

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

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

**September 12, 2007
9:00 AM****Committee Room
2nd Floor Durham City Hall**

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

ACTION ITEMS**5. August 8, 2007 TAC Meeting Minutes
(Attachment 5)**

A copy of the August 8, 2007 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the August 8, 2007 TAC meeting.

6. 2035 Long Range Transportation Plan and Comprehensive Transportation Plan – Approve SE Data**(Attachment 6)****Andy Henry, LPA Staff**

The TAC is to review and approve the final Socioeconomic Data (SE Data). The SE Data is a critical input into the Triangle Regional Model (TRM), which provides key analysis support for the 2035 Long Range Transportation Plan (2035 LRTP) and other major projects. Local staffs have developed the SE Data, and the TAC, TCC, several workshops and a public hearing have been part of the SE Data review process. The TAC reviewed the final SE Data at their meeting on August 8, 2007, and provided several comments. Attachment 6 is a revised PowerPoint presentation that includes the addition of an employment-to-population ratio, a table showing the relationship among population, employment and trip generation increases, and a note addressing student employment in Chapel Hill, as requested by the TAC at the August meeting.

A complete set of the documents and maps that the TAC received in the SE Data booklet at their August 8, 2007 meeting is available on the DCHC MPO Web site.

TCC Recommendation: That the TAC approve the SE Data at their September 12 meeting for purposes of developing the deficiency analysis for the 2035 LRTP.

TAC Action: Review and approve the SE Data for purposes of developing the deficiency analysis for the 2035 LRTP.

7. 2035 Long Range Transportation Plan and Comprehensive Transportation Plan – Land Use Scenarios

(Attachment 7, 7A)

Andy Henry, LPA Staff

Generally, development of the Socioeconomic Data (SE Data) has been based on the location of undeveloped land and the long-range land use plans and policies of the local jurisdictions. Public officials, land use and transportation professionals and citizens have often requested the development of alternative land use scenarios to help determine how changes to land use plans and policies might impact the transportation system. The table in Attachment 7 provides a summary of the four alternative land use scenarios that the TCC has identified for development in conjunction with the Long Range Transportation Plan (2035 LRTP) and Comprehensive Transportation Plan (CTP) process. In addition, Attachment 7A is a simple flowchart demonstrating how the land use scenarios will be coordinated with the 2035 LRTP and CTP development process.

TCC Recommendation: That the TAC review and comment on alternative land use scenarios, and approve for use in 2035 LRTP and CTP development process.

TAC Action: Review and comment on alternative land use scenarios, and approve for use in 2035 LRTP and CTP development process.

8. 2035 Long Range Transportation Plan and Comprehensive Transportation Plan – Goals and Objectives – Public Hearing

(Attachment 8, 8A, 8B, 8C)

Andy Henry, LPA Staff

The TAC is to conduct a public hearing on the draft Goals and Objectives. The public input period started August 1st and ends today, September 12th, thereby meeting the 42-day public comment period required by the MPO's Public Involvement Policy.

Two public workshops have been conducted, one in Chapel Hill (August 30) and one in Durham (September 4), and attendance has been light at these workshops. Staff has published the Goals and Objectives and a brief survey to receive public input. The public response to the survey has been good. As of Wednesday, September 5th, there were 184 electronic survey responses and 30 mail/e-mail responses.

Attachment 8 is a copy of the draft Goals and Objectives. Attachment 8A is a summary of survey and mail/e-mail responses. Attachment 8B is a compilation of all the mail/e-mail responses, and Attachment 8C is a survey summary.

Based on comments from the public, the TAC and the TCC, staff will present the recommended Goals and Objectives at the TAC meeting in October. In addition, staff will recommend a set of Targets and Measures of Effectiveness at the same meeting.

TAC Action: Conduct a public hearing on the 2035 LRTP draft Goals and Objectives. Provide comments to the TCC and LPA staff.

**9. 2009-2015 Transportation Improvement Program – Regional Priority List
(Attachment 9, 9A, 9B, 9C, 9D, 9E)
Ellen Beckmann, LPA Staff**

The TAC approved the 2009-2015 Transportation Improvement Program (TIP) Regional Ranking Methodology at the TAC meeting on June 13, 2007 (Attachment 9A). The LPA requested that local jurisdictions provide the MPO with their local priority lists and project information by July 27, 2007. The TCC and LPA staff reviewed the submitted projects, applied the ranking methodology, and prepared a recommended draft Regional Priority List (Attachments 9B, 9C, and 9D). These three tables display the project rankings for the highway, bicycle/pedestrian, and transit projects. Maps are also provided for reference.

The TCC recommends that the TAC release these three tables as the draft Regional Priority List for a 21-day public comment period. The public and local jurisdictions will have the opportunity to review the draft Regional Priority list and provide comments to the MPO over the next month. A public hearing will be held in October and approval of the final list is expected in November 2007. NCDOT has requested MPO regional priority lists by November 30, 2007 for input into the final 2009-2015 STIP. The draft 2009-2015 STIP is scheduled to be released by NCDOT in October.

Attachment 9 is a brief memo on the regional priority list and the application of the ranking methodology. Attachment 9E is a compendium of the local priority lists approved by the member jurisdictions.

TCC Recommendation: That the TAC release the draft Regional Priority List (Attachments 9B, 9C, and 9D) for a 21-day public comment period and schedule a public hearing at the October TAC meeting.

TAC Action: Release the draft Regional Priority List (Attachments 9B, 9C, and 9D) for a 21-day public comment period and schedule a public hearing at the October TAC meeting.

**10. Resolution Regarding Transportation Funding Issues
(Attachment 10)
Mark Ahrendsen, TCC Chair**

The state of North Carolina's rapid growth has placed an increased strain on the state's current transportation infrastructure. Due to the increases in construction costs for steel, concrete, and asphalt; the North Carolina Department of Transportation has experienced a significant funding shortfall over the past several years. This funding shortfall is estimated as \$65 billion over the

next twenty years according to NCDOT and additional funding sources are needed to construct important local, regional and statewide transportation projects.

The 2007 session of the North Carolina General Assembly did not include any significant legislation to address transportation funding needs. On August 29, 2007 the Wilmington MPO's Transportation Advisory Committee endorsed a resolution urging Governor Easley to call a special session of the General Assembly in the fall 2007 to discuss local, regional and statewide transportation funding issues. The Wilmington MPO is encouraging other North Carolina MPOs to take similar action.

Attachment 10 is a draft resolution that emphasizes issues that the MPO has previously identified in regard to transportation funding, that multi-modal priorities are addressed and that local jurisdictions have revenue options to address infrastructure needs. This resolution does not ask for a special session; rather it asks that Governor Easley and the General Assembly work together to identify a multi-modal comprehensive plan to address transportation funding issues. A special session may be premature at this time until a plan has been developed to address funding issues in a comprehensive manner.

TAC Action: Consider endorsing a Resolution Requesting that Governor Easley and the North Carolina General Assembly Work Together to Develop a Comprehensive Multi-modal Plan to Address Local, Regional and Statewide Transportation Funding Issues (Attachment 10).

REPORTS:

11. Report from the TAC Chair

Alice Gordon, TAC Chair

TAC Action: Receive Report from TAC Chair

12. Reports from Staff

(Attachment 12)

Felix Nwoko, LPA Staff

TAC Action: Receive Report from Staff

13. Report from the TCC Chair

Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

14. NCDOT Report

(Attachment 14)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS

15. Recent News Articles and Updates
(Attachment 15)

16. Letter from Coalition of Engineers for Transportation
(Attachment 16)

17. Transportation Bills that Passed in the 2007 NC General Assembly
(Attachment 17)

Adjourn

Next meeting: October 10, 2007

TAC Directives to Staff

11/06/02 – 12/31/05 (Pending/In Progress/On Going)

01/01/06 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
11/06/02	Letter to NCDOT concerning pedestrian access at Garrett Rd./US15-501 intersection.	<u>Completed/Pending</u> Letter sent to NCDOT in March '03. Staff has met with NCDOT. Under consideration by NCDOT.
06/11/03	(TAC) Letter to Durham City Council and Jon Nance requesting they take some action to address the safety issue for pedestrians at US 15-501/ Garrett Road Service Road relocation project.	<u>Completed/Pending</u> – Letter sent to Council and NCDOT. Staff has met with NCDOT. Under consideration by NCDOT. Plan to include pedestrian improvements in the US 15-501 widening project (U-4012)
12/10/03	Provide summary on how to proceed to address issues pertaining to TTA rail corridor, identification, mapping, protection from development, and revenue sources.	<u>In Progress</u> – Chapel Hill-Durham Transit Corridor – US 15-501 Corridor alignment analysis and report have been prepared and presented to TAC. Letter sent to TTA regarding financing of the corridor. TAC approved Corridor Realignment in SW Durham and endorsed sending the Transit Corridor MOA to affected local governments and agencies. MOA sent Durham City, Durham, County, Chapel Hill and TTA for adoption. Durham and Chapel Hill offered comments on the MOA. Staff is working to address issues raised and incorporate agreed upon changes into a revised MOA.
01/14/04	Project information from NCDOT – Specifically need information on project starts, delays, completions, cause of delay, penalties for delay etc.	<u>Completed/Pending</u> – Report presented to TAC at December 2004 meeting. Follow up report forthcoming. Staff will coordinate with NCDOT regarding periodic updates.
02/11/04	TRM update from Service Bureau (Update of 2002 Tranplan Model, 2002 TransCad model, and major TRM update) – Capability of the model as analysis tool (sub-area requirements)	<u>On Going</u> – Service Bureau and LPA provided model update at the 02/08/06 TAC meeting. Periodic reports to be provided by Triangle Regional Model Service Bureau.

