650	34,650	34,650	34,650	34,650	34,650
Cost (\$YOE thousands)	\$ 905	\$ 1,608	\$ 2,565	\$ 3,702	\$ 3,817	\$ 3,935	\$ 4,057	\$ 4,183	\$ 4,313	\$ 4,447	\$ 4,584	\$ 4,727

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Bus Hours	34,650	34,650	34,650	34,650	34,650	34,650	34,650	34,650	34,650	34,650	40,950
Cost (\$YOE thousands)	\$ 4,873	\$ 5,024	\$ 5,180	\$ 5,341	\$ 5,506	\$ 5,677	\$ 5,853	\$ 6,034	\$ 6,221	\$ 6,414	\$ 7,815

### Total Bus Operations \$YOE Cost to Year 2035

\$ 106,782,735

Bus Operations Costs assumed to be split according to following percentages:

Federal	8.9%
State	10.0%
Local	77.6%
Fares	3.5%

# Bus and Rail Plan In Orange County

## Appendix C: Bus Capital Enhancements

## Bus Capital and Vehicle (Bus) Purchases/Replacements

### Total Bus Purchases (New and Replacement Buses)

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
New Buses Purchased	4	3	4	4	-	-	-	-	-	-	-	-
Replacement Buses Purchased												
Cost (\$YOE thousands)	1,606	1,222	1,654	1,876	-	-	-	-	-	-	-	-

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
New Buses Purchased	-	-	-	-	-	-	-	-	-	-	3
Replacement Buses Purchased	4	3	4	4	-	-	-	-	-	-	-
Cost (\$YOE thousands)	2,245	1,736	2,386	2,706	-	-	-	-	-	-	2,132

### Total Bus Purchases \$YOE Cost to Year 2035

\$ 17,564,162

### Total Bus Capital Project Spending (Amenities, Transit Centers, Park/Ride Lots, Sidewalks, etc)

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Cost (\$YOE thousands)	656	2,664	3,379	-	-	-	-	-	-	-	-	-

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Cost (\$YOE thousands)	-	-	-	-	-	-	-	-	-	-	-

### Total Bus Capital Projects \$YOE Cost to Year 2035

\$ 6,699,000

Bus Purchases and Bus Capital projects assumed to be split according to current trend:

Federal	80%
State	10%
Local	10%

# Bus and Rail Plan In Orange County

## Appendix D: Hillsborough Train Station Expenditures

## Hillsborough Intercity Rail Station

### Total Rail Station Construction Costs by Year

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Cost (\$YOE thousands)	\$ 875	\$ 3,552	\$ 4,506	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Cost (\$YOE thousands)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

### Total Hillsborough Intercity Rail Station \$YOE Cost to Year 2035

\$ 8,932,229

Hillsborough Rail Station assumed to be split according to pattern for other NCDOT Rail Division-approved stations

Federal	80%
State	10%
Local	10%

NCDOT Rail Division has studied two possible station designs. The option in the plan includes a permanent station. A modular, temporary station can be built for less money, approximately \$4 million in \$2011 dollars. Examples of the type of station the \$8.9 million YOE dollar investment projected above would build can be found in Cary and Kannapolis.

# Bus and Rail Plan In Orange County

## Appendix E: MLK Bus Lanes Expenditures

## MLK Bus Lane Project

### Total MLK Bus Lane Project Costs by Year

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Cost (\$YOE thousands)	\$ 694	\$ 704	\$ 4,007	\$ 7,456	\$ 7,892	\$ 3,703	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Cost (\$YOE thousands)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

### Total MLK Bus Lane \$YOE Cost to Year 2035

\$ 24,456,259

Project Costs are anticipated to follow the percentages below within the FTA Small Starts program

Federal	50%
State	25%
Local	25%

# Bus and Rail Plan In Orange County

## Appendix F: Light Rail Expenditures

## Durham-Orange Light Rail Expenditures: Capital & Operating to 2035

### Total Light Rail Capital Spending

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Cost (\$YOE thousands)	\$ 3,258	\$ 3,306	\$ 5,034	\$ 3,460	\$ 3,567	\$ 5,517	\$ 16,757	\$ 28,530	\$ 31,211	\$ 68,984	\$ 120,898	\$ 96,797

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Cost (\$YOE thousands)	\$ 31,009	-	-	-	-	-	-	-	-	-	-

### Total Bus Purchases \$YOE Cost to Year 2035

\$ 418,327,293

### Total Light Rail Operations Spending

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Cost (\$YOE thousands)	-	-	-	-	-	-	-	-	-	-	-	-

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Cost (\$YOE thousands)	-	\$ 5,135	\$ 5,294	\$ 5,458	\$ 5,627	\$ 5,802	\$ 5,982	\$ 6,167	\$ 6,358	\$ 6,555	\$ 6,759

### Total Light Rail Operations \$YOE Cost to Year 2035

\$ 59,136,705

The capital cost of the Durham-Orange Light Rail project is anticipated to be split as follows:

Federal	50%
State	25%
Local	25%

The operating cost of the Durham-Orange Light Rail project is anticipated to be split as follows:

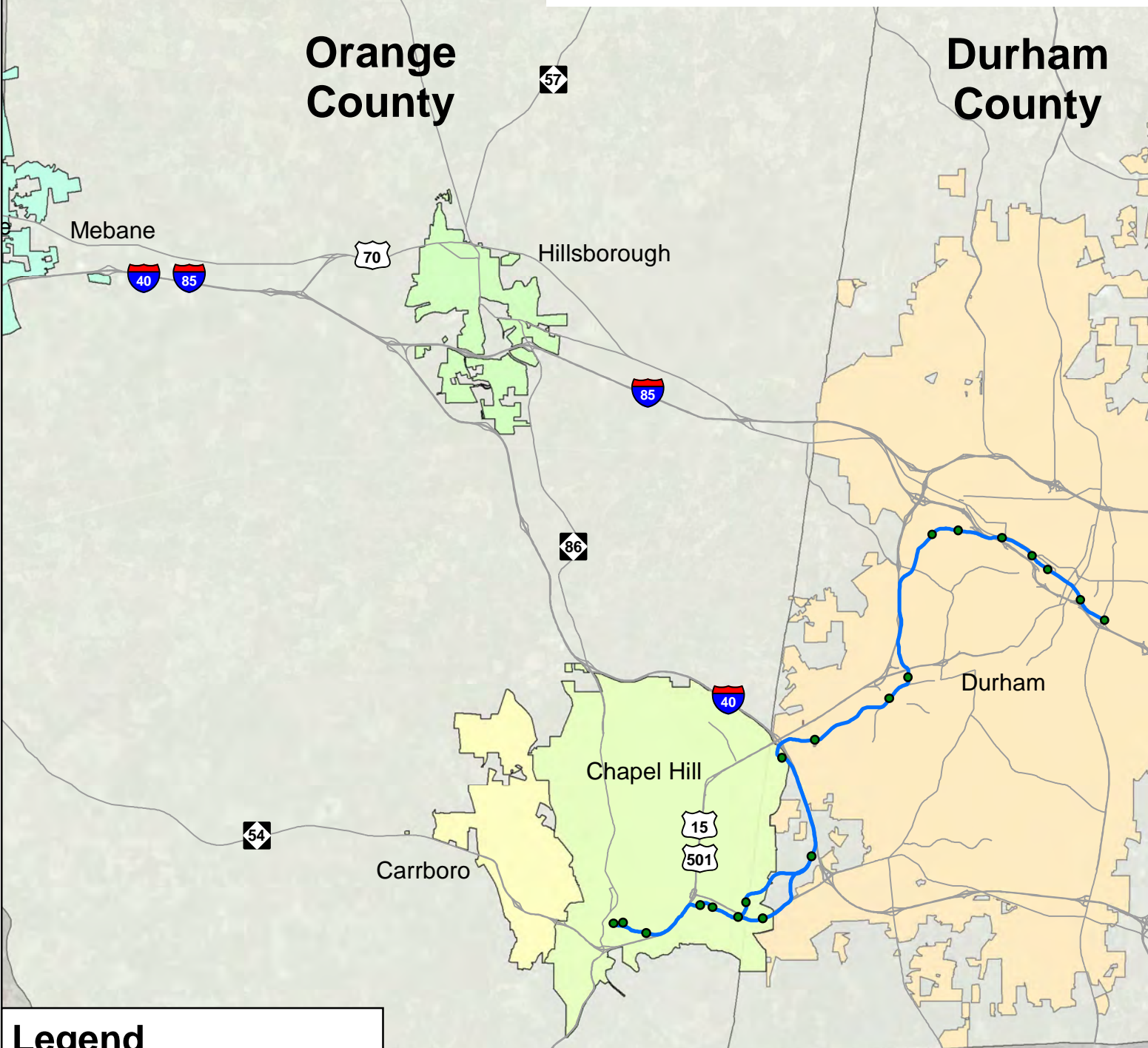
Federal	20%
State	10%
Local	50%
Fares	20%

# Durham-Orange Light Rail LPA

According to the Cost-Sharing Agreement between Durham and Orange Counties, Orange County's responsibility for Capital Costs for Light Rail is agreed to be 22.95% of total project costs, which at the time of the agreement, is approximately \$316.2 million, including 50% federal and 25% state shares.

Orange County

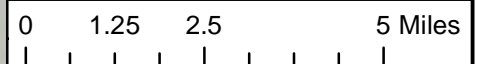
Durham County



## Legend

- Proposed LRT Stations
- Durham-Orange LRT LPA

N



# Bus and Rail Plan In Orange County

## Appendix G: Revenues by Year

## Orange County Plan Revenues

### Total Orange County Revenues by Year (\$YOE millions)

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
1/2-Cent Sales Tax*	\$ 3.9	\$ 5.0	\$ 5.0	\$ 5.2	\$ 5.4	\$ 5.6	\$ 5.8	\$ 6.0	\$ 6.2	\$ 6.5	\$ 6.7	\$ 6.9
\$7 Vehicle Registration Fee*	\$ 0.6	\$ 0.8	\$ 0.8	\$ 0.8	\$ 0.9	\$ 0.9	\$ 0.9	\$ 0.9	\$ 0.9	\$ 0.9	\$ 1.0	\$ 1.0
\$3 Vehicle Registration Fee*	\$ 0.3	\$ 0.3	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.4
Car Rental Tax (existing)	\$ 0.6	\$ 0.6	\$ 0.6	\$ 0.7	\$ 0.7	\$ 0.7	\$ 0.7	\$ 0.8	\$ 0.8	\$ 0.8	\$ 0.9	\$ 0.9
FTA Formula Funds	\$ 2.3	\$ 2.4	\$ 2.4	\$ 2.5	\$ 2.6	\$ 2.6	\$ 2.7	\$ 2.8	\$ 2.8	\$ 2.9	\$ 3.0	\$ 3.0
Federal Projects Share	\$ 4.5	\$ 8.0	\$ 12.2	\$ 7.0	\$ 5.7	\$ 4.6	\$ 8.4	\$ 14.3	\$ 15.6	\$ 34.5	\$ 60.4	\$ 48.4
State Projects Share	\$ 1.4	\$ 1.9	\$ 3.5	\$ 3.3	\$ 3.2	\$ 2.7	\$ 4.6	\$ 7.6	\$ 8.2	\$ 17.7	\$ 30.7	\$ 24.7
Fares	\$ 0.0	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.1	\$ 0.2	\$ 0.2	\$ 0.2	\$ 0.2
Bond Proceeds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5.8	\$ 17.6
<b>Total Revenue By Year</b>	<b>\$ 14.4</b>	<b>\$ 20.2</b>	<b>\$ 26.2</b>	<b>\$ 21.1</b>	<b>\$ 20.2</b>	<b>\$ 18.9</b>	<b>\$ 24.9</b>	<b>\$ 34.1</b>	<b>\$ 36.5</b>	<b>\$ 65.2</b>	<b>\$ 110.4</b>	<b>\$ 104.5</b>

Year	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	TOTAL
1/2-Cent Sales Tax	\$ 7.2	\$ 7.4	\$ 7.7	\$ 8.0	\$ 8.3	\$ 8.6	\$ 8.9	\$ 9.2	\$ 9.5	\$ 9.9	\$ 10.2	\$ 162.9
\$7 Vehicle Registration Fee	\$ 1.0	\$ 1.0	\$ 1.0	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.1	\$ 1.2	\$ 1.2	\$ 1.2	\$ 22.5
\$3 Vehicle Registration Fee	\$ 0.4	\$ 0.4	\$ 0.4	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5	\$ 0.5	\$ 9.7
Car Rental Tax (existing)	\$ 0.9	\$ 1.0	\$ 1.0	\$ 1.0	\$ 1.1	\$ 1.1	\$ 1.2	\$ 1.2	\$ 1.3	\$ 1.3	\$ 1.4	\$ 21.3
FTA Formula Funds	\$ 3.1	\$ 3.2	\$ 3.3	\$ 3.4	\$ 3.4	\$ 3.5	\$ 3.6	\$ 3.7	\$ 3.8	\$ 3.9	\$ 4.0	\$ 70.9
Federal Projects Share	\$ 17.3	\$ 1.4	\$ 1.9	\$ 2.2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1.7	\$ 247.9
State Projects Share	\$ 8.5	\$ 1.2	\$ 1.3	\$ 1.4	\$ 1.1	\$ 1.1	\$ 1.2	\$ 1.2	\$ 1.3	\$ 1.3	\$ 1.7	\$ 130.6
Fares	\$ 0.2	\$ 1.2	\$ 1.2	\$ 1.3	\$ 1.3	\$ 1.4	\$ 1.4	\$ 1.4	\$ 1.5	\$ 1.5	\$ 1.6	\$ 15.6
Bond Proceeds	\$ 1.2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24.5
<b>Total Revenue By Year</b>	<b>\$ 41.2</b>	<b>\$ 18.3</b>	<b>\$ 19.4</b>	<b>\$ 20.2</b>	<b>\$ 18.3</b>	<b>\$ 18.9</b>	<b>\$ 19.5</b>	<b>\$ 20.1</b>	<b>\$ 20.7</b>	<b>\$ 21.3</b>	<b>\$ 24.1</b>	<b>\$ 706.0</b>

### Total Orange County Transit Plan \$YOE Revenue to Year 2035

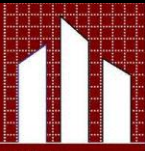
\$ 706,000,000

\*Revenue in first year is 75% of full value because revenue source is anticipated to be active on 4/1/2013, not 1/1/2013

# 2040 Metropolitan Transportation Plan (MTP) and Comprehensive Transportation Plan (CTP)

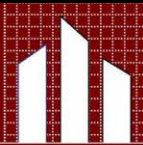
## Preferred Option

Transportation Advisory Committee  
October 10, 2012

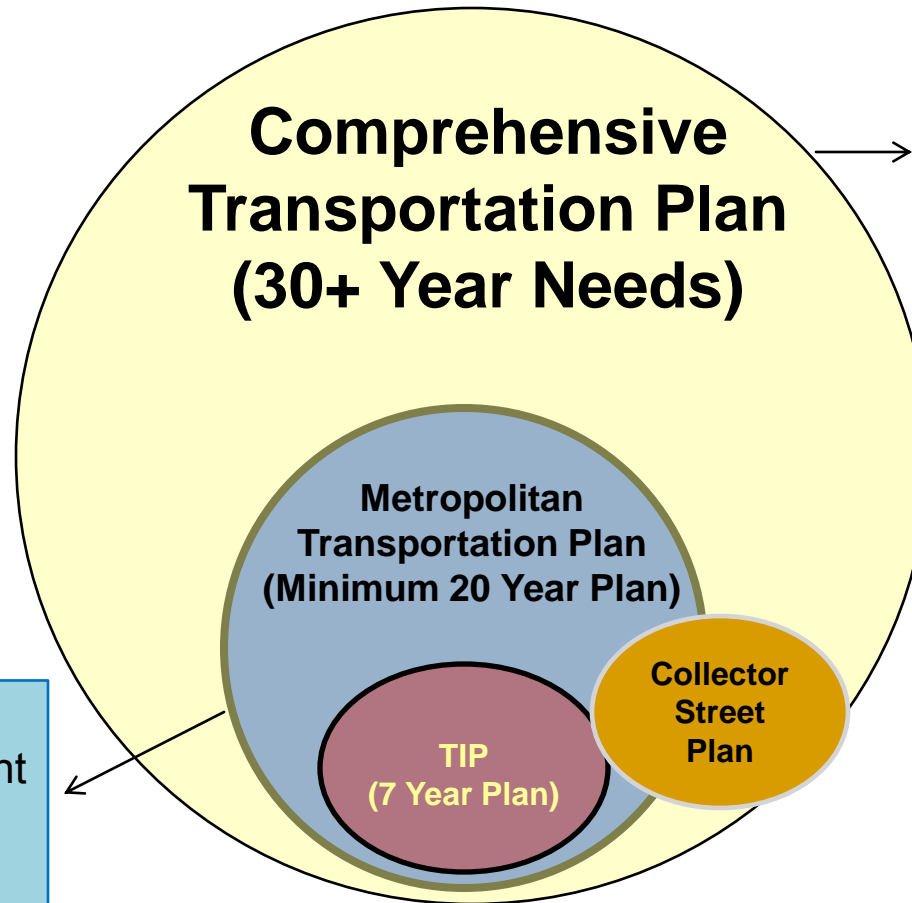


# Presentation Outline

- Highway
- Transit
- Financial Plan
- Performance Measures
- Next steps

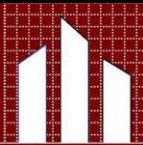


# Relationship Between Plans



- CTP:
- State requirement
  - No fiscal constraint
  - Beyond 2040

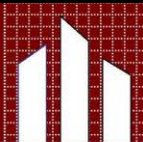
- MTP:
- Federal requirement
  - Fiscal constraint
  - 2010 to 2040



# Alternatives Analysis

## -- Transportation Networks (3 different networks)

	Highway Intensive	Transit Intensive	Moderate
Highway	<ul style="list-style-type: none"> <li>• 2035 LRTP</li> <li>• CTP highway projects</li> <li>➤ <u>410</u> new lanes miles</li> <li>➤ <b>\$3.9</b> billion highway costs</li> <li>➤ <u>2,979</u> total lane miles in network</li> </ul>	<ul style="list-style-type: none"> <li>➤ Basically, 2015 and 2025 tier</li> <li>➤ No 2035 tier or CTP highway projects</li> <li>➤ <u>120</u> new lanes miles</li> <li>➤ <b>\$1.2</b> billion highway costs</li> <li>➤ <u>2,842</u> total lanes miles in network</li> </ul>	<ul style="list-style-type: none"> <li>➤ Basically, 2035 LRTP (minus some minor highway projects)</li> <li>➤ <u>261</u> new lanes miles</li> <li>➤ <b>\$2.5</b> billion highway costs</li> <li>➤ <u>2,737</u> total lanes miles in network</li> </ul>
Transit	<ul style="list-style-type: none"> <li>• Current bus transit</li> <li>• No rail transit</li> <li>➤ <u>2,028</u> bus transit line miles (Triangle)</li> </ul>	<ul style="list-style-type: none"> <li>• Current bus transit</li> <li>• County plans (based on ½ cent sales tax)</li> <li>• LRT between Durham and Wake (instead of CRT)</li> <li>• LRT and CRT extensions in Orange County</li> <li>• CRT addition between Cary and western RTP</li> <li>• All Bus Rapid Transit (BRT) in Chapel Hill</li> <li>➤ <u>2,646</u> bus transit line miles (Triangle)</li> <li>➤ <b>69,354</b> transit service miles (Triangle)</li> <li>➤ <b>260</b> miles of rail transit alignment (Triangle)</li> </ul>	<ul style="list-style-type: none"> <li>• Current bus transit</li> <li>• County plans (based on ½ cent sales tax)</li> <li>• LRT and CRT (based on Locally Preferred Alternative)</li> <li>• MLK Blvd Bus Rapid Transit (BRT) in Chapel Hill</li> <li>➤ <u>2,882</u> bus transit line miles (Triangle)</li> <li>➤ <b>66,211</b> transit service miles (Triangle)</li> <li>➤ <b>75</b> miles of rail transit line (Triangle)</li> </ul>

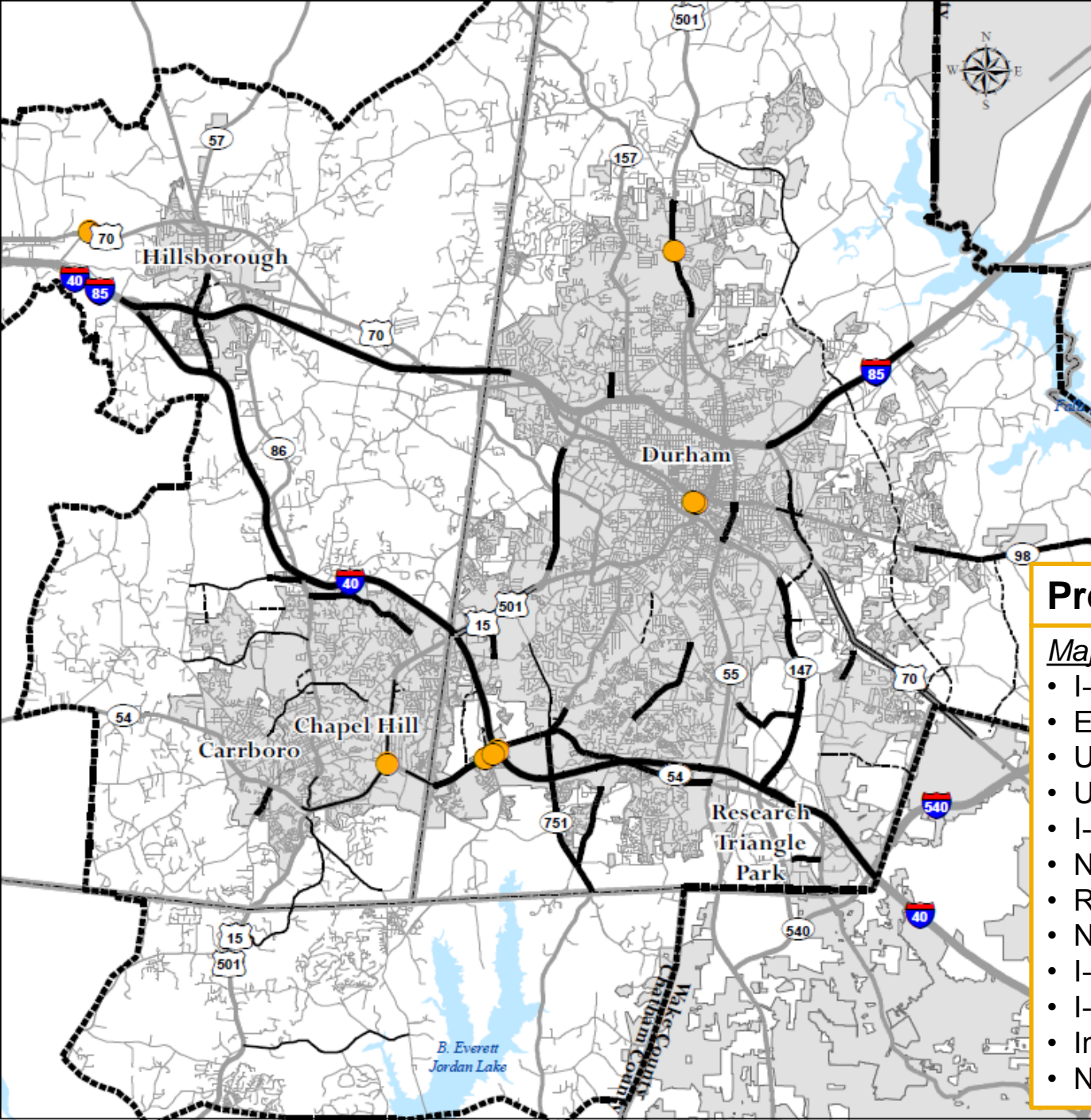


# Highway Projects – Preferred Option

Similar to Moderate network except for...

ID	Project Description	Change
#5	Alston Ave. Extension	Moved from MTP to CTP
#15.1	East End Connector widening	Added to CTP
#41	I-40/Farrington Rd interchange	Deleted from CTP
#43	I-40 widening (US 15-501 to NC 86)	Add \$17.5 million to cover NC 86 interchange upgrade
#206	I-85/US 70 Connector	Moved from CTP to MTP
#230	Southwest Durham Dr.	Alignment changed to "I-40 to NC 54"; does not connect with Meadowmont Dr.
#231	S. Mangum St. grade separation	Added to MTP; separates roadway and rail line
#232	Corcoran St. grade separation	Added to MTP; separates roadway and rail line

# Highway Projects



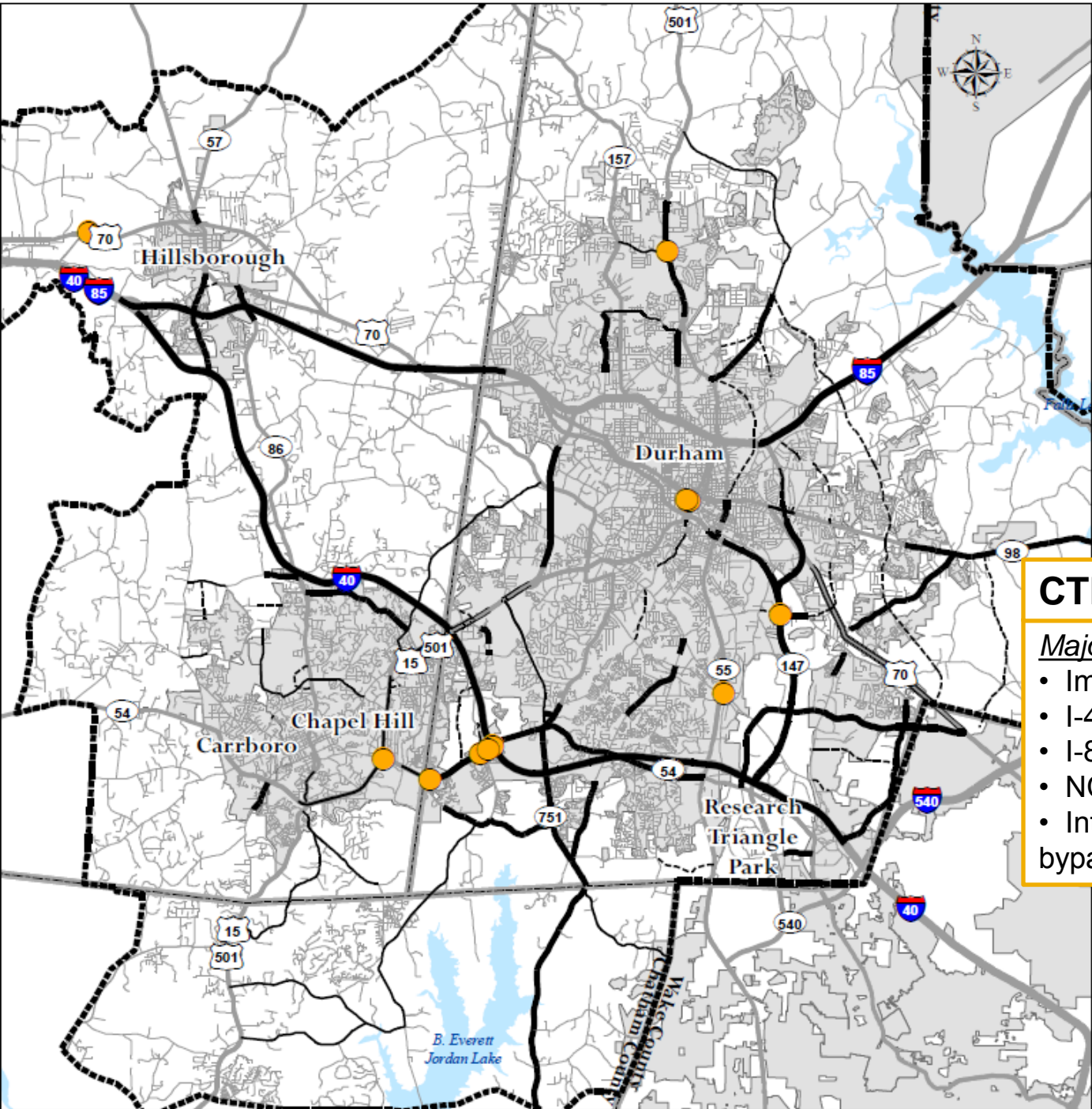
## Preferred Option

### Major Projects:

- I-40 Managed Lanes (toll)
- East End Connector
- US 70 upgrade to freeway
- US 15-501 upgrade to freeway
- I-85 widening
- Northern Durham Parkway
- Roxboro Rd. widening
- NC 54 Widening
- I-40 widening
- I-85 widening
- Improvements to Bypass in CH
- NC 86 widening in H'boro

TAC 10/10/2012 Attachment 9

# Highway Projects



- CTP**
- Major Projects:*
- Improvements on minor arterials
  - I-40 managed lanes extended
  - I-85 managed lanes.
  - NC 147 managed lanes
  - Interchanges (NC 54 and CH bypass)

# Transit Services

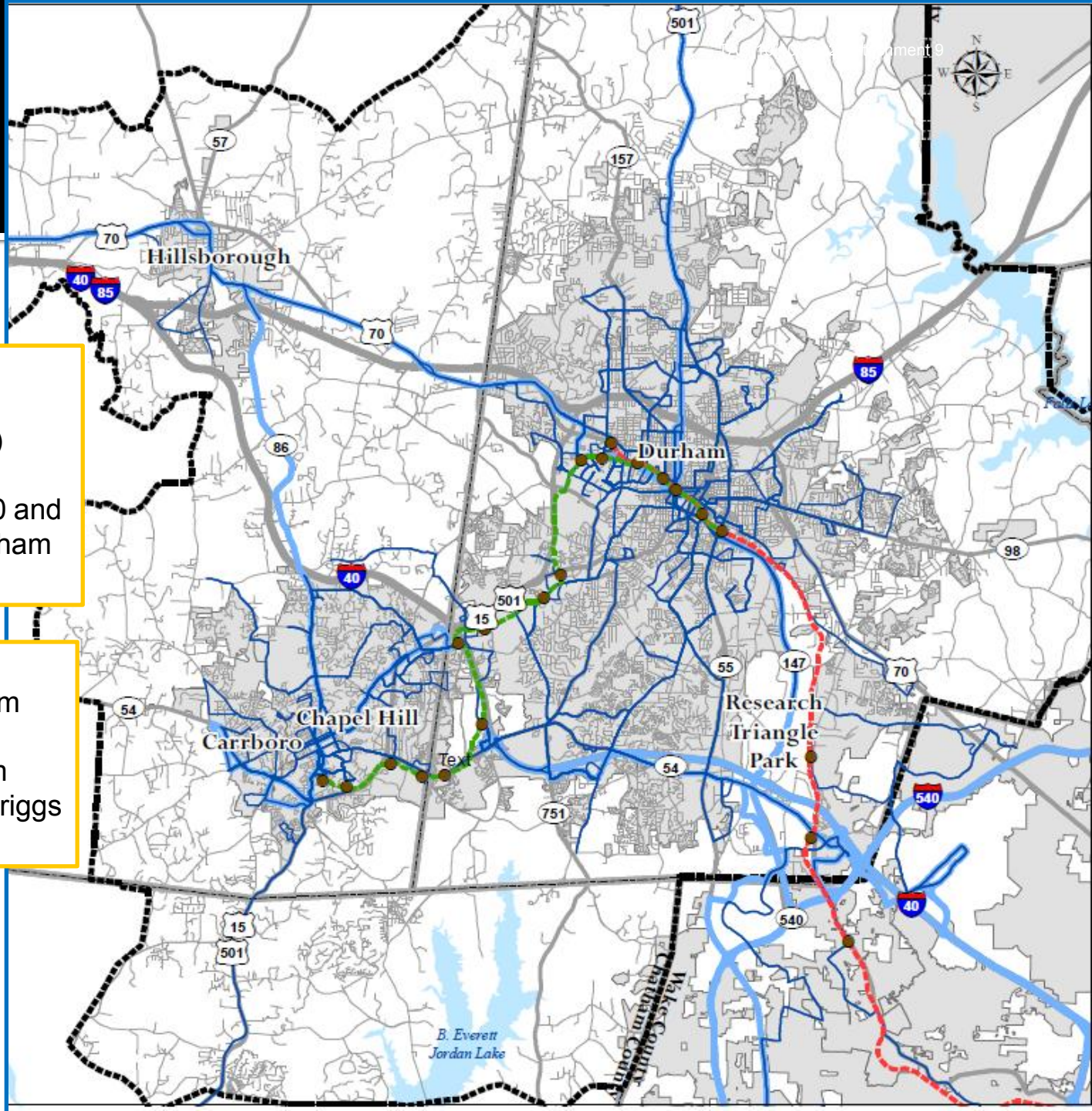
## Preferred Option

### Bus and Rail Plans:

- Existing bus services
- Light Rail Transit (Dur-CH)
- Regional Transit (Dur-Ral)
- Bus improvements: 77,000 and 34,650 annual hours for Durham and Orange

### Additions:

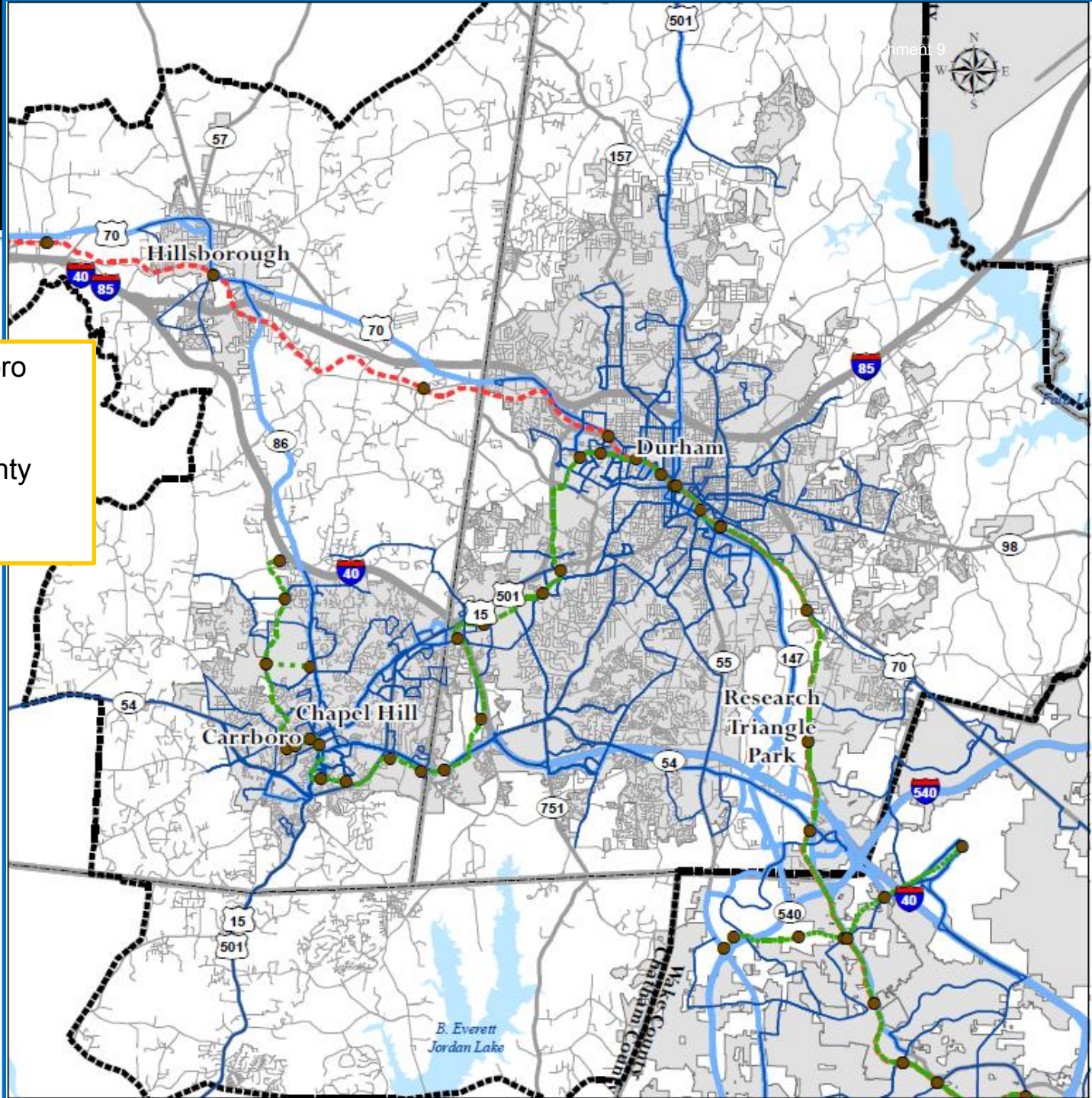
- Bus rapid transit in Fordham Blvd/US 15-501 corridor
- Extend light rail transit from Alston Avenue to station at Briggs Avenue

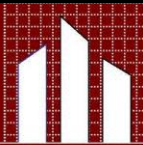


# Transit Services

## CTP

- Extend light rail to Carrboro and Eubanks Road
- Extend light rail from Alston/Briggs to Wake County
- Extend commuter rail to Hillsborough and Mebane





# Financial Plan

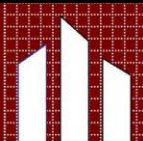
## -- Highway, Bike and Pedestrian

Cost Category (millions \$)	DCHC
<b>Roadways - Total</b>	<b>\$ 3,237</b>
Roadways	\$ 2,246
Maintenance	\$ 991
<b>Other - Total</b>	<b>\$ 303</b>
Pedestrian/Bicycle	\$ 180
Transportation Demand Management	\$ 30
Intelligent Transportation Systems	\$ 48
Transportation System Management	\$ 45
<b>Cost Total</b>	<b>\$ 3,540</b>

Revenue Category (millions \$)	DCHC
<b>Roadways - Total</b>	<b>\$ 3,550</b>
Traditional Funding	\$ 2,130
Maintenance	\$ 991
Managed Lanes - toll road (70% of cost)	\$ 244
Private Funding	\$ 81
Local Funding- Highway	\$ 60
Local Funding- Bicycle/Pedestrian	\$ 45
<b>Revenue Total</b>	<b>\$ 3,550</b>
<b>Difference</b>	<b>\$ 11</b>

Traditional funding and maintenance based on NCDOT statewide financial model. MPO drawdown based on population.

Managed lanes assumes tolls will cover 70% of costs.



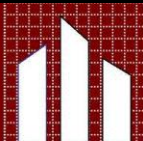
# Financial Plan

## -- Transit

Transit Expenditures (millions \$)	DCHC	% of Total	Durham	Orange
<b>Existing Services</b>	<b>\$ 1,375</b>	<b>\$ 1</b>	<b>\$ 703</b>	<b>\$ 672</b>
<i>Federal</i>	\$ 377	27%	181	195
<i>State</i>	\$ 236	17%	92	143
<i>Local</i>	\$ 628	46%	312	316
<i>Fares</i>	\$ 120	9%	112	8
<i>Other</i>	\$ 15	1%	5	10
<b>New Services (county transit plans+)</b>	<b>\$ 2,687</b>		<b>\$ 2,060</b>	<b>\$ 626</b>
<i>Federal Capital</i>	\$ 982	37%	741	241
<i>Federal Operations</i>	\$ 77	3%	58	19
<i>State Capital</i>	\$ 464	17%	354	110
<i>State Operations</i>	\$ 70	3%	44	26
<i>Sales Tax</i>	\$ 700	26%	552	148
<i>Vehicle Registration Fee</i>	\$ 68	3%	51	18
<i>Rental Tax</i>	\$ 46	2%	30	17
<i>Fares</i>	\$ 76	3%	66	11
<i>Bonds</i>	\$ 202	8%	165	37
<b>Total Transit Expenditures</b>	<b>\$ 4,062</b>		<b>\$ 2,763</b>	<b>\$ 1,299</b>

Existing Services includes current bus transit

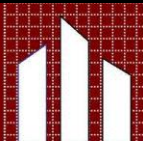
New Services includes bus and transit investment plans plus Chapel Hill BRT and Durham LRT extension.



