

Appendix A: Charge to the Special Transit Advisory Commission

Joint MPO STAC

Charge to the Commission

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) and the N.C. Capital Area Metropolitan Planning Organization (CAMPO) have concluded that providing well-planned and timely major regional transit investments is a very important part of maintaining the Triangle region's current levels of transportation mobility, high quality of life and economic prosperity. Therefore, the MPOs have agreed to pursue the joint development of a Regional Transit Vision Plan for a regional transit system to serve as the foundation for making comprehensive, cooperative, and well-coordinated decisions on future major transit investments. The development of this plan should include a robust public outreach/community engagement effort and a process for establishing priorities for regional transit investments.

The two MPOs have also agreed to appoint a Joint MPO Special Transit Advisory Commission to assist them in the development of the Regional Transit Vision Plan (RTVP). This commission will deliver to the region's two MPOs a set of recommended major transit investments to serve the Triangle based on:

- Guiding principles for transit investments
- The *Transit Infrastructure Blueprint Project* analysis
- Priorities for transit investments
- A community engagement process

Tasks

To accomplish its overall mission, the commission may engage in any and all of the following focus areas. MPO and other staff will provide technical assistance to the commission for these tasks.

1. Review existing transit plans and relevant sections of the 2030 Long Range Transportation Plans, including the goals and objectives stated in those plans.
2. Determine the level and process for public outreach needed to inform and support the commission's recommendations.
3. Determine goals and objectives for regional major transit investments.
4. Review and evaluate transit options available to the region for the next 25 to 30 years.
5. Determine regional major transit investment recommendations
6. Other areas as deemed advisable by the commission.

General Schedule of Activities (draft)

February-March – MPOs name representatives to the Commission, approve the description of the Commission, and review and endorse a proposal for support services.

April – Commission begins meeting (1-2 times per month).

- Commission confirms budget, staffing, and funding for facilitation, administration, and outreach.
- Members concur on the charge of the commission and overall schedule of work.
- Commission determines missing information and identifies focus areas needed to execute charge.

Spring – Technical activities and development of analysis framework.

- Commission develops framework of prioritized goals and objectives for making recommendations, including identification of problems needing to be addressed by transit.
- MPOs, TTA, NCDOT transit staff collect data on travel markets, land use, impacts on the environment, impacts on neighborhoods and communities, costs of potential transit technologies, best practices in other areas, and other needs identified by the commission.

Summer – Commission reviews Transit Infrastructure Blueprint data and related research and evaluates alternatives.

Fall – Commission develops recommendations for a Regional Transit Vision Plan.

October 31, 2007 – Commission presents its recommendations to the two MPOs at the Joint MPO TAC meeting. The MPOs will then use the recommendations in the development of their 2035 Long Range Transportation Plans.

Appendix B: STAC Membership; Staff/Sponsor Working Group List

Special Transit Advisory Commission Members

Bill Cavanaugh (Co-Chair) (Capital Area MPO)

Former Chairman, CEO, and President, Progress Energy, Inc.
Chairman, World Association of Nuclear Operators (WANO)
Member, National Academy of Engineering

George Cianciolo, Ph.D. (Co-Chair) (DCHC MPO)

Chair, Chapel Hill Planning Board
Member, Chapel Hill Community Design Commission
Former Chair and Member, Chapel Hill Transportation Board (6 years)
Former Member, University of North Carolina Leadership Advisory Committee
Associate Professor of Pathology, Duke University Medical Center

Robert ("Bo") Glenn (Co-Vice-Chair) (DCHC MPO)

Attorney, Glenn, Mills and Fisher, P.A.
Vice Chair, Durham Open Space and Trails Commission
Commissioner, Durham Bicycle and Pedestrian Commission
Board Member, Durham Farm Land Preservation Board
Former Vice Chair, Durham Housing Authority (20 years)

Smedes York (Co-Vice-Chair) (Capital Area MPO)

President, York Properties, Inc.
Mayor, City of Raleigh, 1979-1983
Raleigh City Councilman, District E, 1977 to 1979.
Board Chairman, York Simpson Underwood and McDonald-York
Past Chairman, North Carolina Citizens for Business and Industry
Past Chairman, N.C. State University Board of Trustees
Board of Directors, Research Triangle Foundation
YMCA of the Triangle
North Carolina Amateur Sports
Trustee, Urban Land Institute
Founding Co-Chair, Regional Transportation Alliance

Cassandra Atkinson, Ph.D. (DCHC MPO)

Adjunct Associate Professor, Department of Public Administration
Director, Community Research and Technical Assistance Initiative
Project Director, Transportation Management Bachelor's Degree Program,
North Carolina Central University
Experience with transportation management needs research and NCDOT grants.