03/10/04	Send letter to NCDOT expressing concern over NC-147 /I-40 interchange and concern over backups occurring on NC-147.	<u>Completed/Pending</u> - Letter sent 03/17/04. Staff has discussed with NCDOT various alternatives under consideration by NCDOT.
05/10/04	Regional Priority Project List methodology and ranking process need to be revisited. Staff to work with subcommittee to do so.	<u>Completed/Pending</u> – Revisions to TIP Priority methodology approved by the TAC in February 2005, for use in development of Priority List for 2007-2013 TIP. Update for next Priority List under development (awaiting the completion of CMS study for performance measures).
08/25/04	Metropolitan Area Boundary	<u>Completed/In Progress</u> – TAC approved MAB for the 2030 LRTP. Staff to bring back proposal for MAB expansion for the next LRTP update.
08/25/04	Further study of Farrington Road/Stagecoach Road corridor to move projects forward for funding.	<u>In Progress</u> – Addressed in August 10 TAC Agenda Staff Report. Corridor study included the 2006-07 Unified Planning Work Program (UPWP). Study to be completed by June 2007.
08/25/04	Further study of Latta Road/Infinity Road/Roxboro Road intersection.	<u>In Progress</u> – To be evaluated as part of the next (2035) LRTP update.
04/13/05	Section 5307 Apportionment. TAC approved FY 2004-2005 apportionment and directed that allocation formula for next year be reexamined to consider percentages by ridership and efficiency.	<u>In Progress</u> – MPO transit operators agreed to maintain current allocation formula and review as new information becomes available.
09/14/05	Staff to check with DATA about the possibility of designating a Park-and-Ride in northern Durham.	<u>In Progress</u>
11/9/05	Refer Old Durham/Chapel Hill Road Feasibility Study to staff for final recommendation on: 1) funding recommended design; 2) resolution of technical issues.	<u>In Progress</u> : Technical issues are resolved and final recommendation made. Funding recommendation is pending. See Attachment 10 of 02/08/06 TAC Agenda.
01/11/06	Draft letter to NCDENR to recommend county-based motor vehicle emission budgets	<u>Completed</u> : Letter sent 1/19/06. See Attachment 18 of 02/08/06 TAC Agenda.

01/11/06	Draft resolution to be sent to the Governor and the DCHC legislative delegation to oppose the diversion of transportation taxes and fees to the General Fund and to oppose a change in the state motor fuels tax formula	<u>Completed:</u> Resolution sent 1/19/06. See Attachment 19 and 19A of 02/08/06 TAC Agenda.
02/08/06	Request that staff report on the funding of the Triangle Regional Model and the status of the model update	<u>Completed:</u> See Attachment 6 of 4/12/2006 TAC Agenda.
02/08/06	Refer Chapel Hill's request for a Long Range Transit Master Plan to the TCC. Examine the possibility of including the whole MPO.	<u>Completed:</u> UPWP adopted at 05/10/06 TAC.
02/08/06	Provide an overview of travel modeling, the assumptions used in the model, and potential applications.	<u>Completed:</u> Presentation given at 4/12/2006 TAC Meeting.
02/08/06	Draft a letter to NCDOT requesting the hiring of the Safe Routes to School Coordinator	<u>Completed:</u> See Attachment 15 of 03/08/06 TAC Agenda
03/08/06	Request that staff update the TAC on the New Freedom allocation.	<u>Completed:</u> See Attachment 7 of 05/10/06 TAC Agenda
03/08/06	Provide an organizational chart to illustrate staff resources and how UPWP funds are allocated.	<u>Completed:</u> See Attachment 8 of 04/12/06 TAC Agenda.
03/08/06	Draft a letter to NCDOT regarding funding the East End Connector and initiating the Northern Durham Parkway Study	<u>Completed:</u> See Attachment 22 of 06/14/06 TAC Agenda
04/12/06	Bring US 15-501 Memorandum of Agreement (MOA) back to TAC for consideration.	<u>Completed:</u> See Attachment 9 of 09/13/06 TAC Agenda
04/12/06	Investigate use of peer review for Triangle Regional Model (TRM)	<u>In Progress:</u> TRM committee has taken up this project
04/12/06	Address cost splits for TRM tasks at next DCHC MPO/CAMPO joint TAC meeting	<u>In Progress:</u>
04/12/06	Make MVEB recommendations to TAC in light of Maintenance redesignation	<u>Completed:</u> See Attachment 9 of 05/10/06 TAC Agenda.
05/10/06	Send a letter to Senator Atwater requesting funds for the Farrington/Farrington Mill/Stagecoach Rd. corridor	<u>Completed:</u> See Attachments 16, 16A of 06/14/06 TAC Agenda.
05/10/06	Provide clarification on the effect of the Collector Street Plan on zoning and site plan approvals, Celeste Circle, George King Rd., and NC 54 Service Rd.	<u>Completed:</u> See Attachment 6 of 06/14/06 TAC Agenda
06/14/06	Refer public comments on the Collector Street Plan to the TCC to develop a revised plan.	<u>Completed:</u> See Attachment 7C of 12/13/06 TAC Agenda. See Attachment 8F of 3/14/07 TAC Agenda.

06/14/06	Work with the Regional Transportation Alliance and the Durham Chamber to craft alternate language for SB 1819/HB 2828.	<u>Completed:</u> See Attachment 20 of 08/09/06 TAC Agenda.
06/14/06	Review and provide input on the design of the Triangle Parkway	<u>Completed:</u> See Attachment 6B of 08/09/06 TAC Agenda.
06/14/06	Provide information on how the federal rescission was applied to other states	<u>Completed:</u> See Attachment 18 of 08/09/06 TAC Agenda.
08/09/06	Follow up with the BPAC and DATA Boards regarding public involvement for MPO activities.	<u>In Progress:</u>
09/13/06	Schedule another public workshop for the Southwest Durham/Southeast Chapel Hill Collector Street Plan	<u>Completed:</u> Workshop held 10/10/06
09/13/06	Send a follow-up letter to NCDOT regarding the retail development on the Chatham-Orange County line.	<u>Completed:</u> See Attachment 19 of 10/11/06 TAC Agenda. Response received. See Attachment 14, 14A of 11/08/06 TAC Agenda.
10/11/06	Revise the 2007-2013 TIP to reflect public comments.	<u>Completed:</u> See Attachment 6A of 11/08/06 TAC Agenda.
10/11/06	Provide information on if a municipality can accelerate resurfacing using local funding.	<u>In Progress</u>
11/08/06	Send a letter to NCDOT Division 7 and 8 requesting coordination when reviewing a driveway permit for the retail development on the Chatham-Orange County line.	<u>Completed:</u> See Attachment 16 of the 12/13/06 TAC Agenda.
01/10/07	Work with the TAC officers to identify candidates for the Joint MPO Special Advisory Commission for Transit. Recommend appointments	<u>Completed:</u> See Attachment 6 of the 02/14/07 TAC Agenda.
01/10/07	Work with NCDOT to resolve the remaining concerns with the design of U-3308 Alston Avenue	<u>In Progress:</u> See Attachment 11A of 02/14/07 TAC Agenda, Attachment 20 of 4/11/07 TAC Agenda, and Attachment 18 of 6/13/07 TAC Agenda
02/14/07	Send a letter to NCDOT and state legislative delegation requesting the NCDOT reconsider its decision not to relocate the Durham Amtrack station	<u>Completed:</u> See Attachment 23 of 4/11/07 TAC Agenda
02/14/07	Send a letter to the Governor, state legislative delegation, and NCDOT on TIP funding issues.	<u>Completed:</u> See Attachment 23 of 3/14/07 TAC Agenda
02/14/07	Develop a long-term and short-term strategy for addressing funding needs working with other MPOs and the Metropolitan Coalition	<u>In Progress:</u>
03/14/07	Review Phil Post's proposed adjustments to the Southwest Durham Southeast Chapel Hill Collector Street Plan/Southwest Durham Drive. Develop a recommended final plan.	<u>Completed:</u> See Attachment 7A of 4/11/07 TAC Agenda

04/11/07	Review Chapel Hill's request for one crossing on I-40 on the Southwest Durham Southeast Chapel Hill Collector Street Plan.	<u>Completed:</u> See Attachment 10 of 5/09/07 TAC Agenda.
04/11/07	Provide information on the effect of the Triangle Parkway on alleviating traffic on I-40.	<u>Completed:</u> See Attachment 16 of 6/13/07 TAC Agenda.
04/11/07	Send a letter to the DCHC MPO state legislative delegation regarding transportation bills introduced in the General Assembly	<u>Completed:</u> See Attachment 20 of 6/13/07 TAC Agenda.
05/09/07	Review the STP-DA allocation procedure including eligible projects and geographic distribution	<u>In Progress:</u> See Attachment 7C of 6/13/07 TAC Agenda.
05/09/07	Send a letter to the DCHC MPO state legislative delegation regarding H1462 (Municipal Street Provisions) and the Land Transfer Tax	<u>Completed:</u> See Attachment 20 of 6/13/07 TAC Agenda.
05/09/07	Send a letter of support for the Durham, Chapel Hill, and NCDOT earmark requests	<u>Completed:</u> See Attachment 15 of 8/8/07 TAC Agenda
08/08/07	Provide a summary of transportation-related development review regulations from member jurisdictions	<u>In Progress:</u>
08/08/07	Add information on student employment, employment-to-population ratios, and household size to the SE Data	<u>Completed:</u> See Attachment 6 of 9/12/07 TAC Agenda
08/08/07	Provide an update on damage to NC-147 due to the I-40 detour	<u>In Progress:</u>

38 There were no adjustments to the agenda.

39 **Public Comments**

40 There were no public comments.

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

42 There were no comments regarding the Directives to Staff.

43 **ACTION ITEMS:**

44 **June 13, 2007 TAC Meeting Minutes (Attachment 5)**

45 A motion was made by Mike Woodard and seconded by Becky Heron to approve the
46 June 13, 2007 TAC Meeting Minutes. The motion carried unanimously.