# Financial Plan

## -- Sales tax growth rate

- Transit financial plan assumes 4.65% and 4.4% sales tax growth rate after year 2015 for Durham and Orange (from Triangle Transit economic consultants)
- County bus and rail transit investment plans assumed 3.5% and 3.6% for Durham and Orange.
- Assumption of this additional revenue finances following in 2040 MTP:
  - Bus rapid transit in Fordham Blvd/US 15-501 corridor
  - Extended light rail transit from Alston Avenue to station at Briggs Avenue, and
  - Cost increase for MLK Blvd bus rapid transit (increased to 44\$ million)



# Financial Plan

## -- State transit capital contribution

- State legislature changed policy – state transit capital for large project must compete for funding in Mobility Fund
- Charlotte Blue Line and extension received \$107million and \$267 million (\$374 million total) – but before legislative change.
- TCC recommends assuming legislature or NCDOT will provide state capital outside of Mobility Fund
- Otherwise... 2040 MTP must reduce traditional highway funding by \$461 million.

State and Federal Matches -- Capital	State	Federal	Total Match	Total Cap. Cost
Durham Light Rail Transit	263	525	788	1,050
Durham Regional Rail	75	150	225	300
Orange Light Rail Transit	79	158	237	316
Light Rail Extension (Alston to Briggs) (1)	11	22	33	44
MLK Blvd BRT (Chaple Hill) (1)	11	22	33	44
US 15-501 BRT (Chapel Hill) (1)	22	44	66	88
<b>Total</b>	<b>461</b>	<b>921</b>	<b>1,382</b>	<b>1,842</b>

(1) Additions or cost increases to county bus and rail investment plans



# 2040 MTP

## -- Next Steps

- Get public feedback on the Preferred Option  
(October through December 2012)
- Public Hearing on Preferred Option  
(November 14, 2012)
- Approve draft 2040 MTP  
(December 2012)
- Adopt after Air Quality Conformity  
(April 2013)

DCHC



Durham-Chapel Hill-Carrboro

**METROPOLITAN**  
Planning Organization

# Comments and Questions



**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  
N.C. Department of  
Transportation  
County of Orange

**2040 Metropolitan Transportation Plan  
And  
Comprehensive Transportation Plan**

***Preferred Option***

**October 10, 2012**

**Direct Questions and Comments to:**

Andy Henry  
City of Durham -- Transportation Division  
101 City Hall Plaza  
Durham, NC 27701  
(919) 560-4366  
[andrew.henry@durhamnc.gov](mailto:andrew.henry@durhamnc.gov)

**[www.dchcmpo.org](http://www.dchcmpo.org)**

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## 2040 MTP and CTP

### Alternatives Analysis – Public Comments

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#### Public Comment Period

The Alternatives Analysis was released on August 17, 2012 for a public comment that will end on October 10, 2012. This is the same day as the October meeting for the Transportation Advisory Committee, which is the MPO's policy board.

#### Summary of Comments

The public has provided comments by email, letters and comment forms (that were distributed at the public workshops). In addition, several elected bodies and some boards and commissions have conducted hearings on the Alternatives Analysis and will likely forward resolutions to the MPO. The summary below covers comments and resolutions received up to October 4, 2012.

#### Public Comments

The MPO received seventy comments from the public:

- Almost all the comments requested that Southwest Durham Drive be deleted from the 2040 MTP or be connected to NC 54 via George King Road. The comments were mostly based on:
  - Environmental impacts to the Little Creek area; and,
  - Traffic impacts to the Meadowmont community and Rashkis Elementary School; and,
- One comment supported connecting Southwest Durham Drive to Meadowmont Lane based on the likely diversion of traffic away from NC 54, which is congested.

A compilation of all the public comments is available on the Alternatives Analysis page of the DCHC MPO web site ([www.dchcmpo.org](http://www.dchcmpo.org)), or by using the following link:

[http://www.dchcmpo.org/index.php?option=com\\_content&task=view&id=92&Itemid=35](http://www.dchcmpo.org/index.php?option=com_content&task=view&id=92&Itemid=35)

#### Boards and Commissions

At the time this document was written (10/4/12), the only resolution that was received was from the Carrboro Board of Aldermen. That resolution requests that the MPO include greenhouse gas metrics in future studies. As a response, staff will ensure that the nine Targets, which include a greenhouse gas measure, will be developed for the Preferred Option.

Staff expects additional comments from local elected bodies but these have not been received, yet.

## 2040 MTP and CTP

### Preferred Option -- Socioeconomic Data

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#### Alternatives Analysis

The DCHC MPO used the Community Visualization process to create two different land use scenarios for the Alternatives Analysis that forecasted the distribution of population and employment growth from 2010 to 2040:

1. CommPlan – The Community Plan scenario used the local comprehensive plans that were available.
2. AIT – The All-in-Transit scenario replaced the land use assumptions around light rail and regional rail stations from the CommPlan with more dense and mixed-use transit oriented development (TOD), and increased the attractiveness of land parcels in those areas. Compared to the CommPlan, the AIT output concentrated more population and employment in the station areas.

#### Preferred Option – Use AIT

The Lead Planning Agency proposes using the AIT for the Preferred Option, keeping the TOD designation around the rail transit stations that are in the 2040 MTP. The population and employment growth around the stations is not expected to exceed the levels permitted by future land use plans, especially given the intention of Durham City/County Planning to change the land use plans around the rail transit stations to the form-based plans recently adopted for the downtown and Ninth Street areas.

#### Preferred Option – Additional Assumptions

The following are other key assumptions to be included in the Community Visualization AIT for the Preferred Option:

1. The population forecast from the North Carolina Office of State Budget and Management (OSBM) will be from May 2011. This is the same forecast used throughout the 2040 MTP process, so no change is recommended. The OSBM updated this forecast in May 2012 and that forecast includes changes in several Triangle counties. Staff recommends continued use of the May 2011 forecast because the most recent OSBM changes are not replicated in other demographics sources such as the Woods-and-Poole forecasts posted in 2012.
2. The mix of single-family and multi-family residential will be slightly adjusted to more closely follow the trend to multi-family dwelling units and the assumptions of peer cities that were surveyed. Durham County will remain at 35% multi-family, but Orange and Wake counties will go from 29% and 26% to 35% and 30%, respectively.

### Guide Totals

Given these assumptions, the following guide totals are assumed for use in the Triangle Regional Model (TRM).

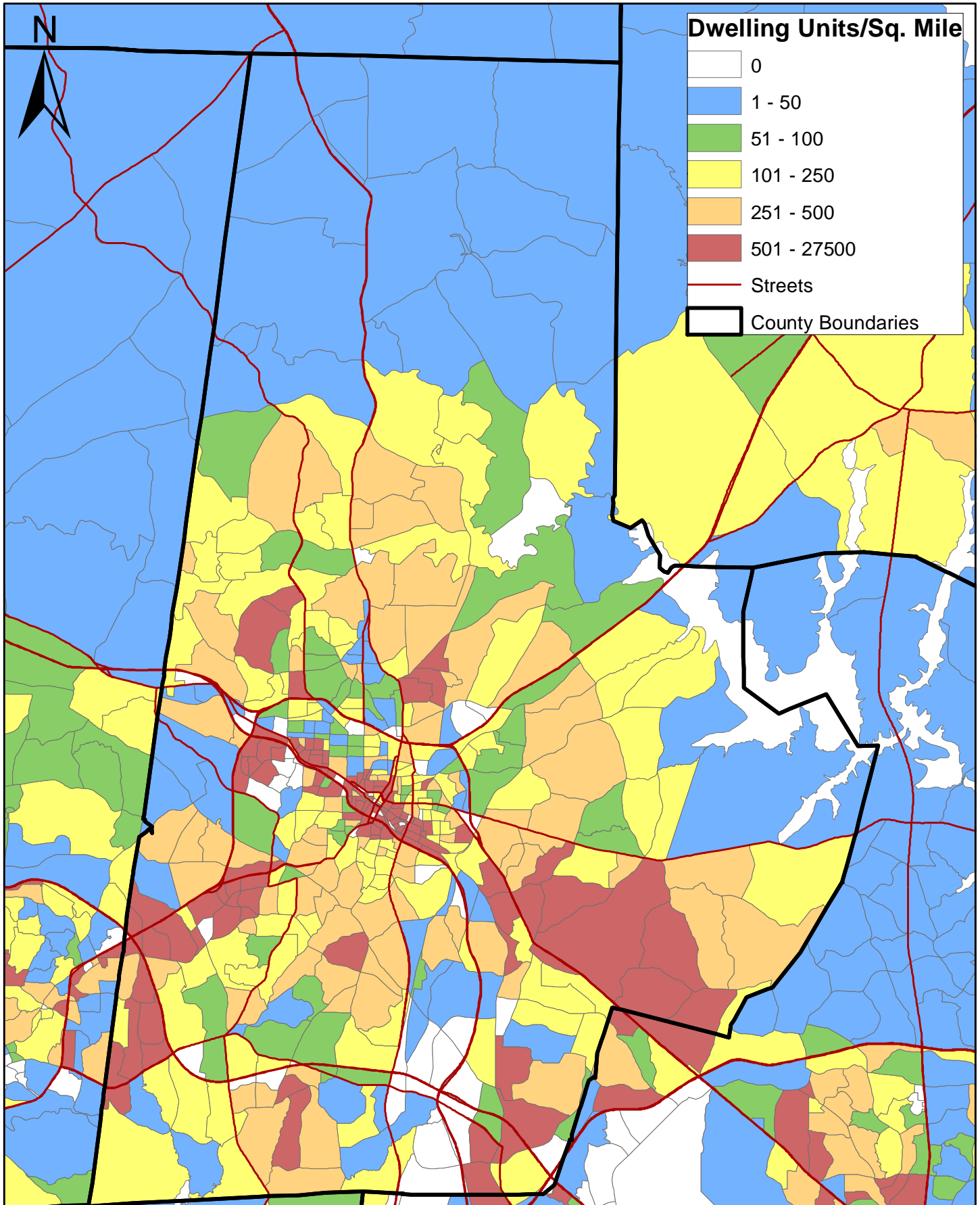
<b>Population Forecast</b>				
	<b>2010</b>	<b>2040</b>	<b>% Change</b>	<b>Annual % Change</b>
Durham County (minus Chapel Hill)	262,162	414,700	58%	1.540%
Chapel Hill (in Durham County)	3,428	7,049	106%	2.432%
<b>Total <u>Durham</u> County</b>	<b>265,590</b>	<b>421,749</b>	<b>59%</b>	<b>1.553%</b>
Carrboro	19,978	22,482	13%	0.394%
Chapel Hill (in Orange County)	59,512	63,324	6%	0.207%
Hillsborough	10,383	20,158	94%	2.236%
Orange County (unincorporated)	45,224	81,695	81%	1.991%
<b>Total <u>Orange</u> County</b>	<b>135,097</b>	<b>187,659</b>	<b>39%</b>	<b>1.101%</b>
<b><u>Chatham</u> County (1)</b>	<b>38,449</b>	<b>70,921</b>	<b>84%</b>	<b>2.062%</b>
<b>Employment Forecast</b>				
	<b>2010</b>	<b>2040</b>	<b>% Change</b>	<b>Annual % Change</b>
Durham County (minus Chapel Hill)	189,487	301,303	59%	1.558%
Chapel Hill (in Durham County)	647	5,331	724%	7.283%
<b>Total <u>Durham</u> County</b>	<b>190,134</b>	<b>306,634</b>	<b>61%</b>	<b>1.606%</b>
Carrboro	4,879	7,804	60%	1.578%
Chapel Hill (in Orange County)	53,040	84,430	6%	0.207%
Hillsborough	6,848	16,594	142%	2.994%
Orange County (unincorporated)	6,217	11,453	84%	2.057%
<b>Total <u>Orange</u> County</b>	<b>70,984</b>	<b>120,281</b>	<b>69%</b>	<b>1.773%</b>
<b><u>Chatham</u> County (1)</b>	<b>10,011</b>	<b>19,528</b>	<b>95%</b>	<b>2.252%</b>

(1) Includes only the portion of Chatham County in the travel demand modeling area.

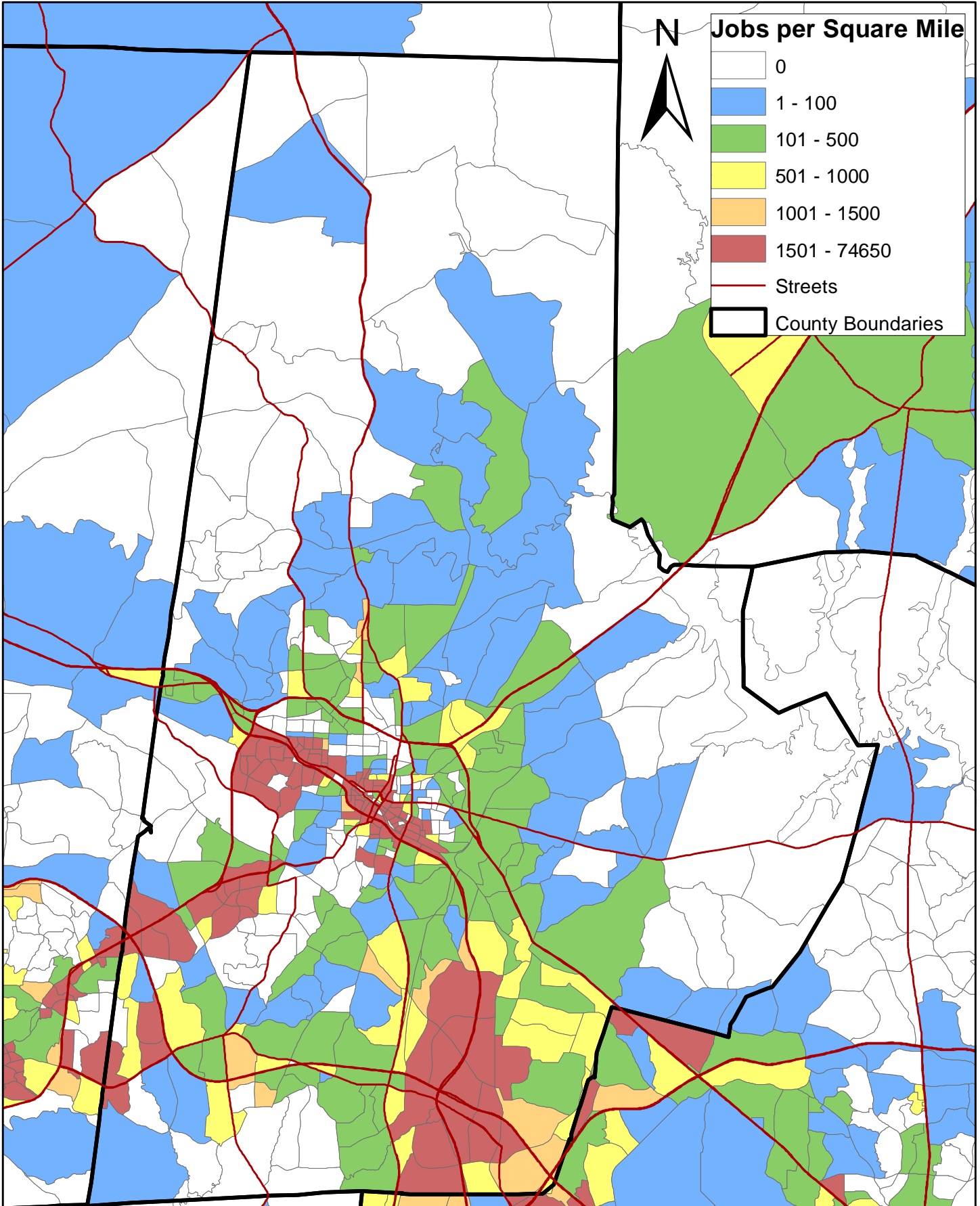
Socioeconomic Data Maps

The six maps on the following pages display the distribution of the growth of dwelling units and employment from 2011 through 2040. The maps show the per-mile density of the distribution.

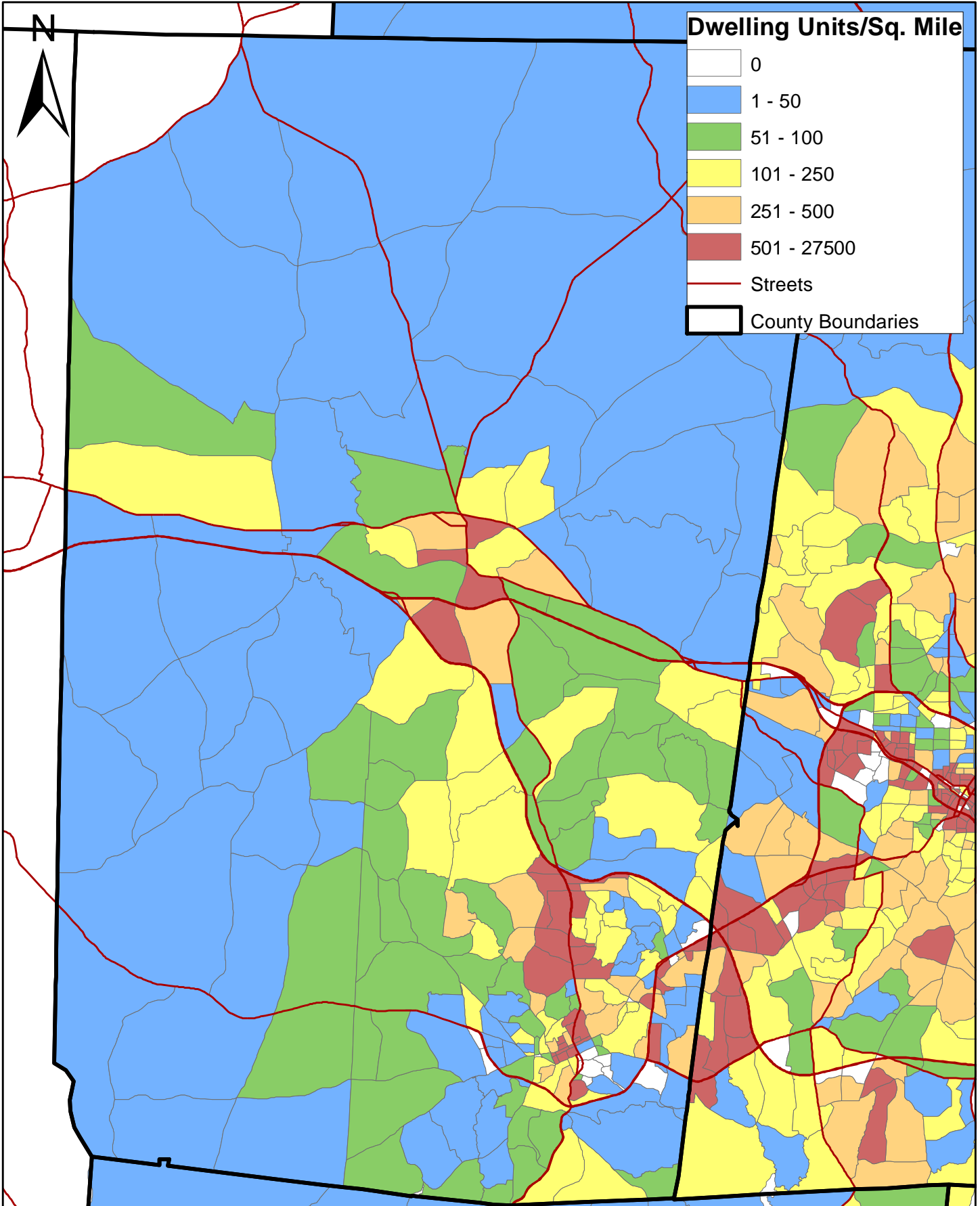
# Preferred Option -- Dwelling Unit Growth 2010 - 2040



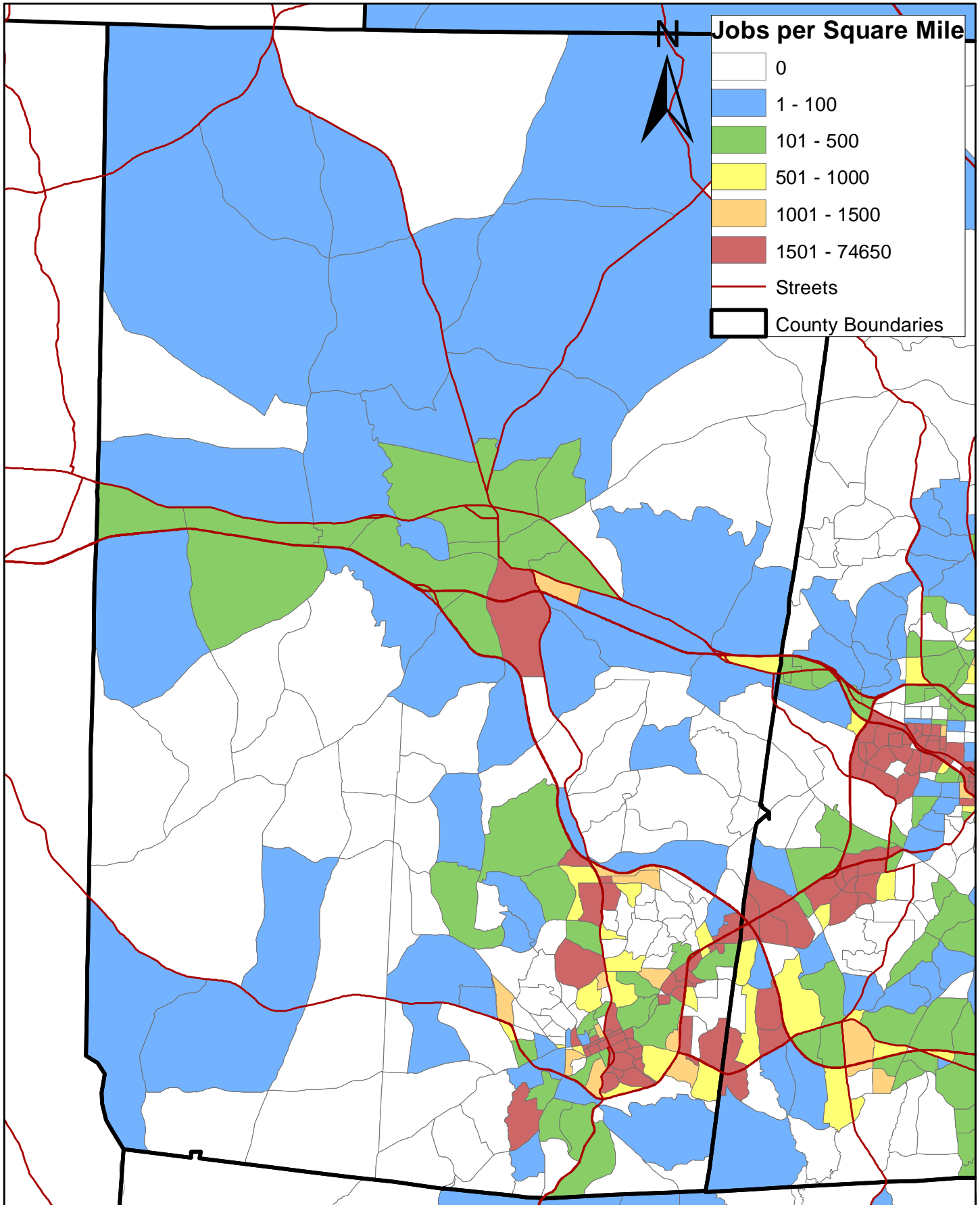
## Preferred Option -- Employment Growth 2010 - 2040



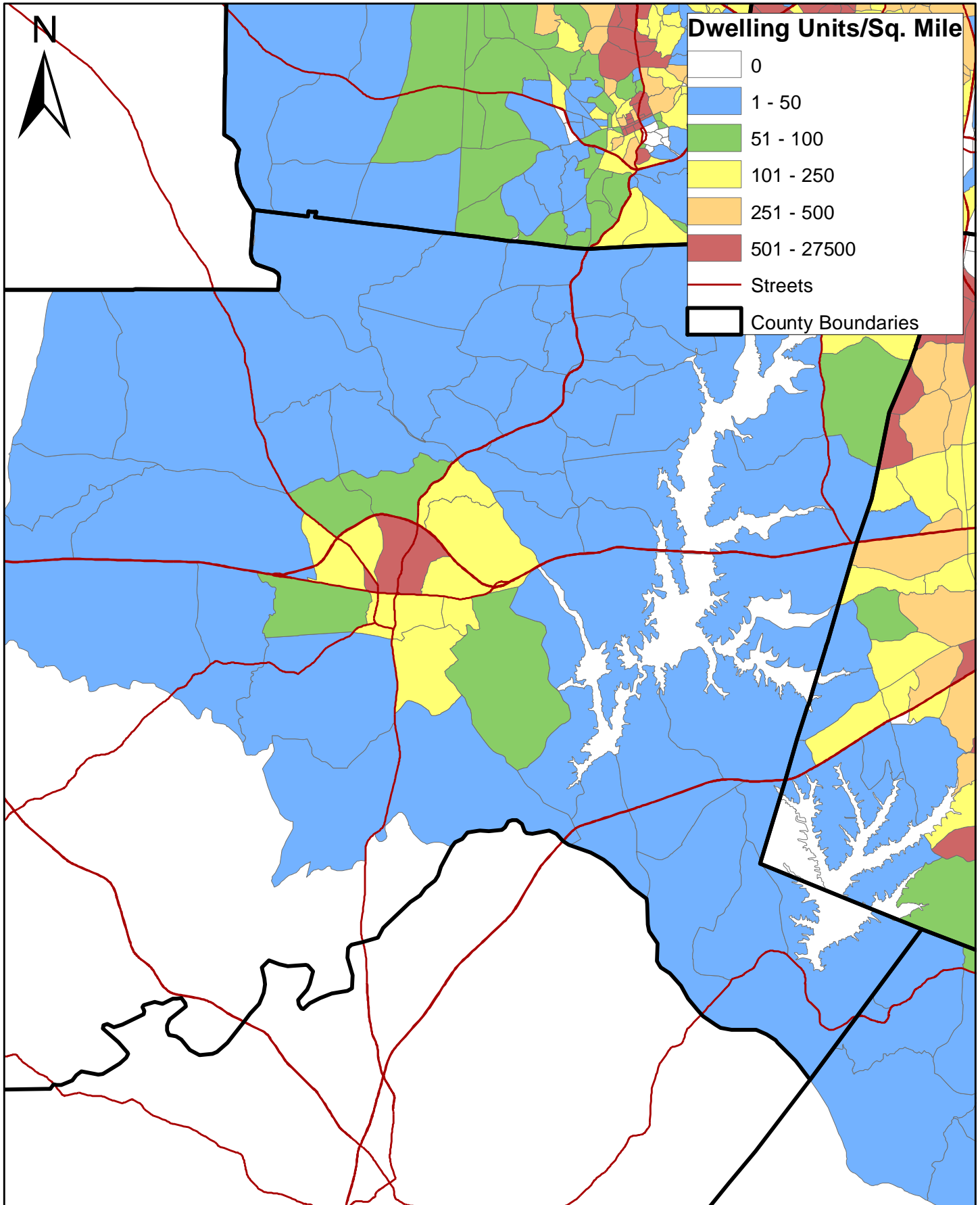
Preferred Option -- Dwelling Unit Growth 2010 - 2040



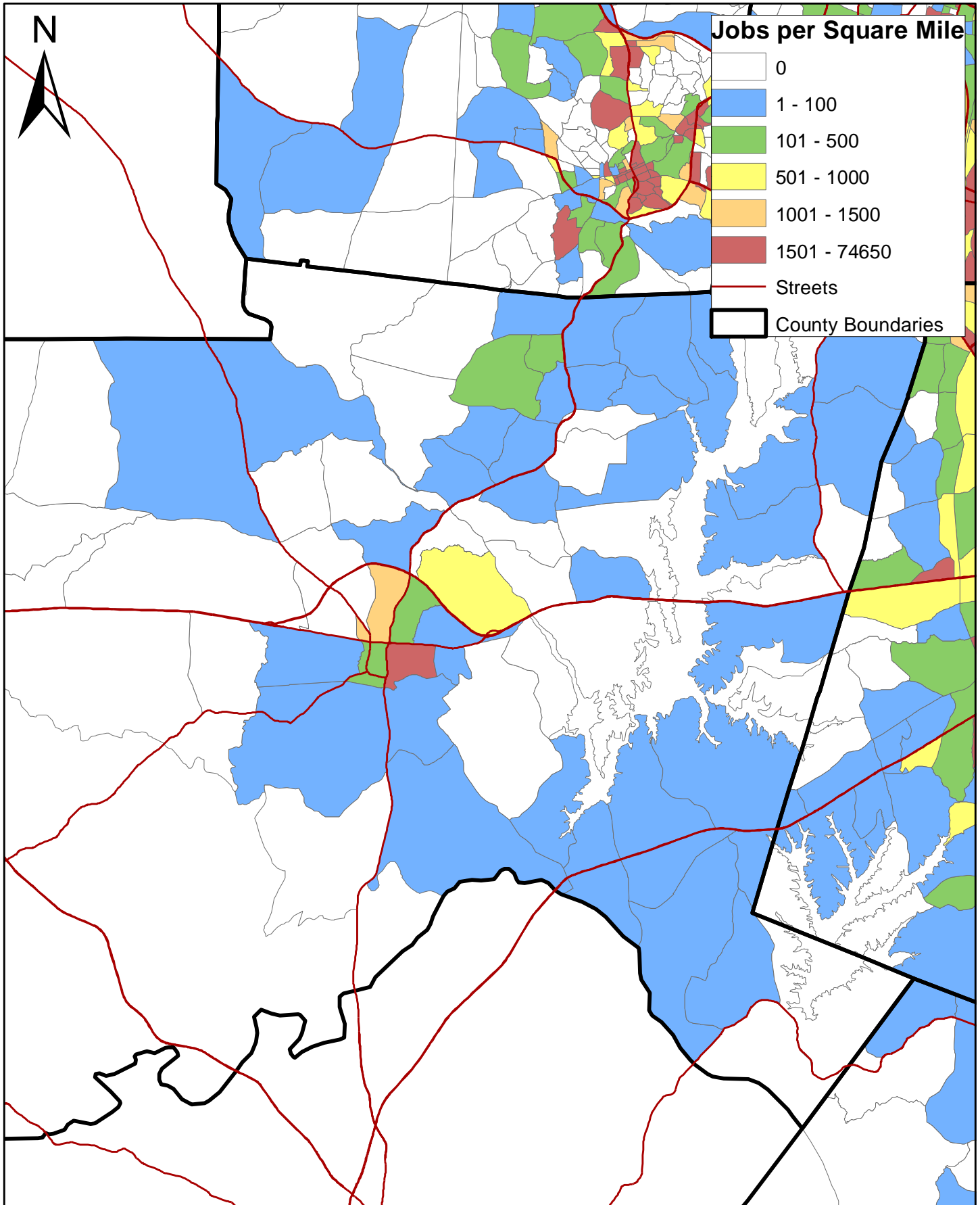
## Preferred Option -- Employment Growth 2010 - 2040



## Preferred Option -- Dwelling Unit Growth 2010 - 2040



## Preferred Option -- Employment Growth 2010 - 2040



## 2040 MTP and CTP

### Preferred Option -- Highway Projects

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#### Changes for Preferred Option

The DCHC MPO published an Alternatives Analysis in August 2012 that showed how several different transportation alternatives might meet future transportation needs. The Analysis listed highway projects for the 2040 Metropolitan Transportation Plan (MTP) and Comprehensive Transportation Plan (CTP). The MPO subsequently created a draft MTP (called the Preferred Option) and CTP. This document lists the major changes to the Alternatives Analysis highway projects for creating the draft plans.

<b>ID</b>	<b>Project Description</b>	<b>Change</b>
<b>#5</b>	<b>Alston Ave. Extension</b>	<b>Moved from MTP to CTP</b>
<b>#15.1</b>	<b>East End Connector widening</b>	<b>Added to CTP</b>
<b>#41</b>	<b>I-40/Farrington Rd interchange</b>	<b>Deleted from CTP</b>
<b>#43</b>	<b>I-40 widening (US 15-501 to NC 86)</b>	<b>Add \$17.5 million to cover NC 86 interchange upgrade</b>
<b>#206</b>	<b>I-85/US 70 Connector</b>	<b>Moved from CTP to MTP</b>
<b>#230</b>	<b>Southwest Durham Dr.</b>	<b>Alignment changed to "I-40 to NC 54"; does not connect with Meadowmont Dr.</b>
<b>#231</b>	<b>S. Mangum St. grade separation</b>	<b>Added to MTP; separates roadway and rail line</b>
<b>#232</b>	<b>Corcoran St. grade separation</b>	<b>Added to MTP; separates roadway and rail line</b>

#### Highway Project List

The highway projects to be included in the 2040 MTP and CTP, and their attribute data, are shown in the table that starts on the next page. Maps of the 2040 MTP and CTP highway projects follow the tables.

**2040 MTP and CTP**  
Preferred Option -- Roadway Project List

TAC 10/10/2012 Attachment 9A

Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (miles)	Proposed Improvement	Total Cost	Funding Source
<b>2020 MTP</b>									
1	Alexander Dr	Cornwallis Rd	NC 147	2	4	1.00	Widening	\$ 4,450,000	State/Fed
30	Hillandale Rd.	I-85	Carver	2	4	0.7	Widening	\$ 11,941,000	State/Fed
59	Miami Blvd.	Methodist Dr.	Angier Ave	2	5	0.72	Widening	(budget before 2012)	State/Fed
9	Carver St Ext	Armfield St	Old Oxford Rd	0	4	1.00	New Location	\$ 10,110,000	Local
15	East End Connector (EEC)	NC 147	US 70 E; NC 98	0	4	2.50	New Location	\$ 153,981,250	State/Fed
221	S Elliot Rd Ext	Fordham Blvd	Ephesus Church Rd	0	2	0.25	New Location	\$2,231,819	Private
202	Hopson Rd	Davis Dr	NC 54	2	4	0.67	Widening	\$ 6,026,000	State/Fed
43	I-40	US 15-501	NC 86	4	6	4.10	Widening	\$ 43,457,093	State/Fed
44	I-40	NC 86	I-85	4	6	7.32	Widening	\$ 46,342,907	State/Fed
70.4	I-40/ NC 54 ramp	Farrington Rd.	I-40	0	1	0.20	New Location	\$ 1,600,000	State/Fed
223	Legion Rd Ext	Legion Rd	Fordham Blvd	0	2	0.10	New Location	\$567,876	Private
75	NC 55 (Alston Ave)	NC 147	NC 98	2	4	1.00	Widening	\$ 31,024,000	State/Fed
220	Purefoy Rd Ext	Sandberg Ln	Weaver Dairy Rd	0	2	0.60	New Location	\$3,407,255	Private
92.1	Roxboro/Latta/Infinity (intersection)	Latta Rd.	Infinity Rd.	4	6	0.50	Intersection	\$ 4,100,000	State/Fed
97	Smith Level Rd	Rock Haven Rd	NC 54 bypass	2	3	0.60	Widening	\$ 8,199,000	State/Fed
98	South Columbia St	NC 54	Manning Dr	2	2	0.70	Modernization	\$ 7,860,000	State/Fed
119	Weaver Dairy Rd	NC 86	Erwin Rd	2	3	2.80	Widening	(budget before 2012)	State/Fed
	<b>Total Costs for 2012 to 2020</b>							<b>\$335,298,200</b>	
<b>2030 MTP</b>									
40	Carolina North network	Carolina North Campus		0	2	0.82	New Location	\$6,397,359	Private
232	Corcoran St. (grade separation)	N.C. Railroad tracks		3	3	0.10	Grade Separation	\$25,000,000	State/Fed
12	Cornwallis Rd	NC 55	Alexander Dr	2	4	1.07	Widening	\$10,346,536	State/Fed
17	Estes Dr	NC 86	Seawell School Rd	2	2	0.71	Modernization	\$3,123,567	State/Fed
17.1	Estes Dr	Seawell School Rd	Greensboro Rd	2	2	0.93	Modernization	\$4,091,433	State/Fed
241	Estes Dr	MLK Blvd	E Franklin Street	2	2	1.36	Modernization	\$5,134,237	State/Fed
200	Eubanks Rd	Old NC 86	Millhouse Rd.	2	2	2.64	Modernization	\$6,800,273	State/Fed
222	Eubanks Rd	Millhouse Rd	NC 86	2	4	0.80	Widening	\$7,735,728	Private
201	Farrington Rd (realignment)	NC 54	Wendell Rd	0	2	0.85	New Location	\$6,631,409	State/Fed
23	Fayetteville Rd	Woodcroft Pkwy	Cornwallis Rd	2	4	2.31	Widening	\$21,314,000	State/Fed
24.11	Garrett Rd	NC 751	Old Durham Rd	2	2	2.10	Modernization	\$20,570,004	State/Fed
35	Homestead Rd	High School Rd	NC 86	2	2	1.70	Modernization	\$9,102,000	State/Fed
36	Homestead Rd	Old NC 86	High School Rd	2	2	1.47	Modernization	\$9,691,637	State/Fed
203	I-40/NC 54 (interchange)	I-40	NC 54	6	7	0.35	Interchange	(part of #69.1)	State/Fed
48	I-85	I-40	the Durham Co line	4	6	7.35	Widening	\$214,665,000	State/Fed