Tom Bradshaw (Capital Area MPO)

Mayor, City of Raleigh 1971-1973
Secretary, N.C. Dept. of Transportation, 1976 - 1979
Member, Blue Ribbon Committee on the Future of Wake County
Managing Director, Public Finance Dept., CitiGroup Global Markets, Inc.

Gerry Cohen (Capital Area MPO)

Director, Legislative Drafting, N.C. General Assembly
Former Member, Chapel Hill Town Council
Former Member, Chapel Hill Transportation Board

Daniel Coleman (Capital Area MPO)

Contractor
Livable Streets Partnership
Raleigh-Wake Citizens Association

Trish Dowty (Capital Area MPO)

Vice President, Corporate Services Division, SAS
Property, Procurement, and Logistics Management,
CTI Data and Denelcor, Inc.
Board of Directors, Cary Chamber of Commerce

Carolyn Eifland (DCHC MPO)

Associate Vice Chancellor for Campus Services
University of North Carolina at Chapel Hill
The University's transportation planning, transportation demand management, and transit functions are within her area of responsibility.
Member of the partnership committee that guides the Chapel Hill Transit System
Represented the University on the US 15-501 and I-40 / 54 corridor studies

Greg Flynn (Capital Area MPO)

Architect N.C. Dept of Public Instruction School Planning
WakeUP Wake County
Formerly, N.C. Division of Forest Resources

Chris Harder (DCHC MPO)

Vice Chair, Durham Area Transit Authority (DATA) Board
Senior Budget Analyst, Office of the Governor, State Budget and Management
Former Congressional Fellow for Rep. Earl Blumenauer (Portland, Oregon)
Master's in Regional Planning and Public Administration

Mike Hendren (Capital Area MPO)

Wake Forest Chamber of Commerce.
Board of Directors, Chair of the Government Affairs Committee

Cal Horton (DCHC MPO)

Former Town Manager (16 years, until 2006), Town of Chapel Hill.
As manager, he has been a regional leader on transportation issues.

Jodi LaFreniere (Capital Area MPO)

Executive Director of the Wake Forest Chamber of Commerce
Member, Business Alliance Leadership Team
Member, Regional Transportation Alliance

Jennifer Lewis (Capital Area MPO)

Sierra Club, Capital Group
Member, Capital Area MPO Bicycle and Pedestrian Stakeholder Group
Transportation Planner, The Louis Berger Group

Rusine Mitchell-Sinclair (Capital Area MPO)

CEO, Girl Scouts, North Carolina Coastal Pines
Vice President at Large, North Carolina Electronics and Information Technologies Association (NCEITA)
Vice Chair of Regional Leadership, Regional Transportation Alliance
Senior State Executive, VP Strategy & Implementation, Global IT Delivery, IBM (retired)

Sam Nichols Jr. (DCHC MPO)

Senior Vice President, First Citizens Bank
Durham Chamber of Commerce, Transportation and Economic Development Committees

Sandy Ogburn (DCHC MPO)

Member of the board of directors of several organizations in the Durham community, including the Durham Community Land Trust and the West End Community Center
Former Member of the Durham City Council, the Durham-Chapel Hill-Carrboro MPO, and the Triangle Transit Authority Board of Trustees

Mack Paul (Capital Area MPO)

Attorney, Kennedy Covington
Past President, Triangle Tomorrow
Former Associate General Counsel, Blue Cross and Blue Shield of NC

Bernadette Pelissier, Ph.D. (DCHC MPO)

Chair, Orange Chatham Group of the Sierra Club
Member, Orange County Planning Board
Member, Orange County Commission for the Environment
Former Member, University of North Carolina Leadership Advisory Committee
Ph.D. in Sociology
Recently retired from the Federal government

Roger Perry (DCHC MPO)