47 **2035 Long Range Transportation Plan Update (Attachment 6)**

48 Andy Henry provided an update on the 2035 Long Range Transportation Plan schedule.
49 The TAC will receive the deficiency analysis in November but not approve it. Ed Harrison
50 would like to see more attendance at the workshops and stated that the survey is complex. Ellen
51 Reckhow wants a more iterative process between growth and land use decisions and
52 transportation needs and funding. Andy Henry stated they are working on land use scenarios.
53 Ellen Reckhow stated the next step would be to have the TAC make a recommendation to local
54 governments for land use; the gap between transportation needs and available funding will be
55 worse than the 2030 LRTP. We need to work with CAMPO on this. The City/County Planning
56 Department needs more involvement. Becky Heron stated we could bring this issue to the Joint
57 City County Planning Committee. Alice Gordon stated that transportation funding is a crisis. Ed
58 Harrison stated the model graphics should be understandable by the public. George Lucier is not
59 impressed with the Traffic Impact Analyses provided for developments in Chatham County.
60 Ellen Reckhow asked if the cumulative effect of developments is considered. Mark Ahrendsen

61 stated yes it was considered. Alice Gordon suggested bringing back a summary of the
62 transportation-related development review regulations of each member jurisdiction.

63 **2035 Long Range Transportation Plan Update – SE Data (Attachment 7)**

64 Andy Henry provided an update on the 2035 Long Range Transportation Plan Update –
65 SE Data, along with the attachment.

66 Ellen Reckhow asked that staff check Durham as she thinks the growth may be slow
67 because we have more stringent growth restrictions now. Ms. Reckhow also suggested that
68 future trends are smaller households.

69 Becky Heron asked about the immigrant population and Andy Henry stated it was
70 included in the figures from the census.

71 George Lucier stated that the employment growth is not as much as the population
72 growth in Chatham County and it will result in more commuting traffic to and from Chatham.

73 Ed Harrison would like to see the ratio of employment to population.

74 Ellen Reckhow stated there are ebbs and flows of growth, suggests using the presence of
75 existing road infrastructure as a factor for providing incentives for economic development.

76 Felix Nwoko stated that staff could also provide the number of trips not just population and
77 employment. Alice Gordon wants to add student employment from UNC.

78 George Lucier stated that Chatham County is in the process of drafting an economic
79 development plan. The employment may change. The plan should be complete in June 2008.

80 Ed Harrison wants a PDF available on the website before the workshops. The TAC
81 would like to thank staff for the work on this presentation.

82 **Triangle Regional Model Update (TRM)**

83 Joe Huegy, ITRE, Triangle Regional Model Service Bureau, provided a Power Point
84 presentation on the Triangle Regional Model Update (TRM).

85 Alice Gordon asked what would be considered acceptable for the transit part of the
86 model. Joe Huegy stated that they are more concerned with the number difference than the
87 percent difference. They are not so concerned about the TTA numbers because they are small,
88 but they are concerned about the DATA and NCSU numbers. Alice Gordon wants to stress the
89 importance of getting transit right.

90 George Lucier asked how this model will help us plan for Chatham growth and the
91 possibility of future transit service. Joe Huegy stated they can use the model to develop different
92 growth scenarios, analyze different systems, and development intensities. The model can help
93 inform what development characteristics are needed to support transit.

94 **REPORTS FROM STAFF:**

95 **Report from the TAC Chair**

96 The STAC is developing the guiding principles that the MPOs requested. They are trying
97 to consolidate the principles into ten guiding principles. One of the things the STAC was
98 charged to do was to look at the principles for the Long Range Transportation Plan for both
99 DCHC and CAMPO. However, they left out protecting the natural environment and cultural
100 resources. As an ex-officio member, Alice Gordon, suggested that they include the natural
101 environmental and cultural resources. At the next meeting which will be August 21, 2007, they
102 will finalize the principles and they will pick a corridor and apply the principles to that corridor
103 as a test.

104 **Reports from Staff (Attachment 10)**

105 The Land Use Model project and the Non-Motorized Trip Model project are underway.

106 A consultant has been selected for the Farrington Road/Stagecoach Road Corridor Study.
107 Staff will send information (update and notification of meetings) to George Lucier as Chatham
108 County staff needs to participate. Mr. Lucier will bring up staff involvement at the next
109 Commissioners' meeting.

110 **Report from the TCC Chair**

111 Mark Ahrendsen stated that staff is continuing to work with the State and the consultant
112 on the East End Connector. The planning study is moving along. The City has formed an Ad-
113 Hoc Citizens Advisory Committee that will work with the consultant and other staff to identify
114 their concerns with the selected alternative and work on measures to address some of the
115 concerns. They have a meeting August 9, 2007 at 5:30 p.m. in the Council Committee Room.

116 There was no progress in the state legislature this year on transportation funding. The
117 General Assembly capped the gas tax, the transfer of money from the Highway Trust Fund to the
118 General Fund is still permitted, and the gap funding for the Triangle Expressway has not been
119 identified. County land transfer and sales taxes to pay for schools and infrastructure were
120 approved if a referendum is passed.

121 **NCDOT Report (Attachment 12)**

122 Battle Whitley, NCDOT Division 5 Engineer, provided an update on the projects. NC-55
123 will be complete in October 2007. I-85 should be complete by the end of August 2007. The I-40
124 project is ahead of schedule. I-540 is open to traffic; they are working on the punch list. They
125 will be opening bids on some projects.

126 Ed Harrison thanked NCDOT for the curb and gutter at the Ephesus Church Road
127 roundabout.

128 Mike Woodard is concerned with the wear and tear on NC-147 due to the traffic detour
129 from I-40. Mark Ahrendsen will follow up with NCDOT on this concern.

130 Mike Mills, NCDOT Division 7 Engineer, provided an update on the projects. The
131 Superstreet should be complete by the end of October. The Homestead Road Project should be
132 complete next week. Alice Gordon asked how much of the moving ahead money will be left and
133 Mike Mills stated they will have that figure soon. Mike Mills stated that four intersections on
134 NC 54 will be improved using spot safety and Doug Galyon's small urban funds.

135 Becky Heron recommended moving the NCDOT reports higher on the agenda. Alice
136 Gordon stated that she and Mark Ahrendsen have discussed this before but will discuss it again.

137 **Adjourned**

138 There being no further business of the Transportation Advisory Committee, a motion was
139 made by Becky Heron and seconded by Mike Woodard to adjourn the meeting at 11:36 a.m.
140 The motion carried unanimously.

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

Socioeconomic Data (SE Data)

TAC Meeting
September 12, 2007

Purpose

- Provide Background on SE Data
- Review SE Data
- Receive Comments
- Present Next Steps

SE Data -- Background

- What is Data?
 - Where people live and work
 - By Traffic Analysis Zone (TAZ)
 - Years: 2005 Base Year, plus 2015, 2025 and 2035 forecasts
- Why Collect Data – Input into the Triangle Regional Model; which is major tool for:
 - 2035 Long Range Transportation Plan
 - Air Quality Conformity
 - Projects and Studies (e.g., Triangle Parkway, Chapel Hill Master Transit Plan; Transit Blueprint)

SE Data – Background (cont.)

- How Collected Data

- Local planning staff responsible
- Started effort in mid-2006
- Population
 - Baseline: 2000 Census data, then added new dwelling units (e.g., Certificates of Occupancy)
 - Forecast: Adopted land use plans and policies combined with undeveloped parcels
- Employment:
 - Baseline: InfoUSA database modified by field checks and institutional information (e.g., Duke, UNC-CH, RTF)
 - Forecast: Adopted land use plans and policies combined with undeveloped parcels
- Guidance Totals

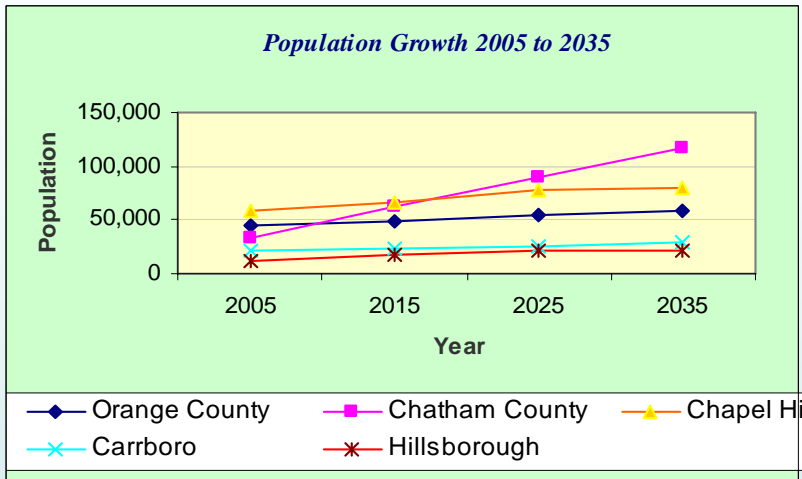
SE Data – Population Totals

	Total Population				Total Population % Growth			Population
	2005	2015	2025	2035	2005-2015	2015-2025	2025-2035	2005-2035 Annual Growth Rate
Durham	244,022	286,733	323,311	354,164	18%	13%	10%	1.2%
Orange (non-incorp.)	44,904	48,708	54,288	57,649	8%	11%	6%	0.8%
Chatham (eastern)	34,067	62,400	89,779	117,130	83%	44%	30%	4.2%
Chapel Hill - Orange County	53,963	60,764	72,351	74,222	13%	19%	3%	1.1%
Chapel Hill - Durham County	4,376	4,984	5,416	6,261	14%	9%	16%	1.2%
Carrboro	20,858	22,793	25,345	28,269	9%	11%	12%	1.0%
Hillsborough	12,438	17,640	21,806	22,380	42%	24%	3%	2.0%
Total	414,628	504,022	592,296	660,075	22%	18%	11%	1.6%

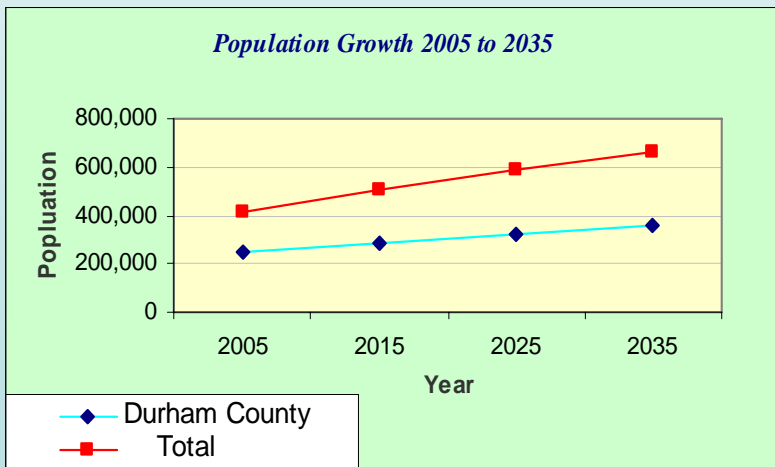
- Total population will increase 245,447 during the 30-year period.
- Durham County population increase (112,027) is largest among jurisdictions.
- Chatham County population increase (83,063) will easily outpace Orange County (50,357).
- Overall population growth rate will decrease over time.