**2040 MTP and CTP**  
Preferred Option -- Roadway Project List

TAC 10/10/2012 Attachment 9A

Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (miles)	Proposed Improvement	Total Cost	Funding Source
49	I-85	US 70	Red Mill Rd	4	6	3.50	Widening	\$102,515,000	State/Fed
50.11	Jack Bennet Rd/Lystra Rd	US 15-501 South	Farrington Mill/Point Rd	2	2	2.77	Modernization	\$18,316,754	State/Fed
51	Lake Hogan Farms Rd	Eubanks Rd	Legends Way	0	2	0.68	New Location	\$4,763,788	Private
231	N Mangum St. (grade separation)	N.C. Railroad tracks		3	3	0.10	Grade Separation	\$25,000,000	State/Fed
69.1	NC 54	I-40 Interchange	NC 751	2	4	1.24	Widening	\$18,895,238	State/Fed
69.2	NC 54	NC 751	Fayetteville	2	4	1.72	Widening	\$26,209,524	State/Fed
69.3	NC 54	Fayetteville	Barbee	2	4	1.04	Widening	\$15,847,619	State/Fed
69.4	NC 54	Barbee	NC 55	2	4	1.25	Widening	\$19,047,619	State/Fed
70	NC 54 (widening; superstreet)	I-40	Barbee Chapel Rd	4	6	1.66	Widening	\$27,000,000	State/Fed
70.1	NC 54 (superstreet) (east)	Meadowmont Dr	Barbee Chapel Rd	6	6	0.20	Superstreet	\$ 4,300,000	State/Fed
70.2	NC 54/Farrington Rd (grade separation)	Farrington Rd	NC 54	0	6	0.10	Grade Separation	\$6,500,000	State/Fed
73	NC 54/US 15-501 Bypass	NC 54	US 15-501	4	6	2.12	Modernization	\$25,180,578	State/Fed
77.1	NC 751	S Roxboro St	NC 54	2	4	0.70	Widening	\$10,589,000	State/Fed
89.3	Orange Grove Connector	Orange Grove Rd	US 70	0	2	0.40	New Location	\$4,950,000	State/Fed
92	Roxboro Rd (501N)	Duke St	Goodwin Rd	4	6	2.65	Widening	\$28,480,000	State/Fed
94	Roxboro St	Cornwallis Rd	MLK Pkwy	0	4	1.10	New Location	\$20,489,000	State/Fed
106	SW Durham Dr	15-501	Mt Moriah Rd	0	2	0.35	New Location	\$3,922,805	State/Fed
116	US 70 (freeway conversion)	Lynn Rd (Durham Co.)	Aviation Pkwy Ext (Wake C	4	6	4.11	Freeway	\$237,400,000	State/Fed
123.11	Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	0	2	0.27	New Location	\$2,504,002	Private
240	US 15-501 (superstreet)	NC 54	Franklin Street	4	4	2.08	Superstreet	\$16,596,984	State/Fed
204	US 15-501/NC 54 (interchange)	US 15-501	NC 54	4	4	0.30	Interchange	\$17,300,000	State/Fed
	<b>Total Costs for 2021 to 2030</b>							<b>\$986,411,094</b>	
<b>2040 MTP</b>									
22.1	Fayetteville Rd	Renaissance Pkwy	NC 751	2	4	1.90	Widening	\$18,426,000	State/Fed
26.11	Globe Rd Ext (Brier Creek Pkwy)	Miami Blvd	Wake County Line	0	2	2.18	New Location	\$17,007,613	Private
45	I-40 Managed Lanes	Wake County Line	US 15-501	0	2	10.63	Widening	\$348,663,000	State/Fed
206	I-85/US 70 Connector (add access)	I-85	US 70	4	4	0.41	Add Access	\$2,446,000	State/Fed
53	Leesville Rd Ext	Northern Parkway	US 70/Page Rd Ext	0	4	0.81	New Location	\$6,319,343	Private
242	Mt Carmel Ch Rd	US 15-501	Mangum Ct	2	2	2.50	Modernization	\$9,437,935	State/Fed
64.13	NC 147 (general purpose widening)	East End Conn	I-40	4	6	2.63	Widening	\$21,385,332	State/Fed
70.3	NC 54 (superstreet) (west)	Burning Tree	Meadowmont Dr	6	6	0.55	Superstreet	\$ 4,900,000	State/Fed
77.2	NC 751	NC 54	Renaissance Pkwy	2	4	1.23	Widening	\$11,915,000	State/Fed
77.3	NC 751	Renaissance Pkwy	O'Kelly Chapel Rd	2	4	2.68	Widening	\$24,027,443	State/Fed
81.1	NC 98 (Holloway St)	Oak Grove/Nichols Farm	Wake County Line	2	4	5.94	Widening	\$57,437,780	State/Fed
83	Northern Durham Pkwy	US 70 E	I 85 N	0	4	6.40	New Location	\$71,731,296	State/Fed

**2040 MTP and CTP**  
Preferred Option -- Roadway Project List

TAC 10/10/2012 Attachment 9A

Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (miles)	Proposed Improvement	Total Cost	Funding Source
84	Northern Durham Pkwy	I 85 North	Old Oxford Hwy	0	4	2.40	New Location	\$66,693,606	State/Fed
85	Northern Durham Pkwy	Old Oxford Hwy	Roxboro Rd	2	2	5.38	Modernization	\$27,903,123	State/Fed
243	Old Lystra Rd	US 15-501	Mt. Carmel Ch Rd	2	2	3.70	Modernization	\$13,968,144	State/Fed
86	Old NC 86	I-40	Lafayette Dr	2	4	0.80	Widening	\$7,735,728	State/Fed
87	Old NC 86	Lafayette Dr	US 70 Business	2	4	1.70	Widening	\$16,438,422	State/Fed
89	Olive Branch Rd Ext	NC 98	Wake County Line	0	2	2.22	New Location	\$17,319,680	Private
106.1	SW Durham Dr	US 15-501	Mt Moriah Rd	2	4	0.35	Widening	\$3,922,805	State/Fed
104	SW Durham Dr	Witherspoon Rd	Old Chapel Hill Rd	2	4	0.62	Widening	\$5,995,189	State/Fed
230	SW Durham Dr	I-40	NC 54	0	2	2.02	New Location	\$13,051,404	Private
113	US 15-501 (Freeway conversion)	US 15-501 Bypass	I-40	6	6	2.39	Freeway	\$138,677,000	State/Fed
114	US 15-501 Bypass	Pickett Rd	Cameron Blvd	4	6	1.98	Widening	\$19,693,090	State/Fed
	<b>Total Costs for 2031 to 2040</b>							<b>\$925,094,933</b>	
<b>Comprehensive Transportation Plan</b>									
2.1	Alexander Dr	NC 147	Miami Blvd	4	6	0.70	Widening	\$11,531,075	State/Fed
4	Alexander Dr	NC 54	Cornwallis Rd	2	4	1.89	Widening	\$32,389,388	State/Fed
5	Alston Ave Ext	Holloway St	Old Oxford/Roxboro	0	2	3.50	New Location	\$27,305,801	Private
5.3	Barbee Chapel Rd	NC 54	Farrington Mill Rd	2	4	1.60	Widening	\$13,750,642	State/Fed
8.2	Carpenter Fletcher	Woodcroft Pewit Ext	NC 55	2	4	0.60	Widening	\$5,156,491	State/Fed
13.11	Cornwallis Rd Ext	Miami Blvd	Chin Page Rd	0	2	0.54	New Location	\$4,212,895	Private
14.1	Duke St (North)	I-85	N Roxboro split	4	6	2.30	Widening	\$37,887,819	State/Fed
15.1	East End Connector	NC 147	US 70	4	6	1.00	Widening	\$8,131,305	State/Fed
205	Erwin Rd	NC 751	US 15-501	2	2	5.66	Modernization	\$ 22,977,000	State/Fed
19	Farrington Mill Rd	Jack Bennett Rd	Durham Co line	2	2	2.42	Modernization	\$6,753,425	State/Fed
20	Farrington Mill Rd	Barbee Chapel Rd	Chatham Co line	2	2	2.04	Modernization	\$5,684,339	State/Fed
21	Farrington Rd	Barbee Chapel Rd	Stagecoach Rd	2	4	0.40	Widening	\$1,120,891	State/Fed
24.12	Garrett Rd	Old Durham Rd	US 15-501	2	2	1.00	Modernization	\$5,186,454	State/Fed
27	Glover Rd (incl. interchange)	Glover Rd/NC 147 interch	Angier	2	4	0.64	Widening	\$18,289,000	State/Fed
28.11	Glover Rd	Angier	US 70	0	2	0.59	New Location	\$4,602,978	State/Fed
31	Hillandale Rd	Carver	Horton Rd	2	4	1.74	Widening	\$16,825,208	State/Fed
39	Horton Rd	Duke St	Hillandale Rd	2	2	1.90	Modernization	\$18,372,354	State/Fed
45.1	I-40 Managed Lanes	US 15-501	NC 86	6	8	4.20	Widening	\$63,000,000	State/Fed
49.1	I-85 Managed Lanes	US 70	Red Mill Rd	6	8	5.68	Widening	\$85,201,705	State/Fed
49.2	I-85	Red Mill Rd	Durham/Granville co. line	6	8	1.20	Widening	\$18,000,000	State/Fed
52	Latta Rd	Guess Rd	Roxboro Rd	2	2	1.20	Modernization	\$11,603,592	State/Fed
57	Lynn Rd Ext	US 70	Existing Lynn Rd	0	2	1.09	New Location	\$8,503,807	Private

## 2040 MTP and CTP Preferred Option -- Roadway Project List

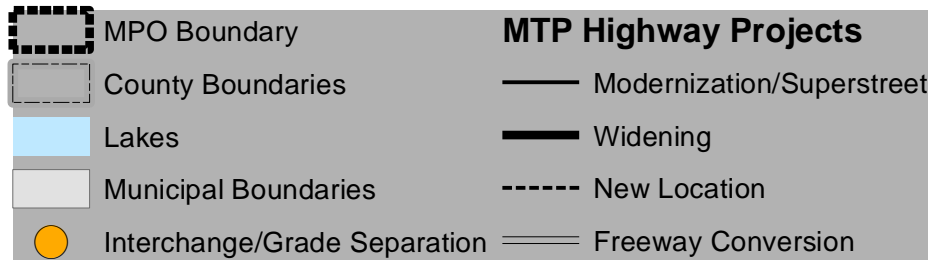
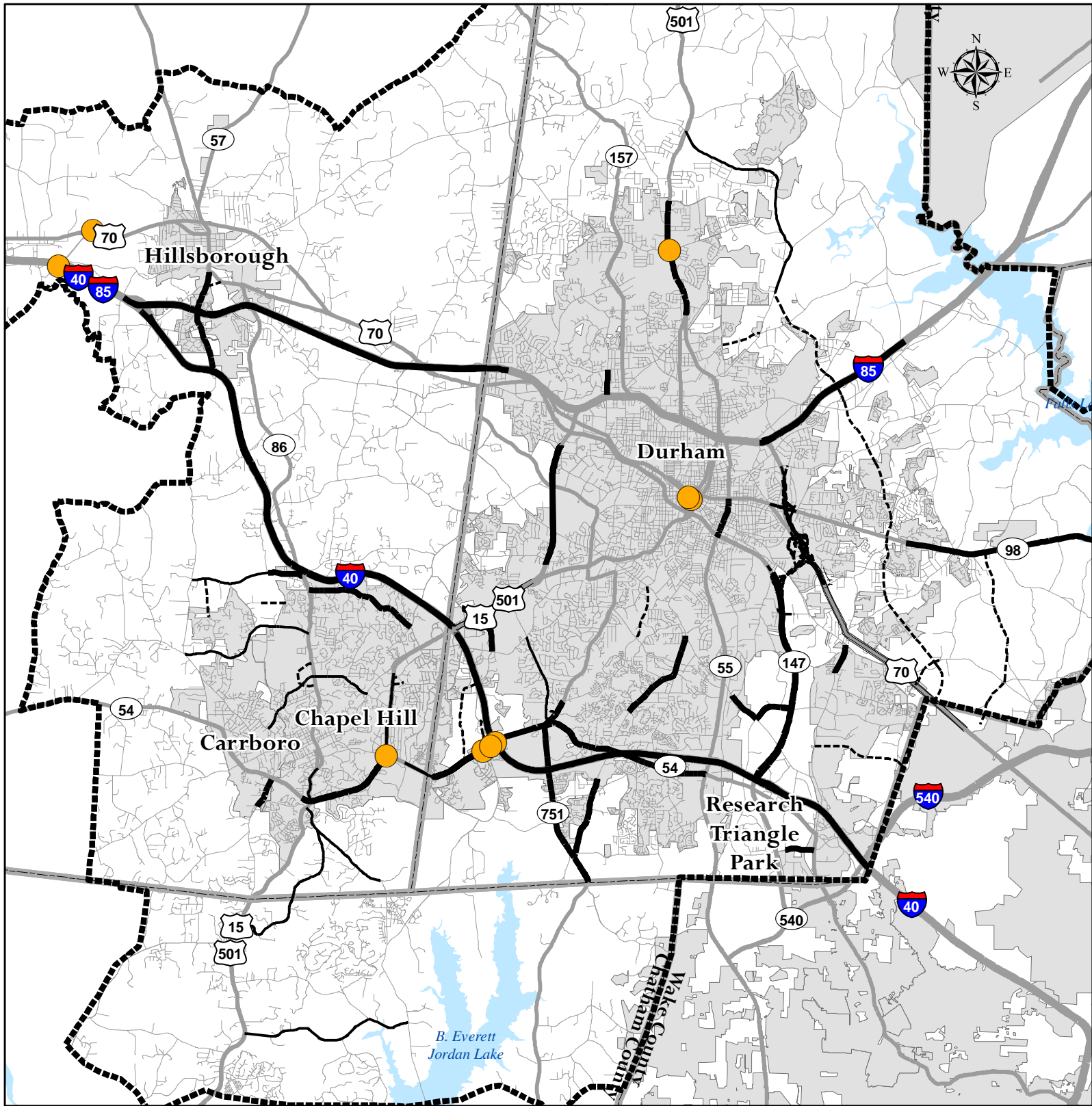
TAC 10/10/2012 Attachment 9A

Project ID	Road Name	From	To	Existing Lanes	Proposed Lanes	Distance (miles)	Proposed Improvement	Total Cost	Funding Source
207	Lystra Rd	US 15-501	Jack Bennet Rd	2	2	4.55	Modernization	\$10,300,000	State/Fed
60	Midland Terrace	NC 98	Geer St	0	2	1.80	New Location	\$14,042,984	Private
61	Midland Terrace	Dearborn	Old Oxford Rd/Hamlin Rd	0	2	0.95	New Location	\$7,411,575	Private
63	MLK Pkwy/NC 55 (interchange)	NC 55	Cornwallis Rd connector	0	4	0.49	Interchange	\$30,267,000	State/Fed
64.11	NC 147 General purpose widening	Alston Ave	East End Connector	4	6	1.84	Widening	\$28,698,063	State/Fed
64	NC 147 Managed Lanes	Alston Ave	East End Connector	6	8	1.84	Widening	\$36,800,000	State/Fed
65	NC 147 Managed Lanes	East End Conn	I-40	6	8	4.78	Widening	\$95,541,667	State/Fed
208	NC 54/Barbee Ch Rd (interchange)	NC 54	Barbee Chapel Rd	0	2	0.20	Interchange	\$9,200,000	State/Fed
209	NC 54/Falconbridge (interchange)	NC 54	Falconbridge Rd	0	4	0.20	Interchange	\$9,800,000	State/Fed
76	NC 751	US 64 (MAB)	O'Kelly Ch. Rd	2	4	6.26	Widening	\$35,550,690	State/Fed
80	NC 86	Old NC 10	US 70 Business	2	4	0.90	Widening	\$7,000,714	State/Fed
81	NC 86	US 70 Bypass	NC 57	2	4	0.42	Widening	\$3,267,000	State/Fed
85.2	O'Kelly Chapel Rd	NC 751	Wake Co. line	2	2	2.90	Modernization	\$11,460,314	State/Fed
88	Old Oxford Rd	Roxboro Rd	Northern Durham Parkway	2	4	2.51	Widening	\$24,270,847	State/Fed
90	Page Rd	I-40	Page Rd Ext	2	4	3.27	Widening	\$31,619,788	State/Fed
91	Riddle Rd Ext	Ellis Rd	NC 147	0	2	0.49	New Location	\$3,822,812	Private
94.1	Roxboro St South	Summit	E. Lakewood	2	2	1.50	Modernization	\$12,891,227	State/Fed
95.11	Scott King Rd	Grandale Dr	Hopson Rd	0	2	1.30	New Location	\$10,142,155	State/Fed
210	Seawell School Rd	Estes Dr	Homestead Rd	2	2	1.91	Modernization	7,548,000	State/Fed
96.1	Sherron Rd	S Mineral Springs Rd	NC 98	2	4	2.83	Widening	\$27,365,138	State/Fed
101	Stagecoach Rd	Farrington Mill Rd	NC 751	2	4	1.96	Widening	\$18,070,177	State/Fed
107.1	T. W. Alexander Dr	Miami Blvd	US 70	4	6	3.40	Widening	\$39,771,235	State/Fed
211	US 15-501 (superstreet)	Sage Rd	E Lakeview Dr	4	4	0.65	Superstreet	\$2,178,000	State/Fed
117	US 70 Bypass	NC 86	I-85 (exit 170)	2	4	7.80	Widening	\$21,857,378	State/Fed
120	Western Bypass	US 70	NC 86	0	2	2.60	New Location	\$14,300,897	State/Fed
121.1	Western Bypass	NC 86	Stroud Creek Rd	0	2	0.30	New Location	\$1,650,103	State/Fed
123	Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	2	4	0.27	Widening	\$2,320,421	Private
<b>Total Costs for years beyond 2040</b>								<b>\$943,634,353</b>	

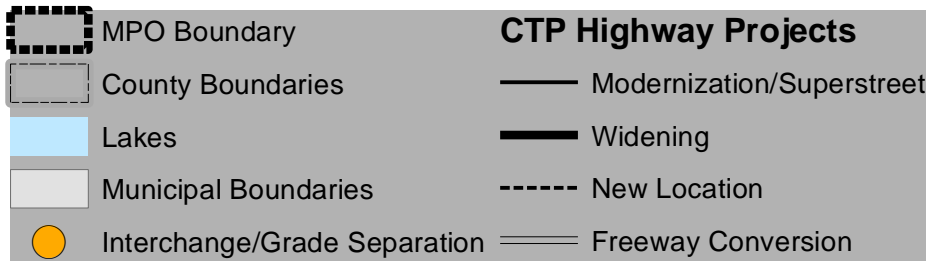
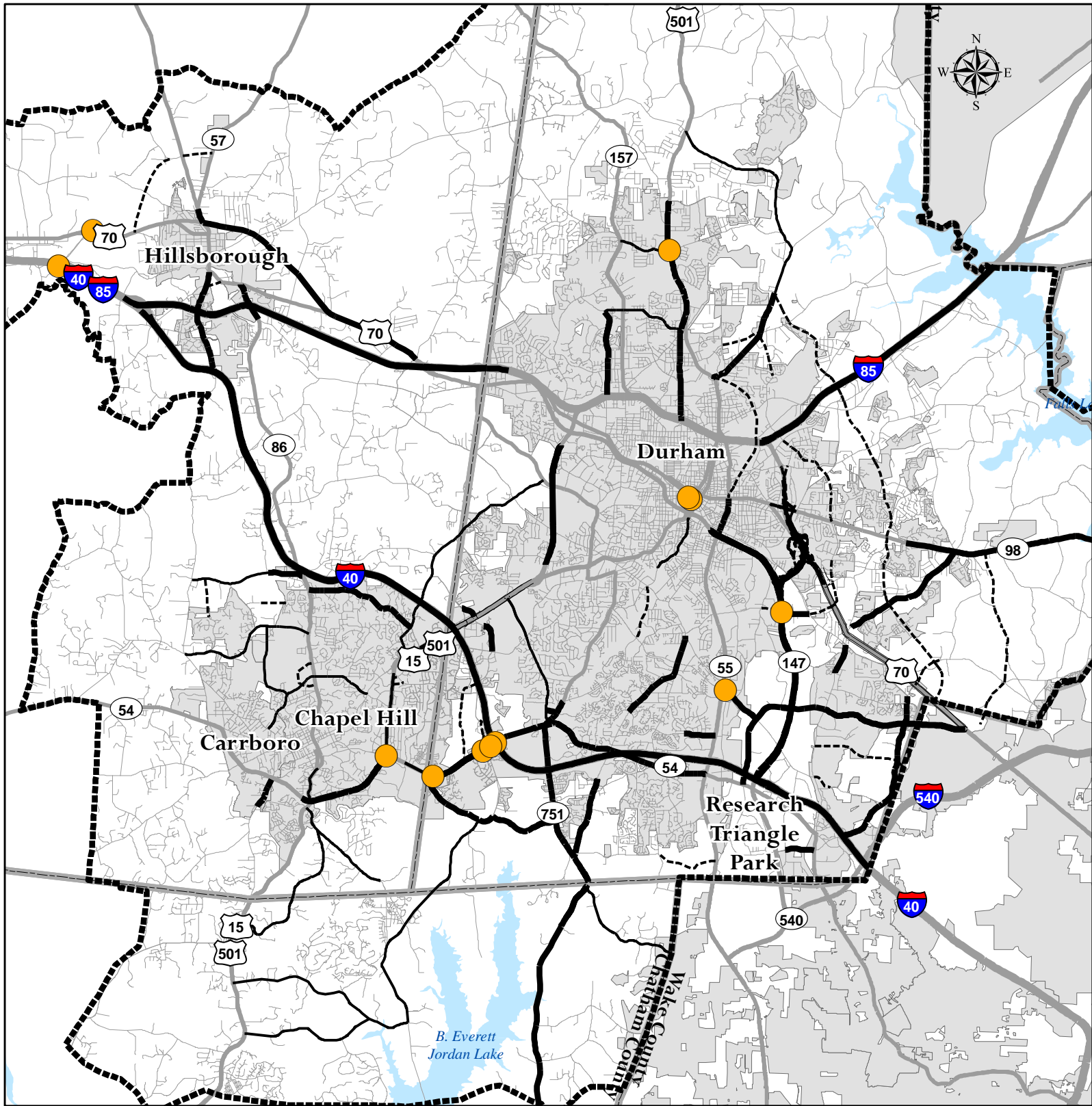
# Durham Chapel Hill Carrboro Metropolitan Planning Organization

TAC 10/10/2012 Attachment 9A

## Roadway Improvements in Metropolitan Transportation Plan



Roadway Improvements in Comprehensive Transportation Plan



## 2040 MTP and CTP

### Preferred Option – Transit Projects

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#### Preferred Option

The Preferred Option transit services include those in the *Durham County Bus and Rail Investment Plan* (approved June 2011) and the *Draft Bus and Rail Investment Plan in Orange County*:

1. Light Rail Transit from Alston Avenue in Durham to UNC-Chapel Hill – operating by 2026; this operations start year is later than the *Investment Plan* because the sales tax collection has been delayed and recently understood limitations on federal grant funding payments.
2. Regional Rail Transit from West Main Street in Durham to Greenfield Parkway in Garner – operating by 2024; this operations start year is later than the *Investment Plan* because of sales tax collection has been delayed, especially in Wake County (estimated sales tax collection to start in 2016 in Wake County).
3. Bus service improvements totaling 77,000 and 34,650 annual hours in Durham and Orange counties, respectively.
4. Transit capital projects such as park-and-ride lots, neighborhood transit centers and other transit amenities in Durham County, and MLK bus lanes and bus rapid transit service, the Hillsborough rail station and similar transit amenities in Orange County.

There are two notable additions to the transit services in the *Investment Plans*:

1. Chapel Hill Transit will begin operating bus rapid transit in the US 15-501 corridor in the 2036-2040 timeframe. This service will be financed by assuming a higher growth in the sales tax than that in the *Investment Plan*.
2. The light rail transit system in the City of Durham will be extended 0.7 miles to a station near NC 147 and Briggs Avenue. This service will be financed by assuming a higher growth in the sales tax than that in the *Investment Plan*

#### Comprehensive Transportation Plan

In addition to the services described above for the 2040 MTP, the following transit services will be included in the CTP:

1. Light Rail Transit extended from UNC-Chapel Hill through Carrboro to Eubanks Road.
2. Light Rail Transit extended from Alston Ave/Briggs Ave. through the RTP to Wake County.
3. Commuter Rail Transit extended from West Main Street in Durham through Hillsborough to Mebane.

## Transit Tables and Maps

The table on the next page lists the bus, rail and bus rapid transit services in the Preferred Option. There is no table for the CTP transit services because the only additions to that plan are the light rail and commuter rail extensions. A few notes for understanding the table include:

- Headway is the number of minutes between buses on a route so a lower headway values indicates more frequent service;
- The peak is generally from 6am to 7pm, and off-peak are the hours outside these peak periods.

Maps of the Preferred Option and CTP transit services follow the table.

## 2040 MTP

## Preferred Option -- Bus and Rail Transit

No.	Route_Name	Mode	Peak Headway	Off-Peak Headway	Line_No
1	Regional Rail eastbound (Durham Co. to Wake Co.)	Rail	30	60	WT306
2	Regional Rail westbound (Durham Co. to Wake Co.)	Rail	30	60	WT306
3	Light Rail eastbound (Durham Co. to Orange Co.)	Rail	10	20	DT010
4	Light Rail westbound (Durham Co. to Orange Co.)	Rail	10	20	DT009
5	CHT 54 Local eastbound	Local	10	20	OT001
6	CHT 54 Local westbound	Local	10	20	OT002
7	CHT A northbound:Weiner-MLKBlvd	Local	33	43	202
8	CHT A southbound:MLKBlvd-Weiner	Local	32	43	201
9	CHT A2 southbound:MLKBlvd-Rosemary	Local	38.8	0	246
10	CHT Bus Rapid Transit northbound	Express	30	30	OT003
11	CHT Bus Rapid Transit southbound	Express	30	30	OT004
12	CHT Circulator Gateway Shuttle northbound	Local	15	30	CTP026
13	CHT Circulator Gateway Shuttle southbound	Local	15	30	CTP027
14	CHT Circulator Jones Ferry eastbound	Local	15	30	CTP028
15	CHT Circulator Jones Ferry westbound	Local	15	30	CTP029
16	CHT Circulator University Mall eastbound	Local	15	30	CTP030
17	CHT Circulator University Mall westbound	Local	15	30	CTP031
18	CHT Circulator Witfield-Mt Moriah eastbound	Local	15	30	CTP032
19	CHT Circulator Witfield-Mt Moriah westbound	Local	15	30	CTP033
20	CHT CL inbound: WaldenGrnfllds-UNCHosp	Local	60	0	208
21	CHT CL outbound: UNCHosp-WaldenGrnfllds	Local	55	0	207
22	CHT CM inbound:FamPrac-JonesFerry	Local	47	49	205
23	CHT CM outbound:JonesFerry-FamPrac	Local	46	49	206
24	CHT CPX inbound:UNC-CarborroP&R	Express	19	0	210
25	CHT CPX outbound:CarrboroP&R-UNC	Express	18	0	209
26	CHT CW inbound:Pittsboro-JonesFerry	Local	36	55	204
27	CHT CW outbound:JonesFerry-Pittsboro	Local	30	60	203
28	CHT D inbound:Providence-SmithLevel	Local	21	33	212
29	CHT D outbound:SmithLevel-Providence	Local	23	34	211
30	CHT DX inbound:Providence-SmithLevel	Express	45	0	252
31	CHT DX outbound:SmithLevel-Providence	Express	43.3	0	251
32	CHT F inbound:ColonyWoods-McDougle	Local	32	52.5	215
33	CHT F outbound:McDougle-ColonyWoods	Local	32.5	59	216
34	CHT G inbound:Briarcliff-BookerCreek	Local	33	40	218
35	CHT G outbound:BookerCreek-Briarcliff	Local	34	42	217
36	CHT Gateway-CN eastbound	Local	15	30	1000
37	CHT Gateway-CN westbound	Local	15	30	1001
38	CHT HS inbound:VarsityTheater-Hghsch	Local	30	60	220
39	CHT HS outbound:Hghsch-VarsityTheater	Local	30	60	219
40	CHT J inbound:SGreensboro-RockCrkApt	Local	15	18.3	224
41	CHT J outbound:RockCrkApt-SGreensboro	Local	15	18.3	223

## 2040 MTP

## Preferred Option -- Bus and Rail Transit

No.	Route_Name	Mode	Peak Headway	Off-Peak Headway	Line_No
42	CHT JFX inbound:Pittsboro-JonesFerry	Express	16.4	0	226
43	CHT JFX outbound:JonesFerry-Pittsboro	Express	17.5	0	225
44	CHT M inbound:UnivMall-CrestCole	Local	0	45	228
45	CHT M outbound:CrestCole-UnivMall	Local	0	45	227
46	CHT N inbound:EstsParkApt-FamilyPract	Local	25	50	230
47	CHT N outbound:FamilyPract-EstsPrkApt	Local	25	45	229
48	CHT NUX inbound:UNCHosp-PR Lot	Local	20	32	234
49	CHT NUX outbound: PRLot-UNCHosp	Local	20	33.3	233
50	CHT PX inbound:Pittsboro-UNCHosp	Local	37	0	249
51	CHT PX outbound:UNCHosp-Pittsboro	Local	45.5	0	250
52	CHT RU inbound:Columbia-FamilyPract	Local	16.4	15	242
53	CHT RU outbound:FamilyPract-Columbia	Local	16.2	15	241
54	CHT T inbound:UNCHosp-ECHHghSch	Local	30.8	41.7	238
55	CHT T outbound:ECHHghSch-UNCHosp	Local	32.1	36.1	237
56	CHT U inbound:BowlesDr-FranklinSt	Local	15	15	240
57	CHT U outbound:FranklinSt-BowlesDr	Local	15	15	239
58	CHT V inbound:Meadowmont-SVillage	Local	39.4	66.5	244
59	CHT V outbound:SVillage-Meadowmont	Local	38.3	67.5	243
60	DATA 10A-8 inbound:NewHpCmn-DrhmTech	Local	30	30	414
61	DATA 10B-8 inbound:Pickett-DrhmTech	Local	30	30	416
62	DATA 11-9A inbound:Bennett-Horton	Local	60	60	418
63	DATA 11-9B inbound:N Roxboro-Bennett	Local	60	60	447
64	DATA 12 inbound:TTATerm-Downtown	Local	60	60	420
65	DATA 12 outbound:Downtown-TTATerm	Local	60	60	419
66	DATA 12A-14 outbound: Dtn-NC 54-Sthpt	Local	60	60	434
67	DATA 14-12A inbound: Sthpt-NC 54-Dtn	Local	60	60	435
68	DATA 15 inbound:Briercreek-Downtown	Local	60	60	425
69	DATA 15 outbound:Downtown-Briercreek	Local	60	60	424
70	DATA 16 inbound:MineralSprng-Downtown	Local	60	60	426
71	DATA 16 outbound:Downtown-MineralSprng	Local	60	60	427
72	DATA 16B inbound:Chandler-Downtown	Local	60	60	436
73	DATA 16B outbound:Downtown-Chandler	Local	60	60	437
74	DATA 1A-3 outbound:HillIndal-Pnt-Mdlnd	Local	60	60	403
75	DATA 1B-3 outbound:HillIndal-Gues-Mdlnd	Local	60	60	401
76	DATA 1C inbound: Northgate Mall	Local	30	30	443
77	DATA 1C outbound: Northgate Mall	Local	30	30	442
78	DATA 2A-4 inbound:Angier-Horton	Local	60	60	406
79	DATA 2B-4 inbound: N Miami-Roxboro	Local	60	60	431
80	DATA 30 inbound: DUMC-Durham Reg	Local	30	30	439
81	DATA 30 outbound: DUMC-Durham Reg	Local	30	30	438
82	DATA 3-1A inbound:Mdlnd-Pnt-HillIndal	Local	60	60	404

## 2040 MTP

## Preferred Option -- Bus and Rail Transit

No.	Route_Name	Mode	Peak Headway	Off-Peak Headway	Line_No
83	DATA 3-1B inbound:MdInd-Gues-HillIndal	Local	60	60	402
84	DATA 386 northbound: Person-Durham	Local	30	60	DT001
85	DATA 386 southbound: Person-Durham	Local	30	60	DT002
86	DATA 4 inbound: Roxboro	Local	30	30	444
87	DATA 4 outbound: Roxboro	Local	30	30	445
88	DATA 413 Meastbound-Durham eastbound	Local	30	60	DT003
89	DATA 413 Meb-Durham westbound	Local	30	60	DT004
90	DATA 4-2A outbound:Horton-Angier	Local	60	60	405
91	DATA 4-2B outbound: Roxboro-N Miami	Local	60	60	430
92	DATA 52 inbound: Southpoint-DUMC	Local	30	30	441
93	DATA 52 outbound: DUMC-Southpoint	Local	30	30	440
94	DATA 5-6A outbound:Emerald-Cnstitutn	Local	60	60	408
95	DATA 5-6B outbound: Emerald-Neal	Local	60	60	409
96	DATA 6A-5 inbound:Cnstitutn-Emerald	Local	60	60	407
97	DATA 6B-5 inbound: Neal-Emerald	Local	60	60	410
98	DATA 7A inbound:Southpointe-Downtown	Local	30	30	412
99	DATA 7A outbound:Downtown-Southpointe	Local	30	30	411
100	DATA 7B inbound: Cecil-Fayette	Local	30	30	433
101	DATA 7B outbound: Fayette-Cecil	Local	30	30	432
102	DATA 8-10A outbound:DrhmTech-NewHpCmn	Local	30	30	413
103	DATA 8-10B outbound:DrhmTech-Pickett	Local	30	30	415
104	DATA 9A-11 outbound:Horton-Bennett	Local	60	60	417
105	DATA 9B-11 outbound:N Roxboro-Bennett	Local	60	60	446
106	DATA Circulator Cheek Road northbound	Local	30	60	CTP034
107	DATA Circulator Cheek Road southbound	Local	30	60	CTP035
108	DATA Circulator Garret Rd northbound1	Local	30	60	CTP036
109	DATA Circulator Garret Rd southbound1	Local	30	60	CTP037
110	DATA Circulator NCCU-Keene northbound	Local	30	60	CTP038
111	DATA Circulator NCCU-Keene southbound	Local	30	60	CTP039
112	DATA Circulator Old Oxford-BTwn northbound	Local	30	60	CTP040
113	DATA Circulator Old Oxford-BTwn southbound	Local	30	60	CTP041
114	DATA Circulator Roxboro-Btown northbound	Local	30	60	CTP042
115	DATA Circulator Roxboro-Btown southbound	Local	30	60	CTP043
116	DATA Circulator Twin Lakes eastbound	Local	30	60	CTP044
117	DATA Circulator Twin Lakes westbound	Local	30	60	CTP045
118	DATA Duke-Southpoint northbound	Local	30	60	DT005
119	DATA Duke-Southpoint southbound	Local	30	60	DT006
120	DATA Riverside-Downtown northbound	Local	30	60	DT007
121	DATA Riverside-Downtown southbound	Local	30	60	DT008
122	DUKE C1 inbound:WestCampus-EastCampus	Local	5	5	602
123	DUKE C1 outbound:EastCampus-WestCampus	Local	5	5	601

## 2040 MTP

## Preferred Option -- Bus and Rail Transit

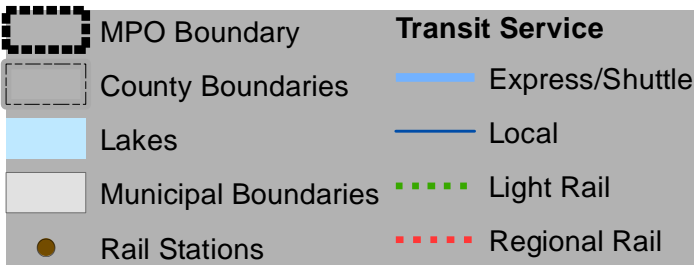
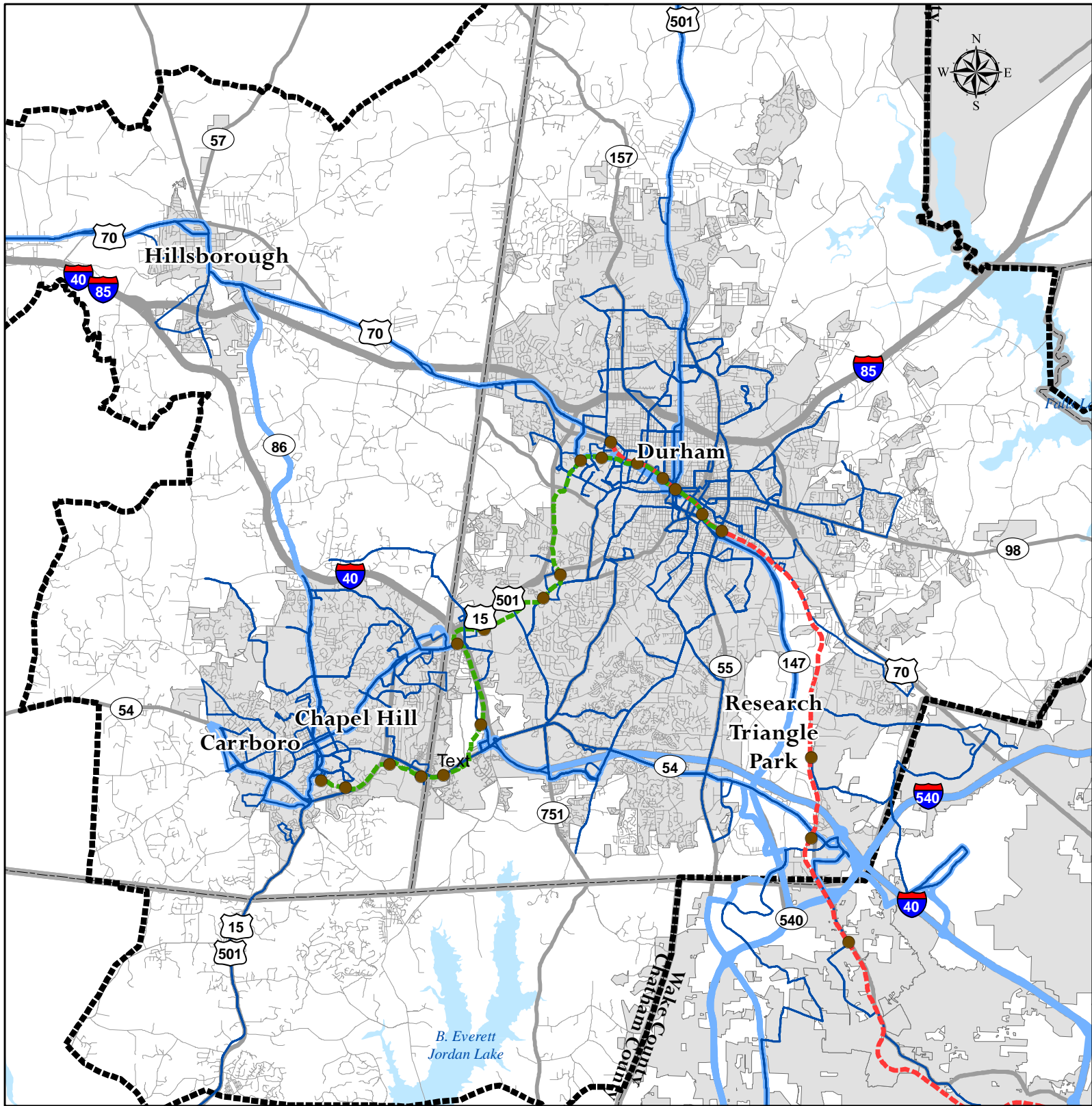
No.	Route_Name	Mode	Peak Headway	Off-Peak Headway	Line_No
124	DUKE C2 inbound:EastCampus-WestCampus	Local	10	10	604
125	DUKE C2 outbound:WestCampus-EastCampus	Local	10	10	603
126	DUKE C3 inbound:EastCampus-ScienceDr	Local	15	15	606
127	DUKE C3 outbound:ScienceDr-EastCampus	Local	15	15	605
128	DUKE H1 inbound:Entry11-PG3	Local	10	20	608
129	DUKE H1 outbound:PG3-Entry11	Local	10	20	607
130	DUKE H3 inbound:HillsbghRd-HospNorth	Local	12.5	20	612
131	DUKE H3 outbound:HospNorth-HillsbghRd	Local	12.5	20	611
132	DUKE H5 inbound:HookPlaza-BroadSt	Local	15	15	614
133	DUKE H5 outbound:BroadSt-HookPlaza	Local	15	15	613
134	DUKE H6 inbound:Entry11-LaSalleStLot	Local	20	0	616
135	DUKE H6 outbound: LaSalleStLot-Entry11	Local	20	0	615
136	DUKE LaSalle Loop	Local	30	30	625
137	DUKE PR1 inbound:Entry11-BassettDr	Local	24	24	618
138	DUKE PR1 outbound:BassettDr-Entry11	Local	24	24	617
139	OPT Hillsborough Circulator	Local	60	0	163
140	Triangle Transit 100 eastbound: Ral-RTC	Express	15	60	WT118
141	Triangle Transit 100 westbound: Ral-RTC	Express	15	60	WT119
142	Triangle Transit 311 Apex-RTC northbound	Express	30	0	164
143	Triangle Transit 311 Apex-RTC southbound	Express	30	0	165
144	Triangle Transit 311 northbound: Apex-RTP	Express	30	0	WT122
145	Triangle Transit 311 southbound: Apex-RTP	Express	30	0	WT123
146	Triangle Transit 311b northbound: HS-RTP	Express	30	0	WT120
147	Triangle Transit 311b southbound: HS-RTP	Express	30	0	WT121
148	Triangle Transit 420 northbound: Hillsborough	Express	30	0	162
149	Triangle Transit 420 SB: Hillsborough	Express	30	0	161
150	Triangle Transit 800 eastbound: ChHill-SthPnt-RTC	Express	30	0	172
151	Triangle Transit 800 westbound: RTC-SthPnt-ChHill	Express	30	0	174
152	Triangle Transit 800md eastbound: ChHill-SthPnt-RTC	Express	0	60	173
153	Triangle Transit 800md westbound: RTC-SthPnt-ChHill	Express	0	60	175
154	Triangle Transit 805 eastbound: ChHill-WdCrft-RTC	Express	30	0	176
155	Triangle Transit 805 westbound: RTC-WdCrft-ChHill	Express	30	0	178
156	Triangle Transit Circulator Research Triangle eastbound	Local	30	60	CTP046
157	Triangle Transit Circulator Research Triangle westbound	Local	30	60	CTP047
158	Triangle Transit Circulator Southport eastbound	Local	30	60	CTP048
159	Triangle Transit Circulator Southport westbound	Local	30	60	CTP049
160	Triangle Transit CRX eastbound: Ral-ChHill Com	Express	30	0	WT108
161	Triangle Transit CRX westbound: Ral-ChHill Com	Express	30	0	WT109
162	Triangle Transit MDX eastbound	Express	60	0	WT136
163	Triangle Transit MDX westbound	Express	60	0	WT137
164	Triangle Transit Purple northbound	Express	15	0	WT116