Chair, Triangle Tomorrow
President, East West Partners
Member of the Chapel Hill-Carrboro Chamber of Commerce and the Regional Transportation Alliance
Member, Board of Trustees, University of North Carolina at Chapel Hill
Served on the Board of Visitors of UNC and Executive Committee of the Center for Real Estate at UNC's Kenan Flagler School
Past Chair, Triangle United Way

Frank Price (Capital Area MPO)

President, F. L. Price & Associates
Chair, Clayton Planning Board

Tim Reed (Capital Area MPO)

Conservation Co-Chair, Capital Group Sierra Club
Designer, BBH Design, PA

Holly Reid (DCHC MPO)

President, Board of Trustees, Eno River Association
Co-Founder, Walkable Hillsborough Coalition
Former Member, Orange County's Economic Development District Transportation Task Force

Warren Sawicki (Capital Area MPO)

Fuquay-Varina Chamber of Commerce
Retired manufacturing executive

Mike Shiflett (DCHC MPO)

Member, Durham Inter-Neighborhood Council, Northgate Park
Member, Board of Directors, Coordinating Council for Senior Citizens
President and CEO, American Labor
Member the Regional Transportation Alliance and the Durham Chamber of Commerce, Transportation Committee
Served on US 40 HOV Task Force, Durham Comprehensive Plan, Travel Demand Ordinance Task Force

Frank Timberlake (Capital Area MPO)

R.F. Timberlake and Company
President Carolinas/Virginia Chapter NAMA (National Agri-Marketing Association)

Ed Willingham (Capital Area MPO)

2006-07 Chair, Regional Transportation Alliance
Executive Vice President, First Citizens Bank, Triangle Region

Ex-Officio Members

Joe Bryan (Capital Area MPO)

Chair, Capital Area MPO TAC
Commissioner, Wake County

John Brantley (Capital Area MPO)

Director, RDU International Airport
Member, Blue Ribbon Committee on the Future of Wake County

James Carnahan (DCHC MPO)

Founder of the Village Project
Town of Carrboro Planning Board
UNC, Carolina North, Leadership Advisory Committee

Alice Gordon (DCHC MPO)

Chair, DCHC MPO TAC
Commissioner, Orange County

Becky Heron/ Mike Woodard (DCHC MPO)

Vice Chair, DCHC MPO TAC
Commissioner, Durham County (Heron)
Council Member, City of Durham (Woodard)

Mack McKrell (Capital Area MPO)

Long-time regional transit user
Cary resident working in Durham (IBM / RTP)

Charles Meeker (Capital Area MPO)

Vice Chair, Capital Area MPO TAC
Mayor, City of Raleigh

Dianne Reid (DCHC MPO)

Chatham County Economic Development Corporation

Rick Weddle (Capital Area MPO)

President and CEO, Research Triangle Foundation
Vice Chair for Governmental Affairs, Regional Transportation Alliance
Commission Member, Blue Ribbon Committee on the Future of Wake County

Staff and Sponsors Working Group and Support Staff

Mark Ahrendsen, DCHC MPO

September Barnes, TJCOG

Ben Bearden, TJCOG

Ellen Beckmann, DCHC MPO

Paul Black, TJCOG

David Bonk, DCHC MPO/Town of Chapel Hill

Phillip Boyle, PhD, Leading and Governing Associates

Bob Foyle, ITRE

Damien Graham, Triangle Transit

Wib Gulley, Triangle Transit

Ann Hartell, ITRE

John Hodges-Copple, TJCOG

Ed Johnson, Capital Area MPO

David King, Triangle Transit

Michael Kozak, NCDOT

Patrick McDonough, Triangle Transit

Joe Milazzo II, RTA

Greg Northcutt, Triangle Transit

Miriam Perry, NCDOT

Brad Schulz, Triangle Transit

Juanita Shearer-Swink, Triangle Transit

Diane Wilson, Capital Area MPO

Project Overview

Regional Transit Infrastructure Blueprint *Technical analysis of land use, travel markets and costs*

FEBRUARY 2007

Purpose

Provide the technical basis for a Regional Transit Blueprint that describes future transit corridors and planned or potential transit infrastructure investments in the corridors.

Desired Result

Citizens and decision-makers understand the character of current and projected development and travel in potential transit corridors, how the corridors relate to one another, and important considerations for different types of transit investments in the corridors.

The focus of the project is to provide clear, consistent information for decision-makers to engage the public and set priorities through the established Metropolitan Planning Organizations.