SE Data – Population

Growth Rate



	Population	
	2005-2035 Growth	2005-2035 Growth Percent
Durham	112,027	45%
Orange	12,745	28%
Chatham (eastern)	83,063	244%
Chapel Hill	22,144	38%
Carrboro	7,411	36%
Hillsborough	9,942	80%
Total	245,447	59%



- Overall population will increase 59% over the 30-year period.
- Durham County and Orange County population will increase 45 percent and 38 percent, respectively.
- Chatham County population will increase 244 percent.

SE Data – Population

Guidance Totals

2005 Population			
	<i>SE Data</i>	<i>State Demographer Estimate</i>	<i>Difference</i>
Durham County	248,398	242,207	3%
Orange County	132,163	121,992	8%

2035 Population			
	<i>SE Data</i>	<i>State Demographer Estimate</i>	<i>Difference</i>
Durham County	360,425	355,639	1%
Orange County	182,520	171,453	6%

- Compared SE Data to State Demographer estimates and forecasts.
- Baseline 2005 and 2035 Forecasts are all within at least 8 percent of the State Demographer data.
- The SE Data value is always higher than the State Demographer estimate.

Notes:

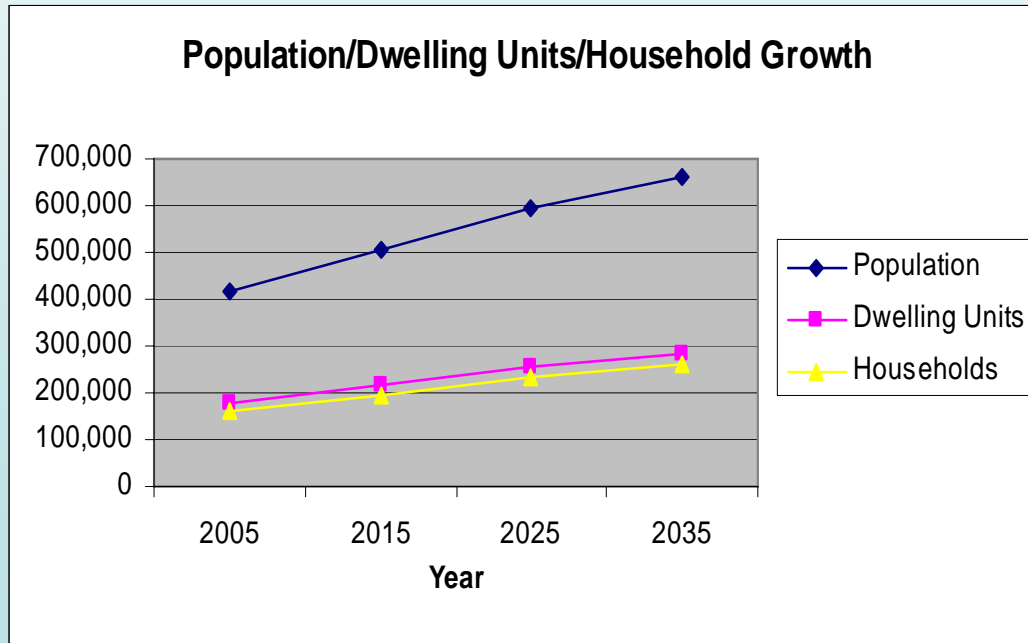
2005 population estimate is from N.C. State Demographer.

2035 population estimate uses N.C. State Demographer estimate for 2030 then assumes steady growth through 2035.

SE Data – Population

Population/Dwelling Units/Households

	2005	2015	2025	2035	2005-2035 Growth	Annual Rate
Population	414,628	504,022	592,296	660,075	245,447	1.6%
Dwelling Units	176,946	215,357	255,672	285,724	108,778	1.6%
Households	159,763	195,155	231,323	258,974	99,211	1.6%



- Dwelling Units and Households are the building blocks of population, and therefore they have the same growth trend.
- A Dwelling Unit means a single physical unit that provides an independent living facility for one or more persons.
- A Household includes all the persons who occupy a housing unit.

SE Data – Population

TAC 9/12/07 Attachment 6

Student Households

	Total Student Households				Total Student Household % Growth			Student Households
	2005	2015	2025	2035	2005-2015	2015-2025	2025-2035	2005-2035 Annual Growth Rate
Durham	8,511	9,218	9,892	10,285	8%	7%	4%	0.6%
Orange	513	533	562	588	4%	5%	5%	0.5%
Chatham (eastern)	417	435	458	480	4%	5%	5%	0.5%
Chapel Hill - Orange County	6,982	7,418	8,495	8,875	6%	15%	4%	0.8%
Chapel Hill - Durham County	711	715	788	823	1%	10%	4%	0.5%
Carrboro	2,620	2,749	2,884	3,014	5%	5%	5%	0.5%
Hillsborough	94	98	104	107	4%	6%	3%	0.4%
Total	19,848	21,166	23,183	24,172	7%	10%	4%	0.7%

- Student Households are the number of full-time students attending post secondary education programs, and each student is considered a household.
- The overall annual growth rate for Student Households is 0.7 percent, which is less than one-half the annual rate for population, i.e., 1.6 percent.
- Most jurisdictions forecast an annual growth rate between 0.4 to 0.6 percent, except Chapel Hill which has an annual rate of 0.8 percent.
- These figures include Duke and UNC-Chapel Hill; staff is working on NCCU figures.