**2040 MTP****Preferred Option -- Bus and Rail Transit**

<b>No.</b>	<b>Route_Name</b>	<b>Mode</b>	<b>Peak Headway</b>	<b>Off-Peak Headway</b>	<b>Line_No</b>
165	Triangle Transit Purple southbound	Express	15	0	WT117
166	Triangle Transit RDX northbound: Rgmt-Duke-Durh	Express	60	0	WT138
167	Triangle Transit RDX southbound: Durh-Duke-Rgmt	Express	60	0	WT139
168	Triangle Transit Red eastbound	Express	30	60	WT128
169	Triangle Transit Red westbound	Express	30	60	WT129
170	Triangle Transit Redb eastbound	Express	30	60	WT130
171	Triangle Transit Redb westbound	Express	30	60	WT131
<b>CTP Transit Service are the same as the Preferred Option except for the addition of:</b>					
	Light Rail Transit extension from UNC-CH through Carrboro to Eubanks Road				
	Commuter Rail extension from west Durham through Hillsborough to Mebane				

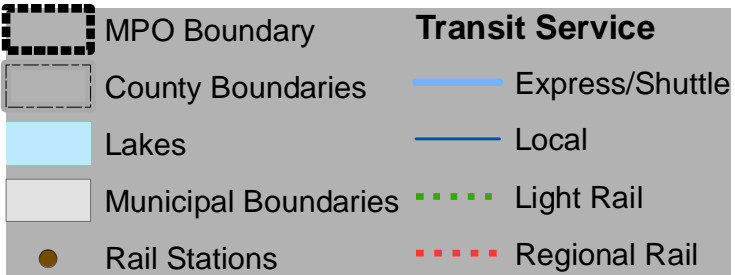
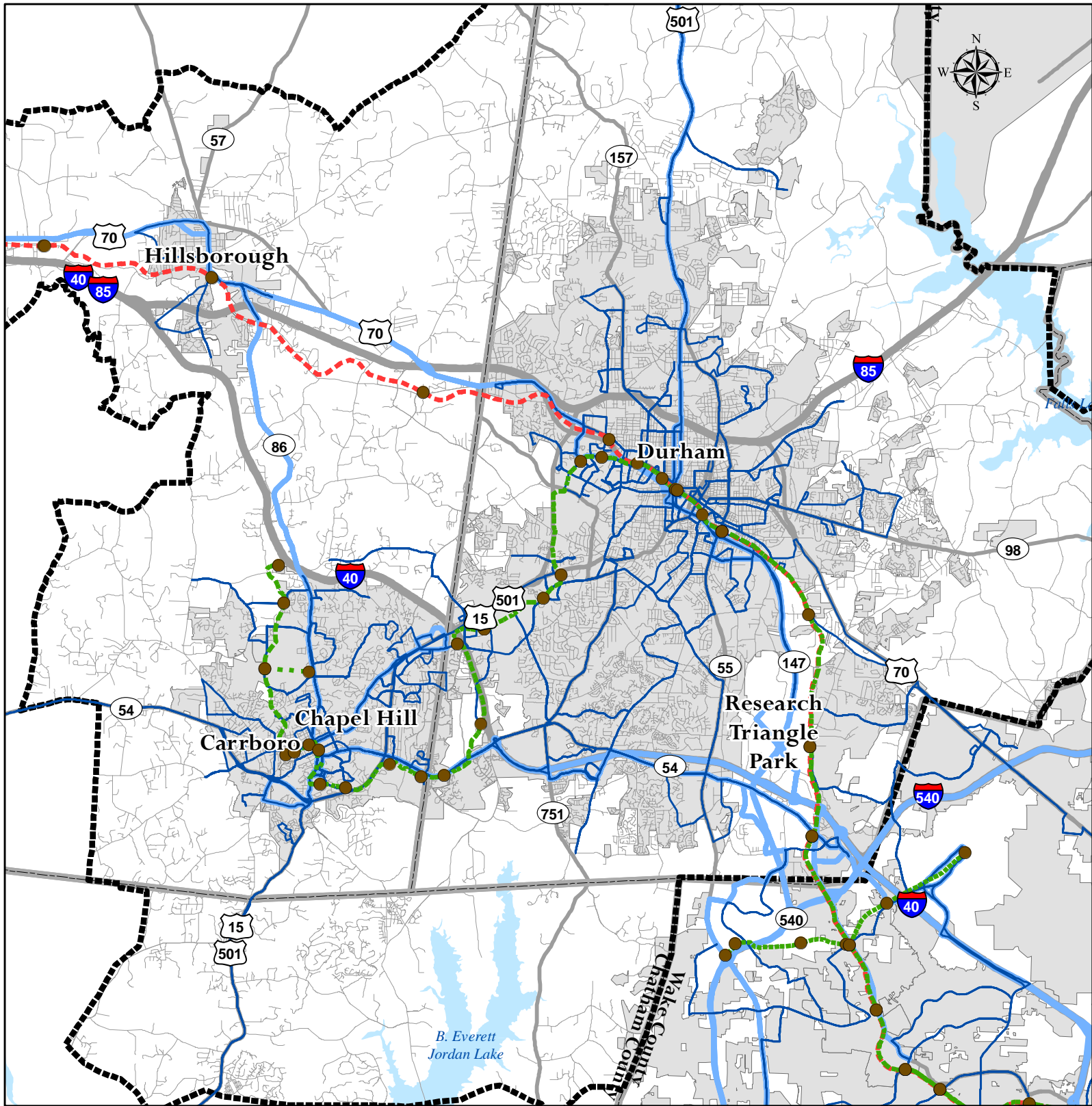
# Durham Chapel Hill Carrboro Metropolitan Planning Organization Transit Service for Preferred Option

TAC 10/10/2012 Attachment 9A



# Durham Chapel Hill Carrboro Metropolitan Planning Organization Transit Service in Comprehensive Transit Plan

TAC 10/10/2012 Attachment 9A



## 2040 MTP and CTP

### Preferred Option – Bicycle and Pedestrian Projects

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#### 2040 Metropolitan Transportation Plan

Includes the Durham-Chapel Hill-Carrboro MPO Regional Bicycle Routes. Regional bicycle routes have several characteristics, as follows:

- Provide links between major destinations and between urban centers.
- Facilitate primarily utilitarian bicycle trips, though the routes can also serve recreational cycling.
- Serve as a backbone to a finer grained system of local bicycle routes in each jurisdiction.

Regional bicycle routes are corridors in need of improved bicycle facilities. The identified routes are primarily on-road, but off-road routes are also identified. The regional routes will be evaluated from time-to-time, including future updates of the metropolitan transportation plan.

In planning the regional bicycle routes, eleven specific zones of connections were targeted. The following listing shows the identified regional routes within each zone of connection:

#### Connections between Carrboro and Chapel Hill

- Homestead Road
- Homestead Road / Weaver Dairy Road
- Morgan Creek Trail (off-road) / Columbia Street
- Bolin Creek Trail (off-road)

#### Connections between Carrboro-Chapel Hill and Hillsborough

- Greensboro Street / Hillsborough Road / Old NC 86
- Columbia Street / NC 86
- Bolin Creek Trail (off-road) / Old NC 86

#### Connections between Carrboro-Chapel Hill and Chatham County

- Smith Level Road / US 15-501
- US 15-501
- NCDOT Mountains-to-Sea Bicycle Route (see description below)

#### Connections between Durham and Chatham County

- Roxboro Road / Hope Valley Road / NC 751
- American Tobacco Trail (off-road)

#### Connections between Durham and Hillsborough

- Morreene Road / Neal Road / Bennett Memorial Road / Old NC 10 / NC 86

- Cornwallis Road / Erwin Road / NC 751 / Old NC 10 / NC 86

#### Connections between Durham and Carrboro-Chapel Hill

- Cornwallis Road / Erwin Road
- Pickett Road / Erwin Road
- University Drive / Old Durham-Chapel Hill Road
- Old Durham-Chapel Hill Road / Farrington Road / Ephesus Church Road

#### Connections between Carrboro-Chapel Hill and Research Triangle Park

- NC 54
- NC 54 / Barbee Chapel Road / Farrington Road / Stage Coach Road / NC 751 / Massey Chapel Road / Barbee Road / NC 54
- NC 54 / Barbee Chapel Road / Farrington Road / Stage Coach Road / NC 751 / Fayetteville Road / Scott King Road / Grandale Road / Sedwick Road
- NC 54 / Barbee Chapel Road / Farrington Road / Stage Coach Road / NC 751 / O'Kelly Chapel Road
- NC 54 / Hope Valley Road / Woodcroft Parkway / Carpenter Fletcher Road

#### Connections between Durham and Research Triangle Park

- Martin Luther King Jr. Parkway / Cornwallis Road
- American Tobacco Trail / Cornwallis Road / Miami Boulevard / Davis Drive
- Cornwallis Road / Alston Avenue
- Northeast Creek Parkway / Briggs Avenue

#### Connections between Treyburn-North Durham and Durham

- Northern Durham Parkway / Miami Boulevard
- North-South Greenway (off-road) / Milton Road / Tom Wilkinson Road / US 501
- Midland Terrace / Lynn Road / Miami Boulevard

#### Connections between Treyburn-North Durham and Hillsborough

- Northern Durham Parkway / St. Mary's Road

#### Connections between Research Triangle Park and Briar Creek area (Wake County)

- Chin Page Road
- T.W. Alexander Drive

#### Other Regional Connections

- NCDOT Mountains-to-Sea Bicycle Route in Orange and Chatham counties (uses Old Greensboro Highway, Jones Ferry Road, Greensboro Street, Smith Level Road, Culbreth Road, Mount Carmel Church Road, and Farrington Road)

In addition to the Regional Bicycle Routes, the 2040 MTP also includes a fiscally constrained list of bicycle and pedestrian projects in each of the jurisdictions that make up the DCHC MPO. Those bicycle and pedestrian projects which are considered the highest priority in each jurisdiction are funded through the MTP.

### **Comprehensive Transportation Plan**

In addition to the bicycle and pedestrian projects described above for the 2040 MTP, the following bicycle and pedestrian project will be included in the CTP:

1. Bicycle Projects identified by local governments in the region, including projects in plans adopted by the local governments. Trail projects are grouped with other bicycle projects.
2. Sidewalk Projects identified by local governments in the region, including projects in plans adopted by the local governments.

## 2040 MTP and CTP

### Financial Plan

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#### Highways, Bicycle and Pedestrian

The table on the next page displays the costs and revenues for highway, bicycle, pedestrian and all other modal projects except for transit. The values are broken out by the three main threshold years of 2020, 2030 and 2040. The revenues exceed costs by \$11 million.

The key assumptions for this data include:

- Traditional Funding -- The largest source of funding is called “traditional funding.” This includes state and federal transportation funding, and is calculated using the statewide totals from the financial model of the North Carolina Department of Transportation (NCDOT) and assuming an approximately 5% share of those totals based on the MPO’s share of the state population.
- Maintenance – Based on maintenance spending history and the current NCDOT plan, 33% of the total highway funding is expected to be used for maintenance.
- Toll Roads – Based on the experience of other areas, the I-40 managed lane project is expected to cover 70% of its costs through toll revenues.

## Financial Plan – Highways, Bicycle, Pedestrian and Other

Cost Category (millions \$)		DCHC	TIP/'11 to '20	'21 to '30	'31 to '30
<b>Roadways - Total</b>		<b>\$ 3,237</b>	<b>\$ 446</b>	<b>\$ 1,436</b>	<b>\$ 1,355</b>
	<i>Roadways</i>	\$ 2,246	335	986	925
	<i>Maintenance</i>	\$ 991	111	450	430
<b>Other - Total</b>		<b>\$ 303</b>	<b>\$ 101</b>	<b>\$ 101</b>	<b>\$ 101</b>
	<i>Pedestrian/Bicycle</i>	\$ 180	60	60	60
	<i>Transportation Demand Management</i>	\$ 30	10	10	10
	<i>Intelligent Transportation Systems</i>	\$ 48	16	16	16
	<i>Transportation System Management</i>	\$ 45	15	15	15
<b>Cost Total</b>		<b>\$ 3,540</b>	<b>\$ 547</b>	<b>\$ 1,537</b>	<b>\$ 1,456</b>
<b>Revenue Category (millions \$)</b>		<b>DCHC</b>	<b>TIP/'11 to '20</b>	<b>'21 to '30</b>	<b>'31 to '30</b>
<b>Roadways - Total</b>		<b>\$ 3,550</b>	<b>\$ 502</b>	<b>\$ 1,426</b>	<b>\$ 1,623</b>
	<i>Traditional Funding</i>	\$ 2,130	350	920	860
	<i>Maintenance</i>	\$ 991	111	450	430
	<i>Managed Lanes - toll road (70% of cost)</i>	\$ 244	-	-	244
	<i>Private Funding</i>	\$ 81	6	21	54
	<i>Local Funding- Highway</i>	\$ 60	20	20	20
	<i>Local Funding- Bicycle/Pedestrian</i>	\$ 45	15	15	15
<b>Revenue Total</b>		<b>\$ 3,550</b>	<b>\$ 502</b>	<b>\$ 1,426</b>	<b>\$ 1,623</b>
<b>Difference</b>		<b>\$ 11</b>	<b>\$ (45)</b>	<b>\$ (111)</b>	<b>\$ 167</b>

## Transit

### Existing Services and County Plans

The table on the next page displays the expenditures for bus transit, light rail, regional rail, bus rapid transit and other transit related projects. The table is broken out by:

- Existing Expenditures – This category includes the current bus services.
- New Services – This category includes the services in the county bus and rail transit investment plans:
  - Light rail transit from Durham to UNC-CH;
  - Regional rail from Durham to eastern Wake County;
  - Additional bus service of 77,000 and 34,650 annual hours in Durham and Orange counties;
  - Transit capital projects such as park-and-ride lots and neighborhood transit centers.

### Additional Transit Services

In addition to the services in the county bus and rail transit investment plans, the New Services category includes:

- An extension of the light rail system from Alston Avenue to a station near Briggs Avenue (total capital cost is \$44 million);
- Bus rapid transit service in the Fordham Boulevard and US 15-501 corridor in Chapel Hill (total capital cost is \$88 million); and,
- A cost increase for the MLK Boulevard bus rapid transit, which is included in the draft Bus and Rail Investment Plan for Orange County (total capital cost increase is \$44 million).

### Additional Transit Revenues – *Assuming faster growth rates*

These additional transit services are financed by assuming faster growth rates for the sales taxes than those in the county plans. The county plans assumed growth rates of 3.5% and 3.6% in Durham and Orange counties, respectively, for the year 2015 and beyond. Economic consultants recently recommended higher growth rates to Triangle Transit for use in the New Starts application. An average of those recommended rates, 4.65% and 4.4% in Durham and Orange, respectively was used in the transit revenue model for the Preferred Option. Triangle Transit did not use these higher rates in the New Starts application because an adjustment could not be made in time to meet the application deadline. However, Triangle Transit did use rates that exceeded those in the county plans but were not as high as those assumed in the Preferred Option.

The additional transit services noted above cannot be financed without assuming the higher sales tax growth rates.

## Financial Plan – Highways, Bicycle, Pedestrian and Other

Transit Expenditures (millions \$)		DCHC	% of Total	Durham	Orange
<b>Existing Services</b>		<b>\$ 1,375</b>	<b>\$ 1</b>	<b>\$ 703</b>	<b>\$ 672</b>
	<i>Federal</i>	\$ 377	27%	181	195
	<i>State</i>	\$ 236	17%	92	143
	<i>Local</i>	\$ 628	46%	312	316
	<i>Fares</i>	\$ 120	9%	112	8
	<i>Other</i>	\$ 15	1%	5	10
<b>New Services (county transit plans+)</b>		<b>\$ 2,687</b>		<b>\$ 2,060</b>	<b>\$ 626</b>
	<i>Federal Capital</i>	\$ 982	37%	741	241
	<i>Federal Operations</i>	\$ 77	3%	58	19
	<i>State Capital</i>	\$ 464	17%	354	110
	<i>State Operations</i>	\$ 70	3%	44	26
	<i>Sales Tax</i>	\$ 700	26%	552	148
	<i>Vehicle Registration Fee</i>	\$ 68	3%	51	18
	<i>Rental Tax</i>	\$ 46	2%	30	17
	<i>Fares</i>	\$ 76	3%	66	11
	<i>Bonds</i>	\$ 202	8%	165	37
<b>Total Transit Expenditures</b>		<b>\$ 4,062</b>		<b>\$ 2,763</b>	<b>\$ 1,299</b>
+ Includes \$88 million for US 15-501 BRT, \$22million for MLK Blvd BRT cost increase, and \$44 million for LRT extension. These can only be financed by assuming 4.65% and 4.4% sales tax growth rates in Durham and Orange.					

### State Transit Contribution

The North Carolina General Assembly recently changed policies governing transit funding. The legislature basically stopped large gap funding for transit projects and requires those funding requests to compete in the state Mobility Fund. If the MPO adhered to that policy in its long-range planning, the Traditional Funding available in the Roadway Revenues (as shown in the roadway section above) would need to be reduced by \$461 million and projects valued at that amount would need to be removed from the 2040 MTP. In other words, the state capital match would need to be taken from the traditional highway revenues source. The table below shows the source of the state transit capital match that is assumed in the Preferred Option.

<b>State and Federal Matches -- Capital</b>	<b>State</b>	<b>Federal</b>	<b>Total Match</b>	<b>Total Cap. Cost</b>
Durham Light Rail Transit	263	525	788	1,050
Durham Regional Rail	75	150	225	300
Orange Light Rail Transit	79	158	237	316
Light Rail Extension (Alston to Briggs) (1)	11	22	33	44
MLK Blvd BRT (Chaple Hill) (1)	11	22	33	44
US 15-501 BRT (Chapel Hill) (1)	22	44	66	88
<b>Total</b>	<b>461</b>	<b>921</b>	<b>1,382</b>	<b>1,842</b>

(1) Additions or cost increases to county bus and rail investment plans

For purposes of long-range planning, the TCC recommends the MPO assumes that the state legislature or NCDOT will provide the state transit capital match and it will not be pulled from the Mobility Fund (e.g., traditional revenue sources). There are two main reasons for this recommendation. The Charlotte Blue Line received approximately \$107 million and \$267 million in state transit capital for the original project and the extension – this is a total of \$374 million. Although the Blue Line received this funding before the legislature changes, similar support could be possible for the Triangle region. In addition, the rail transit projects have not ranked very well in the NCDOT ranking system, which is called SPOT. The Durham-Wake County commuter rail project was ranked #33 of 95 projects in the most recent SPOT ranking, which is well short of the funding cut-off.

**DCHC**

**DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION**

**Member**

**Governments**

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

**DRAFT**  
**FY 2014 – 2020**  
**Transportation**  
**Improvement Program**  
**October 10, 2012**

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

(919) 560-4366





COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM													UNFUNDED							
							FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					FUTURE YEARS									
								FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022		FY 2023								
<b>INTERSTATE PROJECTS</b>																											
ALAMANCE GUILFORD ORANGE	VARIOUS	I-5207	INTERSTATE MAINTENANCE PRESERVATION FOR DIVISION 7.		14180	1475	IMPM	C	1155	C	1155	C	1155	C	1155	C	1155	C	1155	C	1155	C	1155				
<b>RURAL PROJECTS</b>																											
DURHAM WAKE	VARIOUS	M-0446	TRIANGLE RAMP METERING STUDY.		450	450	FEASIBILITY STUDY IN PROGRESS																				
DURHAM WAKE	VARIOUS	R-5164	RESURFACING ON FEDERAL-AID ROUTES.		14230	14230	A I-85, ORANGE COUNTY LINE TO SR 1401 (COLE MILL ROAD); NC 147, I-85 TO EXIT 14; US 15-501 BYPASS, I-85 TO US 15-501 BUSINESS - COMPLETE B NC 147 TO EAST OF I-540 - WORK TO BE ACCOMPLISHED UNDER R-2000AF - \$3.75 M. C US 15-501 BUS. SOUTH, NC 98 TO US 15-501 BUS.; US 15-501 BUS. NORTH, US 15-501 TO NC 98; US 15-501 BUS., US 15-501 TO SR 1361 (VICKERS AVENUE); AND SR 1127 (CHAPEL HILL ROAD), GREAT JONES STREET TO MOREHEAD AVENUE - COMPLETE D WEST OF EXIT 14 (SWIFT AVENUE) TO NORTH OF EXIT 7 (T. W. ALEXANDER ROAD) - UNDER CONSTRUCTION E US 15-501, SR 2295 (ROXBORO STREET), SR 1118 (FAYETTEVILLE ROAD), US 15-501 BUSINESS SOUTHBOUND AND NORTHBOUND AT SELECTED LOCATIONS ALONG EACH ROUTE - UNDER CONSTRUCTION F US 70 BUSINESS, FIFTEENTH STREET TO EAST OF BUCHANAN STREET; SR 1322 (SWIFT AVENUE), NC 147 TO US 70 BUSINESS (MAIN STREET). - UNDER CONSTRUCTION  PART F LET WITH B-3638																				
<b>URBAN PROJECTS</b>																											
ORANGE	US 15-501	U-5304	NC 86 (SOUTH COLUMBIA STREET) TO EASTOWNE DRIVE / LAKEVIEW DRIVE IN CHAPEL HILL. CONVERT PORTIONS TO SUPERSTREET, TO INCLUDE SIDEWALKS, WIDE OUTSIDE LANES AND TRANSIT ACCOMMODATIONS, CONSTRUCT INTERCHANGE AT SR 1902 (MANNING DRIVE), AND CONSTRUCT INTERSECTION IMPROVEMENTS AT SR 1742 (EPHESUS CHURCH ROAD).	6	54400	NHS																		R	8400		
						NHS																		C	46000		
SCHEDULED FOR FEASIBILITY STUDY																											
DURHAM	US 70	U-4720*	LYNN ROAD TO PROPOSED NORTHERN DURHAM PARKWAY / PROPOSED AVIATION PARKWAY EXTENSION IN DURHAM. UPGRADE TO FREEWAY.	7.8	237400	T																			R	104600	
						T																				C	132800
SCHEDULED FOR FEASIBILITY STUDY - COORDINATE WITH U-4721A																											
DURHAM	US 501 (ROXBORO ROAD)	U-4722*	US 501 BYPASS (DUKE STREET) TO SR 1640 (GOODWIN ROAD) IN DURHAM. WIDEN TO SIX LANES WITH MEDIAN.	4.4	28500	T												R	4450		R	4450					
						T													U	900		U	900				
						T																				C	17800
DURHAM	NC 54	U-5324	EAST OF SR 1110 (BARBEE CHAPEL ROAD) IN CHAPEL HILL TO NC 55 IN DURHAM. ADD LANES / WIDEN TO MULTILANE DIVIDED FACILITY WITH TRANSIT ACCOMMODATIONS, BIKE LANES, AND SIDEWALKS.	6.9	124500	STP													R	6300	E	R	6300	E			
						MOB																		R	500	A	
						MOB																		C	8600	A	
						STP																			R	5200	D
						STP																			R	3800	B
						STP																			R	19000	C
						STP																			C	26400	B
						STP																			C	18600	C
						STP																			C	11200	D
						STP																			C	13400	E
A EAST OF SR 1110 (BARBEE CHAPEL ROAD) TO EAST OF I-40 B EAST OF I-40 TO NC 751 C NC 751 TO SR 1118 (FAYETTEVILLE ROAD) D SR 1118 (FAYETTEVILLE ROAD) TO SR 1106 (BARBEE ROAD) E SR 1106 (BARBEE ROAD) TO NC 55																											

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS								
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM													
							FUNDS	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021		FY 2022	FY 2023						
<b>URBAN PROJECTS</b>																									
DURHAM	NC 54	U-5517	SR 1110 (FARRINGTON ROAD) TO I-40 EASTBOUND ENTRANCE RAMP IN DURHAM. CONSTRUCT SLIP RAMP.	0.1	1600		MOB			R	300														
							MOB			C	1300														
DURHAM	NC 55 (ALSTON AVENUE)	U-3308	NC 147 (DURHAM FREEWAY) TO US 70 BUSINESS-NC 98 (HOLLOWAY STREET) IN DURHAM. WIDEN TO FOUR LANE DIVIDED FACILITY AND REPLACE NORFOLK-SOUTHERN RAILROAD BRIDGES.	1	32221	1878	STP	R	2715																
							STP			M	28														
							STP					C	13800		C	13800									
ORANGE	NC 86	U-5119	ROSEMARY STREET TO SR 1727 (EUBANKS ROAD) IN CHAPEL HILL. BUS RAPID TRANSIT OPERATIONAL IMPROVEMENTS.	3.8			IMPLEMENTATION BY TOWN OF CHAPEL HILL - FUNDS TO BE FLEXED TO FEDERAL TRANSIT ADMINISTRATION																		
ORANGE	SR 1733 (WEAVER DAIRY ROAI)	U-3306	NC 86 (MARTIN LUTHER KING, JR. BOULEVARD) TO SR 1734 (ERWIN ROAD) IN CHAPEL HILL. CORRIDOR UPGRADE, PART ON NEW LOCATION.	2.8	18316	18316																			
<b>UNDER CONSTRUCTION</b>																									
DURHAM	SR 2220 (OLD CHAPEL HILL ROAD)	EB-4707	US 15-501 IN ORANGE COUNTY TO SR 1116 (GARRETT ROAD) IN DURHAM COUNTY. BICYCLE, PEDESTRIAN, AND TRANSIT IMPROVEMENTS; AND CONSTRUCTION OF ROUNDABOUT.	2.7	12890	3790	O	R	2650	A															
ORANGE	SR 1838 (OLD DURHAM ROAD)						O				C	1125	A	C	1125	A									
							STPDA				C	400	B	C	400	B									
							O				C	1575	B	C	1575	B									
							S(E)				C	125	B	C	125	B									
							A US 15-501 IN ORANGE COUNTY TO SR 1113 (POPE ROAD) IN DURHAM COUNTY B SR 1113 (POPE ROAD) TO SR 1116 (GARRETT ROAD) - RIGHT OF WAY IN PROGRESS																		
							DIVISION DESIGN / CENTRAL LET - SCHEDULE SUBJECT TO MPO APPROVAL OF ADDITIONAL STPDA FUNDS AND LOCAL MATCH																		
DURHAM	NEW ROUTE / NC 147 (TRIANGLE EXPRESSWAY / TRIANGLE PARKWAY)	U-4763	MCCRIMMON PARKWAY TO I-40 IN RESEARCH TRIANGLE PARK AND MORRISVILLE. MULTI-LANE FACILITY ON NEW LOCATION.	4.7	177163	177163																			
WAKE							A MCCRIMMON PARKWAY TO NC 540 - 1.2 MILES - SCHEDULED FOR REPRIORITIZATION B TRIANGLE PARKWAY / TRIANGLE EXPRESSWAY, NC 540 TO I-40 - 3.5 MILES - UNDER CONSTRUCTION - NORTH CAROLINA TURNPIKE AUTHORITY PROJECT																		
DURHAM	SR 3097 (AVIATION PARKWAY) / NEW ROUTE (NORTHERN DURHAM PARKWAY)	U-4721*	I-540 IN RALEIGH / WAKE COUNTY TO US 501 (ROXBORO ROAD) IN DURHAM / DURHAM COUNTY. CONSTRUCT VARIABLE-WIDTH ROADWAY WITH MEDIAN ON MULTILANE SECTIONS, PART ON NEW LOCATION.	18.8	268300		T																		R 54300
WAKE							T																		U 7000
							T																		C 207000
							A I-540 TO TO US 70 IN RALEIGH. CONSTRUCT SIX-LANE DIVIDED FACILITY, PART WIDEN EXISTING AND PART ON NEW LOCATION. - SCHEDULED FOR FEASIBILITY STUDY - COORDINATE WITH U-4720 B US 70 TO NC 98. CONSTRUCT FOUR-LANE DIVIDED FACILITY ON NEW LOCATION. C NC 98 TO I-85. CONSTRUCT FOUR-LANE DIVIDED FACILITY ON NEW LOCATION. D I-85 TO SR 1004 (OLD OXFORD ROAD). CONSTRUCT FOUR-LANE DIVIDED FACILITY ON NEW LOCATION. E SR 1004 (OLD OXFORD ROAD) TO US 501 (ROXBORO ROAD). CONSTRUCT TWO-LANE FACILITY, PART ON NEW LOCATION.																		
<b>UNFUNDED LOOP PROJECT</b>																									
DURHAM	NEW ROUTE	U-0071*	EAST END CONNECTOR, NC 147 (DURHAM FREEWAY) TO NORTH OF NC 98 IN DURHAM. MULTI-LANE DIVIDED, PART ON NEW LOCATION.	3.2	194544	35811	T	R	21950																
							T				U	3000													
							T				M	1883													
							T						C	32975		C	32975		C	32975		C	32975		
							RIGHT OF WAY IN PROGRESS																		
ORANGE	VARIOUS	EL-5103	CARRBORO, INSTALL BUS SHELTERS AT SELECTED LOCATIONS.		76	76																			
							UNDER CONSTRUCTION BY TOWN OF CARRBORO																		

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM													UNFUNDED FUTURE YEARS											
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM																			
							FUNDS	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023													
<b>URBAN PROJECTS</b>																															
CHATHAM DURHAM ORANGE	VARIOUS	U-5023	DURHAM-CHAPEL HILL-CARRBORO (DHC) DA FUNDS - RESERVED FOR FUTURE PROGRAMMING.		35610		STPDA						C	4327	C	4469	C	4469	C	4469	C	4469	C	4469	C	4469					
DURHAM ORANGE	VARIOUS	U-4704	CHAPEL HILL-CARRBORO COMPUTERIZED TRAFFIC SIGNAL SYSTEM.		5450	5450																									
UNDER CONSTRUCTION																															
CHATHAM DURHAM ORANGE	VARIOUS	U-4727	DURHAM-CHAPEL HILL-CARRBORO URBAN AREA PLANNING (DHC) ALLOCATION AND UNIFIED WORK PROGRAM.		12985	8670	STPDA	PL	1990	PL	720	PL	742																		
							L	PL	498	PL	180	PL	185																		
IN PROGRESS																															
CHATHAM DURHAM ORANGE	VARIOUS	U-4726	DHC URBAN AREA BICYCLE AND PEDESTRIAN ALLOCATION.		9204	4738	STPDA	C	1627	C	1946																				
							C	C	407	C	486																				
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY OTHERS - IN PROGRESS																															
DURHAM	SR 1158 (CORNWALLIS ROAD)	U-4724	ROXBORO ROAD TO SR 1183 (UNIVERSITY DRIVE) IN DURHAM. BIKE AND PEDESTRIAN FEATURES.		2156		STPDA			C	1725																				
							C			C	431																				
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY CITY OF DURHAM																															
DURHAM	SR 1321 (HILLDALE ROAD)	U-3804	I-85 TO SR 1407 (CARVER STREET) IN DURHAM. WIDEN TO MULTI-LANES.	0.7	11941	11941																									
UNDER CONSTRUCTION																															
ORANGE	SR 1919 (SMITH LEVEL ROAD)	U-2803	ROCK HAVEN ROAD TO BRIDGE NO. 88 IN CARRBORO. WIDEN TO MULTI-LANES.	0.6	5743	2043	S	C	3700																						
RIGHT OF WAY IN PROGRESS																															
ORANGE	NC 86 (SOUTH COLUMBIA STREET)	U-0624	PUREFOY ROAD TO SR 1902 (MANNING DRIVE) IN CHAPEL HILL. CORRIDOR UPGRADE TO INCLUDE BICYCLE LANES.	0.7	7859	3009	STP	C	4850																						
RIGHT OF WAY COMPLETE																															
DURHAM	SR 1959 (SOUTH MIAMI BOULEVARD)	U-4011	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	9323	9323																									
UNDER CONSTRUCTION																															
DURHAM	SR 2028 (T.W. ALEXANDER DRIVE)	U-3309	SR 1121 (CORNWALLIS ROAD) TO SR 1959 (MIAMI BOULEVARD) IN RESEARCH TRIANGLE PARK. WIDEN TO A FOUR LANE DIVIDED FACILITY.	1.7	14393	14393																									
							A	SR 1121 (CORNWALLIS ROAD) TO EAST OF NC 147 - UNDER CONSTRUCTION																							
							B	EAST OF NC 147 TO SR 1959 (MIAMI BOULEVARD) - COMPLETE																							
DURHAM	AMERICAN TOBACCO TRAIL	EL-2921E	NC 54 IN DURHAM TO CHATHAM COUNTY LINE. CONSTRUCT A MULTI-PURPOSE TRAIL.		7497	7497																									
PARTS A-D COMPLETE; PART E UNDER CONSTRUCTION BY CITY OF DURHAM																															



COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM													UNFUNDED FUTURE YEARS											
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM																			
							FUNDS	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023													
<b>FEDERAL BRIDGE PROJECTS</b>																															
CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	VARIOUS	BD-5108	DIVISION 8 PURCHASE ORDER CONTRACT BRIDGE REPLACEMENT PROJECTS AT SELECTED LOCATIONS.		50309	9309	NFA	R	200	R	200	R	200	R	300	R	400	R	400	R	500	R	500	R	500	R	500				
							NFA	C	1800	C	1800	C	1800	C	2700	C	3600	C	3600	C	4500	C	4500	C	4500	C	4500				
IN PROGRESS - BRIDGE PURCHASE ORDER CONTRACT (BPOC)																															
ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	VARIOUS	BF-5307	SCREEN AND EVALUATE POTENTIAL FEDERAL FUNDED BRIDGE PROJECTS DIVISION 7.		240	20	NFA	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20		
CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	VARIOUS	BF-5308	SCREEN AND EVALUATE POTENTIAL FEDERAL FUNDED BRIDGE PROJECTS DIVISION 8.		240	20	NFA	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20		
DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	VARIOUS	BF-5305	SCREEN AND EVALUATE POTENTIAL FEDERAL FUNDED BRIDGE PROJECTS DIVISION 5.		240	20	NFA	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20		
DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	VARIOUS	BS-5405	SCREEN AND EVALUATE POTENTIAL STATE FUNDED BRIDGE PROJECTS DIVISION 5.		240	20	S	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20		
ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	VARIOUS	BS-5407	SCREEN AND EVALUATE POTENTIAL STATE FUNDED BRIDGE PROJECTS DIVISION 7.		240	20	S	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20		

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS						
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM											
								FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022		FY 2023					
<b>FEDERAL BRIDGE PROJECTS</b>																								
CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	VARIOUS	BS-5408	SCREEN AND EVALUATE POTENTIAL STATE FUNDED BRIDGE PROJECTS DIVISION 8.		240	20	S	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	PE	20	
DURHAM	SR 1616 (BAHAMA ROAD)	B-4943	REPLACE BRIDGE NO. 20 OVER DIAL CREEK (LAKE MICHIE).	477			NFA																	
							NFA																	
							NFA																	
DURHAM	SR 1902 (KEMP ROAD)	B-5512	REPLACE BRIDGE NO. 89 OVER LICK CREEK.	1150			NFA																	
							NFA																	
ORANGE	SR 1010 (EAST FRANKLIN STREET)	B-5733	REPLACE BRIDGE NO. 39 OVER BOOKER CREEK IN CHAPEL HILL.	1866			FA																	
							FA																	
DURHAM	US 15-501 NORTHBOUND	B-5674	REPLACE BRIDGE NO. 80 OVER SR 1308 (CORNWALLIS ROAD) IN DURHAM.	2319			FA																	
							FA																	
ORANGE	SR 1005 (OLD GREENSBORO ROAD)	B-5348	REPLACE BRIDGE NO. 85 OVER PHIL'S CREEK.	1045			FA																	
							FA																	
<b>MITIGATION PROJECTS</b>																								
ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	VARIOUS	EE-4907	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 7 PROJECT MITIGATION.		7221	7221																		
							IN PROGRESS																	
CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	VARIOUS	EE-4908	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 8 PROJECT MITIGATION.		8756	8756																		
							IN PROGRESS																	