Why this is Important

1. There has been no comprehensive, consistent regionwide blueprint for major transit investments since the development of TTA's 1995 Transit Plan. Major transit investment planning since then has focused on individual projects and grouping selected projects into a transit component when Long Range Transportation Plans (LRTPs) are updated.
2. This project-specific approach has resulted in cost and revenue assumptions for major transit investments in our long range plans that may no longer be realistic, since they rely on new federal funding to pay 50% and NCDOT to pay 25%, a new regional revenue source and out-dated costs for some projects.



Bus Rapid Transit is one example of potential regional transit infrastructure

3. To secure federal funds, state funds and new regional revenue sources to support major transit investments will require a high level of cooperation among MPOs, the NCDOT, the TTA and other partners. Absent such cooperation, individual MPOs and communities may need to fund major transit investments from their existing individual revenue streams.

Goals

The goals are designed to help decision-makers and the public understand transit corridors and investments and set realistic priorities:

1. show the location of transit corridors and type of potential transit investments, including assumed alignment, technology, stations and services;
2. clearly articulate the mobility and community purposes served by transit investments in each corridor (purpose and need of transit investments);
3. track the status of transit investments in the planning and funding process;



Regional Rail is one example of potential regional transit infrastructure

PROJECT SPONSORS

Capital Area MPO

Durham-Chapel Hill-Carrboro MPO

Triangle Transit Authority

North Carolina DOT
Public Transportation Division

Triangle J Council of
Governments

PROJECT PARTNERS

The project's Technical Oversight Committee (TOC) consists of about 30 people drawn from:

The Regional Transportation Alliance

local governments

MPO and RPO staff

NCDOT and NCRR

regional institutions like RDU and the Research Triangle Park

public and private sector transit service providers

universities

Regional Transit Infrastructure Blueprint

4. show how current and future land use relates to transit infrastructure investments;
5. provide clear, consistent information related to the cost of investments, the components of these costs, and the assumptions used in developing the costs;
6. analyze travel markets in the transit corridors (trip types, origins and destinations, characteristics, etc.);
7. document how travel results and infrastructure costs relate to eligibility for specific funding sources, particularly federal funding, and what can be paid for with current revenue streams vs. what would require new or increased revenues.

Analyses & Guiding Principles

The project is built on three technical analyses:

1. A *land use analysis* that examines current and projected development in corridors.
2. A *travel market analysis* that examines travel based on the land use and transportation infrastructure.
3. A *cost analysis* that examines infrastructure costs and implications for funding sources based on federal standard cost categories.

The project's technical oversight committee will help clarify reasons to make major transit investments that decision-makers can draw from in setting priorities based on land use, travel markets and costs. The committee can also work with partners on a cooperative decision making framework for transit investments.

The Blueprint project is *not* designed to have direct public engagement on investment priorities or to establish these priorities, but to be aligned with the public involvement efforts of the Long Range Transportation Plan (LRTP) updates and any other public involvement efforts of the leadership partners. These partners, especially the Joint MPO Committee, are crucial to building consensus.

Study Area & Corridors

The study area consists of the Triangle Transit Authority's defined service area: Durham, Orange and Wake Counties, plus a 10-mile distance beyond these counties — all or a portion of 14 counties are included.

The corridors are drawn from previous and ongoing plans, studies and reports and include the land use within each corridor. Investments consist of specific alignments, technology, stations and service characteristics.

Important Transit Decision-Making Considerations

1. Ultimately, it is the MPOs and their Long Range Transportation Plans that establish major transit investment priorities.
2. Several transportation and land use leadership partners are crucial to building consensus on investment priorities, including the two MPOs, the NCDOT, the Triangle Transit Authority, the Regional Transportation Alliance and its partners and the Triangle J Council of Governments.

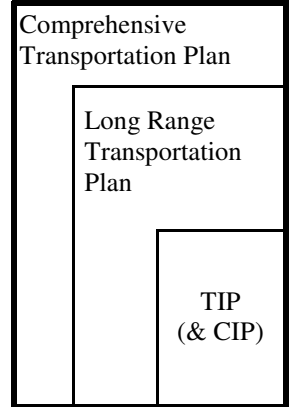
Where Can You Learn More?

www.transitblueprint.org is a single web gateway created to contain information about:

1. The Transit Infrastructure Blueprint Technical Analysis
2. The Special Transit Advisory Commission that will provide guidance to the MPOs on transit investments.