SE Data – Population

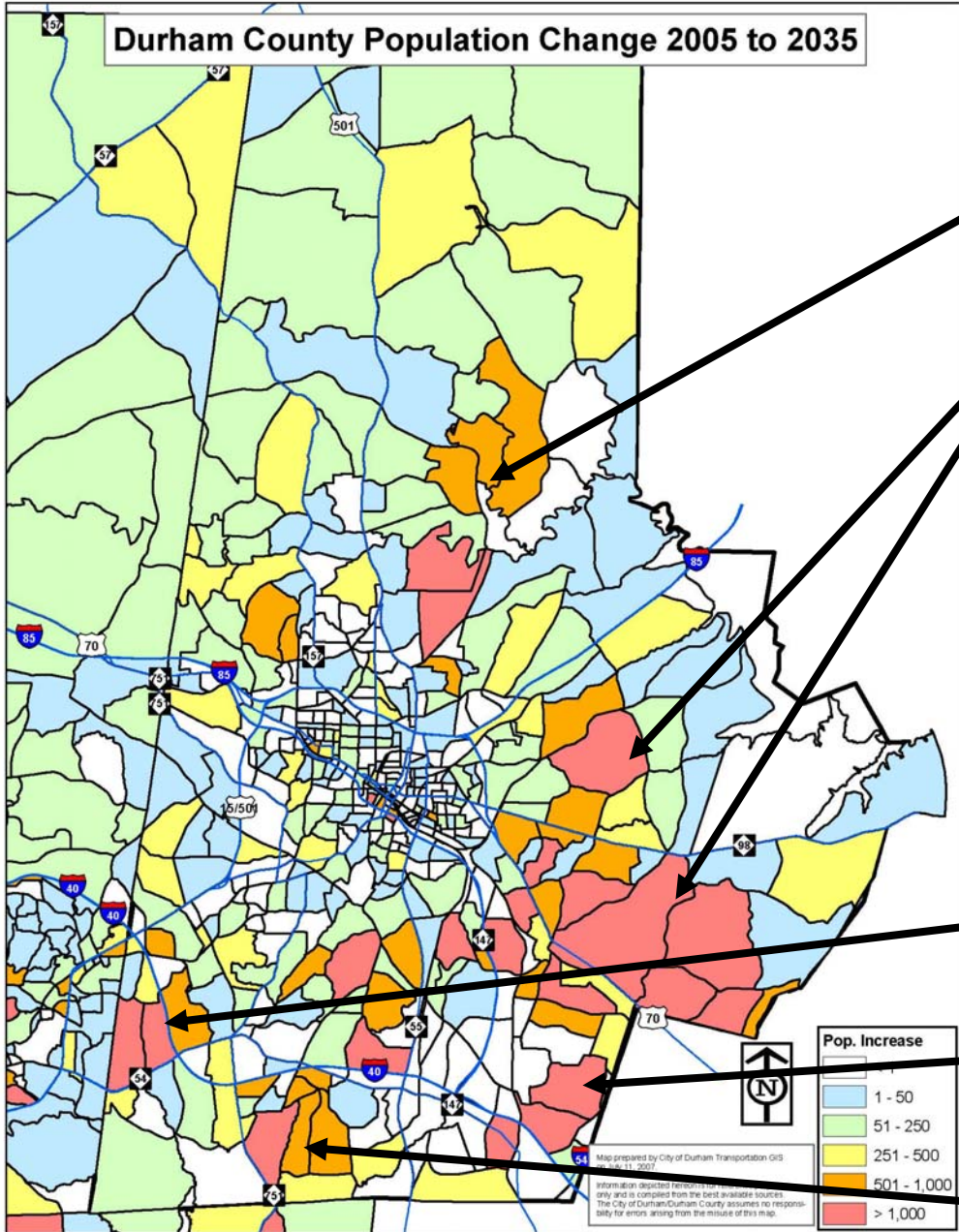
TAC 9/12/07 Attachment 6

University Beds

	Total University Beds				University Beds % Growth			University Beds
	2005	2015	2025	2035	2005-2015	2015-2025	2025-2035	2005-2035 Annual Rate
Durham	7,746	8,376	8,947	9,527	8%	7%	6%	0.7%
Orange	0	0	0	0	0%	0%	0%	0.0%
Chatham (eastern)	0	0	0	0	0%	0%	0%	0.0%
Chapel Hill - Orange County	9,734	12,543	12,543	12,543	29%	0%	0%	0.8%
Chapel Hill - Durham County	0	0	0	0	0%	0%	0%	0.0%
Carrboro	0	0	0	0	0%	0%	0%	0.0%
Hillsborough	0	0	0	0	0%	0%	0%	0.0%
Total	17,480	20,919	21,490	22,070	20%	3%	3%	0.8%

- University Beds are the number of post secondary students that reside in dormitory-style housing
- The overall annual growth rate for University Beds is 0.8 percent, which is one-half the annual rate for population, i.e., 1.6 percent.
- Overall annual growth rates for Student Households and University Beds are very similar, 0.7 and 0.8 percent, respectively.

Durham County Population Change 2005 to 2035



High Growth Areas

Treyburn and south of Treyburn.

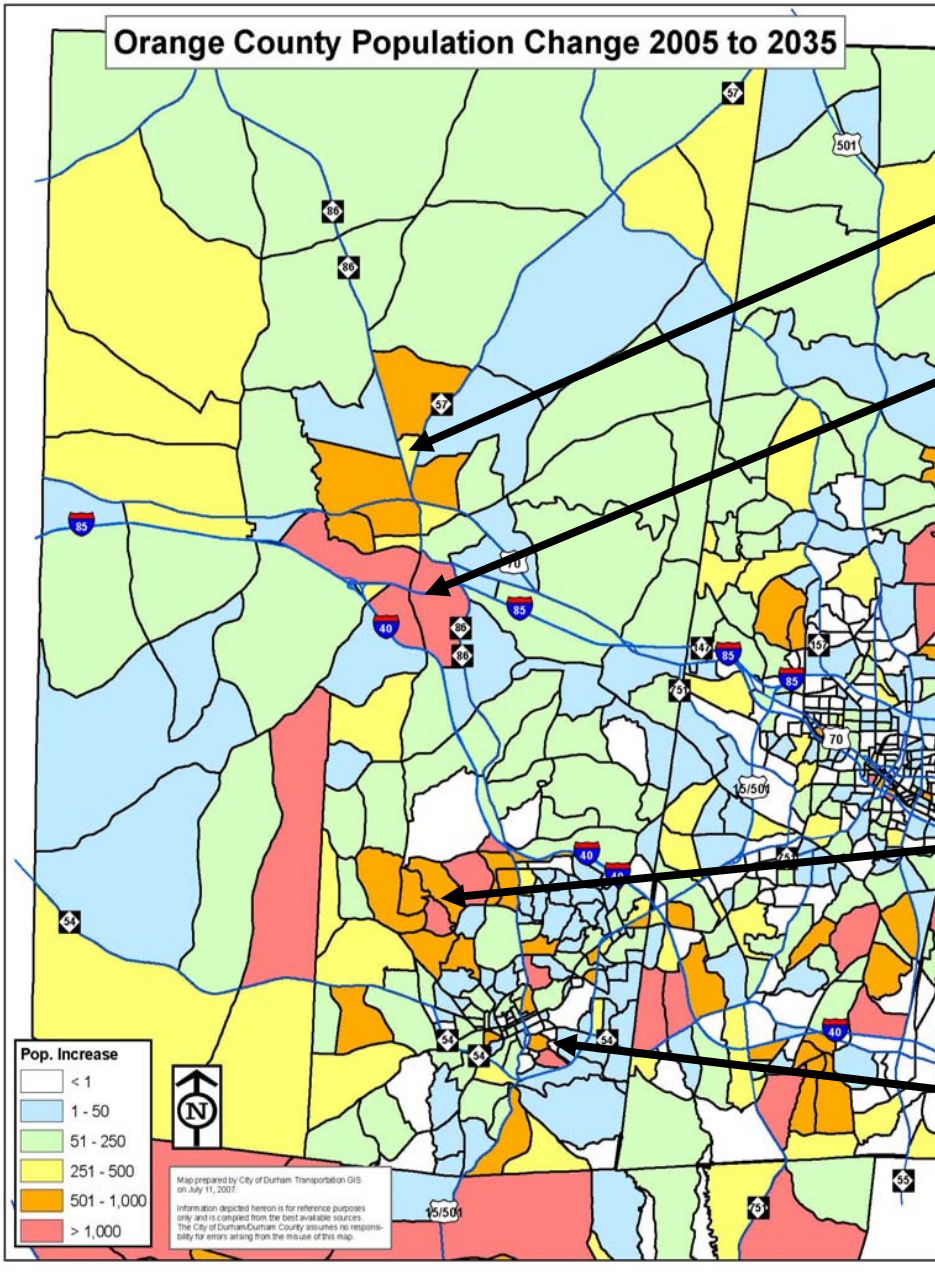
East Durham, especially between NC 98 and US 70, and along future Northern Durham Parkway.

North of I-40/NC 54 interchange

Between RTP and Airport.

South of SouthPoint Mall

High Growth Areas



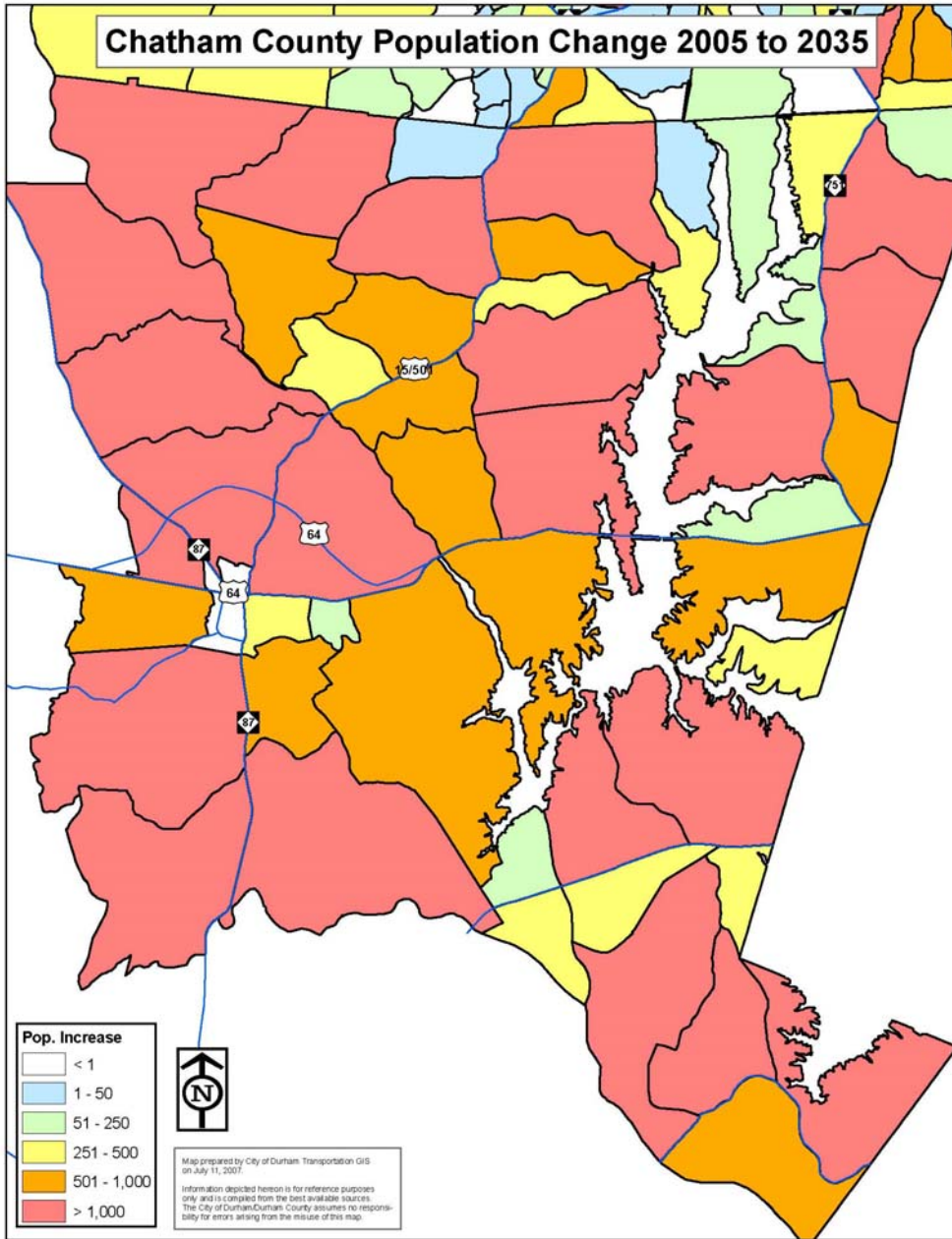
North of Hillsborough

Adjacent and between the I-40 and I-85 interchange

Northern Chapel Hill and Carrboro

UNC-Chapel Hill

Chatham County Population Change 2005 to 2035



High Growth Areas APC 9/2007 Attachment 6

High Growth everywhere except:

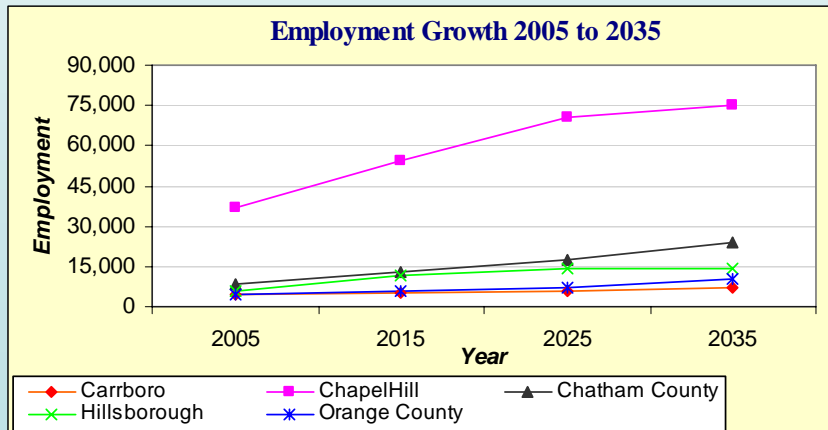
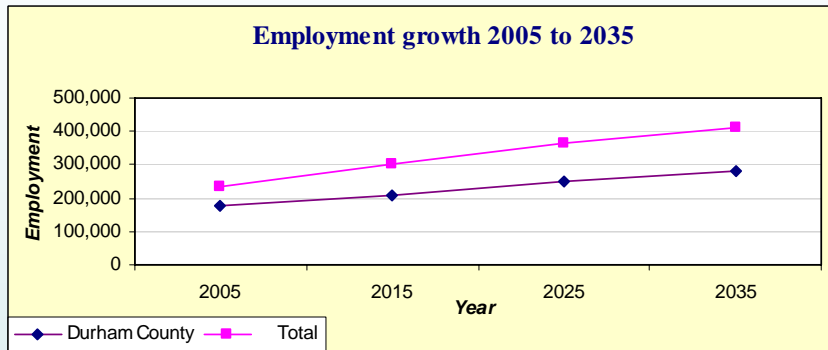
- Along parts of Jordon Lake
- Few built areas on US 15-501
- Central Pittsboro

SE Data – Employment Totals

	Total Employment				Total Employment Percent Growth			Employment
	2005	2015	2025	2035	2005-2015	2015-2025	2025-2035	2005-2035 Rate
Durham	175,487	210,895	247,835	282,571	20%	18%	14%	1.6%
Orange (non-incorporated)	4,290	5,797	7,311	10,087	35%	26%	38%	2.9%
Chatham (eastern)	8,199	12,883	17,580	23,863	57%	36%	36%	3.6%
Chapel Hill - Orange County	36,190	52,428	66,609	70,727	45%	27%	6%	2.3%
Chapel Hill - Durham County	512	1,758	4,103	4,148	243%	133%	1%	7.2%
Carrboro	4,390	5,244	6,122	6,857	19%	17%	12%	1.5%
Hillsborough	5,679	11,484	13,954	14,453	102%	22%	4%	3.2%
Total	234,747	300,489	363,514	412,706	28%	21%	14%	1.9%

- Total employment will increase 177,959 during the 30-year period.
- Durham County employment increase (110,720) is largest among jurisdictions.
- Overall employment growth rate will decrease over time, and will decrease for all jurisdictions except for Orange County.

SE Data – Employment Growth Rate



	Employment	
	2005-2035 Growth	2005-2035 Growth Percent
Durham	110,720	63%
Orange	5,797	135%
Chatham	15,664	191%
Chapel Hill	38,173	104%
Carrboro	2,467	56%
Hillsborough	8,774	154%
Total	177,959	76%

- Overall employment will increase 76 percent over the 30-year period.
- All jurisdictions except Durham and Carrboro will at least double their employment.

SE Data – Employment

Employment Categories

	Total			Percent Change	
	2005	2035	2005 to 2035 Difference	2005 to 2035 % Change	2005 to 2035 Annual Rate
Industrial	34,480	54,595	20,115	58%	1.5%
Highway Retail	12,800	22,477	9,677	76%	1.9%
Services	77,636	127,440	49,804	64%	1.7%
Retail	20,488	37,119	16,631	81%	2.0%
Office	36,733	90,637	53,904	147%	3.1%
Special Generators	52,610	80,438	27,828	53%	1.4%
Total	234,747	412,706	177,959	76%	1.9%

- Employment is broken into five categories and special generators (which are large retail centers, airports, hospitals and universities).
- The rate of Office and Retail growth will exceed the overall rate.
- The jobs added by Office or Services is more than double that of any other category.

SE Data – Employment

Guidance Totals

2005 Employment			
	SE Data	ESC Estimate	Difference
Durham County	175,999	184,130	-4%
Orange County	50,549	68,680	-26%

2035 Employment			
	SE Data	ESC Estimate	Difference
Durham County	286,719	285,761	0%
Orange County	102,124	116,669	-12%

Notes:

2005 employment is based on N.C. Employment Security Commission (ESC) estimate and related studies.

2035 employment is based on relationship between ESC and Woods and Poole forecasts.

- Compared SE Data to Employment Security Commission (ESC) and private forecasts.
- Durham County Baseline 2005 and 2035 Forecasts are all within at least 4 percent of the ESC estimate.
- Orange County difference may be caused by missing student employment in Chapel Hill (6,500 to 7,500 employees).
- Assuming this student employment, reduces 2005 and 2035 Orange County Difference to 17 percent and 6 percent, respectively.
- The SE Data value is always lower than the ESC estimate.

SE Data

Population v. Employment

	Growth 2005 - 2035		Pop./Emp.
	Pop.	Emp.	Ratio
Durham	112,027	110,720	1.0
Orange	12,745	5,797	2.2
Chatham	83,063	15,664	5.3
Chapel Hill	22,144	38,173	0.6
Carrboro	7,411	2,467	3.0
Hillsborough	9,942	8,774	1.1
Total	245,447	177,959	1.4

	Annual Growth Rate 2005 - 2035	
	Population	Employment
Durham	1.2%	1.6%
Orange	0.8%	2.9%
Chatham	4.2%	3.6%
Chapel Hill	1.1%	2.3%
Carrboro	1.0%	1.5%
Hillsborough	2.0%	3.2%
Total	1.6%	1.9%

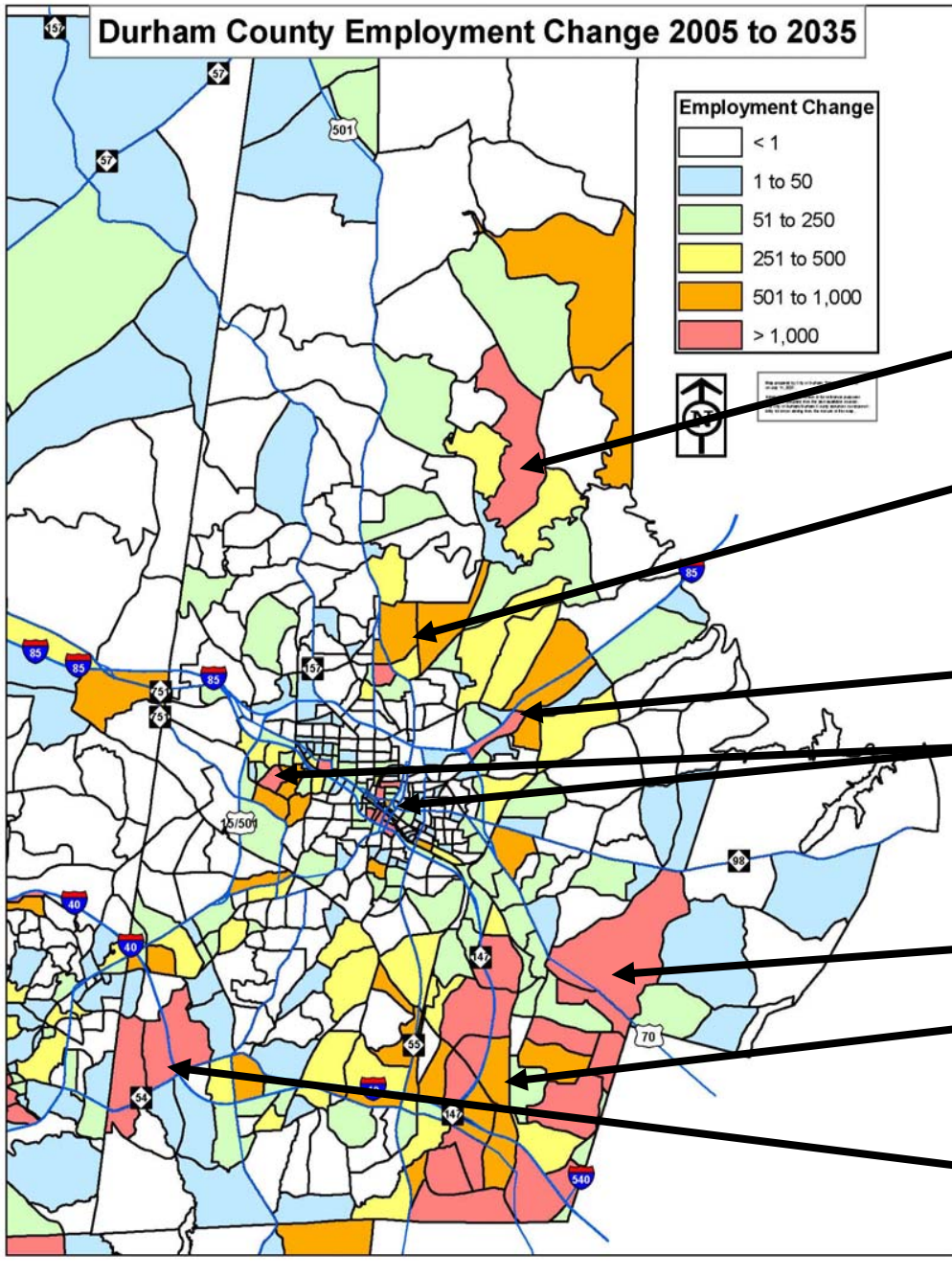
- In terms of numbers, population growth will exceed employment growth in all jurisdictions except Chapel Hill.
- In terms of growth rate, the employment annual growth rate will exceed the population growth rate, 1.9 percent versus 1.6 percent.
- The employment annual growth rate will exceed the population growth rate in all jurisdictions except Chatham County.
- Chatham County and Hillsborough population growth rates, 4.2 percent and 2.0 percent, will exceed the 1.6 percent overall rate.
- The Chapel Hill and Orange County employment annual growth rates exceeds the population growth rates by more than 2 to 1.