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					
								FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	
<b>MITIGATION PROJECTS</b>																		
DURHAM	VARIOUS	EE-4905	ECOSYSTEM ENHANCEMENT PROGRAM FOR DIVISION 5 PROJECT MITIGATION.		5167	5167												
FRANKLIN																		
GRANVILLE																		
PERSON																		
VANCE																		
WAKE																		
WARREN																		
IN PROGRESS																		
<b>BICYCLE AND PEDESTRIAN PROJECTS</b>																		
DURHAM	US 501 (NORTH DUKE STREET)	EB-5620	MURRAY AVENUE TO US 501 BUSINESS (ROXBORO ROAD) IN DURHAM. CONSTRUCT SIDEWALKS.	1.8	1220		C											
							STPEB											
PLANNING, DESIGN, RIGHT OF WAY, AND CONSTRUCTION BY CITY OF DURHAM																		
DURHAM	NC 751 / SR 1183 / SR 2220 / NON-SYSTEM (UNIVERSITY DRIVE)	EB-5514	SR 1116 (GARRETT ROAD) TO SR 1158 (CORNWALLIS ROAD) IN DURHAM. ADD BICYCLE LANES AND PEDESTRIAN IMPROVEMENTS.	3.1	1025		STPEB				C	1025						
PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY CITY OF DURHAM																		
<b>CONGESTION MITIGATION PROJECTS</b>																		
ORANGE	NC 86 (MARTIN LUTHER KING JR. BOULEVARD)	C-5177	MLK, JR. SHARED PATHWAY IN CHAPEL HILL. CONSTRUCT PATHWAY ALONG MLK, JR. BOULEVARD, SR 1777 (HOMESTEAD ROAD) TO PINEY MOUNTAIN ROAD.		906		CMAQ	R	180									
							C	R	45									
							CMAQ			C	545							
							C			C	136							
PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY TOWN OF CHAPEL HILL																		
DURHAM	NC 751 (HOPE VALLEY ROAD)	C-5182	CONSTRUCT SIDEWALKS AND BIKE LANES BETWEEN MLK, JR. PARKWAY AND US 15-501 BUSINESS IN DURHAM.		1386		CMAQ			R	107							
							C			R	27							
							CMAQ				C	1002						
							C				C	250						
PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY CITY OF DURHAM																		
DURHAM	SR 1317 (MORREENE ROAD)	C-4928	NEAL ROAD TO SR 1320 (ERWIN ROAD) IN DURHAM. CONSTRUCT BIKE LANES AND SIDEWALKS.		2115	125	CMAQ				C	444						
							STPDA				C	1148						
							C				C	398						
PLANNING, DESIGN, RIGHT OF WAY AND CONSTRUCTION BY CITY OF DURHAM - IN PROGRESS																		
DURHAM	VARIOUS	C-5230	TRAFFIC SIGNAL CONTROLLER UPGRADE IN DURHAM.		480		CMAQ	C	480									
PLANNING, DESIGN, AND CONSTRUCTION BY CITY OF DURHAM																		
CHATHAM	VARIOUS	C-5605	PROJECTS TO IMPROVE CONGESTION AND AIR QUALITY IN THE DURHAM / CHAPEL HILL / CARRBORO MPO.		5050		CMAQ				C	2525		C	2525			
DURHAM																		
ORANGE																		
DURHAM	VARIOUS	C-5178	CAMPUS WALK AVENUE, MORREENE ROAD TO LASALLE STREET AND LASALLE STREET, KANGAROO DRIVE TO ERWIN ROAD IN DURHAM. CONSTRUCT SIDEWALKS.		336		CMAQ				C	269						
							C				C	67						
PLANNING / DESIGN / RIGHT OF WAY / CONSTRUCTION BY CITY OF DURHAM																		



COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM													UNFUNDED FUTURE YEARS						
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM														
							FUNDS	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023								
<b>HAZARD ELIMINATION PROJECTS</b>																										
ALAMANCE CASWELL GUILFORD ORANGE ROCKINGHAM	VARIOUS	W-5207	DIVISION 7 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		8513	813	HSIP	R	100	R	100	R	100	R	100	R	100	R	100	R	100	R	100			
							HSIP	C	600	C	600	C	600	C	600	C	600	C	600	C	600	C	600			
DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS																										
CHATHAM HOKE LEE MONTGOMERY MOORE RANDOLPH RICHMOND SCOTLAND	VARIOUS	W-5208	DIVISION 8 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		8086	386	HSIP	R	100	R	100	R	100	R	100	R	100	R	100	R	100	R	100			
							HSIP	C	600	C	600	C	600	C	600	C	600	C	600	C	600	C	600			
DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS																										
DURHAM FRANKLIN GRANVILLE PERSON VANCE WAKE WARREN	VARIOUS	W-5205	DIVISION 5 RUMBLE STRIPS, GUARDRAIL, SAFETY AND LIGHTING IMPROVEMENTS AT SELECTED LOCATIONS.		7948	248	HSIP	R	100	R	100	R	100	R	100	R	100	R	100	R	100	R	100			
							HSIP	C	600	C	600	C	600	C	600	C	600	C	600	C	600	C	600			
DIVISION PURCHASE ORDER CONTRACT (DPOC) - IN PROGRESS																										
<b>PASSENGER RAIL PROJECTS</b>																										
ALAMANCE CABARRUS DAVIDSON DURHAM GUILFORD MECKLENBURG ORANGE ROWAN WAKE	VARIOUS	P-4405	PRIVATE CROSSING SAFETY INITIATIVE TO CLOSE OR ENHANCE PROTECTION AT RAILROAD CROSSINGS BETWEEN RALEIGH AND CHARLOTTE.		21377	4544	STHSR	PE	700	PE	100	PE	64													
							O	PE	200																	
							STHSR	R	1250	R	750	R	712	R	474											
							STHSR			C	3000	C	3000	C	3000	C	941									
							O			C	881	C	881	C	880											
IN PROGRESS																										
DURHAM WAKE	VARIOUS PIEDMONT CORRIDOR	U-4716	VARIOUS ROUTES 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 SR 1978 (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.		32800	7764	STHSR	C	804	A	C	4321	A	C	1728	A										
							O	C	506	A	C	2593	A	C	864	A										
							STHSR	C	1700	B																
							STHSR	C	1000	C	C	5000	C	C	2234	C										
							O																			
							O																			
A NORFOLK SOUTHERN RAILROAD-NORTH CAROLINA RAILROAD. CONSTRUCT RAILROAD GRADE SEPARATION AND SHIFT RAIL LINE - TO BE LET WITH U-4716B AND U-4716C B NORFOLK SOUTHERN RAILROAD / NC RAILROAD TO SR 1978 (HOPSON ROAD) REALIGN AND CLOSE CROSSING 734 748M OF THE NORFOLK SOUTHERN-NORTH CAROLINA RAILROAD - TO BE LET WITH U-4716A AND U-4716C C CLEGG TO NELSON. CONSTRUCT PASSING SIDING - TO BE LET WITH U-4716A AND U-4716B D EAST OF SR 1999 (DAVIS DRIVE) TO NC 54, WIDEN TO MULTILANES PLANNING / DESIGN IN PROGRESS																										



STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS				
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM									
								FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022		FY 2023			
<b>INTERSTATE PROJECTS</b>																						
STATEWIDE	I-95	M-0412	CORRIDORS OF THE FUTURE PROGRAM. INTERSTATE MAINTENANCE DISCRETIONARY FUNDS (IMD) FOR IMPROVEMENTS TO I-95 FROM FLORIDA TO VIRGINIA. NORTH CAROLINA TO PROVIDE FUNDS TO ADJOINING STATES UNDER TERMS OF AN AGREEMENT.		16800	16800																
IN PROGRESS																						
<b>RURAL PROJECTS</b>																						
STATEWIDE	VARIOUS	M-0405	STATEWIDE MOWING MAINTENANCE CONTRACTS FOR PROPERTIES ACQUIRED BY NCDOT IN ADVANCE OF STIP PROJECTS.		1878	778	S	N	100	N	100	N	100	N	100	N	100	N	100			
IN PROGRESS																						
STATEWIDE	VARIOUS	M-0281	CENTER FOR TRANSPORTATION AND THE ENVIRONMENT.	0	1500	1500																
IN PROGRESS																						
STATEWIDE	VARIOUS	M-0360	DESIGN SERVICES, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		19180	8180	S	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000	PE	1000			
IN PROGRESS																						
STATEWIDE	VARIOUS	M-0376	STATEWIDE GEOTECHNICAL STUDIES AND INVESTIGATIONS PROJECT TO COVER NON-PROJECT SPECIFIC WORK.		18200	8300	S	PE	900	PE	900	PE	900	PE	900	PE	900	PE	900			
IN PROGRESS																						
STATEWIDE	VARIOUS	M-0377	ENVIRONMENTAL STREAMLINING. COORDINATE, PLAN, FACILITATE, IMPLEMENT AND TRACK INITATIVES.		3000	3000																
IN PROGRESS																						
STATEWIDE	VARIOUS	M-0392	HYDRAULICS, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		3560	1800	S	PE	160	PE	160	PE	160	PE	160	PE	160	PE	160			
IN PROGRESS																						
STATEWIDE	VARIOUS	M-0391	STRUCTURE DESIGN, PRELIMINARY ENGINEERING FOR MISCELLANEOUS PROJECTS.		7978	3578	S	PE	400	PE	400	PE	400	PE	400	PE	400	PE	400			
IN PROGRESS																						
STATEWIDE	STATEWIDE	M-0428	ADVANCED VEHICLE RESEARCH CENTER (AVRC).		297	297																
IN PROGRESS																						
STATEWIDE	STATEWIDE	M-0359	PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH. DEVELOP A PROCEDURES MANUAL.		300	300																
IN PROGRESS																						
<b>FEASIBILITY STUDIES</b>																						
STATEWIDE	VARIOUS	M-0452	TOLLING/FINANCIAL FEASIBILITY STUDIES.		800		S	PE	200	PE	200	PE	200	PE	200							
<b>FEDERAL BRIDGE PROJECTS</b>																						
STATEWIDE	VARIOUS	B-4693	STATEWIDE SURVEY OF HISTORICAL BRIDGES.		1000	1000																
IN PROGRESS																						
STATEWIDE	VARIOUS	BK-5101	DECK PRESERVATION AT 15 SELECTED LOCATIONS.		7747	7747																
UNDER CONSTRUCTION																						
STATEWIDE	VARIOUS	BK-5131	BRIDGE PRESERVATION AT SELECTED LOCATIONS.		1500	1500																
UNDER CONSTRUCTION																						
STATEWIDE	VARIOUS	BK-5132	IN-DEPTH ENGINEERING EVALUATION OF WEIGHT RESTRICTIONS ON LOAD POSTED BRIDGES ON US AND NC DESIGNATED ROUTES.		1000	1000																
IN PROGRESS																						
STATEWIDE	VARIOUS	BK-5100	ESTABLISH BRIDGE MANAGEMENT SYSTEM.		5000	5000																
IN PROGRESS																						

\* INDICATES INTRASTATE PROJECT  
 Wednesday, September 05, 2012

STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM														UNFUNDED FUTURE YEARS								
							FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM																
								FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023											
<b>FEDERAL BRIDGE PROJECTS</b>																													
STATEWIDE	VARIOUS	BP-5300	BRIDGE PRESERVATION ISSUES AT SELECTED SITES.		124363	24363	FA	C	2500	C	2500	C	5000	C	5000	C	5000	C	5000	C	5000	C	5000	C	5000				
							NFA	C	2500	C	2500	C	5000	C	5000	C	5000	C	5000	C	5000	C	5000	C	5000				
STATEWIDE	VARIOUS	BR-5100	REHABILITATE BRIDGES AT SELECTED LOCATIONS.		175000		FA								C	25000	C	25000	C	25000	C	25000	C	25000	C	25000			
STATEWIDE	VARIOUS	M-0379	SCOUR EVALUATION PROGRAM OF EXISTING BRIDGES.		3100	3100																							
STATEWIDE	VARIOUS	M-0418	STORM WATER RUNOFF. RESEARCH, DESIGN, CONSTRUCT, MAINTAIN AND MONITOR STORM WATER DRAINAGE FROM 50 BRIDGES OVER WATERWAYS. (HB 2346, SECTION 25.18)		5860	5860																							
<b>BICYCLE AND PEDESTRIAN PROJECTS</b>																													
STATEWIDE	VARIOUS	EB-2956	STATEWIDE BICYCLE PROGRAM.	0	9770	9770																							
STATEWIDE	VARIOUS	EB-4013	SPOT IMPROVEMENTS: SHORT PAVEMENT SECTIONS, BICYCLE RACKS AND SIGNING NEEDS.	0	697	697																							
STATEWIDE	VARIOUS	EB-5130	BICYCLE MAPS AND ROUTES. REVISE, UPDATE, REPRINT MAPS AND SIGN ROUTES.		120	120																							
STATEWIDE	VARIOUS	EB-3314	STATEWIDE PEDESTRIAN FACILITIES PROGRAM.	0	4250	4250																							
STATEWIDE	VARIOUS	EB-4411	ROADWAY IMPROVEMENTS FOR BICYCLE SAFETY ON STATE AND LOCAL DESIGNATED BIKE ROUTES.		8080	8080																							
STATEWIDE	VARIOUS	EB-5118	STATEWIDE BIKE AND PEDESTRIAN FACILITY DEVELOPMENT.		3331	3331																							
STATEWIDE	VARIOUS	EB-2966	SAFETY-EDUCATION PROJECTS.	0	495	495																							
STATEWIDE	VARIOUS	EB-5542	STATEWIDE BICYCLE-PEDESTRIAN PROGRAM.		11440		STPEB	C	1040	C	1040	C	1040	C	1040	C	1040	C	1040	C	1040	C	1040	C	1040				
STATEWIDE	REGIONAL	EB-4410	AREA-WIDE BICYCLE IMPROVEMENTS FEASIBILITY STUDIES.		155	155																							
<b>CONGESTION MITIGATION PROJECTS</b>																													
STATEWIDE	VARIOUS	C-5600	PROJECTS TO IMPROVE CONGESTION AND AIR QUALITY ON THE STATEWIDE TIER.		34904		CMAQ								C	17452	C	17452											
STATEWIDE	VARIOUS	C-5601	PROJECTS TO IMPROVE CONGESTION AND AIR QUALITY ON THE REGIONAL TIER.		5000		CMAQ								C	2500	C	2500											
STATEWIDE	VARIOUS	C-5554	DIVISION OF AIR QUALITY SCHOOL BUS REPLACEMENT PROGRAM. REPLACE BUSES WITH NEW BUSES THAT MEET THE NEW HEAVY DUTY DIESEL TRUCK AND BUS STANDARDS.		1420	1420																							

STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS
								5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					
								FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	
<b>CONGESTION MITIGATION PROJECTS</b>																		
STATEWIDE	VARIOUS	C-4982	TRANSPORTATION OPERATIONS CENTER TO ALLOW COORDINATED STATE AND REGIONAL TRANSPORTATION FUNCTIONS IN CONJUNCTION WITH THE STATE HIGHWAY PATROL COMMUNICATIONS CENTER AND OTHER EMERGENCY SERVICES PROVIDERS.		6900	6900												
							IN PROGRESS											
STATEWIDE	VARIOUS	C-5552	RAIL, FOURTH DAILY FREQUENCY BETWEEN RALEIGH AND CHARLOTTE.		11365		CMAQ	O	3052									
							C	O	610									
							CMAQ			O	3156							
							C			O	631							
							CMAQ				O	3263						
							C				O	653						
STATEWIDE	NON-ATTAINMENT AND MAINTENANCE AREAS	C-5100	SCHOOL BUS DIESEL PARTICULATE FILTER AND CLOSED CASE VENTILATION SYSTEM RETROFITS.		725	725												
							IN PROGRESS BY DEPARTMENT OF AIR QUALITY											
STATEWIDE	NORTH CAROLINA DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCE	C-4903	NORTH CAROLINA AIR AWARENESS OUTREACH PROGRAM TO PROVIDE EDUCATION AND PRODUCE DAILY AIR QUALITY FORECAST.		2875	1000	CMAQ	N	500	N	500	N	500					
							O	N	125	N	125	N	125					
STATEWIDE	NORTH CAROLINA STATE UNIVERSITY	C-4902	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											
<b>ENHANCEMENT PROJECTS</b>																		
STATEWIDE	VARIOUS	E-4018	NATIONAL RECREATIONAL TRAILS.		13845	645	NRT	C	1200	C	1200	C	1200	C	1200	C	1200	
							IN PROGRESS											
STATEWIDE	VARIOUS	E-4599	INSTALL RIVER BASIN HIGHWAY SIGNS.		187	187												
							IN PROGRESS											
STATEWIDE	VARIOUS	E-4602	GIS ARCHAEOLOGICAL DATABASE. STATEWIDE DATABASE TO CALCULATE ARCHAEOLOGICAL SITES LOCATED WITHIN OR NEAR NCDOT PROJECTS.		750	750												
							IN PROGRESS											
STATEWIDE	VARIOUS	E-4603	ECOSYSTEMS ENHANCEMENT PROGRAM. STRUCTURED MITIGATION FOR PROTECTION, ENHANCEMENT AND RESTORATION OF ECOLOGICAL FUNCTIONS AS COMPENSATION FOR PROJECT IMPACTS AT THE WATERSHED LEVEL.		625	625												
							PROGRAMMED FOR PLANNING AND PROGRAM DEVELOPMENT ONLY											
STATEWIDE	VARIOUS	E-3821	PRESERVE HISTORIC BRIDGES FROM DEMOLITION.	0	250	250												
							IN PROGRESS											
<b>ENHANCEMENT PROJECTS (ROADSIDE)</b>																		
STATEWIDE	VARIOUS	ER-3419	NORTH CAROLINA STATE BYWAYS BOOKLET PRINTING.	0	50	50												
							IN PROGRESS											
STATEWIDE	VARIOUS	ER-2973	ROADSIDE BEAUTIFICATION PROJECTS IN ALL FOURTEEN HIGHWAY DIVISIONS.	0	73529	40529	STPEL	L	3000	L	3000	L	3000	L	3000	L	3000	
							IN PROGRESS											

STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM													UNFUNDED FUTURE YEARS								
							FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM															
								FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023										
<b>ENHANCEMENT PROJECTS (ROADSIDE)</b>																												
STATEWIDE	VARIOUS	ER-3100	PLANTING OF WILDFLOWERS AND PERENNIAL BULBS ON FEDERAL-AID SYSTEM.	0	21799	15199	STPEL	L	600	L	600	L	600	L	600	L	600	L	600	L	600	L	600					
IN PROGRESS																												
STATEWIDE	VARIOUS	ER-3102	IMPLEMENTATION OF STATEWIDE SCENIC BYWAYS PROGRAM.	0	2019	1194	STPEL	N	75	N	75	N	75	N	75	N	75	N	75	N	75	N	75	N	75			
IN PROGRESS																												
STATEWIDE	VARIOUS	ER-3611	COLOR CANOPY AND TREE PLANTING STATEWIDE.	0	7577	4827	STPEL	L	250	L	250	L	250	L	250	L	250	L	250	L	250	L	250	L	250			
IN PROGRESS																												
STATEWIDE	VARIOUS	ER-5100	ROADSIDE ENVIRONMENTAL PROJECTS AND TREE PLANTINGS.		7605	7605																						
IN PROGRESS																												
STATEWIDE	VARIOUS	ER-3101	SPECIAL EVENTS PLANTING STATEWIDE.	0	13936	9536	STPEL	L	400	L	400	L	400	L	400	L	400	L	400	L	400	L	400	L	400			
IN PROGRESS																												
STATEWIDE	VARIOUS	ER-2971	SIDEWALK PROGRAM IN ALL FOURTEEN HIGHWAY DIVISIONS.	0	31839	16439	STPER	C	1400	C	1400	C	1400	C	1400	C	1400	C	1400	C	1400	C	1400	C	1400			
IN PROGRESS																												
STATEWIDE	BLUE RIDGE PARKWAY	ER-3817	SCENIC ENHANCEMENT AND VIEWSHED PROTECTION.	101.4	2200	2200																						
IN ACQUISITION																												
STATEWIDE	STATEWIDE	M-0451	STATEWIDE LANDSCAPE PLANS FOR STIP CONSTRUCTION PROJECTS.		840	70	S	PE	70	PE	70	PE	70	PE	70	PE	70	PE	70	PE	70	PE	70	PE	70			
<b>HAZARD ELIMINATION PROJECTS</b>																												
STATEWIDE	VARIOUS	SI-4900	BLUE STAR MEMORIAL HIGHWAY SIGNING. INSTALL SIGNS AT VARIOUS LOCATIONS STATEWIDE.		250	250																						
UNDER CONSTRUCTION																												
STATEWIDE	VARIOUS	SI-4902	FREEWAY SIGNING INITIATIVE. INSTALL OR REPLACE CRITICAL DIRECTIONAL SIGNS.		200	200																						
UNDER CONSTRUCTION																												
STATEWIDE	VARIOUS	W-5300	SIGNAL RETIMING TO IMPROVE SAFETY.		12000	1000	HSIP	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000			
IN PROGRESS																												
STATEWIDE	VARIOUS	W-5508	HIGHWAY SYSTEM DATA COLLECTION. TRAFFIC ENGINEERING BRANCH TO PARTICIPATE IN A THREE YEAR DATA COLLECTION PROGRAM.		1500	500	HSIP	I	500	I	500																	
<b>PASSENGER RAIL PROJECTS</b>																												
STATEWIDE	VARIOUS	P-3809	RAILROAD SAFETY INSPECTIONS IN ALL FOURTEEN (14) DIVISIONS.		4762	3662	T2001	I	100	I	100	I	100	I	100	I	100	I	100	I	100	I	100	I	100			
IN PROGRESS																												
STATEWIDE	VARIOUS	P-3418	PLANNING, MANAGEMENT AND RESEARCH STUDIES.	0	14089	5289	T2001	F	800	F	800	F	800	F	800	F	800	F	800	F	800	F	800	F	800			
IN PROGRESS																												
STATEWIDE	VARIOUS	P-3309	AT-GRADE CROSSING ELIMINATION AND IMPROVEMENT PROJECTS, CORRIDOR INVENTORIES AND STUDIES IN ALL FOURTEEN (14) DIVISIONS.	0	6920	5270	T2001	C	150	C	150	C	150	C	150	C	150	C	150	C	150	C	150	C	150			
IN PROGRESS																												
STATEWIDE	VARIOUS	P-3419	SEALED CORRIDOR-SELECTED SEHSRC CROSSINGS. MEDIAN BARRIERS, ARTICULATED GATES, FOUR- QUADRANT GATES, WARNING DEVICE REVISIONS, SIGNAGE AND CAMERA SYSTEMS.	0	12307	12307																						
UNDER CONSTRUCTION																												

STATEWIDE PROJECT

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	ROUTE/CITY	ID NUMBER	LOCATION / DESCRIPTION	LENGTH	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	STATE TRANSPORTATION IMPROVEMENT PROGRAM										UNFUNDED FUTURE YEARS									
							FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM													
								FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021		FY 2022	FY 2023							
<b>PASSENGER RAIL PROJECTS</b>																										
STATEWIDE	VARIOUS	Y-5500	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES.		33400	400	RR	R	500	R	500	R	500	R	500	R	500	R	500	R	500					
							RR	C	2500	C	2500	C	2500	C	2500	C	2500	C	2500	C	2500					
STATEWIDE	VARIOUS	Y-4100	HIGHWAY-RAIL CROSSINGS SAFETY IMPROVEMENTS AND INVENTORY PASSENGER ROUTES.		18184	7184	O	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000	C	1000					
							IN PROGRESS																			
STATEWIDE	VARIOUS	Y-4415	HIGHWAY-RAIL CROSSING INVENTORY.		3225	2675	O	C	50	C	50	C	50	C	50	C	50	C	50	C	50					
							IN PROGRESS																			
STATEWIDE	VARIOUS	Y-4800	TRAFFIC SEPARATION STUDY IMPLEMENTATION AND CLOSURES.		29889	29889																				
							IN PROGRESS																			
STATEWIDE	VARIOUS	Z-4100	HIGHWAY-RAIL CROSSING SAFETY IMPROVEMENTS AND INVENTORY.		9000	9000																				
							IN PROGRESS																			
STATEWIDE	VARIOUS	Z-5200	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.																							
							IN PROGRESS - RAIL DIVISION PURCHASE ORDER CONTRACT (RPOC)																			
STATEWIDE	VARIOUS	Z-5300	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.		8500	8500																				
							IN PROGRESS																			
STATEWIDE	VARIOUS	Z-5400	HIGHWAY-RAIL GRADE CROSSING SAFETY IMPROVEMENTS.		50809	12309	RR	R	500	R	500	R	500	R	500	R	500	R	500	R	500					
							RR	C	3000	C	3000	C	3000	C	3000	C	3000	C	3000	C	3000					
							IN PROGRESS																			
STATEWIDE	PIEDMONT CORRIDOR	P-3414	TRAVEL TIME IMPROVEMENTS TO FREIGHT AND PASSENGER RAIL CORRIDORS BETWEEN RALEIGH AND CHARLOTTE AND MATCH FEDERAL FUNDS.	0	66975	55975	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																			
<b>ROADSIDE ENVIRONMENTAL PROJECTS (REST AREA)</b>																										
STATEWIDE	VARIOUS	K-4704	REST AREA SYSTEM PRESERVATION. PAVEMENT, PAVEMENT MARKING, CURB AND GUTTER, SIDEWALKS AND OTHER REHABILITATION ITEMS.		7500	3100	IMPM	C	300	C	300	C	300	C	300	C	300	C	300	C	300					
							STP	C	100	C	100	C	100	C	100	C	100	C	100	C	100					
							IN PROGRESS																			
STATEWIDE	STATEWIDE	K-5500	REST AREA RENOVATIONS. REPLACE LIGHTING WITH EFFICIENT, LOW MAINTENANCE LED FIXTURES.		1290		S	C	426	A																
							S	C	458	B																
							S	C	406	C																
							A COASTAL REGION B PIEDMONT REGION C MOUNTAIN REGION																			
<b>ROADSIDE ENVIRONMENTAL PROJECTS (SCENIC)</b>																										
STATEWIDE	VARIOUS	L-1000	REPLACEMENT PLANTS AT SELECTED LOCATIONS WITHIN THE 14 HIGHWAY DIVISIONS. LANDSCAPE.	0	4893	3903	PLF	L	90	L	90	L	90	L	90	L	90	L	90	L	90					
							IN PROGRESS																			
STATEWIDE	VARIOUS	L-2133	PLANTING OF PERENNIAL BULBS AND WILDFLOWERS WITHIN THE 14 HIGHWAY DIVISIONS. LANDSCAPE.	0	28311	16211	PLF	L	1100	L	1100	L	1100	L	1100	L	1100	L	1100	L	1100					
							IN PROGRESS																			
STATEWIDE	VARIOUS	L-2500	COLOR AND CANOPY AND TREE PLANTING.	0	8243	2743	PLF	L	500	L	500	L	500	L	500	L	500	L	500	L	500					
							IN PROGRESS																			

## Appendix 31: Public Transportation STIP Project List

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**PUBLIC TRANSPORTATION PROGRAM**

**DIVISION**

**PUBLIC TRANSPORTATION PROGRAM**

Prior Years include all sources of funds for 2011 & 2012

TYPE OF WORK / ESTIMATED COST IN THOUSANDS FISCAL YEARS

COUNTY	TRANSIT PARTNERS AND PROVIDERS	ID NUMBER	LOCATION / DESCRIPTION	TOTAL PROJECT COST (THOU)	PRIOR YEARS COST (THOU)	FUND SOURCE/ Shares	STATE TRANSPORTATION IMPROVEMENT PROGRAM										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							
WAKE	AREA TRANSIT	TA-0000	REPLACEMENT BUS - WEST RALEIGH	4,224	200	CMAQ US	C	1,380	C	920	C	920										
						CMAQ STAT	C	172	C	115	C	115										
						CMAQ L	C	172	C	115	C	115										

**DESCRIPTION** - generic program with list of fundable elements plus notes

**FUNDING** See Public Transportation Funding Key for an explanation of funding categories and used for funding source!

**WORK TYPE (ACTIVITY)** distinguishes funding as: capital, operating or administration. For examples see Work Types box below.

**ESTIMATED COST** in this example Some Area Transit plans to use Congestion Mitigation funds to purchase several clean fuel buses over the three year period. Cost are estimates in thousands of current dollars. Projects often include more than one funding source.

**WORK TYPE (ACTIVITY)**

**A - Administration**

**C - Capital**

- project planning
- feasibility studies
- acquisition & right of way
- prelim. engineering
- design & construction
- vehicle purchase
- routine capital
- technology
- safety and security

**O - Operational Assistance**

**Oc - Capital budget funds supporting operations**

- preventive maintenance
- ADA services
- mobility management
- CMAQ operating

**KEY TO STIP NUMBERING**

<b>C - XXXX</b>	CMAQ - start ups	capital plus 2 years ops
<b>TA-XXXX</b>	EXPANSION/REPLACEMENT VEHICLES	vans, paratransit, buses
<b>TD-XXXX</b>	FACILITIES - all types: admin bldg, operation center, park & ride, etc.	
<b>TE-XXXX</b>	FIXED GUIDEWAY - Construction & Vehicles	
<b>TG-XXXX</b>	ROUTINE CAPITAL - small capital items	spare parts, bus stops,
<b>TG-XXXXA</b>	ROUTINE CAPITAL - ADA services	capital to support ops
<b>TG-XXXXB</b>	ROUTINE CAPITAL - Preventive Maintenance	capital to support ops
<b>TI-XXXX</b>	INTERSTATE TRANSIT	
<b>TJ-XXXX</b>	RURAL EMPLOYMENT	
<b>TK-XXXX</b>	RURAL ADMINISTRATION	
<b>TL-XXXX</b>	5310 ELDERLY & DISABLED - Operating	5310 capital = TA,TD,TG,TT
<b>TM-XXXX</b>	JOB ACCESS - Operating Assistance	5316 capital = TA,TD,TG,TT
<b>TN-XXXX</b>	NEW FREEDOM - Operating Assistance	5317 capital = TA,TD,TG,TT
<b>TO-XXXX</b>	OPERATIONAL ASSISTANCE	
<b>TP-XXXX</b>	PLANNING	
<b>TQ-XXXX</b>	RURAL OPERATING ASSISTANCE	
<b>TR-XXXX</b>	RURAL GENERAL PUBLIC	
<b>TS-XXXX</b>	SAFETY AND SECURITY	
<b>TT-XXXX</b>	TECHNOLOGY PROJECTS	
<b>TV-XXXX</b>	FIXED GUIDEWAY - Maintenance	
<b>TV-XXXX</b>	5310 ELDERLY & DISABLED - Statewide Administrator	

**KEY TO PUBLIC TRANSPORTATION FUNDING CATEGORIES**

**FEDERAL FUNDING**

- CMAQ** - Congestion Mitigation Air Quality (Flex to 5307)
- FBUS** - Bus and Bus Facilities Earmark (5309)
- FED** - Federal Unfunded Projects (0000)
- FEFD** - Elderly and Persons with Disability (5310)
- FMOD** - Fixed Guideway Modifications (5309)
- FMPL** - Metropolitan Planning (5303 and/or 5307) Statewide Planning (5304)
- FNF** - New Freedom - Beyond ADA (5317)
- FNS** - New Starts - Capital (5309)
- FNU** - Non-Urban, Small Urban, Tribal and Inter-City (5311, 5311c and 5311f)
- FSPR** - State Planning and Research
- FUZ** - Urbanized Area Formula Program (5307)
- FUZST** - Urbanized Area Formula Program Stimulus Funds (5307) = ARRA
- JARC** - Job Assistance and Reverse Commute (5316)
- RTAP** - Rural Transit Assistance Program (5311)
- STPDA** - Surface Transportation Program (MPO Direct Attributable - Flex to 5307)

**STATE FUNDING**

- EDTAP** - Transportation for Elderly and Persons with Disability
- EMP** - Rural Employment Transportation
- HSTM** - Administrative Assistance - Human Services
- RGP** - Rural General Public Transportation
- RIMA** - Regional and Inter-City Maintenance Assistance
- RTCH** - Rural Technology
- SFCP** - State Facility Capital Program
- SMAP** - Urban Area Maintenance Assistance
- STAT** - State Match Contribution
- STATN** - State New Start Match
- STCP** - State Transit Capital Program
- UTCH** - Urban Technology

**LOCAL FUNDING**

- L** - Local Matching Share

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PUBLIC TRANSPORTATION PROGRAM (URBAN)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

FISCAL YEARS

COUNTY	TRANSIT PARTNERS and PROVIDERS	ID NUMBER	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED				
							FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FUTURE YEARS			
ORANGE	CHAPEL HILL TRANSIT	TA-4726	Replacement Bus - articulated	43015	20304		FUZ US					C 1939	C 1939	C 1939	C 1939	C 1939	C 1939	C 1939			
							FUZ STAT					C 242	C 242	C 242	C 242	C 242	C 242	C 242			
							FUZ L					C 242	C 242	C 242	C 242	C 242	C 242	C 242			
							FBUS US	C 750													
							FBUS STAT	C 77													
							FBUS L	C 77													
PRIOR YEARS SUMMARY - FY2010: \$9998 FY2011: \$7046																					
ORANGE	CHAPEL HILL TRANSIT	TA-4748	Replacement - paratransit vehicle	4421	703		FUZ US	C 923	C 634	C 157	C 157	C 157	C 157	C 157	C 157	C 157	C 157				
							FUZ STAT	C 115	C 115	C 20	C 20	C 20	C 20	C 20	C 20	C 20	C 20	C 20			
							FUZ L	C 79	C 79	C 20	C 20	C 20	C 20	C 20	C 20	C 20	C 20	C 20			
							PRIOR YEARS SUMMARY - FY2010: \$703														
ORANGE	CHAPEL HILL TRANSIT	TA-4979	Replacement Van	4061	893		FUZ US	C 634			C 634					C 634					
							FUZ STAT	C 79			C 79				C 79						
							FUZ L	C 79			C 79				C 79						
							PRIOR YEARS SUMMARY - FY2010: \$703 FY2011: \$190														
ORANGE	CHAPEL HILL TRANSIT	TA-5109	Expansion Bus - plus 3 yrs operating	238	238		CMAQ US														
							CMAQ L														
PRIOR YEARS SUMMARY - FY2010: \$117 FY2011: \$121																					
ORANGE	CHAPEL HILL TRANSIT	TA-6512	Expansion Bus	752	752		JARC US														
							JARC STAT														
							JARC L														
							PRIOR YEARS SUMMARY - FY2010: \$376 FY2011: \$376														
ORANGE	CHAPEL HILL TRANSIT	TA-6514	Expansion Van	20	20		FEPD US														
							FEPD STAT														
							FEPD L														
							PRIOR YEARS SUMMARY - FY2011: \$20														
ORANGE	CHAPEL HILL TRANSIT	TD-4710B	Facility - Park & Ride	878	878		FUZ US														
							FUZ STAT														
							FUZ L														
							PRIOR YEARS SUMMARY - FY2011: \$878														
ORANGE	CHAPEL HILL TRANSIT	TD-5264	FACILITY PARK AND RIDE LEASE - CARRBORO	36	36		L														
							FUZ F														

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

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PUBLIC TRANSPORTATION PROGRAM (URBAN)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

FISCAL YEARS

COUNTY	TRANSIT PARTNERS and PROVIDERS	ID NUMBER	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED			
							FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FUTURE YEARS		
ORANGE	CHAPEL HILL TRANSIT	TG-4731A	Preventive maintenance	255	255	STPDA US														
						STPDA L														
						PRIOR YEARS SUMMARY - FY2011: \$255														
ORANGE	CHAPEL HILL TRANSIT	TG-4731B	Preventive maintenance	18240	3583	FUZ US	Oc	1013	Oc	1043	Oc	1074	Oc	1074	Oc	1074	Oc	1074	Oc	1074
						FUZ L	Oc	253	Oc	261	Oc	269	Oc	269	Oc	269	Oc	269	Oc	269
						PRIOR YEARS SUMMARY - FY2010: \$1159 FY2011: \$1194														
ORANGE	CHAPEL HILL TRANSIT	TG-4732A	Routine Capital - Bus stop shelters, benches, shop equip., spare parts, engines, farebox, service vehicles, etc	3920	1150	FUZST US														
						FUZ US	C	56	C	432			C	432			C	432		
						FUZ L	C	14	C	108			C	108			C	108		
						PRIOR YEARS SUMMARY - FY2010: \$570 FY2011: \$40														
ORANGE	CHAPEL HILL TRANSIT	TG-4732B	Routine Capital - service vehicle	888	300	FUZ US					C	157	C	157					C	157
						FUZ L					C	39	C	39					C	39
						PRIOR YEARS SUMMARY - FY2010: \$300														
ORANGE	CHAPEL HILL TRANSIT	TM-5132	Operating Assistance	216	216	JARC US														
						JARC L														
						PRIOR YEARS SUMMARY - FY2010: \$108 FY2011: \$108														
ORANGE	CHAPEL HILL TRANSIT	TO-5133	Operating Assistance	50081	10811	SMAP STAT	O	3570	O	3570	O	3570	O	3570	O	3570	O	3570	O	3570
						PRIOR YEARS SUMMARY - FY2010: \$3570 FY2011: \$3671														
ORANGE	CHAPEL HILL TRANSIT	TO-6501	Mobility Management - vouchers	364	364	FEPD US														
						FEPD STAT														
						FEPD L														
						PRIOR YEARS SUMMARY - FY2011: \$264														
ORANGE	CHAPEL HILL TRANSIT	TQ-6506	Operating Assistance - Elderly and Disabled persons	346	346	FEPD US														
						FEPD L														
						PRIOR YEARS SUMMARY - FY2011: \$256														
ORANGE	CHAPEL HILL TRANSIT	TS-5106	Safety & Security - Min. 1% set aside	506	210	FUZ US	C	26	C	17	C	33	C	32	C	32	C	32	C	32
						FUZ L	C	3	C	2	C	3	C	3	C	3	C	3	C	3
						PRIOR YEARS SUMMARY - FY2010: \$99 FY2011: \$67														
ORANGE	CHAPEL HILL TRANSIT	TT-5109	Technology - veh. tracking, passenger info, data communications, traffic signal priority	1331	1331	STPDA US														
						STPDA L														
						PRIOR YEARS SUMMARY - FY2011: \$1331														
ORANGE	CHAPEL HILL TRANSIT	TT-5109B	Technology - maintenance systems	100	100	UTCH STAT														
						PRIOR YEARS SUMMARY - FY2011: \$100														
ORANGE	CHAPEL HILL TRANSIT	TT-5109C	Technology - Real Time Information System and website	131	131	UTCH STAT														
						UTCH L														
						PRIOR YEARS SUMMARY - FY2011: \$67														
ORANGE	CHAPEL HILL TRANSIT	TT-6106	Technology - recording ADA for compliance	30	30	FEPD US														
						FEPD STAT														
						FEPD L														

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PUBLIC TRANSPORTATION PROGRAM (URBAN)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	TRANSIT PARTNERS and PROVIDERS	ID NUMBER	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FISCAL YEARS															UNFUNDED FUTURE YEARS						
						5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM																
						FUNDS	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023										
DURHAM ORANGE	DURHAM AREA TRANSIT AUTHORITY / DATA	TN-5102	Operating Assistance - New Freedom - urban	1764	378	FNF US	O	63	O	63	O	63	O	63	O	63	O	63	O	63	O	63	O	63			
						FNF L	O	63	O	63	O	63	O	63	O	63	O	63	O	63	O	63	O	63	O	63	
PRIOR YEARS SUMMARY - FY2010: \$126 FY2011: \$126																											
DURHAM	DURHAM AREA TRANSIT AUTHORITY / DATA	TO-5130	Operating Assistance	39184	8318	SMAP STAT	O	2806	O	2806	O	2806	O	2806	O	2806	O	2806	O	2806	O	2806	O	2806			
PRIOR YEARS SUMMARY - FY2010: \$2806 FY2011: \$2622																											
DURHAM	DURHAM AREA TRANSIT AUTHORITY / DATA	TO-5130B	Operating Assistance - new route	2374		CMAQ US	O	951	O	464	O	484															
						CMAQ L	O	238	O	116																	
						CMAQ L					121																
DURHAM	DURHAM AREA TRANSIT AUTHORITY / DATA	TP-5108	Planning Assistance - 5303	1960	420	FMPL US	C	112	C	112	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	C	14			
						FMPL L	C	14	C	14	C	14	C	14	C	14	C	14	C	14	C	14	C	14			
PRIOR YEARS SUMMARY - FY2010: \$140 FY2011: \$140																											
DURHAM	DURHAM AREA TRANSIT AUTHORITY / DATA	TP-5109	Planning Assistance - 5307	6398	1118	FUZ US	C	384	C	384	C	384	C	384	C	384	C	384	C	384	C	384	C	384			
						FUZ STAT	C	48	C	48	C	48	C	48	C	48	C	48	C	48	C	48	C	48			
						FUZ L	C	48	C	48	C	48	C	48	C	48	C	48	C	48	C	48	C	48			
PRIOR YEARS SUMMARY - FY2011: \$480																											
DURHAM	DURHAM AREA TRANSIT AUTHORITY / DATA	TS-5108	Safety & Security - Min. 1% set aside	587	102	FUZ US	C	39	C	39	C	39	C	39	C	39	C	39	C	39	C	39	C	39			
						FUZ L	C	4	C	4	C	4	C	4	C	4	C	8	C	8	C	8	C	8			
PRIOR YEARS SUMMARY - FY2010: \$30 FY2011: \$34																											
DURHAM	DURHAM AREA TRANSIT AUTHORITY / DATA	TT-4911	Technology - veh. tracking, passenger info, data communications, traffic signal priority	252	252	UTCH STAT																					
PRIOR YEARS SUMMARY - FY2011: \$252																											