Light Rail Transit is one example of potential regional transit infrastructure



How Transit Infrastructure Moves from Desire to Reality

The Comprehensive Transportation Plan (CTP) shows every major transportation project — including transit — that is desired to serve eventual growth in an area.

The Long-Range Transportation Plan (LRTP) shows projects from the CTP that are expected to be built by a certain *horizon year* (currently 2030) and that can be built with anticipated revenues, called *fiscal constraint*.

The Transportation Improvement Program (TIP) shows projects that will be funded over a seven-year period, along with their funding sources. Localities have similar Capital Improvement Programs (CIPs).

The Capital Area MPO and Durham-Chapel Hill-Carrboro MPO prepare each of these documents for their respective metropolitan areas; federal approval is required for LRTPs and TIPs while state approval is required for CTPs and TIPs.

2035 Corridor Statistics

Socioeconomic and Travel Markets Data -- 2035			Travel Market Data									Socioeconomic Data		
Corridor (Corridors shown in red rank in the top four for one or more transportation measures among the 18 full corridors)	Corridor Length (miles)	Acres in Corridor Travel Market Places	Total Trips		In-Corridor Trips				Strata 1&2 In-Corridor Trips		Dwelling Units	Jobs	Activity Intensity Measure	
			Daily Trips	Trips/Acre	Daily Trips	Trips/Acre	Trips/Mile	if 2% on transit	Daily Trips	Trips/Acre				
1 Durham to Apex	25	46,016	1,000,000	21	490,000	11	20,000	9,800	110,000	2	88,000	204,000	3	
2A Durham to Raleigh via rail line	28	39,261	1,100,000	29	590,000	15	21,000	11,800	200,000	5	73,000	345,000	5	
2B Durham to Raleigh via busway	28	37,838	1,000,000	26	510,000	14	18,000	10,200	180,000	5	60,000	296,000	4	
3 Durham to Raleigh via US 70	23	37,333	1,000,000	27	460,000	12	20,000	9,200	120,000	3	91,000	227,000	4	
4 Durham to Burlington	33	47,802	400,000	8	240,000	5	7,000	4,800	70,000	2	30,000	105,000	1	
5 Durham to Chapel Hill	21	22,152	800,000	34	450,000	20	21,000	9,000	140,000	6	57,000	175,000	5	
6 Durham to North Durham	19	31,816	400,000	13	210,000	6	11,000	4,200	80,000	2	34,000	100,000	2	
7 I-40 HOV	46	89,358	1,000,000	12	360,000	4	8,000	7,200	60,000	1	100,000	203,000	2	
8 Northern Arc I-540	26	43,154	600,000	14	170,000	4	6,000	3,400	20,000	0	63,000	95,000	2	
9 Raleigh to Apex	17	25,215	800,000	32	330,000	13	19,000	6,600	100,000	4	64,000	148,000	4	
10 Raleigh to Franklinton	28	83,568	1,100,000	14	650,000	8	23,000	13,000	140,000	2	94,000	222,000	2	
11 Raleigh to Fuquay-Varina	21	45,429	600,000	13	280,000	6	13,000	5,600	60,000	1	60,000	107,000	2	
12 Raleigh to Selma	29	42,191	500,000	13	250,000	6	9,000	5,000	50,000	1	52,000	110,000	2	
13 Raleigh to Zebulon	27	56,745	900,000	16	430,000	8	16,000	8,600	80,000	1	94,000	161,000	3	
14 Chapel Hill to RDU via Metro Center	27	32,357	600,000	18	300,000	9	11,000	6,000	80,000	2	44,000	150,000	3	
15 Southern Arc NC-540	44	91,220	1,100,000	12	400,000	4	9,000	8,000	40,000	0	110,000	161,000	2	
16 Pittsboro to Chapel Hill	24	75,238	600,000	7	370,000	5	15,000	7,400	60,000	1	56,000	80,000	1	
17 Chapel Hill to Burlington	37	56,116	400,000	7	240,000	4	7,000	4,800	50,000	1	34,000	77,000	1	
<i>Corridor Segments and Combinations</i>														
10.1 Raleigh to I-540 US1 Sub-Corridor	10	16,297	700,000	45	380,000	23	38,000	7,600	110,000	7	49,000	174,000	6	
10.2 Cary to Raleigh to I-540 via US1	17	23,641	900,000	38	440,000	19	24,000	8,800	130,000	5	65,000	208,000	5	
2A.1 Durham to Metro Center	11	18,037	400,000	23	220,000	12	20,000	4,400	80,000	5	26,000	155,000	4	
2A.2 Raleigh to Metro Center	17	27,775	800,000	28	360,000	13	21,000	7,200	110,000	4	51,000	227,000	4	
5.1 Chapel Hill to Patterson Place	13	13,430	400,000	29	450,000	33	34,000	9,000	60,000	4	30,000	77,000	4	
5.2 Durham to Patterson Place	8	8,773	300,000	38	180,000	21	23,000	3,600	70,000	8	22,000	99,000	6	