SE Data

Trip Generation

	Total Daily Trips			Population			Employment		
	2005	2035	% diff	2005	2035	% diff	2005	2035	% diff
Chatham	135,573	430,154	217%	34,067	117,130	244%	8,199	23,863	191%
Durham	1,358,073	2,192,503	61%	248,398	360,425	45%	175,999	286,719	63%
Orange	598,737	961,822	61%	132,163	182,520	38%	50,549	102,124	102%

- Using the current Triangle Regional Model (TRM), the table above compares the growth in population, employment and total trips.
- The County trip totals include trips that either originate or end in that county, thus both population (residential location) and employment (work location) impact the County trip totals.
- The percent increase in trips is a value that lies between the percent increase for the population and employment of the county.
- However, the percent increase in trips for Durham County is a value that lies much closer to the percent increase for employment (rather than that for population).



High Growth Areas

Treyburn area.

Regional Hospital and medical parks.

I-85 corridor.

Downtown Durham and Duke University and Medical Center.

US 70 corridor.

RTP and Airport area.

North of I-40 and NC 54 interchange.

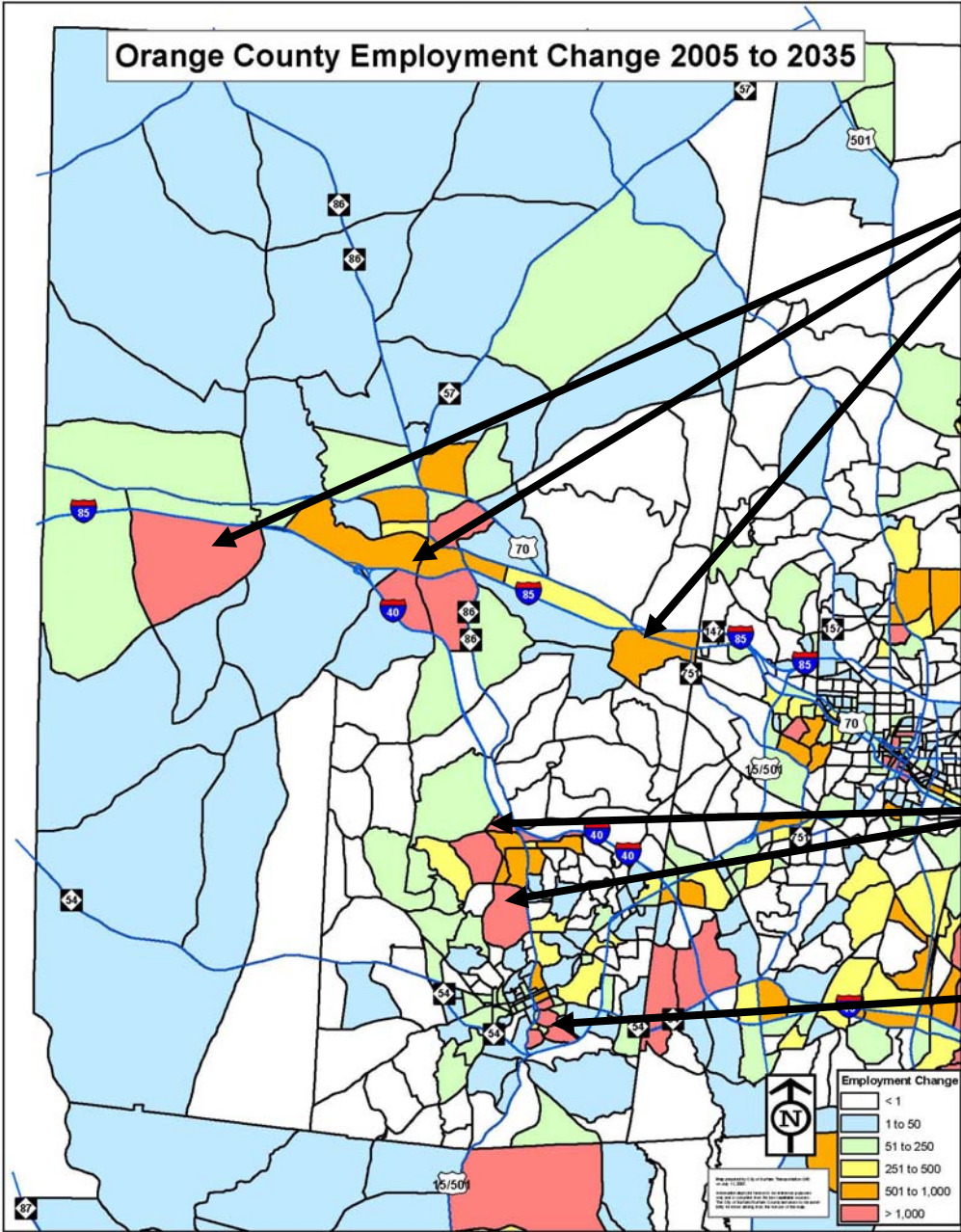
Orange County Employment Change 2005 to 2035

High Growth Areas

Orange County development zones along I-85 and I-40.

Carolina North and Eubanks Road area.

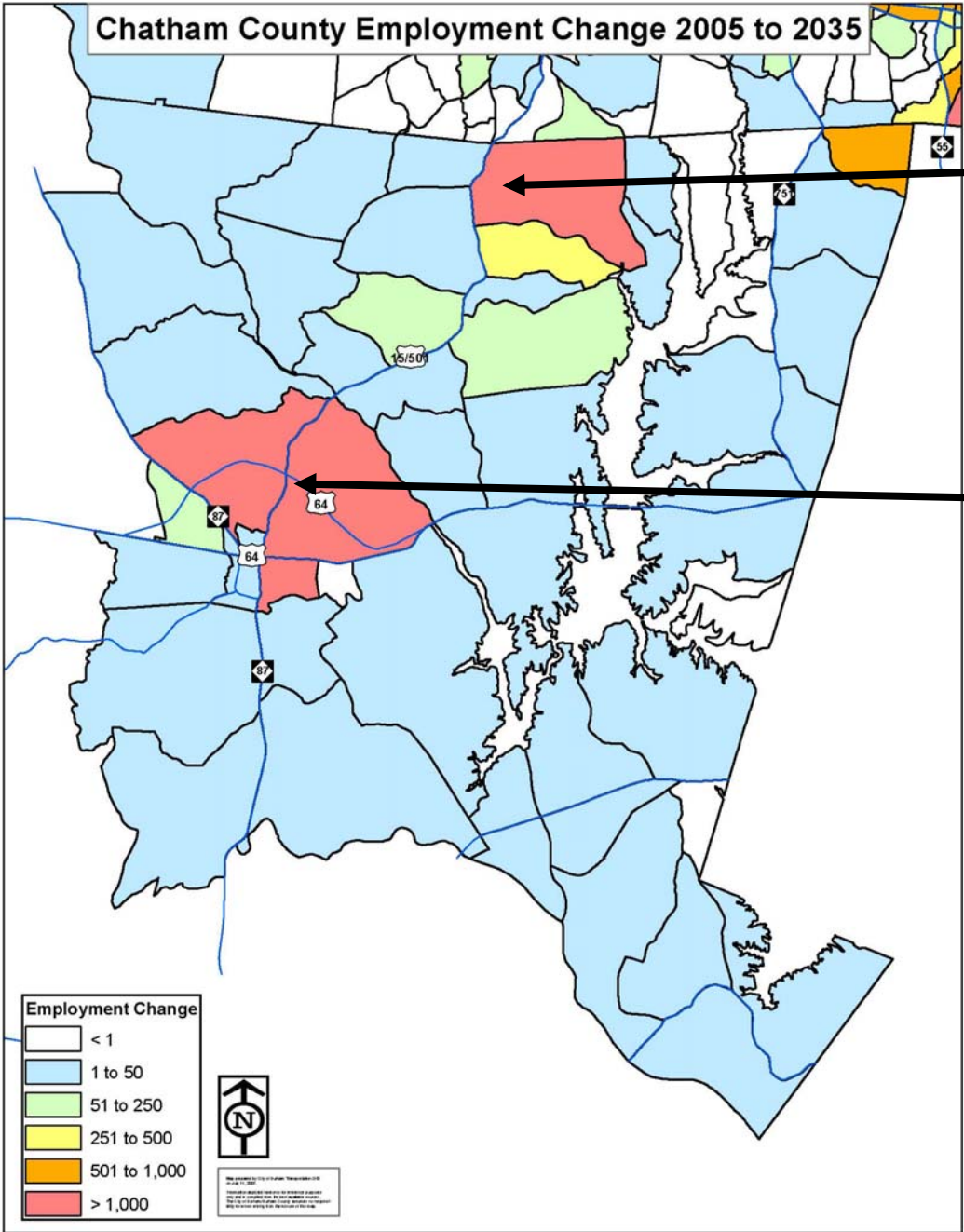
UNC-CH: university and health system.