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PUBLIC TRANSPORTATION PROGRAM (URBAN)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

FISCAL YEARS

COUNTY	TRANSIT PARTNERS and PROVIDERS	ID NUMBER	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED	
							FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FUTURE YEARS
WAKE	TRIANGLE TRANSIT	TA-4818	Replacement Bus - over the road coaches - CAMPO funded	7485	7485	STPDA US												
						STPDA L												
						PRIOR YEARS SUMMARY - FY2010: \$5500 FY2011: \$1985												
WAKE	TRIANGLE TRANSIT	TA-4818A	Expansion Bus	7410	4524	FUZ US				C	770					C	770	
						FUZ STAT				C	96					C	96	
						FUZ L				C	96					C	96	
						FBUS US												
						FBUS L												
						PRIOR YEARS SUMMARY - FY2010: \$1820 FY2011: \$2254												
DURHAM ORANGE	TRIANGLE TRANSIT	TA-4818B	Replacement Bus	6491	3605	FUZ US				C	770					C	770	
						FUZ STAT				C	96					C	96	
						FUZ L				C	96					C	96	
						PRIOR YEARS SUMMARY - FY2010: \$1170 FY2011: \$1985												
WAKE	TRIANGLE TRANSIT	TA-4994	Replacement/Expansion - paratransit vehicle	644	644	STPDA US												
						STPDA STAT												
						STPDA L												
						FBUS US												
						FBUS L												
						PRIOR YEARS SUMMARY - FY2010: \$220 FY2011: \$424												
DURHAM ORANGE	TRIANGLE TRANSIT	TA-4994B	Replacement Van - vanpool	429	429	FUZ US												
						FUZ L												
						FBUS US												
						FBUS L												
						PRIOR YEARS SUMMARY - FY2011: \$231												
WAKE	TRIANGLE TRANSIT	TA-5123	EXPANSION BUS	800	800	FBUS US												
						FBUS STAT												
						FBUS L												
WAKE	TRIANGLE TRANSIT	TA-5123A	Expansion Bus	19270	10810	FUZ US	C	500	C	540	C	540	C	1351		C	1351	
						FUZ STAT	C	62	C	68	C	68	C	135		C	135	
						FUZ L	C	62	C	68	C	68	C	135		C	135	
						PRIOR YEARS SUMMARY - FY2010: \$1380												
DURHAM ORANGE	TRIANGLE TRANSIT	TA-5123B	Expansion Bus	19546	11086	FUZ US	C	500	C	540	C	540	C	1351		C	1351	
						FUZ STAT	C	62	C	68	C	68	C	135		C	135	
						FUZ L	C	62	C	68	C	68	C	135		C	135	
						PRIOR YEARS SUMMARY - FY2010: \$1656												

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

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PUBLIC TRANSPORTATION PROGRAM (URBAN)

COUNTY	TRANSIT PARTNERS and PROVIDERS	ID NUMBER	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS											UNFUNDED FUTURE YEARS								
						FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM													
							FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022		FY 2023							
WAKE	TRIANGLE TRANSIT	TA-6511	Expansion Bus - non urban servcie	780	780	JARC US																			
						JARC STAT																			
						JARC L																			
						PRIOR YEARS SUMMARY - FY2010: \$780																			
WAKE	TRIANGLE TRANSIT	TD-4941	Facility - Park & Ride - CAMPO funded	750	250	STPDA US																			
						STPDA STAT																			
						STPDA L																			
						PRIOR YEARS SUMMARY - FY2011: \$250																			
						TOTAL PROJECT COST INCLUDE \$500 UNFUNDED PORTION - SEE ILLUSTRATIVE UNFUNDED SECTION																			
WAKE	TRIANGLE TRANSIT	TD-4941B	Facility - Park & Ride - Holly Springs	2773		CMAQ US	C	2219																	
						CMAQ STAT	C	277																	
						CMAQ L	C	277																	
DURHAM ORANGE WAKE	TRIANGLE TRANSIT	TD-4944	Facility - I-40 Bus Bypass Shoulder Project.	200		MOB	C	200																	
WAKE	TRIANGLE TRANSIT	TD-5258	Facility - Maintenance and Ops Center - Design, Engineer and Construct	937	311	STPDA US	C	500																	
						STPDA STAT	C	63																	
						STPDA L																			
WAKE	TRIANGLE TRANSIT	TD-5259	Facility - Maintenance Garage - Rehab - Paratransit CAMPO funded	312	312	STPDA US																			
						STPDA STAT																			
						STPDA L																			
DURHAM ORANGE WAKE	TRIANGLE TRANSIT	TE-4903	Fixed Guideway - Alternatives Analysis for Major Transit Corridor Projects	6912	6912	L L																			
						PRIOR YEARS SUMMARY - FY2010: \$982 FY2011: \$5930																			
WAKE	TRIANGLE TRANSIT	TG-4821A	Routine Capital - Fuel system upgrade and ADA transit amenities upgrade	150	150	STPDA US																			
						STPDA L																			
DURHAM ORANGE	TRIANGLE TRANSIT	TG-4821B	Routine Capital - Bus stop shelters, benches, shop equip., spare parts, engines, farebox, service vehicles, etc includes ADA, PM and service vehicles	24490	3676	FUZ US	C	1358	C	1398	C	1440	C	1483	C	1527	C	1573	C	1575	C	1575	C	1575	
						FUZ L	C	339	C	350	C	360	C	366	C	382	C	393	C	394	C	394	C	394	
						PRIOR YEARS SUMMARY - FY2010: \$1028 FY2011: \$1000																			
DURHAM ORANGE	TRIANGLE TRANSIT	TG-4821C	Routine Capital - Bus stop shelters, benches, shop equip., spare parts, engines, service vehicles, etc.	405	405	STPDA US																			
						STPDA L																			
						PRIOR YEARS SUMMARY - FY2010: \$285 FY2011: \$120																			
WAKE	TRIANGLE TRANSIT	TM-5123A	Operating Assistance - Job Access / Reverse Commute - urban	696	696	JARC US																			
						JARC L																			
						PRIOR YEARS SUMMARY - FY2010: \$348 FY2011: \$348																			
DURHAM ORANGE	TRIANGLE TRANSIT	TM-5123B	Operating Assistance - Job Access / Reverse Commute - urban	696	696	JARC US																			
						JARC L																			
						PRIOR YEARS SUMMARY - FY2010: \$348 FY2011: \$348																			
WAKE	TRIANGLE TRANSIT	TM-6109	Operating Assistance - Job Access / Reverse Commute - non-urban servcie	404	404	JARC US																			
						JARC L																			
						PRIOR YEARS SUMMARY - FY2010: \$202 FY2011: \$202																			
WAKE	TRIANGLE TRANSIT	TN-5129A	Operating Assistance - New Freedom - urban	312	312	FNF US																			
						FNF L																			
						PRIOR YEARS SUMMARY - FY2010: \$156 FY2011: \$156																			

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

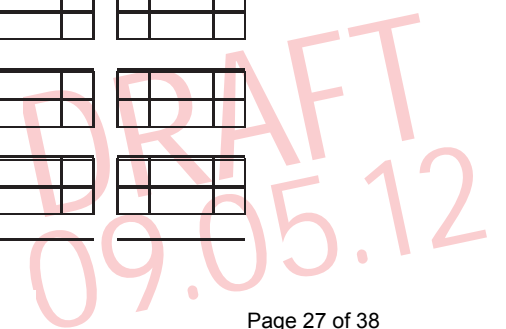
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PUBLIC TRANSPORTATION PROGRAM (URBAN)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

FISCAL YEARS

COUNTY	TRANSIT PARTNERS and PROVIDERS	ID NUMBER	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED				
							FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FUTURE YEARS			
							O	1952	O	1952	O	1952	O	1952	O	1952	O	1952	O	1952	O
DURHAM ORANGE	TRIANGLE TRANSIT	TN-5129B	Operating Assistance - New Freedom - urban	312	312	FNF US FNF L															
							PRIOR YEARS SUMMARY - FY2010: \$156 FY2011: \$156														
WAKE	TRIANGLE TRANSIT	TN-6104A	Operating Assistance - New Freedom - non-urban	156	156	FNF US FNF L															
							PRIOR YEARS SUMMARY - FY2011: \$156														
DURHAM ORANGE	TRIANGLE TRANSIT	TN-6104B	Operating Assistance - New Freedom - non-urban	156	156	FNF US FNF L															
							PRIOR YEARS SUMMARY - FY2011: \$156														
WAKE	TRIANGLE TRANSIT	TO-5131	Operating Assistance	27619	6147	SMAP STAT	O	1952	O	1952	O	1952	O	1952	O	1952	O	1952	O	1952	
							PRIOR YEARS SUMMARY - FY2010: \$1952 FY2011: \$2243														
WAKE	TRIANGLE TRANSIT	TO-5131B	Operating Assistance - express bus Holly Springs, Apex and Cary	564		CMAQ US CMAQ L	O	143	O	150	O	158									
DURHAM ORANGE	TRIANGLE TRANSIT	TP-4732A	Planning Assistance	8429	619	FUZ US FUZ STAT FUZ L	PL	509	PL	524	PL	540	PL	556	PL	573	PL	590	PL	590	
WAKE	TRIANGLE TRANSIT	TP-4732B	Planning Assistance	8429	619	FUZ US FUZ STAT FUZ L	PL	509	PL	524	PL	540	PL	556	PL	573	PL	590	PL	590	
DURHAM ORANGE	TRIANGLE TRANSIT	TQ-6504	Mobility Management - Elderly and Disabled persons	172	172	FEPD US FEPD STAT FEPD L															
							PRIOR YEARS SUMMARY - FY2011: \$86														
WAKE	TRIANGLE TRANSIT	TS-5118	Safety & Security - Min. 1% set aside	450	237	STPDA US STPDA L FUZ US FUZ L	C	21	C	10	C	21	C	20	C	17	C	17	C	17	
							PRIOR YEARS SUMMARY - FY2010: \$57 FY2011: \$23														
WAKE	TRIANGLE TRANSIT	TS-5118B	Safety & Security - electronic gate BOMF	45	45	FUZ US FUZ L															
DURHAM ORANGE	TRIANGLE TRANSIT	TS-5119	Safety & Security - Min. 1% set aside	353	192	FUZ US FUZ L	C	21	C	10	C	21	C	20	C	17	C	17	C	17	
							PRIOR YEARS SUMMARY - FY2010: \$57 FY2011: \$23														
DURHAM ORANGE	TRIANGLE TRANSIT	TS-5133	Safety & Security - surveillance cameras for paratransit vehicles	80	80	UTCH STAT UTCH L															
							PRIOR YEARS SUMMARY - FY2011: \$40														
DURHAM ORANGE	TRIANGLE TRANSIT	TT-5214	Technology - Advanced Public Info Communication System	1507	507	UTCH STAT UTCH L															
							PRIOR YEARS SUMMARY - FY2011: \$487														
							TOTAL PROJECT COST INCLUDE \$1000 UNFUNDED PORTION - SEE ILLUSTRATIVE UNFUNDED SECTION														
DURHAM ORANGE	TRIANGLE TRANSIT	TT-5217	Technology - Ridesharing Matching with Vanpool Mgmt Module	70	70	UTCH STAT UTCH L															
DURHAM ORANGE	TRIANGLE TRANSIT	TT-5218	Technology - Regional Real Time Upgrade to 511	60	60	UTCH STAT UTCH L															
WAKE	WAKE COORDINATED TRANSP	TO-5143	OPERATING ASSISTANCE - VETRANS	753		FBUS US FBUS L	O	602													





PUBLIC TRANSPORTATION PROGRAM (RURAL)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	TRANSIT PARTNERS and PROVIDERS	ID NUMBER	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FISCAL YEARS										UNFUNDED FUTURE YEARS			
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM								
							FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022		FY 2023		
CHATHAM	Chatham Transit Network	TA-6177	Replacement Van	165	165	FNU US														
						FNU STAT														
						FNU L														
						PRIOR YEARS SUMMARY - FY2011: \$123														
CHATHAM	Chatham Transit Network	TA-6239	Expansion - Light Transit Vehicle	228	228	JARC US														
						JARC STAT														
						JARC L														
						PRIOR YEARS SUMMARY - FY2011: \$148														
CHATHAM	Chatham Transit Network	TA-6259	Replacement - Light Transit Vehicle	143	143	FNU US														
						FNU STAT														
						FNU L														
CHATHAM	Chatham Transit Network	TG-6109	Routine Capital	22	22	FNU US														
						FNU STAT														
						FNU L														
						PRIOR YEARS SUMMARY - FY2010: \$17														
CHATHAM	Chatham Transit Network	TG-6109A	Routine Capital - spare engines	150		CMAQ US	C	120												
						CMAQ L	C	30												
CHATHAM	Chatham Transit Network	TJ-6114	Operating Assistance - employment transportation	238	51	EMP STAT	O	17	O	17	O	17	O	17	O	17	O	17	O	17
						PRIOR YEARS SUMMARY - FY2010: \$17 FY2011: \$17														
CHATHAM	Chatham Transit Network	TK-6117	Administration	3304	708	FNU US	O	188	O	188	O	188	O	188	O	188	O	188	O	188
						FNU US														
						FNU STAT	O	12	O	12	O	12	O	12	O	12	O	12	O	12
						FNU STAT														
						FNU L	O	36	O	36	O	36	O	36	O	36	O	36	O	36
						FNU L														
						PRIOR YEARS SUMMARY - FY2010: \$238 FY2011: \$234														
CHATHAM	Chatham Transit Network	TL-6113	Operating Assistance - Elderly and Disabled persons	1134	243	EDTAP STAT	O	81	O	81	O	81	O	81	O	81	O	81	O	81
						PRIOR YEARS SUMMARY - FY2010: \$81 FY2011: \$81														
CHATHAM	Chatham Transit Network	TM-6102	Mobility Management - ARRA funded	84	84	ARRA US														
						PRIOR YEARS SUMMARY - FY2010: \$42 FY2011: \$42														
CHATHAM	Chatham Transit Network	TM-6103	Operating Assistance - Job Access / Reverse Commute - non-urban	136	136	JARC US														
						JARC L														
						PRIOR YEARS SUMMARY - FY2011: \$136														
CHATHAM	Chatham Transit Network	TQ-6111	Mobility Management - health rides - Council on Aging	611	611	FEPD US														
						FEPD STAT														
						FEPD L														
						PRIOR YEARS SUMMARY - FY2010: \$149 FY2011: \$272														
CHATHAM	Chatham Transit Network	TQ-6135	Operating - Elderly and Disabled persons	160	160															
CHATHAM	Chatham Transit Network	TR-6153	Operating Assistance - general public in rural areas	1498	321	RGP STAT	O	107	O	107	O	107	O	107	O	107	O	107	O	107
						PRIOR YEARS SUMMARY - FY2010: \$107 FY2011: \$107														

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

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PUBLIC TRANSPORTATION PROGRAM (RURAL)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	TRANSIT PARTNERS and PROVIDERS	ID NUMBER	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FISCAL YEARS										UNFUNDED FUTURE YEARS																
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM																					
							FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022		FY 2023															
DURHAM	Durham County Access	TQ-6109	Mobility Management - Elderly and Disabled persons - purchase of service	113	113	FEPD US																											
						FEPD STAT																											
						FEPD L																											
PRIOR YEARS SUMMARY - FY2011: \$113																																	
DURHAM	Durham County Access	TR-6164	Operating Assistance - general public in rural areas	1120	240	RGP STAT	0	72	0	72	0	72	0	72	0	72	0	72	0	72	0	72	0	72	0	72	0	72	0	72			
						RGP L	0	8	0	8	0	8	0	8	0	8	0	8	0	8	0	8	0	8	0	8	0	8	0	8			
PRIOR YEARS SUMMARY - FY2010: \$80 FY2011: \$80																																	

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PUBLIC TRANSPORTATION PROGRAM (RURAL)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	TRANSIT PARTNERS and PROVIDERS	ID NUMBER	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FISCAL YEARS										UNFUNDED FUTURE YEARS																
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM																					
							FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022		FY 2023															
ORANGE	Orange Public Transit	TA-6206	Replacement - Light Transit Vehicle	199	199	FNU US																											
						FNU STAT																											
						FNU L																											
PRIOR YEARS SUMMARY - FY2011: \$199																																	
ORANGE	Orange Public Transit	TG-6129	Routine Capital	14	14	FNU US																											
						FNU STAT																											
						FNU L																											
PRIOR YEARS SUMMARY - FY2010: \$3 FY2011: \$11																																	
ORANGE	Orange Public Transit	TJ-6149	Operating Assistance - employment transportation	350	75	EMP STAT	0	25	0	25	0	25	0	25	0	25	0	25	0	25	0	25	0	25	0	25	0	25	0	25			
PRIOR YEARS SUMMARY - FY2010: \$25 FY2011: \$25																																	

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

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PUBLIC TRANSPORTATION PROGRAM (RURAL)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

COUNTY	TRANSIT PARTNERS and PROVIDERS	ID NUMBER	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	FISCAL YEARS										UNFUNDED FUTURE YEARS												
							5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM																	
							FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022		FY 2023											
ORANGE	Orange Public Transit	TK-6151	Administration	2602	556	FNU US	O	121	O	121	O	121	O	121	O	121	O	121	O	121	O	121							
						FNU US																							
						FNU STAT	O	37	O	37	O	37	O	37	O	37	O	37	O	37	O	37	O	37	O	37			
						FNU STAT																							
						FNU L	O	28	O	28	O	28	O	28	O	28	O	28	O	28	O	28	O	28	O	28			
						FNU L																							
PRIOR YEARS SUMMARY - FY2010: \$185 FY2011: \$185																													
ORANGE	Orange Public Transit	TL-6148	Operating Assistance - Elderly and Disabled persons	1358	291	EDTAP STAT	O	97	O	97	O	97	O	97	O	97	O	97	O	97	O	97							
						PRIOR YEARS SUMMARY - FY2010: \$97 FY2011: \$97																							
ORANGE	Orange Public Transit	TR-6156	Operating Assistance - general public in rural areas	1442	309	RGP STAT	O	103	O	103	O	103	O	103	O	103	O	103	O	103	O	103							
						PRIOR YEARS SUMMARY - FY2010: \$103 FY2011: \$103																							

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PUBLIC TRANSPORTATION PROGRAM - ILLUSTRATIVE UNFUNDED PROJECT (URBAN)

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

FISCAL YEARS

COUNTY	TRANSIT PARTNERS and PROVIDERS	ID NUMBER	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED											
							FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FUTURE YEARS										
ORANGE	CHAPEL HILL TRANSIT	TD-4710	Facility - Park & Ride	2000		FED TBD	C	2000																				
ORANGE	CHAPEL HILL TRANSIT	TD-5204	Facility - Intermodal Center - Hillsborough	1000		FED TBD							C	1000														
ORANGE	CHAPEL HILL TRANSIT	TE-5202	Fixed Guideway - Light Rail - Durham/Chapel Hill	1395462		FED TBD	C	13780	C	13780	C	20671	C	13780	C	13780	C	20671	C	433000	C	433000	C	433000				
added unfunded construction in FY19, 20, 21 to reach 2040 estimate of \$1.3B																												

DURHAM	DURHAM AREA TRANSIT AUTHORITY / DATA	TA-4755	Expansion Bus	12800		FED TBD				C	4800							C	4000			C	4000					
DURHAM	DURHAM AREA TRANSIT AUTHORITY / DATA	TA-4923	Replacement Bus	28600		FED TBD					C	9100	C	9100					C	5200	C	5200						
DURHAM	DURHAM AREA TRANSIT AUTHORITY / DATA	TA-5019A	Replacement - paratransit vehicle	112		FED TBD																						

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

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PUBLIC TRANSPORTATION PROGRAM - ILLUSTRATIVE UNFUNDED PROJECT (URBAN)

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

COUNTY	TRANSIT PARTNERS and PROVIDERS	ID NUMBER	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED				
							FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FUTURE YEARS			
DURHAM ORANGE	TRIANGLE TRANSIT	TT-5214	Technology - Advanced Public Info Communication System	1000		FED TBD					C 1000										

PARTIALLY FUNDED PROJECT - SEE FUNDED SECTION OF PROGRAM

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More information on the strategic prioritization process, including a list of projects that were prioritized but not yet funded, can be found at <http://ncdot.gov/performance/reform>.

### THE TRANSPORTATION MODES AND TIERS

Mode	Statewide Tier	Regional Tier	Sub-regional Tier
<b>Highway</b> — <i>Projects where the primary purpose is to improve the highway system.</i>	The Strategic Highway Corridors (SHC) as approved by the Board of Transportation	All primary routes (US and NC) not on the Statewide Tier	All secondary routes (SR) not on the Statewide Tier
<b>Rail (Passenger &amp; Commuter)</b> — <i>Projects where the primary purpose is to improve passenger rail service. Rail safety projects may be classified as a rail project or a highway project, depending how they are classified in the State Transportation Improvement Program.</i>	All intercity (including out-of-state) passenger rail service and station facilities associated with intercity services	Commuter rail service and associated station facilities which serve commuters between two or more counties	Commuter and light rail service and associated station facilities which serve commuters <i>within</i> a county
<b>Rail (Freight)</b> — <i>Projects where the primary purpose is to improve freight rail service. Rail safety projects may be classified as a rail project or a highway project, depending how they are classified in the State Transportation Improvement Program.</i>	Rail lines of strategic importance as determined by the Rail Division	All remaining rail lines not included on the Statewide Tier	N/A
<b>Ferry</b> — <i>Projects where the primary purpose is to improve the ferry system.</i>	Ferry routes connecting Statewide Tier Highway facilities	Ferry routes connecting Regional Tier Highway facilities	Ferry routes connecting Subregional Tier Highway facilities
<b>Aviation</b> — <i>Projects where the primary purpose is to improve the publicly-owned airports.</i>	Commercial service airports with at least 100,000 annual enplanements	Commercial service airports (Part 139 Certificated) with less than 100,000 annual enplanements <i>OR</i> General aviation airports with at least 25 based aircraft	General Aviation airports with fewer than 25 based aircraft
<b>Public Transportation</b> — <i>Projects where the primary purpose is to improve the public transportation system and regional/urban/rural transit systems.</i>	Bus service and associated station facilities which serve out-of-state travel	Bus and vanpool service and associated stations facilities and passenger amenities which serve commuters <i>between</i> two or more counties	Bus and vanpool service and associated stations facilities and passenger amenities which serve commuters <i>within</i> a county
<b>Bicycle &amp; Pedestrian</b> — <i>Projects where the primary purpose is to enhance the Bicycle and Pedestrian system. Projects that include improving a roadway facility and enhancing bicycle access (such as a resurfacing project which includes adding wide outside shoulders) are classified as highway projects. Stand-alone projects that add wide outside shoulders are classified as bicycle and pedestrian projects.</i>	NC bicycling highways (on-road)	NCDOT designated multi-county regional routes (on-road) <i>OR</i> Off-road facilities spanning multiple jurisdictions with a length of at least 20 miles	Off-road facilities with a length shorter than 20 miles <i>OR</i> Town, city, or county on-road bicycle networks <i>OR</i> All sidewalks
<b>Ports &amp; GTP</b> —N/A	All facilities		

*Note: If a project is located at the intersection of more than one tier, the project is classified by the higher tier. An exception is an intersection, interchange or grade separation where the project improves only one of the facilities. In this case, the project is classified according to the facility in which the improvement is located. For example, a project that converts a grade separation to an interchange (on a freeway) is classified by the tier of facility which currently does not have access to the freeway.*

For more information on the North Carolina Multimodal Investment Network tier system, please visit <http://www.ncdot.gov/performance/reform/NCMINmaps/default.html>

## Appendix 5: Multi-Year Resource Strategy Table

The Multi-Year Resource Strategy Table depicts the funding needs (as submitted by local communities), the funding at current levels, funding recommendations from stakeholder summits, and final allocations. It also depicts the current performance and desired level of service that can be expected for various investment strategies. This table reflects a balance of investment strategies across the goals of the Department, and the modes of transportation and the tiers.

### Multi-Year Investment Strategy for 2018-2022 - Statewide

Mode	Goal	Tier	Improvement Type	Example Projects	Submitted Needs	Current LOS (A-F)	Desired Target for Year 2022		Stay the Course (2018-2022)		Average from 7 Summits (2018-2022)			Statewide BOT Average (2018-2022)			Draft STIP Allocations (2018-2022)					
							LOS	\$	\$	% of Total	LOS	\$	% of Total	LOS	\$	% of Total	LOS	\$	% of Total	LOS		
Aviation	Safety	Regional & Subregional	All	Runway approach obstruction removal, runway safety area improvements, land for runway protection zones	\$80	D	B	\$80	\$60	0.6%	C	\$52	0.5%	C	\$48	0.5%	D	\$62	0.7%	C		
	Mobility			Runway extension, pavement strengthening and widening, new taxiway, aircraft parking apron expansion	\$220	D	C	\$220	\$70	0.7%	D	\$123	1.2%	D	\$57	0.6%	D	\$80	0.9%	D		
	Health			Runway, taxiway and aircraft apron pavement resurfacing or rehabilitation	\$200	D	B	\$200	\$100	1.0%	F	\$164	1.6%	F	\$129	1.3%	F	\$109	1.2%	F		
Bicycle & Pedestrian	Mobility	All Tiers	All	Improvements to signed bike routes, new multi-use paths or sidewalks	\$390	D	C	\$230	\$20	0.2%	F	\$237	2.4%	C	\$134	1.3%	D	\$55	0.6%	F		
Ferry	Mobility	All Tiers	All	New vessel for expanded service or vessel replacement with larger capacity	\$150	C	B	\$150	\$70	0.7%	C	\$84	0.8%	C	\$68	0.7%	D	\$30	0.3%	D		
	Health			Replacement vessel with same capacity and terminal infrastructure improvements (gantries, ramps, dolphins, etc.)	\$480	C	B	\$480	\$0	0.0%	D	\$246	2.5%	D	\$225	2.3%	D	\$0	0.0%	D		
Public Transportation	Safety	All Tiers	All	Security cameras and technology - station, passenger info and on-board vehicles	\$90	C	B	\$60	\$10	0.1%	D	\$56	0.6%	C	\$31	0.3%	D	\$2	0.0%	F		
	Mobility			Expansion buses, rail or new vans (for vanpools)	\$3,000	D	B	\$680	\$520	5.1%	C	\$453	4.5%	C	\$388	3.9%	C	\$239	2.7%	D		
	Health			Replacement vehicles	\$1,000	C	B	\$460	\$210	2.1%	D	\$339	3.4%	C	\$234	2.3%	D	\$150	1.7%	F		
Rail	Mobility	Statewide	All	Signal improvements, new bridges, eliminate at-grade crossings, double/triple track rail line, new passenger stations, equipment (train sets), maintenance facilities	\$6,020	D	C	\$5,970	\$0	0.0%	D	\$911	9.1%	D	\$352	3.5%	D	\$186	2.1%	D		
<b>Total Non-Highway</b>					<b>\$11,630</b>			<b>\$8,530</b>	<b>\$1,060</b>	<b>10.4%</b>		<b>\$2,665</b>	<b>26.7%</b>		<b>\$1,666</b>	<b>16.7%</b>		<b>\$913</b>	<b>10.4%</b>			
Highway	Safety	All Tiers	All	Targeted to achieve crash reductions: median improvements, intersection improvements, signal modifications, positive guidance, clear zone improvements, guardrail, rumble strips, additional pavement width, warning flashers for intersections, sight distance improvements	\$1,010	C	B	\$1,010	\$150	1.5%	D	\$581	5.8%	C	\$370	3.7%	C	\$152	1.7%	D		
	Mobility	Statewide	All	Widening projects, new location projects, intersection/interchange improvements, signal systems, superstreets, traffic cameras, message boards	\$22,070	B	A	\$2,560	\$3,920	38.4%	A	\$1,092	10.9%	B	\$2,316	23.2%	B	\$3,012	34.3%	A		
		Regional			\$10,080	A	A	\$0	\$430	4.2%	A	\$195	2.0%	A	\$401	4.0%	A	\$247	2.8%	A		
		Subregional			\$7,630	A	A	\$0	\$530	5.2%	A	\$187	1.9%	A	\$419	4.2%	A	\$175	2.0%	A		
	Health	Statewide	Interstate Pavement	Pavement (Contract Resurfacing)	Pavement resurfacing or rehabilitation	\$260	B	A	\$260	\$600	5.9%	A	\$242	2.4%	B	\$370	3.7%	A	\$792	9.0%	A	
					Pavement resurfacing	\$670	D	A	\$670	\$280	2.7%	F	\$588	5.9%	C	\$498	5.0%	D	\$394	4.5%	F	
					Modernization	\$810	C	A	\$440	\$100	1.0%	B	\$43	0.4%	B	\$105	1.0%	B	\$53	0.6%	B	
					Projects which upgrade the roadway to meet the latest design standards. Can include resurfacing, straightening curves, adding turn lanes, widening the existing travel lanes, etc	\$740	D	B	\$740	\$670	6.6%	C	\$605	6.1%	C	\$665	6.7%	C	\$581	6.6%	D	
	Health	Regional	Pavement (Contract Resurfacing)	Modernization	Projects which upgrade the roadway to meet the latest design standards. Can include resurfacing, straightening curves, adding turn lanes, widening the existing travel lanes, etc	\$2,580	D	B	\$570	\$30	0.3%	D	\$232	2.3%	C	\$136	1.4%	D	\$17	0.2%	D	
					Subregional	Pavement (Contract Resurfacing)	\$2,490	D	C	\$2,490	\$930	9.1%	F	\$2,126	21.3%	F	\$1,770	17.7%	F	\$900	10.3%	F
						Modernization	\$1,340	F	C	\$590	\$30	0.3%	F	\$460	4.6%	D	\$334	3.3%	D	\$14	0.2%	F
All Tiers	Bridge	Bridge replacement and rehabilitation	\$1,520	C	B	\$1,520	\$1,480	14.5%	C	\$984	9.8%	C	\$952	9.5%	C	\$1,522	17.4%	B				
<b>Total Highway</b>					<b>\$51,200</b>			<b>\$10,850</b>	<b>\$9,150</b>	<b>89.6%</b>		<b>\$7,335</b>	<b>73.3%</b>		<b>\$8,334</b>	<b>83.3%</b>		<b>\$7,859</b>	<b>89.6%</b>			
<b>Total All Buckets</b>					<b>\$62,830</b>			<b>\$19,380</b>	<b>\$10,210</b>	<b>100.0%</b>		<b>\$10,000</b>	<b>100.0%</b>		<b>\$10,000</b>	<b>100.0%</b>		<b>\$8,772</b>	<b>100.0%</b>			

**Notes:**  
 All values are \$ millions  
 All needs and dollars represent capital costs

- The Bicycle-Pedestrian dollars shown are essentially for Bikeway/Pedestrian projects that are funded using federal enhancement funds. Expenditures for bicycle-pedestrian improvements that are done as part of highway improvements have not been included due to decisions made later when the project is in the design process.
- The needs in Appendix/Table 5 represent only capital costs and not ongoing operations and maintenance of facilities (except for highway contract resurfacing).
- Dollar amounts used for investment strategy summits were derived from NCDOT's Cash Model and therefore vary from the budget amounts actually available for programming in the goal, tier, and mode categories.
- Aviation needs represented do not include commercial service airports. Approximately \$30M is expected to be spent on these airport facilities over next 10 years.
- Dollar amounts to address Ferry health projects are legislatively determined as a state budget item and not treated as STIP projects.

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### Multi-Year Investment Strategy for 2018-2022 - Division 5

Draft STIP Allocation (2018-2023)*			Improvement Type	Example Projects	Measure	Submitted Needs	Current LOS (A-F)	Stay the Course (2018-2022)			Division Summit Average (2018-2022)			Draft STIP Allocation (2018-2022)																	
								\$	% of Total	LOS	\$	% of Total	LOS	\$	% of Total	LOS															
<b>Bicycle &amp; Pedestrian</b>	Mobility	All Tiers	All	Improvements to signed bike routes, new multi-use paths or sidewalks	Bike-Pedestrian Index	\$39	D	\$4	0.5%	D	\$18	3.0%	C	\$6	1.1%	D															
<b>Highway</b>	Safety	All Tiers	All	Targeted to achieve crash reductions: median improvements, intersection improvements, signal modifications, positive guidance, clear zone improvements, guardrail, rumble strips, additional pavement width, warning flashers for intersections, sight distance improvements	Fatal Crash Rates	\$77	B	\$10	1.4%	D	\$46	7.7%	C	\$15	2.6%	D															
																	Mobility	Statewide	All	Widening projects, new location projects, intersection/interchange improvements, signal systems, superstreets, traffic cameras,	% Uncongested Miles (Volume-to-Capacity Ratio <0.80)	\$2,413	C	\$353	48.4%	D	\$248	41.3%	D	\$357	62.9%
	Regional	\$1,141	B	\$157	21.5%	B	\$102	17.0%	B	\$28	4.9%	B																			
	Subregional	\$896	A	\$18	2.5%	A	\$25	4.2%	A	\$0	0.0%	A																			
	Health	Interstate Pavement	Statewide	Modernization	Projects which upgrade the roadway to meet the latest design standards. Can include resurfacing, straightening curves, adding turn lanes, widening the existing travel lanes, etc	% of miles with Good Pavement (Pavement Condition Rating >=80)	\$0	A	\$102	14.0%	A	\$16	2.7%	A	\$80	14.1%	A														
																		Regional	Modernization	Projects which upgrade the roadway to meet the latest design standards. Can include resurfacing, straightening curves, adding turn lanes, widening the existing travel lanes, etc	% of miles that meet NCDOT's Paved Shoulder Policy where Paved Shoulders are required	\$47	B	\$0	0.0%	B	\$3	0.5%	B	\$0	0.0%
		Subregional	Modernization	Projects which upgrade the roadway to meet the latest design standards. Can include resurfacing, straightening curves, adding turn lanes, widening the existing travel lanes, etc	% of miles that meet NCDOT's Paved Shoulder Policy where Paved Shoulders are required	\$221	C	\$1	0.1%	C	\$23	3.8%	C	\$0	0.0%	C															
																	All Tiers														
\$298		C	\$83	11.4%	C	\$64	10.7%	C	\$82	14.4%	C																				
<b>Total Equity Dollars</b>						<b>\$5,269</b>		<b>\$730</b>	<b>100.0%</b>		<b>\$600</b>	<b>100.0%</b>		<b>\$568</b>	<b>100.0%</b>																

**Notes:**  
 All values are \$ millions  
 All needs and dollars represent capital costs

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### Multi-Year Investment Strategy for 2018-2022 - Division 7

Mode	Goal	Tier	Improvement Type	Example Projects	Measure	Submitted Needs	Current LOS (A-F)	Stay the Course (2018-2022)			Division Summit Average (2018-2022)			Draft STIP Allocation (2018-2022)			
								\$	% of Total	LOS	\$	% of Total	LOS	\$	% of Total	LOS	
Bicycle & Pedestrian	Mobility	All Tiers	All	Improvements to signed bike routes, new multi-use paths or sidewalks	Bike-Pedestrian Index	\$59	D	\$10	2.1%	C	\$18	3.6%	B	\$4	0.9%	D	
Highway	Safety	All Tiers	All	Targeted to achieve crash reductions: median improvements, intersection improvements, signal modifications, positive guidance, clear zone improvements, guardrail, rumble strips, additional pavement width, warning flashers for intersections, sight distance improvements	Fatal Crash Rates	\$71	C	\$12	2.5%	D	\$47	9.4%	C	\$13	2.8%	D	
	Mobility	Statewide	All	Widening projects, new location projects, intersection/interchange improvements, signal systems, superstreets, traffic cameras,	% Uncongested Miles (Volume-to-Capacity Ratio <0.80)	\$965	B	\$196	40.7%	B	\$43	8.6%	B	\$116	25.3%	B	
		Regional				\$576	A	\$45	9.4%	A	\$23	4.6%	A	\$108	23.6%	A	
		Subregional				\$695	A	\$53	11.0%	A	\$28	5.6%	A	\$14	3.1%	A	
	Health	Interstate Pavement	Statewide	Modernization	Projects which upgrade the roadway to meet the latest design standards. Can include resurfacing, straightening curves, adding turn lanes, widening the existing travel lanes, etc	% of miles that meet NCDOT's Paved Shoulder Policy where Paved Shoulders are required	\$47	A	\$57	11.9%	A	\$45	9.0%	B	\$85	18.6%	A
							\$58	B	\$0	0.0%	B	\$7	1.4%	B	\$0	0.0%	B
		Subregional	Modernization	Projects which upgrade the roadway to meet the latest design standards. Can include resurfacing, straightening curves, adding turn lanes, widening the existing travel lanes, etc	% of miles that meet NCDOT's Paved Shoulder Policy where Paved Shoulders are required	\$136	D	\$0	0.0%	D	\$38	7.6%	C	\$0	0.0%	D	
						\$190	F	\$1	0.2%	F	\$74	14.8%	C	\$0	0.0%	F	
\$226						C	\$107	22.2%	C	\$177	35.4%	C	\$118	25.8%	C		
All Tiers	Bridge	Bridge replacement and rehabilitation	% of bridges in Good Condition (Bridge Health Index >= 6.0)	\$226	C	\$107	22.2%	C	\$177	35.4%	C	\$118	25.8%	C			
<b>Total Equity Dollars</b>						<b>\$3,023</b>		<b>\$481</b>	<b>100.0%</b>		<b>\$500</b>	<b>100.0%</b>		<b>\$458</b>	<b>100.0%</b>		

**Notes:**  
 All values are \$ millions  
 All needs and dollars represent capital costs

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### Multi-Year Investment Strategy for 2018-2022 - Division 8

Mode	Goal	Tier	Improvement Type	Example Projects	Measure	Submitted Needs	Current LOS (A-F)	Stay the Course (2018-2022)			Division Summit Average (2018-2022)			Draft STIP Allocation (2018-2022)														
								\$	% of Total	LOS	\$	% of Total	LOS	\$	% of Total	LOS												
Bicycle & Pedestrian	Mobility	All Tiers	All	Improvements to signed bike routes, new multi-use paths or sidewalks	Bike-Pedestrian Index	\$32	D	\$2	0.4%	F	\$25	6.3%	B	\$4	1.2%	F												
Highway	Safety	All Tiers	All	Targeted to achieve crash reductions: median improvements, intersection improvements, signal modifications, positive guidance, clear zone improvements, guardrail, rumble strips, additional pavement width, warning flashers for intersections, sight distance improvements	Fatal Crash Rates	\$81	D	\$10	1.9%	D	\$98	24.5%	B	\$11	3.2%	D												
	Mobility	Statewide	All	Widening projects, new location projects, intersection/interchange improvements, signal systems, superstreets, traffic cameras,	% Uncongested Miles (Volume-to-Capacity Ratio <0.80)	\$1,731	A	\$392	74.2%	A	\$56	14.0%	A	\$228	66.5%	A												
		Regional				\$823	A	\$17	3.2%	A	\$26	6.5%	A	\$9	2.6%	A												
		Subregional				\$433	A	\$30	5.7%	A	\$14	3.5%	A	\$9	2.6%	A												
	Health	Interstate Pavement	Statewide	Modernization	Projects which upgrade the roadway to meet the latest design standards. Can include resurfacing, straightening curves, adding turn lanes, widening the existing travel lanes, etc	% of miles that meet NCDOT's Paved Shoulder Policy where Paved Shoulders are required	\$0	F	\$4	0.8%	A	\$0	0.0%	A	\$9	2.6%	A											
							\$120	C	\$0	0.0%	C	\$0	0.0%	C	\$0	0.0%	C											
		Subregional	All Tiers	Bridge	Bridge replacement and rehabilitation	% of bridges in Good Condition (Bridge Health Index >= 6.0)	\$130	C	\$71	13.4%	C	\$130	32.5%	B	\$73	21.3%	C											
																		\$175	F	\$0	0.0%	F	\$28	7.0%	C	\$0	0.0%	F
																		\$248	F	\$2	0.4%	F	\$23	5.8%	C	\$0	0.0%	F
	<b>Total Equity Dollars</b>						<b>\$3,773</b>		<b>\$528</b>	<b>100.0%</b>		<b>\$400</b>	<b>100.0%</b>		<b>\$343</b>	<b>100.0%</b>												