Totals for Region covered by Model: 1,676,800 10,700,000 1,100,000 1,330,000

Notes:

- In-corridor trips are trips that both begin and end within the corridor.
- Peak trips are trips made between 6-10 am and 3-7 pm.
- Strata 1&2 trips are trips made by households without cars and by low-income households with cars.
- The activity intensity measure is based on the 1997 TTA Station Area Development Guidelines and is derived from Activity Levels 2 and 3 in the Station Area Classification System, where about 3.2 jobs are the equivalent of one dwelling unit in "supporting walk-to-transit" terms. It is calculated by the equation: ((dwelling units + (jobs/3.2))/acres). The activity intensity measure for a corridor as a whole is only valuable in comparing the relative intensity of activity among corridors, not for whether or not fixed guideway transit may be feasible in any particular corridor, since activity thresholds only have meaning when applied to the ½ mile walk radius around a station area.
- Values are subject to change based on data reviews, revised socioeconomic estimates and changes to the regional travel demand model
- Indicators for sections of a corridor may differ significantly from indicators for a corridor as a whole.
- Corridors to Burlington and Selma include only data for the portions of these corridors within the boundaries of the Triangle Regional Travel Demand Model.

Travel Analysis Alignment End Points	
Duke University	Apex Town Center
Duke University	Government Center
Duke University	Raleigh Transit Center
Duke University	NCSU via Raleigh CBD
Durham CBD	Burlington Rail Station
Durham CBD	Carolina North via UNC
Duke U via Durham CBD	Person County Line
NC86-Orange County	NC42-Johnston County
I-40 near RTP	US64 Bypass
Government Center	Outer Loop at rail line
NCSU via Raleigh CBD	Franklinton
NCSU via Raleigh CBD	Fuquay-Varina
NCSU via Raleigh CBD	Selma
NCSU via Raleigh CBD	Zebulon
RDU Terminals	Carolina North via UNC
I-40 near RTP	US64 Bypass
Pittsboro Town Center	Carolina North via UNC
UNC-CH Hospitals	Burlington Rail Station
NCSU via Raleigh CBD	Durant Road
Cary CBD	Durant Road
Duke University	Triangle Metro Center
Government Center	Triangle Metro Center
Carolina North via UNC	Patterson Place
Durham CBD	Patterson Place

DESCRIPTION OF 18 CORRIDORS

No.	End Points of the initial 18 Corridors	Modified End Points	Comments
1.	Apex to Raleigh	<ul style="list-style-type: none"> ■ Apex to Cary ■ Duke Medical Center to (Cary to) Downtown Raleigh to Durant Road 	<p>The end points of this corridor were modified to reflect different travel markets and transportation assets:</p> <ul style="list-style-type: none"> ■ the corridor between Apex and Cary includes both highways and CSX railroad right-of-way; the travel market reflects predominantly peak hour commuting ■ the corridor between Cary and Raleigh includes congested multi-lane highways and NCRR right-of-way; the travel market reflects peak, off-peak and weekend high frequency trip-making
2.	Durham to Apex	<ul style="list-style-type: none"> ■ Durham Multimodal Ctr. to Triangle Metro Center Rail Station (TMC) ■ TMC to Apex 	<p>The end points of this corridor were modified to reflect the change in highway options:</p> <ul style="list-style-type: none"> ■ the corridor between Durham Multimodal Ctr. and TMC rail station includes NCRR and predominantly NC 147 ■ the corridor between TMC and Apex includes the Western Wake Parkway (turnpike) and D&S railroad right-of-way ■ the travel market reflects predominantly peak hour commuting
3.	Durham to Burlington	Burlington to Downtown Raleigh	<p>This segment of the NCRR right-of-way was identified as a corridor because of its potential to support the needs of long haul peak hour commuting:</p> <ul style="list-style-type: none"> ■ because it is owned and managed by the NCRR, determination of uses within the NCRR corridor does not fall within the jurisdiction of the MPOs ■ NCRR is conducting a Shared Corridor Track Expansion Study which will determine the feasibility and cost of providing passenger rail service for long haul commuting in this corridor ■ this passenger rail service may operate on tracks that are also used by freight railroads, therefore the technology is limited to commuter trains, similar to Amtrak's locomotives and passenger rail cars ■ segments of the Durham to Burlington portion of the NCRR right-of-way are included in other corridors where major transit investments would occur on completely separate alignments constructed for the exclusive use of the rail transit vehicles