**Notes:**  
 All values are \$ millions  
 All needs and dollars represent capital costs

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DIVISION MANAGED CONSTRUCTION PROGRAM

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

DIVISION: 5

COUNTY	ROUTE / CITY	WBS ELEMENT	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED	
							FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FUTURE YEARS
Durham Granville	SR 1103 SR 1192 SR 1127 SR 1671 NC 56 NC 96 US-158 US-15 I-85 SB L& US-15 SR 1675 I-85 NBL & US-	17BP.5.P.1	PRESERVATION (PAINTING) ON BRIDGES #193, 195, 200, AND 201 IN DURHAM COUNTY AND #16, 35, 43, 44, 45, 50, AND 57 IN GRANVILLE COUNTY	2388		STAT	794	1594										
Durham Granville	NC 56 SR 1192 SR 1127 NC 96 SR 1103 US-158 US-15 SR 1675 SR 1671 SR 1135	17BP.5.P.4	PRESERVATION (DECK OVERLAY) ON BRIDGES #193 AND 195 IN DURHAM COUNTY AND #16, 43, 45, 50, 54, 57, 35 AND 44 IN GRANVILLE COUNTY	3484		STAT	3484											
Durham Granville Vance	SR 1814 SR 1501 SR 1348 SR 1431 SR 1945 SR 1602 SR 1300 US-501	17BP.5.R.46	REPLACE WITH CULVERTS BRIDGES #8, 85, 93, AND 118 IN DURHAM COUNTY; BRIDGES #130, 142, AND 224 IN GRANVILLE COUNTY; AND BRIDGE 85 IN VANCE COUNTY	7732		STAT	9	385	2905	2407	1534	492						
DURHAM	032 SR1183	41720	UNIVERSITY DRIVE CULVERT REPLACEMENT BETWEEN JAMES STREET AND WOODRIDGE DRIVE IN DURHAM - UPGRADE OF CURRENT TWIN 48" PIPES WITH TWIN CORRUGATED PIPE ARCHES.	93		STAT	93											
DURHAM	032 SR1104	41731	DESIGN A ROUNDABOUT AT THE INTERSECTION OF SR1104/1105 HERNDON ROAD AND SR1106 BARBEE/MASSEY CHAPEL ROADS AND BEGIN RIGHT OF WAY ACQUISITION, DURHAM COUNTY.	360	60	STAT	300											
DURHAM	032 SR1967	5C.032067	GRADE, DRAIN, BASE AND PAVE SR 1967 SMALLWOOD ROAD FROM SR 1973 PAGE ROAD TO DEAD END, .30 MILES, DURHAM COUNTY.	142		STAT		142										
DURHAM	032 SR1808	5C.032068	GRADE, DRAIN, BASE AND PAVE SR 1808 BENNIE ROSS ROAD FROM SR 1807 BAPTIST ROAD TO DEAD END, .70 MILES, DURHAM COUNTY.	289		STAT	289											
DURHAM	032 SR2084	5C.032069	GRADE, DRAIN, BASE AND PAVE SR 2084 SCHEER AVENUE FROM END OF PAVEMENT TO DEAD END, .15 MILES, DURHAM COUNTY.	110		STAT	110											
DURHAM	032 SR1614	5C.032072	BRIDGE #151 REPLACEMENT IN DURHAM COUNTY. THIS BRIDGE WAS A TIMBER BRIDGE THAT CONNECTS STATE FOREST ROAD AND WAS WASHED OUT BY STORM.	450		STAT	450											
DURHAM	VARIOUS	5C.032074	PAVED ROAD IMPROVEMENTS FY2012-2013 ON VARIOUS SECONDARY ROADS IN DURHAM COUNTY.	885		STAT	885											
DURHAM	VARIOUS	5C.032075	PAVED ROAD IMPROVEMENTS FY2013-2014 ON VARIOUS SECONDARY ROADS IN DURHAM COUNTY.	885		STAT		885										
Franklin	SR 1707	17BP.5.R.28	REPLACE BRIDGE #98 OVER CROOKED CREEK ON SR 1707	739		STAT	54	384	284	17								

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

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N.C. Department of Transportation Policy to Projects

DIVISION MANAGED CONSTRUCTION PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

DIVISION: 7

COUNTY	ROUTE / CITY	WBS ELEMENT	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED		
							FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FUTURE YEARS	
Alamance Orange	NC 86 I-85 NBL US-70 Business SR 2123 SR 1729 SR 1712 SR 1611 SR 1002 I-85 SBL SR 1136	17BP.7.P.2	PRESERVATION (DECK OVERLAY) ON BRIDGES #38, 41, 51, 52, 121, AND 293 IN ALAMANCE COUNTY AND BRIDGES #6, 59, 81 AND 82 IN ORANGE COUNTY	2984		STAT	2984												
Alamance Orange	SR 1611 SR 1002 SR 1729 SR 1136 US-70 Business NC 86 I-85 NBL I-85 SBL	17BP.7.P.5	PRESERVATION (PAINTING) ON BRIDGES #38, 41, 52, AND 121 IN ALAMANCE COUNTY AND BRIDGES #6, 59, 81, AND 82 IN ORANGE COUNTY	867		STAT			867										
Alamance	SR 2374	17BP.7.R.4	REPLACE BRIDGE #245 OVER CANE CREEK ON SR 2374	298		STAT			170		126		2						
Alamance Orange Rockingham	SR 1951 SR 1928 SR 1300 SR 2410 SR 1581 SR 2183 SR 2304	17BP.7.R.61	DIVISION 7 - SET B: REPLACE CULVERT #333 IN ALAMANCE COUNTY; CULVERT #234 IN ORANGE COUNTY; AND CULVERTS #2, 38, 71, 145, AND 218 IN ROCKINGHAM COUNTY	2617		STAT	45		919		853		574		213		13		
Alamance Caswell Orange	SR 1552 SR 1544 SR 1723 SR 1002 SR 1120 SR 1007 SR 2158 SR 1139 SR 1571 SR 2178 SR 2354 SR 2356 SR 1156 SR 1522 SR 2351 SR 2361 SR 2363 SR 2307 SR 2365 SR 1110 SR 2116	17BP.7.R.62	REPLACE WITH CULVERTS BRIDGES #85, 97, 125, 135, 137, 144, 146, 151, 152, 154, 200, 207, 248, 253, 267, AND 270 IN ALAMANCE COUNTY; BRIDGES #26 AND 106 IN CASWELL COUNTY AND BRIDGES #42, 43, 60, 101, AND 136 IN ORANGE	9030		STAT	35		989		3310		2650		1579		467		
ALAMANCE	001 SR2344	7C.001098	GRADE DRAIN BASE AND PAVE SR 2344, JONES LANE	90	80	STAT	10												

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

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DIVISION MANAGED CONSTRUCTION PROGRAM

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

DIVISION: 7

COUNTY	ROUTE / CITY	WBS ELEMENT	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED	
							FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FUTURE YEARS
GUILFORD	041 SR1877	7C.041224	GRADE, DRAIN, BASE AND PAVE SR 1877 (JOE ROAD) FROM SANDY RIDGE ROAD TO THE END OF MAINTENANCE.	200		STAT	200											
GUILFORD	041 SR2953	7C.041225	GRADE, DRAIN, BASE AND PAVE SR 2953 (JENNIE ROAD) FROM SEDALIA ROAD TO THE END OF MAINTENANCE.	85		STAT	85											
GUILFORD	041 SR2116	7C.041226	GRADE, DRAIN, BASE AND PAVE SR 2116 (DRAPER ROAD) FROM NC 150 TO THE END OF MAINTENANCE.	170		STAT	170											
GUILFORD	041 SR2809	7C.041227	GRADE, DRAIN, BASE AND PAVE SR 2809 (BLUE LANTERN ROAD) FROM THE END OF PAVEMENT TO SIMMONS LAKE ROAD.	125		STAT	125											
GUILFORD	041 SR2125	7C.041228	GRADE, DRAIN, BASE AND PAVE SR 2125 (RHONDAN DRIVE) FROM END OF PAVEMENT TO SUMMERFIELD ROAD.	55		STAT	55											
GUILFORD	041 SR2938	7C.041229	GRADE, DRAIN, BASE AND PAVE SR 2938 (ROLLING ACRES DRIVE EAST) FROM ROCKHURST ROAD TO THE END OF MAINTENANCE.	145		STAT	145											
GUILFORD	041 SR2256	7C.041230	GRADE, DRAIN, BASE AND PAVE SR2256 (CRESTFIELD ROAD) FROM US 220 TO SUMMERFIELD ROAD.	125		STAT	125											
GUILFORD	041 SR2751	7C.041231	GRADE, DRAIN, BASE AND PAVE SR 2751 (CHURCH ROAD) FROM US 70 TO THE END OF MAINTENANCE.	50		STAT	50											
GUILFORD	041 SR5300	7C.041232	GRADE, DRAIN, BASE AND PAVE SR 5300 (GATEWAY DRIVE) FROM ROCKHURST ROAD TO THE END OF MAINTENANCE.	85		STAT	85											
GUILFORD	041 SR3573	7C.041233	GRADE, DRAIN, BASE AND PAVE SR3573 (RAVEN DRIVE) FROM LAURADRIVE TO VENTWOOD DRIVE.	45		STAT	45											
GUILFORD	041 SR2885	7C.041234	GRADE, DRAIN, BASE AND PAVE SR 2885 (SIMMONS LAKE ROAD) FROM STEWART BEND ROAD TO BLUE LANTERN ROAD.	180		STAT	180											
GUILFORD	041 SR3580	7C.041235	GRADE, DRAIN, BASE AND PAVE SR3580 (TARPON ROAD WEST) FROM HAGAN STONE PARK ROAD TO THE END OF MAINTENANCE.	145		STAT	145											
GUILFORD	041 SR3326	7C.041236	GRADE, DRAIN, BASE AND PAVE SR 3326 (REMORA ROAD) FROM RITTERS LAKE ROAD TO THE END OF MAINTENANCE.	150		STAT	150											
ORANGE	068 SR1005	42423.2	ORANGE - SR 1005 (OLD GREENSBORO RD) AND SR 1951 (ATWATER RD/WHITE CROSS RD) NEAR WHITE CROSS. REALIGN INTERSECTION TO REDUCE SKEW ANGLE.	15	1	STAT	14											
ORANGE	068 SR1005	42423.3	REALIGN THE INTERSECTION OF SR 1005 (OLD GREENSBORO RD) AT SR 1951 (WHITE CROSS ROAD)	150		STAT			150									
ORANGE	068 SR1727	7C.068087	RE-ALIGNMENT OF SR1727 OLD NC 86 AT SR1009 EUBANKS RD	400		STAT	400											
ORANGE	VARIOUS	7C.068100	VARIOUS SECONDARY ROAD IMPROVEMENTS	2108		STAT	1054		1054									
Rockingham	NC 770 US-220 Business,N SR 2150 SR 1360	17BP.7.H.1	REHABILITATION (BRIDGE JACKING) OF BRIDGES #69, 88, 123, AND 170 IN ROCKINGHAM COUNTY	2795		STAT	1864		931									
Rockingham	SR 2148	17BP.7.R.13	REPLACE BRIDGE #222 OVER WHETSTONE CREEK ON SR 2148	210		STAT			136		73		1					
Rockingham	US-311	17BP.7.R.27	REPLACE BRIDGE #27 OVER REED CREEK ON US 311	576		STAT			220		335		21					
Rockingham	SR 2337	17BP.7.R.30	REPLACE BRIDGE #191 OVER CREEK ON SR 2337	432		STAT			246		183		3					
Rockingham	SR 1321	17BP.7.R.31	REPLACE BRIDGE #149 OVER CREEK ON SR 1321	421		STAT	49		255		115		2					

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

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DIVISION MANAGED CONSTRUCTION PROGRAM

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

DIVISION: 8

COUNTY	ROUTE / CITY	WBS ELEMENT	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED		
							FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FUTURE YEARS	
Chatham Lee	SR 1318 SR 1007 SR 2333 SR 1004	17BP.8.P.2	PRESERVATION (PAINTING) ON BRIDGES #169, 171, AND 257 IN CHATHAM COUNTY AND BRIDGE #52 IN LEE COUNTY.	351	235	STAT	116												
Chatham	SR 2160	17BP.8.R.22	REPLACE BRIDGE #412 OVER ROBESON CREEK ON SR 2160	601		STAT	110	341	142	8									
Chatham	SR 1141	17BP.8.R.28	REPLACE BRIDGE #194 OVER BEAR CREEK ON SR 1141	790		STAT	116	435	226	13									
Chatham	SR 2167	17BP.8.R.49	REPLACE BRIDGE #404 OVER LANDRUM CREEK ON SR 2167	547		STAT	80	302	156	9									
Chatham Lee Moore Randolph	SR 1275 SR 1511 SR 1545 SR 1105 SR 1400 NC 24 & NC 27 SR 1642 SR 1006 SR 1162 SR 2170 SR 1119	17BP.8.R.57	REPLACE BRIDGE #141 IN CHATHAM COUNTY; BRIDGE #37 IN LEE COUNTY; BRIDGES #59, 64, 73, 90, AND 96 IN MOORE COUNTY; AND BRIDGES #2, 29, 67, AND 75	13573	17	STAT	674	5098	4223	2693	868								
Chatham	SR 1130	17BP.8.R.9	REPLACE BRIDGE #341 OVER BRUSH CREEK ON SR 1130	470		STAT	111	265	93	1									
CHATHAM	VARIOUS	8C.019009	SPOT STABILIZATION OF UNPAVED ROADS AND PAVED ROAD IMPROVEMENTS	60	20	STAT	20	20											
CHATHAM	VARIOUS	8C.019033	SPOT STABILIZATION OF UNPAVED ROADS AND PAVED ROAD IMPROVEMENTS	90	30	STAT	30	30											
CHATHAM	VARIOUS	8C.019034	COUNTWIDE SURVEYS AND RIGHT OF WAY LABOR FOR SECONDARY CONSTRUCTION	120	40	STAT	40	40											
CHATHAM	019 SR1126	8C.019101	SR 1126 (JONES ROAD)-GRADE, DRAIN, BASE, PAVE AND EROSION CONTROL	128		STAT		128											
CHATHAM	019 SR1971	8C.019105	SR 1971 (JOHNSON ROAD) - GRADE, DRAIN, BASE, PAVE AND EROSION CONTROL	450		STAT	450												
CHATHAM	019 SR2156	8C.019106	SR 2156 (WOODY DAM ROAD)-GRADE, DRAIN, BASE, PAVE AND EROSION CONTROL	450		STAT		450											
CHATHAM	019 SR1305	8C.019107	SR 1305 (COOPER ROAD)-GRADE, DRAIN, BASE, PAVE AND EROSION CONTROL	260		STAT		260											
CHATHAM	019 SR1147	8C.019108	SR 1147 (GEE ROAD)-GRADE, DRAIN, BASE, PAVE AND EROSION CONTROL	225		STAT		225											
CHATHAM	019 SR2162	8C.019109	SR 2162 (MARK TEAGUE ROAD)-GRADE, DRAIN, BASE, PAVE AND EROSION CONTROL	225	50	STAT	175												
CHATHAM	019 SR2124	8C.019110	SR 2124 (ARCH HAUSLEY ROAD)-GRADE, DRAIN, BASE, PAVE AND EROSION CONTROL	360	50	STAT	310												
CHATHAM	019 SR2206	8C.019111	SR 2206 (HILLTOP ROAD)-GRADE, DRAIN, BASE, PAVE AND EROSION CONTROL	90	2	STAT		88											
CHATHAM	019 SR1731	8C.019112	SR 1731 (O'KELLY CHAPEL ROAD)-WIDEN TO 24', INSTALL SAFETY EDGE PATCH AND RESURFACE.	850	100	STAT	750												

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

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N.C. Department of Transportation Policy to Projects

DIVISION MANAGED CONSTRUCTION PROGRAM

TYPE OF WORK / ESTIMATED COST IN THOUSANDS / PROJECT BREAKS

DIVISION: 8

COUNTY	ROUTE / CITY	WBS ELEMENT	LOCATION / DESCRIPTION	TOTAL PROJ COST (THOU)	PRIOR YEARS COST (THOU)	FUNDS	5 YEAR WORK PROGRAM					DEVELOPMENTAL PROGRAM					UNFUNDED		
							FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FUTURE YEARS	
CHATHAM	019 SR1123	8C.019113	SR 1123 - (HOWARD GILLILAND ROAD)-GRADE, DRAIN, BASE, PAVE AND EROSION CONTROL	119		STAT			119										
CHATHAM	019 SR2169	8C.019114	SR 2169 (ZEB FERGUSON ROAD)-GRADE, DRAIN, BASE, PAVE AND EROSION CONTROL	298		STAT	298												
CHATHAM	019 SR1512	8C.019115	SR 1512 (LINDO JOHNSON ROAD)-GRADE, DRAIN, BASE, PAVE AND EROSION CONTROL	298		STAT	298												
CHATHAM	019 SR1989	8C.019116	SR 1989 (JOE WOMBLE ROAD)-GRADE, DRAIN, BASE, PAVE AND EROSION CONTROL	191		STAT			191										
CHATHAM	019 SR1721	8C.019117	SR 1721 (LYSTRA ROAD)-INTERNAL CIRCULATION IMPROVEMENTS AT NORTH CHATHAM ELEMENTARY	50		STAT	50												
CHATHAM	019 SR1378	8C.019118	SR 1378 (CLYDE DAVIS ROAD)-GRADE, DRAIN, BASE, PAVE AND EROSION CONTROL	288		STAT			288										
CHATHAM	019 SR2197	8C.019119	SR 2197 (ALBERT JOURDAN ROAD)-GRADE, DRAIN, BASE, PAVE AND EROSION CONTROL	285		STAT			285										
CHATHAM	VARIOUS	8C.019120	PAVED SECONDARY ROAD IMPROVEMENTS IN CHATHAM COUNTY	700		STAT	200	500											
Hoke Montgomery Moore Richmond	SR 1419 US-220 SBL US-220 NBL US-220 SR 1124 NC 22 NC 705 SR 1187 NC 731 US-401	17BP.8.P.1	PRESERVATION (PAINTING) ON BRIDGES #3 IN HOKE COUNTY; BRIDGES #6 AND 237 IN MONTGOMERY COUNTY; BRIDGES #5, 72, AND 76, IN MOORE COUNTY; AND BRIDGES #11, 25, 35, AND 36 IN RICHMOND COUNTY	2280	377	STAT	1903												
Hoke	SR 1452	17BP.8.R.16	REPLACE BRIDGE #97 WITH CULVERT OVER MARSHY SWAMP ON SR 1452	471		STAT			268	199	4								
Hoke	SR 1215	17BP.8.R.18	REPLACE BRIDGE #7 OVER MOUNTAIN CREEK ON SR 1215	519		STAT	19	262	225	13									
Hoke Montgomery Richmond Scotland	SR 1116 SR 1188 SR 1001 SR 1324 SR 1305 SR 1148 SR 1004 SR 1320 SR 1303 SR 1130 SR 1135	17BP.8.R.58	REPLACE BRIDGES 460023, 460024, 460025, 460098, 610030, 610157, 610228, 610232, 760056, 760093, 760110, 820006, 820011	6626		STAT	14	526	2459	2005	1237	385							
HOKE	VARIOUS	8C.047002	SURVEY PLANS AND R/W SIGNATURES FOR SECONDARY ROAD IMPROVEMENTS	35		STAT	35												
HOKE	047 SR1126	8C.047042	GRADE, DRAIN, BASE, PAVE, AND EROSION CONTROL ON SR 1126 (FLETCH MCPHAUL ROAD) FROM SR 1105 TO END OF PROJECT.	424	179	STAT	245												
HOKE	047 SR1003	8C.047044	WIDEN AND STRENGTHEN SR 1003.	568	336	STAT	232												
HOKE	VARIOUS	8C.047045	SECONDARY ROAD IMPROVEMENTS IN HOKE COUNTY	1000		STAT	500	500											

ALL SCHEDULES SUBJECT TO AVAILABILITY OF FUNDS

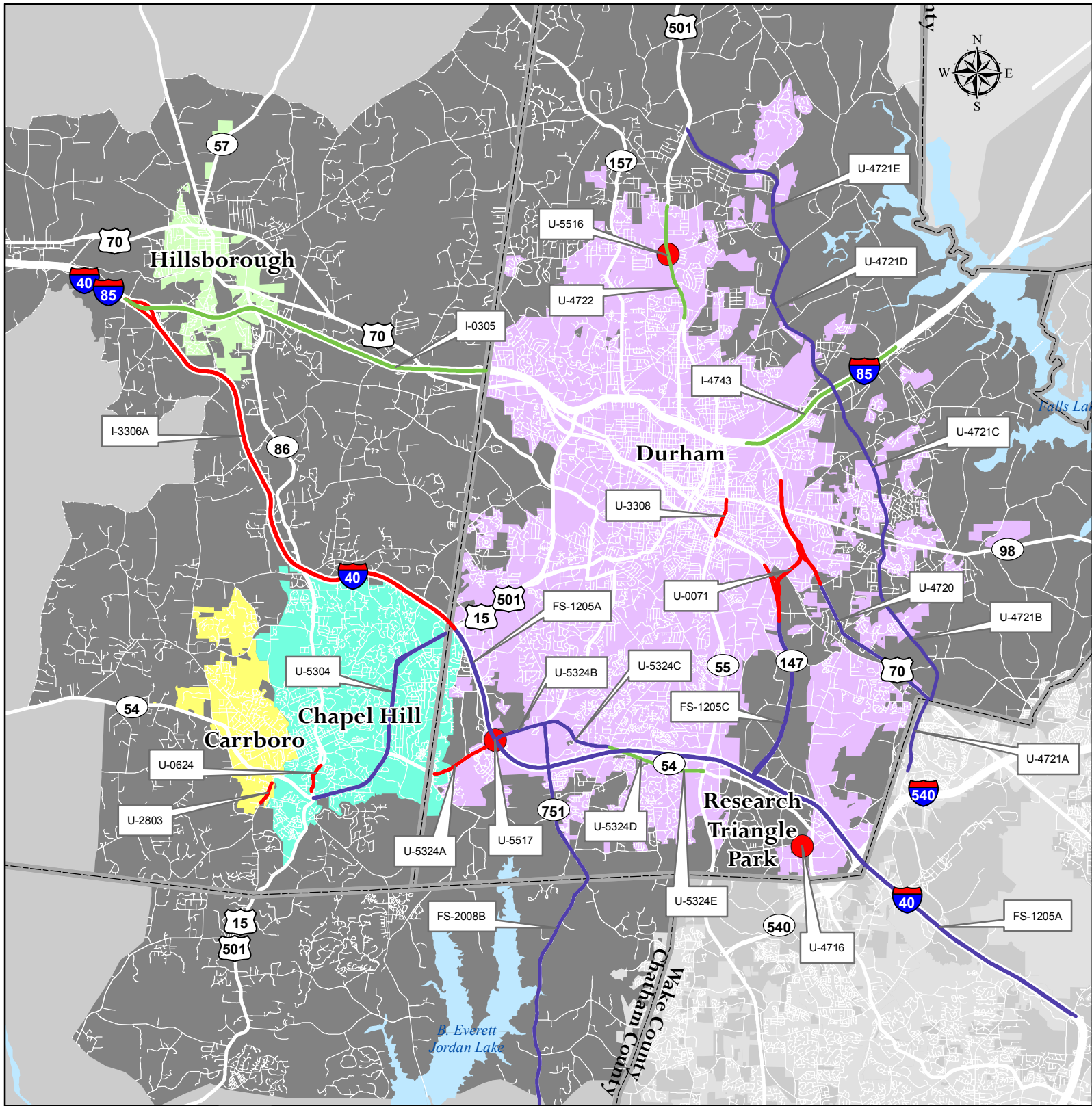
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# Draft 2013-2023 STIP Highway Projects

Durham Chapel Hill Carrboro

TAC 10/10/2012 Attachment 10B

Metropolitan Planning Organization



<b>Highway Projects</b>	County Boundaries	Carrboro
<b>Funding Status</b>	Lakes	Chapel Hill
Construction	Durham	Hillsborough
Feasibility Study	Other Municipalities	MPO Boundary
Right-of-Way		
Construction		

**Summary of FY 2013-2022 NCDOT Work Plan (including Draft FY 2014-2020 STIP)**

**Highway**

TIP	Route	Limits	Description	Funding Source	Feasibility Study	Right-of-Way	Construction	Notes
I-3306A	I-40	I-85 to Durham County	Widening	IM, NHS, Mobility Fund		2016	2017-2020	Construction was in 2019-Post Year in previous STIP. Accelerated due to Mobility Fund prioritization.
I-0305	I-85	I-40 to Durham County	Widen to six lanes	IM, NHS		2022-Post Year	Post Year	Right-of-Way was in 2019-2020 in previous STIP. Did not score well in Prioritization 2.0.
I-4743	I-85	US 70 to Red Mill Rd	Widen to six lanes	Urban Loops		2020-2021	Post Year	Unfunded in previous STIP. Accelerated due to Urban Loop prioritization.
U-5304	US 15-501	S. Columbia St to Eastowne Dr	Superstreet, sidewalks, wide outside lanes, transit accommodations, interchange at Manning Dr, Intersection improvements at Ephesus Church Rd		Scheduled	Post Year	Post Year	Sidewalk, wide outside lanes, and transit accommodations funded in 2019 in previous STIP. Multiple projects were submitted in Prioritization 2.0 for this segment. NCDOT wants to do a Feasibility Study to define the desired improvements and cost.
U-4720	US 70	Lynn Rd to the Northern Durham Parkway/ Aviation Parkway Extension	Upgrade to freeway		Scheduled	Post Year	Post Year	Unfunded in previous STIP.

TIP	Route	Limits	Description	Funding Source	Feasibility Study	Right-of-Way	Construction	Notes
U-4722	US 501	Duke St to Goodwin Rd	Widen to six lanes	Urban Loops		2020-2021	Post Year	Unfunded in previous STIP. Accelerated due to Urban Loop prioritization.
U-5324	NC 54	A: Barbee Chapel Rd to I-40 B: I-40 to NC 751 C: NC 751 to Fayetteville Rd D: Fayetteville Rd to Barbee Rd E: Barbee Rd to NC 55	Widening, transit accommodations, sidewalks, bike lanes	STP, Mobility Fund	Completed	A: 2022 B: Post Year C: Post Year D: 2023 E: 2020-2021	A: 2022 B: Post Year C: Post Year D: Post Year E: Post Year	Right-of-Way was in 2020-Post Year in previous STIP. Phase A accelerated due to Mobility Fund prioritization.
U-5517	NC 54	I-40 Eastbound	Construct Slip Ramp	Mobility Fund		2014	2014	Added due to Mobility Fund prioritization.
U-3308	NC 55	NC 147 to NC 98	Widen to four lane	STP		2013	2015-2016	Right-of-way was in 2012 in previous STIP.
U-4721	Aviation Parkway/ Northern Durham Parkway	A: I-540 to US 70 B: US 70 to NC 98 C: NC 98 to I-85 D: I-85 to Old Oxford Rd. E: Old Oxford Rd. to US 501	Construct new road	Urban Loops	A: Scheduled B, C, D, E: Underway	Post Year	Post Year	A: Scheduled for Feasibility Study with U-4720 (US 70 freeway upgrade).

TIP	Route	Limits	Description	Funding Source	Feasibility Study	Right-of-Way	Construction	Notes
U-0071	East End Connector	NC 147 to NC 98	Construct new road	Urban Loops		In progress-2013	2014-2017	No change.
U-2803	Smith Level Rd	Rock Haven Rd to bridge	Widen	State		In progress	2013	No change.
U-0624	NC 86	Purefoy Rd to Manning Dr	Corridor upgrade including bicycle lanes	STP			2013	Construction was in 2012 in previous STIP. Delayed due to re-bid.
U-5516	US 501	Latta Rd/ Infinity Rd	Add through lanes through intersection	Mobility Fund, City of Durham		2013	2014	Added due to Mobility Fund prioritization.
FS-1205A	I-40	US 15-501 to Wade Ave	Construct managed lanes		Scheduled			Scored well in Prioritization 2.0.
FS-2008B	NC 751	US 64 to Fayetteville Rd	Widen		In progress			NCDOT letter to MPO cited the limits as US 64 to NC 54. Widening south of Fayetteville is not in the 2035 LRTP.
FS-1205C	NC 147	I-40 to East End Connector	Widen		Scheduled			New.
U-4716A, B, and C	Hopson Road/ Piedmont Rail corridor		A: Construct grade separation at Hopson Road and shift rail line; B: Extend Church St, close Church St crossing C: Construct passing siding D: Widen Hopson Rd	High Speed Rail, Other			A: 2013-2015 B: 2013 C: 2013-2015 D: Post Year	No change.

Other Highway Projects: Ramp Metering Study – underway, several bridge replacement projects, hazard elimination projects


**Bicycle/Pedestrian (NCDOT-managed projects only, no locally managed STPDA or CMAQ funded projects)**

<b>TIP</b>	<b>Route</b>	<b>Limits</b>	<b>Description</b>	<b>Funding Source</b>	<b>Feasibility Study</b>	<b>R</b>	<b>C</b>	<b>Notes</b>
EB-4707	Old Durham-Chapel Hill Rd	US 15-501 to Garrett Rd	Bicycle, pedestrian, and transit accommodations	STPDA, local, state		2013	2014-2015	Draft STIP needs to be updated to reflect August TAC action.
EB-5620	Duke St	Murray Ave to Roxboro Rd	Sidewalks	STPEB, City?		2020	2021	New. MPO and City staffs have not been consulted on the proposed City funding listed in the TIP.
EB-5514	University Dr	Garrett Rd to Cornwallis Rd	Bicycle lanes and pedestrian improvements	STPEB			2015	No change.

# Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

## FY 2014-2020 Draft Transportation Improvement Program

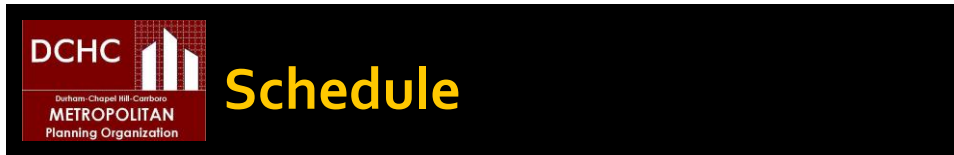
Transportation Advisory Committee  
October 10, 2012



# Transportation Improvement Program

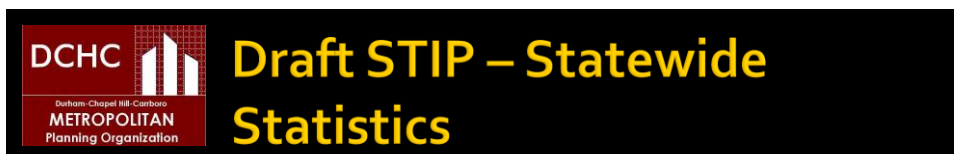
- Document adopted by the MPO and State that shows the planned transportation expenditures for a seven-year time period
- No longer using the term MTIP. The MPO's document is the TIP. The State's document is the STIP.
- NCDOT now produces a 10-year work program. The STIP is a subset of years within that document

2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
5- year Work Program					Developmental Work Program					
STIP										



- STIP
  - September 2012: State BOT released draft STIP
  - October 2012: State BOT to begin public comment period
  - November 2012 –January 2013: NCDOT has requested priority sessions with MPOs
  - June 2013: State BOT to adopt STIP
- TIP
  - October 2012: TCC recommends that the TAC release the draft STIP as the draft TIP for a minimum 21-day public comment period
  - November 2012: TAC holds public hearing
  - December 2012: TAC endorses list of issues to discuss with NCDOT
  - January 2013: Priority sessions with NCDOT
    - TAC members and local staff are welcome to participate
  - June 2013: TAC adopts final TIP

3



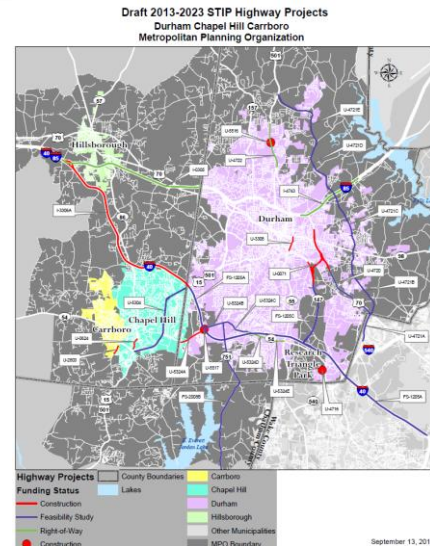
- Statistics for 2018-2022 (the years added to the work plan)
  - No overall shift in funding from highway to non-highway modes
    - 10.4% non-highway; 89.6% highway = identical to “stay the course”
    - Regional and BOT summits recommended a shift to non-highway modes
  - Bicycle and pedestrian mode rose from 0.2% to 0.6%
  - Public transportation mode fell from 7.3% to 4.4%
  - Highway-Mobility fell from 47.8% to 39.1%
  - Highway-Health rose from 40.4% to 48.8%
    - Most additional funding for Statewide tier pavement resurfacing
    - 0.4% for Regional and Subregional tier modernization (On-road bicycle projects >\$1 Million)

4




# DCHC MPO Highway

- Funded for Construction
  - Smith Level Road
  - S. Columbia Street
  - US 501-Infinity-Latta Intersection
  - NC 54-Farrington-I-40 slip ramp
  - Hopson Road-NCCR track realignment
  - Alston Avenue
  - EEC
  - I-40 widening in Orange County
  - NC 54 widening (Barbee Chapel to I-40)
- Funded for Right-of-Way
  - I-85 widening in Orange County
  - NC 54 widening (Fayetteville to NC 55)
  - US 501 widening
  - I-85 widening in Durham County
- Many Feasibility Studies




# DCHC MPO Bicycle and Pedestrian

- No Highway Modernization projects were funded in Divisions 5, 7, or 8.
- 2 Bicycle and Pedestrian Mobility projects
  - New: Sidewalks on Duke Street from Murray Avenue to Roxboro Road
    - DCHC MPO's #1 ranked pedestrian project
    - Right-of Way in 2020; Construction in 2021
    - Includes assumed \$70,000 of City funding for right-of-way
  - From last prioritization process: Bicycle lanes and sidewalks on University Drive from Garrett Road to Cornwallis Road
    - Construction in 2015
- Many locally managed bicycle/pedestrian projects funded with MPO STPDA/CMAQ and local funds.
  - Schedules will be reviewed by MPO and local governments



## DCHC MPO Public Transportation

- DATA, CHT, and TTA have been asked to review the public transportation sections of the draft STIP and compare it to their anticipated needs.
- Additional information will be presented to the TAC at a future meeting.

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## TAC Action

- Release draft STIP as the draft TIP for a minimum 21-day public comment period.
- Schedule a public hearing for November 14, 2012 TAC meeting.
- Request feedback from local boards by December 12, 2012 TAC meeting in order to prepare for January 2013 priority sessions.

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## MEMORANDUM

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

**From:** DCHC MPO Lead Planning Agency

**Date:** October 10, 2012

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

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This memorandum provides a summary status of tasks for projects in the FY 2011-2012 Unified Planning Work Program.

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

### **FY 2011- 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 MTP (LRTP)**

- ✓ LRTP Schedule/Timeline TAC Approval – August 2011
- ✓ Socio-economic and demographic data analysis completed
- ✓ LRTP Public Involvement plan – March/April/May 2012
- ✓ LRTP Goals and Objectives – March/April/May 2012
- ✓ Approval of LRTP Targets - March/April/May 2012
- ✓ Deficiency Analysis – June 2012
- ✓ Socio-economic Forecasts – June 2012
- ✓ Land use Scenario – August 2012
- Alternative Analysis – ongoing
- MTP (LRTP) Preferred Option – September 2012
- Draft MTP (LRTP) Recommendation – December 2012
- Air Quality analysis and Conformity Adopted - January 2013 - February 2013
- Approval of MTP (LRTP) and Conformity determination - April/May 2013
- Technical report and implementation

#### **Comprehensive Transportation Plan (CTP)**

- Draft CTP –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 – Draft plan completed
- ✓ Study completion – June 2012

#### **GIS/Data Integration and Automation**

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

#### **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
  - ✓ 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 completed in September 2011

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

- ✓ Action Plan and schedule completed in September 2011

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

- ✓ Action Plan and schedule completed in September 2011

**MPO Freight Plan and Integration**

- ✓ Action Plan and schedule completed in September 2011

**DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION  
2013-2014 UNIFIED PLANNING WORK PROGRAM (UPWP) DEVELOPMENT SCHEDULE**

The tentative development schedule for the 2013-14 UPWP is presented below. The work program will contain new initiative for FY2014 and a continuation of the FY2013 initiatives and emphasis areas. The schedule provides for the coordination of the UPWP development with the local member governments' budget process.

DATES	DCHC MPO ACTIVITY DESCRIPTION
31-Oct-12	MPO funding request sent out to member agencies
30-Nov-12	Deadline for funding request to be submitted to MPO by member agencies.
December 2012 - February 2013	Development of Draft 2013-2014 UPWP and coordinating with local agencies continues.
27-Feb-13	TCC receives Draft 2013-2014 UPWP.
13-Mar-13	TAC receives Draft 2013-2014 UPWP
February - March 2012	LPA staff coordinates with member jurisdictions budget process for local matching funds.
27-Mar-13	TCC recommends Draft 2013-2014 UPWP to be released for Public Comment
30-Mar-13	NCDOT PTD receives draft copy of FY2014 UPWP
10-Apr-13	TAC reviews Draft 2013-2014 UPWP & releases for public comments
24-Apr-13	TCC hold public hearing TCC recommends that TAC adopt FINAL FY2013-2014 TCC recommends MPO completes self-certification UPWP planning process
8-May-13	TAC adopts FINAL 2012-2013 UPWP and self certifies MPO planning process; FTA & NCDOT to receive final FY2013 UPWP.
10-May-13	Final FY2012-2103 UPWP submitted to NCDOT/FHWA for approval.