DESCRIPTION OF 18 CORRIDORS

No.	End Points of the initial 18 Corridors	Modified End Points	Comments
4.	Durham to Carolina North	<ul style="list-style-type: none"> ■ Durham Multimodal Ctr. to UNC Hospital ■ UNC Hospital to Carolina North 	<p>The end points of this corridor were modified to reflect different travel markets and transportation assets:</p> <ul style="list-style-type: none"> ■ the corridor between Durham Multimodal Ctr. and UNC Hospital includes both multi-lane congested highways and a previously identified and recorded new transit alignment; the travel market reflects peak, off-peak and weekend high frequency trip-making ■ the corridor between UNC Hospital and Carolina North includes both roadways and the University Railroad corridor; the travel market reflects peak, off-peak and weekend high frequency trip-making ■ the University Railroad corridor is included in NCR Shared Corridor Track Expansion Study
5.	Durham to North Durham	Durham Multimodal Ctr. to North Durham	The end points of this highway based corridor have not been modified; the travel market reflects predominantly peak hour commuting
6.	Durham to Raleigh via RDU	<ul style="list-style-type: none"> ■ Duke Medical Ctr. to TMC ■ TMC to NW Cary ■ NW Cary to Downtown Raleigh /Government Center 	<p>The end points of this corridor were modified to reflect different travel markets and transportation assets, and facilitate analysis and cost estimating:</p> <ul style="list-style-type: none"> ■ corridor numbers 6 and 7 are two routes within the same corridor which includes both congested, multilane highways and NCR railroad right-of-way ■ the combined route includes RTP/RDU link currently from the Triangle Metro Center Rail station to RDU; a designated route remains to be developed ■ the travel market reflects peak, off-peak and weekend high frequency trip-making
7.	Durham to Raleigh via RTP	<ul style="list-style-type: none"> ■ Government Ctr. to Durant Road 	
8.	Durham to Raleigh via US-70	Durham Multimodal Ctr. to Downtown Raleigh	This corridor, which was added by the STAC, is highway based; the travel market reflects predominantly peak hour commuting

DESCRIPTION OF 18 CORRIDORS

No.	End Points of the initial 18 Corridors	Modified End Points	Comments
9.	I-40 Corridor: Wake/Johnston County boundary to NC 86	<ul style="list-style-type: none"> ■ Wake/Johnson County boundary to TMC ■ TMC to NC 86 	<p>The end points of this predominantly highway based corridor have been modified to reflect the potential for linking different corridors that may include different technologies:</p> <ul style="list-style-type: none"> ■ portions of the corridor include railroad rights-of-way ■ the travel market reflects predominantly peak hour commuting
10.	Northern Arc of I-540	I-540	This corridor, which was added by the STAC, is highway based. The travel market reflects predominantly peak hour commuting
11.	Pittsboro to Carolina North	<ul style="list-style-type: none"> ■ Pittsboro to UNC Hospital ■ UNC Hospital to Carolina North 	<p>The end points of this corridor were modified to reflect different travel markets and transportation assets:</p> <ul style="list-style-type: none"> ■ the corridor between Pittsboro and UNC Hospital is highway based; the travel market reflects predominantly peak hour commuting ■ the corridor between UNC Hospital and Carolina North includes both roadways and the University Railroad right-of-way; the travel market reflects peak, off-peak and weekend high frequency trip-making ■ the University Railroad is included in NCRR Shared Corridor Track Expansion Study
12.	Raleigh to Franklinton	<ul style="list-style-type: none"> ■ Downtown Raleigh/ Government Ctr. to Durant Road ■ Durant Road to Wake Forest ■ Wake Forest to Franklinton 	<p>The end points of this corridor were modified to reflect different travel markets and transportation assets:</p> <ul style="list-style-type: none"> ■ between Downtown Raleigh and Durant Road (just north of I-540) the corridor includes congested multilane highways with limited expansion capacity and CSX Railroad right-of-way; the travel market reflects peak, off-peak and weekend high frequency trip-making ■ the Durant Road and Wake Forest, and the Wake Forest and Franklinton segments of this corridor include congested highways and CSX Railroad right-of-way; the travel market reflects predominantly peak hour commuting
13.	Raleigh to Fuquay-Varina	Downtown Raleigh to Fuquay-Varina	The end points of this corridor which has both highways and railroad rights-of-way, have not been modified; the travel market reflects predominantly peak hour commuting

DESCRIPTION OF 18 CORRIDORS

No.	End Points of the initial 18 Corridors	Modified End Points	Comments
14.	Raleigh to Selma	Selma to Downtown Durham	<p>This segment of the NCRR right-of-way was identified as a corridor because of its potential to support the needs of long haul peak hour commuting.</p> <ul style="list-style-type: none"> ▪ because it is owned and managed by the NCRR, determination of uses within the NCRR corridor does not fall within the jurisdiction of the MPOs ▪ segments of the Raleigh to Selma portion of the NCRR right-of-way are included in other corridors where major transit investments would occur on completely separate alignments constructed for the exclusive use of the rail transit vehicles ▪ additional information pertaining to this corridor is included in comments about the Durham to Burlington corridor
15.	Raleigh to Zebulon	Downtown Raleigh to Zebulon	<p>The end points of this corridor which has both highways and railroad rights-of-way, have not been modified; the travel market reflects predominantly peak hour commuting</p>
16.	RDU to Carolina North	<ul style="list-style-type: none"> ▪ RDU to RTP/TMC ▪ TMC to NC 54 to UNC Hospital ▪ Durham to UNC Hospital ▪ UNC Hospital to Carolina North 	<p>The end points of this corridor were modified to reflect different transportation assets and travel markets within each segment and allow for the interface or linking of different corridors that may have the same or different technologies:</p> <ul style="list-style-type: none"> ▪ between RDU and RTP/TMC the corridor includes both highways and NCRR right-of-way ▪ between TMC, NC 54 and UNC Hospital two corridors converge, both include congested multilane highways and/or a previously identified and recorded new transit alignment; the travel market reflects peak, off-peak and weekend high frequency trip-making ▪ the corridor between Durham Multimodal Ctr. and UNC Hospital includes congested multilane highways and a previously identified and recorded new transit alignment; the travel market reflects peak, off-peak and weekend high frequency trip-making

DESCRIPTION OF 18 CORRIDORS

No.	End Points of the initial 18 Corridors	Modified End Points	Comments
			<ul style="list-style-type: none"> ▪ the corridor between UNC Hospital and Carolina North includes both roadways and the University Railroad corridor; the travel market reflects peak, off-peak and weekend high frequency trip-making
17.	Southern Arc NC-540	Triangle Expressway Turnpike: Southern and Eastern segments	<p>The end points of this highway based corridor have not been modified</p> <ul style="list-style-type: none"> ▪ these highways segments are anticipated to be implemented as turnpikes ▪ the travel market reflects predominantly peak hour commuting
18.	UNC Hospital to Burlington	<ul style="list-style-type: none"> ▪ UNC Hospital to Carolina North ▪ Carolina North to Hillsborough ▪ Raleigh (to Hillsborough) to Burlington 	<p>The end points of this corridor were modified to reflect different travel markets and transportation assets:</p> <ul style="list-style-type: none"> ▪ the corridor between UNC Hospital and Carolina North includes both roadways and the University Railroad corridor; the travel market reflects peak, off-peak and weekend high frequency trip-making ▪ the corridor between Carolina North and Hillsborough includes railroad rights of way and highways; the travel market reflects predominantly peak hour commuting ▪ both the University Railroad and the Raleigh to Burlington corridors are included in NCRR Shared Corridor Track Expansion Study; see comments related to the Durham to Burlington corridor