**DCHC MPO**  
**FY2012-2013 UPWP AMENDMENT SCHEDULE**

Amendment	Funding Type	Deadline for submission to MPO	TCC Action Date	TAC Action Date	Submittal Date to NCDOT	Submittal to NCDOT-PTD and/or FTA
FY13 - AM#1	PL/STP-DA/5303	9-Nov-12	28-Nov-12	12-Dec-12	14-Dec-12	14-Dec-12
FY13 - AM#	PL/STP-DA/5303	7-Dec-12	19-Dec-12	9-Jan-13	11-Jan-13	11-Jan-13
FY13 - AM#	PL/STP-DA/5303	11-Jan-13	23-Jan-13	13-Feb-13	15-Feb-13	15-Feb-13
FY13 - AM#	PL/STP-DA/5303	8-Feb-13	27-Feb-13	13-Mar-13	8-Mar-13	8-Mar-13
FY13 - AM#	5307 (reallocation only)	10-May-13	22-May-13	12-Jun-13	~~	14-Jun-13
FY13 - AM#	5307 (reallocation only)	12-Jul-13	24-Jul-13	14-Aug-13	~~	16-Aug-13

**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:** 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:** -5.41%  
**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:** 9/17/2012  
**Last Estimate Thru:** 9/15/2012 **Scheduled Progress:** 100%  
**Last Estimate Paid:** 9/25/2012 **Actual Progress:** 100%

**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  
**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:** 23.92%  
**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:** 11/30/2012  
**Last Estimate Thru:** 9/7/2012 **Scheduled Progress:** 100%  
**Last Estimate Paid:** 9/17/2012 **Actual Progress:** 85.05%

**Contract Number:** C202436 **Route:** SR-1322, US-70  
**Physical Division:** 5 **County:** Durham  
**Administrative Division:** 5 **TIP Number:** B-3638, R-5164F  
**Length:** 1.233 miles **Federal Aid Number:** BRSTP-70B(2)  
**Resident Engineer:** Mark W. Luther, PE **RE Phone Number:** (919)220-4680  
**Location Description:** BRIDGE OVER CAMPUS DR AND APPROACHES ON US-70 BUS AND US-70 BUS (MAIN ST) FROM NINTH ST TO BUCHANAN ST.  
**Type of Work:** GRADING, DRAINAGE, PAVING, SIGNALS AND STRUCTURE.  
**Contractor Name:** DEVERE CONSTRUCTION COMPANY, INC  
**Contract Amount:** \$1,969,734.20 **Cost Overrun/Underrun:**  
**Availability Date:** 7/30/2012 **Letting Date:** 6/19/2012  
**Completion Date:** 3/18/2014 **Work Began:** 9/17/2012  
**Revised Completion Date:** **Estimated Completion:**  
**Last Estimate Thru:** **Scheduled Progress:**  
**Last Estimate Paid:** **Actual Progress:**

**Contract Number:** C202507 **Route:** I-540  
**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

<p>NC-540.  <b>Type of Work:</b> DESIGN-BUILD LANDSCAPING.  <b>Contractor Name:</b> SOUTHERN GARDEN, INC.  <b>Contract Amount:</b> \$4,800,000.00      <b>Cost Overrun/Underrun:</b>  <b>Availability Date:</b> 8/15/2011      <b>Letting Date:</b> 4/21/2011  <b>Completion Date:</b> 7/1/2015      <b>Work Began:</b> 8/15/2011  <b>Revised Completion Date:</b>      <b>Estimated Completion:</b>  <b>Last Estimate Thru:</b>      <b>Scheduled Progress:</b>  <b>Last Estimate Paid:</b>      <b>Actual Progress:</b></p>	
<p><b>Contract Number:</b> C202610      <b>Route:</b> NC-147  <b>Physical Division:</b> 5      <b>County:</b> Durham  <b>Administrative Division:</b> 5      <b>TIP Number:</b> R-5164D  <b>Length:</b> 6.8 miles      <b>Federal Aid Number:</b> STM-0147(3)  <b>Resident Engineer:</b> Cadmus Capehart, PE      <b>RE Phone Number:</b> (919)840-0914  <b>Location Description:</b> NC-147 FROM NORTH OF SR-1322 (BROAD ST) TO NORTH OF SR-2028 (TW ALEXANDER BLVD).  <b>Type of Work:</b> DIAMOND GRINDING, CONC PVT SLAB REMOVAL &amp; SHOULDER RECONST.  <b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY  <b>Contract Amount:</b> \$4,274,880.20      <b>Cost Overrun/Underrun:</b> 33.53%  <b>Availability Date:</b> 3/15/2011      <b>Letting Date:</b> 9/21/2010  <b>Completion Date:</b> 11/1/2011      <b>Work Began:</b> 3/15/2011  <b>Revised Completion Date:</b>      <b>Estimated Completion:</b> 8/30/2012  <b>Last Estimate Thru:</b> 8/7/2012      <b>Scheduled Progress:</b> 100%  <b>Last Estimate Paid:</b> 8/15/2012      <b>Actual Progress:</b> 96.8%</p>	
<p><b>Contract Number:</b> C202875      <b>Route:</b> I-540  <b>Physical Division:</b> 5      <b>County:</b> Durham  <b>Administrative Division:</b> 5      <b>TIP Number:</b> I-5307, I-5310  <b>Length:</b> 17.133 miles      <b>Federal Aid Number:</b> IM-0540(23)  <b>Resident Engineer:</b> Cadmus Capehart, PE      <b>RE Phone Number:</b> (919)840-0914  <b>Location Description:</b> I-540 FROM I-40 OVERPASS TO TRIANGLE TOWN BLVD, AND TRIANGLE TOWN BLVD FROM I-540 TO NEW ASPHALT PAVEMENT JOINT.  <b>Type of Work:</b> MILLING, RESURFACING, SHOULDER RECONST, AND STR REHAB.  <b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY  <b>Contract Amount:</b> \$8,384,157.45      <b>Cost Overrun/Underrun:</b> -6.54%  <b>Availability Date:</b> 2/27/2012      <b>Letting Date:</b> 1/17/2012  <b>Completion Date:</b> 11/15/2012      <b>Work Began:</b> 2/27/2012  <b>Revised Completion Date:</b>      <b>Estimated Completion:</b> 11/15/2012  <b>Last Estimate Thru:</b> 9/22/2012      <b>Scheduled Progress:</b> 85%  <b>Last Estimate Paid:</b> 9/27/2012      <b>Actual Progress:</b> 83.21%</p>	
<p><b>Contract Number:</b> C202918      <b>Route:</b> SR-1002, SR-1400, SR-1628  SR-1669, SR-1675  <b>Physical Division:</b> 5      <b>County:</b> Durham  <b>Administrative Division:</b> 5      <b>TIP Number:</b>  <b>Length:</b> 6.09 miles      <b>Federal Aid Number:</b>  <b>Resident Engineer:</b> Mark W. Luther, PE      <b>RE Phone Number:</b> (919)220-4680  <b>Location Description:</b> 5 SECTIONS OF SECONDARY ROADS.  <b>Type of Work:</b> MILLING, RESURFACING &amp; SHOULDER RECONSTRUCTION.  <b>Contractor Name:</b> CAROLINA SUNROCK LLC  <b>Contract Amount:</b> \$1,398,321.31      <b>Cost Overrun/Underrun:</b> 0.93%  <b>Availability Date:</b> 4/2/2012      <b>Letting Date:</b> 1/17/2012  <b>Completion Date:</b> 6/29/2012      <b>Work Began:</b> 6/5/2012  <b>Revised Completion Date:</b>      <b>Estimated Completion:</b> 8/22/2012  <b>Last Estimate Thru:</b> 7/31/2012      <b>Scheduled Progress:</b> 100%  <b>Last Estimate Paid:</b> 8/7/2012      <b>Actual Progress:</b> 95.43%</p>	
<p><b>Contract Number:</b> C202928      <b>Route:</b> NC-54, SR-1103, SR-1107  SR-1171, SR-1815, SR-1902  SR-1911, SR-1926, SR-1945  SR-1977  <b>Physical Division:</b> 5      <b>County:</b> Durham  <b>Administrative Division:</b> 5      <b>TIP Number:</b>  <b>Length:</b> 13.57 miles      <b>Federal Aid Number:</b>  <b>Resident Engineer:</b> Cadmus Capehart, PE      <b>RE Phone Number:</b> (919)840-0914  <b>Location Description:</b> NC-54 FROM NC-55 TO WEST OF DAVIS DR AND 10 SECTIONS OF SECONDARY ROADS.  <b>Type of Work:</b> WIDENING, MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.</p>	

<p><b>Contractor Name:</b> CAROLINA SUNROCK LLC  <b>Contract Amount:</b> \$3,634,988.89  <b>Availability Date:</b> 3/12/2012  <b>Completion Date:</b> 11/9/2012  <b>Revised Completion Date:</b>  <b>Last Estimate Thru:</b> 9/15/2012  <b>Last Estimate Paid:</b> 9/20/2012</p>	<p><b>Cost Overrun/Underrun:</b> 0.11%  <b>Letting Date:</b> 1/17/2012  <b>Work Began:</b> 8/20/2012  <b>Estimated Completion:</b> 11/9/2012  <b>Scheduled Progress:</b> 68%  <b>Actual Progress:</b> 33.43%</p>
<p><b>Contract Number:</b> C202995  <b>Physical Division:</b> 5  <b>Administrative Division:</b> 5  <b>Length:</b> 0 miles  <b>Resident Engineer:</b> Mark W. Luther, PE  <b>Location Description:</b> BRG# 195 SR-1675, 16 US-15, 35 US-158, 43 SR-1103, 44 NC-96, 45 NC-56, 50 SR-1127, 54 SR-1135, 57 SR-1192 &amp; 193 SR-1671.  <b>Type of Work:</b> BRIDGE PRESERVATION  <b>Contractor Name:</b> TAYLOR &amp; MURPHY CONSTRUCTION CO, INC  <b>Contract Amount:</b> \$3,034,500.45  <b>Availability Date:</b>  <b>Completion Date:</b>  <b>Revised Completion Date:</b>  <b>Last Estimate Thru:</b>  <b>Last Estimate Paid:</b></p>	<p><b>Route:</b> -  <b>County:</b> Durham  <b>TIP Number:</b>  <b>Federal Aid Number:</b>  <b>RE Phone Number:</b> (919)220-4680  <b>Cost Overrun/Underrun:</b>  <b>Letting Date:</b> 4/17/2012  <b>Work Began:</b>  <b>Estimated Completion:</b>  <b>Scheduled Progress:</b>  <b>Actual Progress:</b></p>
<p><b>Contract Number:</b> C203117  <b>Physical Division:</b> 5  <b>Administrative Division:</b> 5  <b>Length:</b> 32.362 miles  <b>Resident Engineer:</b> Chad D. Hinnant  <b>Location Description:</b> 23 SECTIONS OF SECONDARY ROADS.  <b>Type of Work:</b> WIDENING, MILLING, RESURFACING, AND SHOULDER GRADING.  <b>Contractor Name:</b> REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT  <b>Contract Amount:</b> \$5,803,217.05  <b>Availability Date:</b> 8/27/2012  <b>Completion Date:</b> 5/31/2013  <b>Revised Completion Date:</b>  <b>Last Estimate Thru:</b>  <b>Last Estimate Paid:</b></p>	<p><b>Route:</b> SR-1005, SR-1008, SR-1630  SR-1631, SR-1834, SR-1945  SR-2000, SR-2002, SR-2005  SR-2010, SR-2015, SR-2100  SR-2162, SR-2217, SR-2232  SR-2234, SR-2329, SR-2349  SR-2406, SR-3015, SR-3099  SR-3555  <b>County:</b> Durham  <b>TIP Number:</b>  <b>Federal Aid Number:</b>  <b>RE Phone Number:</b> (919)733-9499  <b>Cost Overrun/Underrun:</b>  <b>Letting Date:</b> 7/17/2012  <b>Work Began:</b> 9/4/2012  <b>Estimated Completion:</b>  <b>Scheduled Progress:</b>  <b>Actual Progress:</b></p>
<p><b>Contract Number:</b> DE00019  <b>Physical Division:</b> 5  <b>Administrative Division:</b> 5  <b>Length:</b> 0.225 miles  <b>Resident Engineer:</b> Mark W. Luther, PE  <b>Location Description:</b> NC 55 (ALSTON AVE) AT EAST LAWSON STREET  <b>Type of Work:</b> GRADING, PAVING, CURB AND GUTTER, SIDEWALK, SIGNALS, SIGNING  <b>Contractor Name:</b> TRIANGLE GRADING &amp; PAVING, INC  <b>Contract Amount:</b> \$615,467.55  <b>Availability Date:</b> 5/1/2012  <b>Completion Date:</b> 8/1/2012  <b>Revised Completion Date:</b> 8/9/2012  <b>Last Estimate Thru:</b> 7/31/2012  <b>Last Estimate Paid:</b> 8/8/2012</p>	<p><b>Route:</b> NC-55  <b>County:</b> Durham  <b>TIP Number:</b> W-5110  <b>Federal Aid Number:</b> STP-0055(40)  <b>RE Phone Number:</b> (919)220-4680  <b>Cost Overrun/Underrun:</b> 0.28%  <b>Letting Date:</b> 3/28/2012  <b>Work Began:</b> 5/1/2012  <b>Estimated Completion:</b> 8/29/2012  <b>Scheduled Progress:</b> 100%  <b>Actual Progress:</b> 72.08%</p>
<p><b>Contract Number:</b> DE00030  <b>Physical Division:</b> 5  <b>Administrative Division:</b> 5  <b>Length:</b> 0 miles  <b>Resident Engineer:</b> Cadmus Capehart, PE  <b>Location Description:</b> I-40 AND I-85  <b>Type of Work:</b> Dynamic Message Sign Replacement  <b>Contractor Name:</b> ALS OF NORTH CAROLINA, INC.</p>	<p><b>Route:</b> I-40, I-85, SR-1728  <b>County:</b> Durham  <b>TIP Number:</b> R-4049R  <b>Federal Aid Number:</b> STP-000S(416)  <b>RE Phone Number:</b> (919)840-0914</p>

<b>Contract Amount:</b> \$641,917.55	<b>Cost Overrun/Underrun:</b>
<b>Availability Date:</b> 6/4/2012	<b>Letting Date:</b> 5/9/2012
<b>Completion Date:</b> 2/28/2013	<b>Work Began:</b>
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b>
<b>Last Estimate Thru:</b>	<b>Scheduled Progress:</b>
<b>Last Estimate Paid:</b>	<b>Actual Progress:</b>

<b>Contract Number:</b> DO00069	<b>Route:</b> NC-147
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b> BK-5102G
<b>Length:</b> 0 miles	<b>Federal Aid Number:</b> BRNHS-0147(4)
<b>Resident Engineer:</b> Cadmus Capehart, PE	<b>RE Phone Number:</b> (919)840-0914
<b>Location Description:</b> BRIDGES #12, 71, 137, 154, 156, AND 169 ON NC-147.	
<b>Type of Work:</b> BRIDGE PAINTING.	
<b>Contractor Name:</b> S & D INDUSTRIAL PAINTING, INC.	
<b>Contract Amount:</b> \$922,562.15	<b>Cost Overrun/Underrun:</b> -0.55%
<b>Availability Date:</b> 7/11/2011	<b>Letting Date:</b> 8/19/2010
<b>Completion Date:</b> 11/7/2011	<b>Work Began:</b> 7/16/2012
<b>Revised Completion Date:</b> 8/28/2012	<b>Estimated Completion:</b> 9/15/2012
<b>Last Estimate Thru:</b> 8/31/2012	<b>Scheduled Progress:</b> 85%
<b>Last Estimate Paid:</b> 9/7/2012	<b>Actual Progress:</b> 93.34%

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

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
rev 10/2/12							
Orange	ER-5100 GE	Landscape planting on US 15-501@ SR 1734 (Erwin Rd./Europa Dr.)	11/24/2009	4/30/2012	All work complete; final inspection held	\$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	72%	\$13.4 million	ARRA
Orange	U-4704	Computerized Traffic Signal System for Chapel Hill-Carrboro	9/15/2009	10/26/2012	96% complete	\$5.175 million	ARRA
<b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b>							
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	Fall 2012	Complete	\$173,000.00	Small Construction/ Town of Chapel Hill
Orange	48096	Town of Chapel Hill to replace existing grates to standard 830.03 D Type E Catch Basin Bicycle Safe Grate on NC 86 (MLK Blvd) from Sr 1010 (Franklin Street) to SR 1777 (Homestead Road)	NCDOT Forces	End of year	Work to start the week of October 8th	\$20,000.00	Small Contruction Funds
Orange	43640.1.1	#####			Preliminary Planning	\$1,000.00	Spot Safety
ALAMANCE/ ORANGE	17BP.7.P.2	Bridge Deck Preservation - BRIDGES 38, 41, 51, 52, 121, AND 293 IN ALAMANCE COUNTY; BRIDGE #6 on US 70 Bus.#59 on NC 86, and #81, & #82 on I-85 in ORANGE COUNTY	5/15/2012	6/30/2013	Work in progress	\$2.8 million	Bridge Preservation
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	July	Complete	\$20,275	CMAQ
Orange	EL-4828 / 40245.1.1 & 40245.3.1	Design & construction of multi-use pedestrian /bicycle path along Morgan Creek from Smith Level Road to the Weatherhill Pointe neighborhood & construct a multi-use pedestrian /bicycle path along Morgan Creek from Smith Level road west to the Berryhill Neighborhood .			Design	\$149,880 / \$655,000	30% complete

**ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA**

TAC 10/10/2012 Attachment 15

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)		10/3/2012	<b>A request for extension of MA was sent on September 14, 2012 to NCDOT.</b>	\$200,000.00	Small Construction/ STP-Division Enhancement
Orange	ER-2971 G 3607.3.13	Construct sidewalks on SR 1900 (Mason Farm Road) from US 15/501 (Fordham Blvd.) to Highland Woods Road			<b>Municipal Agreement is being signed by the Town and will be mailed next week to NCDOT. Work will be completed within 3 months after NCDOT execute the MA.</b>	\$30,000.00	Division Enhancement
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	2/21/2012	<b>Complete, doing final paper work</b>	<b>Const. =99% compl.;</b>	\$300,000.00	SRTS
Orange	SR-5001 AR	Construct 320' of 5' sidewalk on Culbreth Road between Cobbleridge Rd. in Chapel Hill and Rosburn Rd. in Carrboro	4/12/2012	Fall 2012	<b>Started Sept. 13th</b>	\$55,000 SRTS/\$108,000 STPDA	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	<b>Fall 2012</b>	<b>Construction done, waiting on thermo to be placed</b>	\$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.)	Let 12/20/12		<b>R/W issues</b>	\$198,000	Spot Safety-State

**ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA**

Orange	U-4726 DC	Wilson Park Multi-Use Path	6/7/2012	Nov. 26, 2012	40% cpmplete	\$39,262.65 PE \$129,431.35 C	STPDA
Orange	U-4726 DD	Construct sidewalk on Rogers Road from Homestead Road to Meadowrun Ct.	5/1/2013		Municipal Agreement with Town of Carrboro; Design underway-need to coordinate with District for developer project at Purefoy Rd.	\$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	1/1/2013		Municipal Agreement with Town of Carrboro for construction (replaces EL-4994) Design underway	\$59,000 PE	STPDA
Orange	U-4726 DF	Bicycle detection at Signalized Intersections	10/18/2012	FFY 2013	Municipal Agreement with Town of Carrboro	\$36,000	STP-DA
Orange	U-4726 IF	Design and install stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail	N/A	N/A	Supplemental agreement to remove construction; Town to pay for construction	\$20,000 PE	STPDA
Orange	U-4726 IG	Construct 10' wide greenway from existing Fan Branch Trail near Culbreth Rd. and US 15/501 to Phase I	7/24/2012		Started this fall	\$1,310,000	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	Revised to 8/2012	12/31/2012- to be revised	Consultant design-R/W staking complete for acquisition	\$450,000	High Hazard Safety
<b>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</b>							
<b>County</b>	<b>TIP #</b>	<b>Location Description</b>	<b>Est. Let Date</b>	<b>Completion Date</b>	<b>Status</b>	<b>Cost</b>	<b>Comments</b>

**ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA**

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				\$4.0 million	Delayed R/W to 8/12 and Construction to 9/13 to allow City to secure increased funding
Orange	U-0624	Corridor upgrade on NC 86 (S. Columbia St.)including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	10/16/2012			\$4.2 million	STP
Orange	U-2803	Widening of SR 1919 (Smith Level Road) from Rock Haven Road to Bridge# 88 over Morgan Creek	12/18/2012			\$3,7 million	
Orange	W-5318	GRADE, DRAIN, AND PAVE NC 86 FROM NC 57 TO CASWELL COUNTY LINE GEOMETRIC IMPROVEMENT, PAVED SHOULDERS AND RUMBLE STRIPS; Resurfacing	1/15/2013	<b>Fall 2013</b>	<b>In Design</b>	\$4.75 million	Remove centerline rumble strpes per JMM

## Amtrak funding in crosshairs in presidential race

WRAL.com Posted: 8:10 p.m. Monday, September 10, 2012

WASHINGTON (AP) Warning to Amtrak from Mitt Romney and Republicans: You're on your own.

The platform Republicans adopted at their convention included a call for full privatization and an end to subsidies for the nation's passenger rail operator, which gobbled up almost \$1.5 billion in federal funds last year.

"It is long past time for the federal government to get out of the way and allow private ventures to provide passenger service," the platform said, arguing that taxpayers dole out almost \$50 for every Amtrak ticket.

Long a political cudgel in the halls of Congress, Amtrak is among a number of transportation functions Republicans say should be turned over to the private sector — including airport security, also on the chopping block in the GOP platform. At its core, the debate juxtaposes differing visions about what role government should play in ensuring public access to services — even if they're losing money hand over fist.

For President Barack Obama, Amtrak symbolizes a communal investment in the American infrastructure that enables and catalyzes economic growth. For Romney, who built a career mending the balance sheets of unprofitable companies, dropping Amtrak fits neatly into his message of doing away with spending that government can't afford.

On Monday, Amtrak announced it had set monthly ridership records in each of the past 11 months, with expectations of a 12th in September.

Even with a record 30 million passengers boarding its trains last year, Amtrak operated at a net loss of more than \$450 million. The government pitched in \$562 million to keep Amtrak in the black. And that's just on the operations side, where Amtrak says it covers about 85 percent of its own costs through ticket fares and fees. When it comes to capital costs, like keeping train tracks up, the government foots almost the entire bill, costing taxpayers about \$650 million in 2011.

Leading the Republican charge that the U.S. can't bear the continued hemorrhaging is Rep. John Mica, R-Fla., who chairs the House Transportation Committee. Mica says he'll hold a hearing a month on Amtrak. A session Tuesday is to focus on Amtrak's "monopoly mentality" on commuter rail.

While recognizing the need for a central entity to coordinate routes nationwide, Mica said the government has no place handling Amtrak's day-to-day operations. But he acknowledged that some less profitable routes can't get by without some subsidies.

"I'm for the privatization, and if we can end them, we can," Mica told The Associated Press.

Despite chiding from tea party activists and libertarians, Amtrak enjoys broad support from most Democrats, making it unlikely its federal subsidies will disappear any time soon. And if Obama wins re-election, Amtrak will continue to have a powerful advocate in the White House.

"I'm the biggest railroad guy you've ever known," Vice President Joe Biden, whose hometown Amtrak station was renamed after him last year, told supporters last week. "I have traveled round trip from Wilmington, Del., to Washington, D.C. — a 250-mile round trip — over 7,900 times."

Democrats didn't mention Amtrak in their platform, but spoke generally about rail's importance and the need for increased investments in U.S. infrastructure. With more people than ever riding trains, government should be expanding intercity travel, not dismantling it, said Rep. Nick Rahall, D-W.Va., the top Democrat on Mica's committee.

"This short-sighted proposal that Republicans are again trotting out would mark the end of the line for Amtrak service across the country, while punching a ticket to the unemployment line for thousands of workers," Rahall said.

Proponents of continued subsidies say opponents are missing the point: It's in the public interest to keep tens of millions of cars off already congested highways and from polluting the environment.

Inevitably, comparisons to Europe and Asia emerge, with skeptics questioning why for-profit rail travel can succeed overseas. But while other nations have privatized some routes, few operate systems that are free of subsidies. Japan and England repeatedly have had to bail out train systems in dire straits.

More to the point, the sprawling U.S. is not Europe, with its dense peppering of major cities. Transportation experts describe a sweet spot of about 200 to 300 miles between cities where train travel can be profitable and competitive. Any farther, and it becomes quicker and cheaper to hop a flight.

Situated perfectly in that sweet spot is the Northeast Corridor, the lifeblood of Amtrak's system. The route connects Boston to New York to Washington — each leg less than 250 miles. Both parties say if there's any hope for Amtrak's future, it's along that bustling corridor.

Cutting subsidies would almost surely mean jettisoning the long-distance routes that connect far-flung parts of the country, and few members of Congress want to see their districts lose connectivity to the transportation grid.

In a surprise move, the GOP-controlled House in June boosted Amtrak's overall funding by \$384 million, offsetting reductions in operating subsidies with new money to repair bridges and tunnels. In its funding request for next year, Amtrak asked Congress for less money for operating costs than it received this year, citing an improving financial situation.

A recent report to Congress from Amtrak's inspector general said the company was making progress on many fronts. One suggestion investigators said Amtrak had failed to take up: adding more special trains to help reduce its reliance on federal subsidies.

## **BOA seeks Transit stop**

**The Carrboro Citizen** September 13, 2012 By Susan Dickson, Staff Writer

CARRBORO – In a move that could make commuting from Carrboro to Durham a little easier, the Carrboro Board of Aldermen on Tuesday voted unanimously to ask Triangle Transit to extend service with a stop in downtown Carrboro.

Triangle Transit provides regional bus service as far east as Zebulon and as far west as Chapel Hill. Triangle Transit had a stop at Carrboro Plaza in the 1990s, but service was discontinued, with the closest stop to Carrboro now at Carolina Coffee Shop on East Franklin Street in Chapel Hill.

The board earlier this year asked town transportation planner Jeff Brubaker to look into the feasibility of park-and-ride lots that would serve a Triangle Transit stop on West Weaver Street, at Wilson Park or at Hank Anderson Park. Brubaker reported that the town could issue hangtag permits for park-and-ride spaces at lots, but that enforcement would be difficult given current staffing levels at the Carrboro Police Department.

As an alternative, Brubaker said the town could simply request a Triangle Transit stop in downtown Carrboro without parking, since only about a quarter of riders drive to their stops, with the remainder walking, using local buses, getting dropped off or biking to get to stops.

Using the town municipal lot at West Weaver Street or parking lots at Wilson or Hank Anderson parks would reduce space for other use in addition to requiring enforcement, Brubaker said.

Even if the town can't create a park-and-ride lot, board member Jacquie Gist said, "It looks like the best alternative may be [just] getting some Triangle Transit stops here."

According to the American Community Survey by the U.S. Census Bureau, 16.3 percent of Carrboro residents who commute to work use public transit, compared with 10.3 percent in Chapel Hill, 1.7 percent in the Triangle and 1 percent statewide.

According to 2000 census data, 1,330 Carrboro residents commuted to somewhere in Durham, with 274 of those commuting to areas served by Triangle Transit's 405 route, including Duke's west campus, Duke Hospitals, the VA Hospital, the American Tobacco District and the majority of downtown Durham.

## Cities forge own (bike) paths

Politico By Tal Kopan September 18, 2012

It's a familiar path: As demand for bike and pedestrian projects skyrockets, federal funding shrinks.

That's how things played out in the new transportation law, under which Congress cut overall funding from \$1.2 billion to \$808 million, consolidated three federal programs into one and even changed the program's name - from Transportation Enhancements to Transportation Alternatives.

But amid the cuts and changes, local entities are finding something to smile about: more control.

"Now, we basically control how a certain chunk of the funding will be distributed on a local level while still being able to apply for other funds for projects," said David Cary, a city planner in Lincoln, Neb. "We're assuming the funding is going to dip down for the state, but locally, we might actually be guaranteed more money."

Cary's praise was for the amendment sponsored by Sens. Ben Cardin (D-Md.) and Thad Cochran (R-Miss.), which redid TA funds, putting half of each state's share into a pot that is divvied up proportionally to areas of 200,000 or more people. The money bypasses the state's Department of Transportation and goes right to the local agencies. The other half is distributed as competitive grants administered by the state.

Local control is key, said Mick Cornett, Oklahoma City's mayor.

"I would prefer that all of these decisions were made at the local level and not at the state level," he said. "When you go back to the stimulus plan, what you saw there was large amounts of money going to states that never reached the local level. And that's something we as mayors see as a continual problem with federal dollars."

Cornett, who has been leading the charge on the expansion of bike/ped offerings in Oklahoma City, says it is up to cities to take the lead on such projects - and they'd be wise to stop waiting around for federal funds.

Oklahoma City is funding its 10-year infrastructure plan with a nearly eight-year, penny-on-the-dollar sales tax, which was approved by voters.

"Cities have to realize that whatever the federal government is going to do, it's not going to be enough," Cornett said. "And cities that proactively take control of their own quality of life initiatives are going to be the cities that ultimately attract the highly talented young people and create the jobs. And if you're waiting for the federal government to build your pedestrian-friendly initiatives, you're going to get left behind."

The final funding levels in the Moving Ahead for Progress in the 21st Century program were whittled down from the Senate version of the bill, which initiated the Cardin-Cochran agreement.

"We were disappointed," Caron Whitaker, campaign director at America Bikes, said of the decrease. "We hadn't loved the idea of consolidation but were OK with that given the funding levels that came out of the Senate."

But she said she and her colleagues were happy with the increased access for local governments and looking for other funding pots to supplement the reduced funds.

The new transportation bill consolidated three programs that were previously used for bike/ped projects: Transportation Enhancements, Safe Routes to School and the Recreational Trails Program. America Bikes has identified other potential sources of funding: the Highway Safety Improvement Program, the Surface Transportation Program and the Congestion Mitigation and Air Quality Improvement Program, the latter of which cities like Chicago and Washington have used to fund bike share projects.

According to America Bikes, bicycling and walking account for 12 percent of all trips and 14 percent of all transportation-related fatalities - but only 1.5 percent of federal transportation funding. "It's interesting that at this point, where biking and walking is increasing across the country, where the percent of roadway fatalities that are bicyclists and pedestrians are growing, that that's the place that we're cutting funding," Whitaker said.

She said investing in bike and pedestrian projects also makes sense for traditional transportation advocates. More people biking means fewer cars on the road, Whitaker said, which means less wear and tear to repair and cleaner air.

America Bikes is working with advocates to make sure local governments know that funds are available and to lobby their states to not opt out of any money.

"There's a lot of decision makers and communities that rely on [the cut] programs and are still trying to figure out what happened," Whitaker said.

Groups and cities are already shifting gears in response to the changes.

Cary said Lincoln is focusing on prioritizing its wish list. The city recently adopted a long-range transportation plan that took into account funding expectations for the first time.

"It really came out loud and clear that we don't have enough funding to get any of our projects done. We can't do everything we want to do for sure, and in some cases, can't do everything we need to do," he said. "We have to find those projects that will do the best for the system or make some critical links in the system so that not only is it used but it helps the system overall."

Cary said the investment is a no-brainer: "To attract and retain vibrant young professionals and to have people start their families and grow and raise their families, you have to have parks and bike and pedestrian facilities that are well maintained. ... People do want them. Most polls say that a trail system is one of the most highly rated amenities of a community."

## Transit ridership up again (Politico)

Politico By Tal Kopan September 18, 2012

New figures out today from APTA show a ridership increase in all forms of transit - heavy, light and commuter rail, buses in cities of all sizes and even trolley buses. It's the sixth straight quarter (a year-and-a-half) of ridership growth. Light rail showed the biggest 2Q bump at 4.25 percent. For the year, light rail is up nearly 5.5 percent, with Pittsburgh's North Shore expansion as well as burgeoning systems in L.A. and Salt Lake City driving the growth. Subways in Philly and Atlanta took ridership hits, but they were more than balanced out by big gains in San Francisco and Cleveland. The APTA chart has lots more numbers for the data-lovers:<http://bit.ly/Ry1aKi>

## New highway threatens to displace Durham property owners

WRAL.com Sep 20, 2012 8:05 p.m.

**Durham, N.C.** -- Dozens of Durham property owners are weighing their options as the state moves ahead with plans to build a long-awaited highway, known as the East End Connector, right on top of their properties.

Improving travel versus taking private land is the trade-off of every major road project, and the state Department of Transportation will soon start the difficult process of buying the land or taking it by eminent domain.

The nearly \$200 million project will have eight lanes to connect N.C. Highway 147 and U.S. Highway 70. The connector and related widening will tie in Interstate 85 from the north to Interstate 40 and beyond. It will also ease heavy truck traffic on downtown Durham streets.

If land acquisition goes as planned, East End Connector construction is set to begin in about two years.

"This is the last missing link that ties all this together with each other and with I-85. It's a critical link for our freeway system. We need it for our future," said Joe Milazzo, with the Regional Transportation Alliance. "It's been the top priority of the City of Durham, Durham County, Durham Metro Planners (and) the Durham Chamber."

The progress comes at a price. Just south of East End Avenue is Durham's Hayestown community. More than 150 parcels of land will be impacted by the connector. Twenty-one homes and 15 businesses must go.

Rev. Sylvester Williams said he believes nothing good can come from the project.

"These are places where African-Americans have historically lived in the city of Durham. They're all being displaced," he said.

Jim Lindsley, who owns a waterproofing business, will see a third of his property shaved off by an expanded cloverleaf right-of-way. He says he wishes the DOT would have considered alternative ideas.

"I don't have a problem with the greater good," Lindsley said. "My biggest concern is that they're not going to make an offer that will enable us to make the transition."

DOT engineer Wally Bowman says property owners are impacted with every major road project and that he can't "make everybody 100 percent happy."

"We're trying to do the best we can," he said, urging property owners to be patient.

"We can't settle with everybody at the same time," he said. "We're going to offer you what the fair market of what your property is today."

The North Carolina Eminent Domain Law Firm is holding an informational meeting on property owner rights at 7 p.m. Thursday at the Downtown Durham Marriott. The DOT is holding another meeting next Tuesday from 4 to 7 p.m. at Orange Grove Mission Church.

## **USDOT awards funds to improve Amtrak, freight line in North Carolina**

Progressive Railroading Daily News September 24, 2012

On Friday, the U.S. Department of Transportation (USDOT) awarded \$26.5 million to the North Carolina Department of Transportation to improve reliability and reduce delays on lines impacting Amtrak service in eastern North Carolina.

The improvements are targeted at infrastructure between Rocky Mount, N.C., and Petersburg, Va., which will impact service for the Amtrak Carolinian line that operates New York City and Charlotte, N.C., as well as long distance trains that run between New York City and Florida.

The project will include installation of new track and ties, crossovers and signals to alleviate rail congestion in the area, and allow freight- and passenger-rail traffic to move more "fluidly," USDOT officials said in a prepared statement. The line connects with the future Southeast High Speed Rail Corridor in Petersburg and Raleigh, where trains are expected to travel at 110 mph in the future.

"This project will not only bring jobs to the region, but will also reduce delays between New York, Washington, Raleigh, and Charlotte by eliminating existing choke points," said U.S. Transportation Secretary Ray LaHood.

## **Acela run expected to match U.S. rail speed record of 165 mph**

### **Thursday's 21-mile run from Delaware to Perryville to test Amtrak for next generation**

The Baltimore Sun By Candy Thomson September 24, 2012

Sometime after 8 p.m. Thursday, a train will come roaring out of the north from Delaware toward Perryville at 165 miles per hour, matching the fastest speed ever attained on a U.S. rail line.

After putting on the brakes, the Acela Express will make the 13-minute run back to Wilmington before sprinting down the track for seven more round trips by 2 a.m.

Similar tests also are to be carried out this week and next on three other sections of track — in New Jersey, Rhode Island and Massachusetts — the first step in upgrading passenger service in those areas to 160 mph. Federal regulations require tests of 5 mph above maximum operating speeds.

But on a larger scale, the speed trials signal Amtrak's desire to push ahead on a \$151 billion upgrade of its Northeast Corridor service by 2040. The railroad has warned that without major improvements, it will be unable to keep up with passenger demand.

Amtrak spokesman Cliff Cole said Monday that the Maryland-Delaware test runs will be conducted on the same 21-mile track segment used for high-speed tests before the introduction of Acela service in 2000, when the test train topped out at 165 mph.

Trains in Europe and Asia operate at about 200 mph, with China's newest train clocking up to 268 mph. Amtrak's top speed is 135 mph on its Washington-to-New York Acela run and 150 mph on the New York-to-Boston leg.

But a new generation of trains capable of covering the nearly 200 miles between Washington and New York in a shade over 90 minutes is the centerpiece of Amtrak's Northeast Corridor plan.

The blueprint, released in July, calls for upgrading tracks and signals between Washington and New York, purchasing an additional 40 Acela trains to double high-speed service between the cities, and expanding Washington's Union Station.

Other parts of the plan cover upgrades between New York and Boston.

Amtrak says that over the past five years, its share of the Washington-New York market has grown to 75 percent, up from 35 percent a little more than a decade ago. Its top producer — Acela — runs near capacity and annually produces \$550 million in revenue while spending \$360 million.

Given the competition, low-cost carrier Southwest Airlines is eliminating service between Baltimore-Washington International Thurgood Marshall Airport and two New York metropolitan airports, LaGuardia and Newark.

By 2040, the railroad expects Northeast Corridor ridership to climb from 12 million passengers annually to 43.5 million. Without a major investment in trains, tracks, tunnels and stations, the system will break, Amtrak officials warn.

But the \$151 billion plan lacks a dedicated funding source.

In fiscal year 2011, Amtrak earned \$2.71 billion, incurred \$3.95 billion in expenses, and had a maintenance backlog of \$6 billion, making it dependent on an annual appropriation from Congress to close the gap. The Obama administration spent \$8 billion in stimulus funds on high-speed rail in 2009 but was unsuccessful in lobbying Congress for \$50 billion to fund high-speed rail over six years.

## **RTA and Chapel Hill-Carrboro Chamber endorse Orange transit referendum**

Regional Transportation Alliance Press Release – FOR IMMEDIATE RELEASE October 3, 2012 - 12:16pm

### **BUSINESS COMMUNITY ENDORSES COUNTY TRANSIT REFERENDUM**

The Regional Transportation Alliance and the Chapel Hill-Carrboro Chamber of Commerce announce their support for the half-cent sales tax in Orange County to support a regional transit plan in Orange, Durham, and Wake counties. The proposed tax on November's ballot will support new bus and enhanced bus service; an Amtrak rail station in Hillsborough; and a future light rail connection from UNC to downtown Durham.

"Investing in infrastructure has always been important to the business community and is part of our Chamber's agenda. The Chamber's board unanimously endorsed the transit referendum because it's good for our economy, good for our community, and good for our region. If we don't make this investment, we will be at a competitive disadvantage in both recruiting and retaining employers and talent," said Barry Leffler, chair of the Chapel Hill-Carrboro Chamber of Commerce.

"Our region is expected to grow by more than a million people in the next two decades. Enhanced transit options in Orange County and throughout the region will be increasingly important to our success and quality of life amidst this growth. The Regional Transportation Alliance enthusiastically supports the vision and leadership of Orange County to move transit forward," said Clymer Cease, chair of the Regional Transportation Alliance, a business coalition that works for regional transportation solutions.

Both business leadership organizations encourage their members who reside in Orange County to vote in support of the transit referendum this fall to allow this new dedicated funding source to become a reality and to empower our community to invest in our future prosperity.

The proposed half cent sales tax will not apply to purchases of gasoline, prescription drugs, utilities or groceries and is the equivalent of five cents on a \$10 purchase. For more information on the Orange County transit plan, please visit [www.ourtransitfuture.com](http://www.ourtransitfuture.com). For more information about the grassroots campaign supporting transit in Orange County, please visit [www.ourfutureontrack.com](http://www.ourfutureontrack.com).