Chatham County Employment Change 2005 to 2035

APC 9/2007 Attachment 6

High Growth Areas



US 15-501 near Orange County-Chatham County border.

Northern Pittsboro, near US 64 By-pass and US 15-501

Comments?

- Comments on data?
- Clarify points or definitions?
- Want additional summary item?
- Question on process?

Next Steps

- TAC Receive at August 8, 2007 Meeting.
- Make changes based on comments.
- TAC Adopt at September 12, 2007 meeting.
- Implement administrative changes as Travel Demand Model process identifies minor errors.

-- Draft --

2035 LRTP and CTP Proposed Land Use Scenarios

Land Use – Transportation Connection

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) prepares Socioeconomic Data (SE Data) for input into the Triangle Regional Model (TRM). The model produces transportation system performance data, such as the level of congestion and vehicle miles traveled, based on the highway, transit and other transportation projects that will likely be implemented in the future. The SE Data, which is a key component of this process, is developed based on the current long-range land use plans and policies of the local jurisdictions and the amount of land available for development or redevelopment. The relationship between the SE Data, which is based on land use, and the model's transportation performance data demonstrates the strong linkage between transportation and land use.

Scenario Development Proposed

Given this linkage, the question is often asked during the Long Range Transportation Plan (LRTP) and Comprehensive Transportation Plan (CTP) development process – How might changes in land use plans or policies affect the design and performance of the future transportation system? And, how might local jurisdictions change their plans and policies to realize a desired outcome in the future transportation system?

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

The proposed land use scenarios are summarized in the table on page 3 of this document.

Additional Information

There are several additional points that are important to the discussion of these scenarios:

CAMPO Participation

The Capital Area Metropolitan Planning Organization (CAMPO) programs transportation projects for the eastern part of the Triangle, and has about two-thirds of the Triangle population. In order for the scenarios to provide reliable results, CAMPO participation would be necessary to create the scenarios for the CAMPO area.

-- Draft --

Scenario Implementation

The TAC might have some options for using the land use scenario results. The most likely option includes the TAC adoption of the Baseline SE Data to produce the 2035 LRTP and Air Quality Conformity Determination, and then make recommendations to the local jurisdictions to change land use plans and policies to realize a favorable alternative land use scenario. The TAC might also be able to adopt the SE Data produced by a favorable land use scenario, if the MPO can demonstrate a reasonable expectation that the land use plan and policy changes needed to realize that scenario are forthcoming. The 2035 LRTP and Air Quality Conformity Determination would also be based on this newly adopted SE Data.

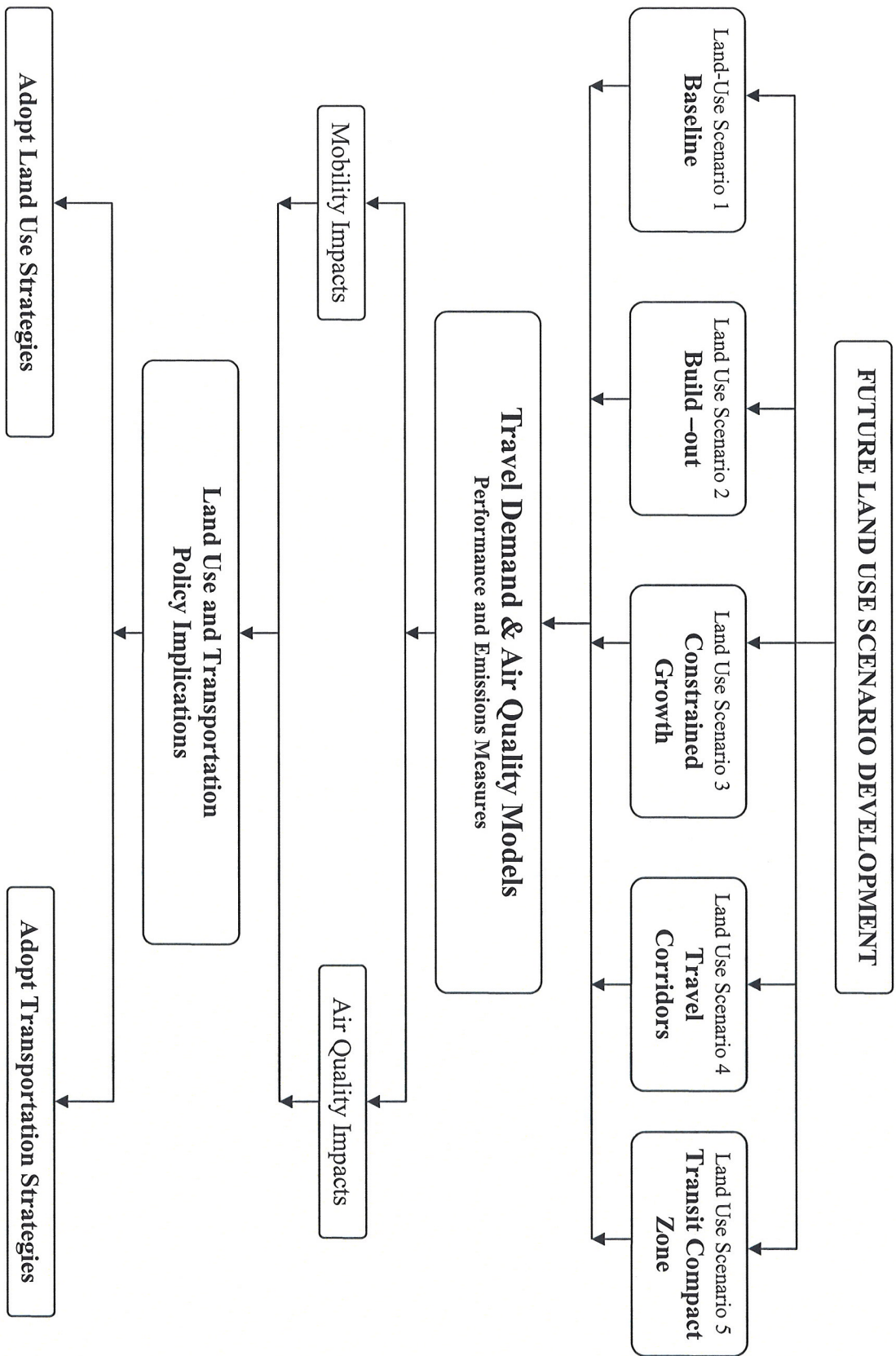
Transportation Network Changes

The DCHC MPO could also develop an alternatives transportation network that specifically supports one or more of the land use scenarios. For example, an alternative transportation network that enhances transit service and a land use scenario that increases population and employment in the same corridors could be paired together. This effort would demonstrate how a focused transportation investment and land use plan can be mutually supporting.

Proposed Land Use Scenarios

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

2035 L RTP Land-Use Scenarios



-- Draft --**2035 Long Range Transportation Plan
Goals and Objectives****1. Overall Transportation System**

Goal: A safe, efficient, attractive, multi-modal transportation system that: supports local land use; accommodates trip-making choices; maintains mobility; protects the environment and neighborhoods; and improves the quality of life for urban area residents.

Objectives:

- a) Establish performance standards that will measure the effectiveness of the urban area's overall transportation system in supporting access to goods, services, activities, and destinations.
- b) Select and program transportation projects, which are consistent with community goals and are a cost-effective use of funds.
- c) Develop and maintain a multi-modal regional transportation model that reflects travel patterns and incorporates innovative techniques for evaluating the impacts of proposed transportation investments on travel and land use patterns.
- d) Promote non-automobile transportation alternatives and create efficient connections between all transportation modes.
- e) Conserve natural resources and reduce the rate of energy consumption.
- f) Develop cooperative strategies with employers to reduce congestion and increase the efficiency of the transportation system.
- g) Use transportation funds based on the priority needs of the urban area, in keeping with community values, and explore new funding options.
- h) Seek additional funding to ensure implementation of the long range plan.
- i) Monitor the implementation of the Plan and the targets through the biannual TIP process.

2. Multi-Modal Street and Highway

Goal: An attractive multi-modal street and highway system that allows people and goods to be moved safely, conveniently, and efficiently.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the multi-modal street and highway system.
- b) Create multi-modal street patterns that: encourage safe pedestrian, bicycle, and vehicular travel; provide access to public transportation; and ensure connectivity.
- c) Develop and implement level of service (LOS) standards for the urban area that are based on a cooperative agreement between state and local agencies.
- d) Preserve and enhance the traffic carrying capacity of arterial street systems, while minimizing traffic intrusion in residential neighborhoods.

-- Draft --

- e) Identify and recommend design standards that: establish safe speeds; increase pedestrian and bicycle usage of streets; and enhance the attractiveness and appeal of the street and highway system.

3. Public Transportation System

Goal: A convenient, accessible, and affordable public transportation system, provided by public and private operators, that enhances mobility and economic development.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the public transportation system.
- b) Increase public transit ridership by enlarging the service area and increasing the frequency of service to the urban area.
- c) Coordinate transit service within the urban area by promoting high quality, seamless, integrated, and customer-friendly service.
- d) Expand ridesharing, carpool, and vanpool services and opportunities.
- e) Develop and implement alternatives to the use of single occupant vehicles, including high occupancy vehicle (HOV) facilities and regional rail services.
- f) Develop and implement the Regional Transit Plan.
- g) Develop a regional park and ride system for cars and bicycles to support transit services and encourage ridesharing.
- h) Ensure that the transportation needs of the youth and elderly, the mobility impaired, and the economically disadvantaged are met.
- i) Identify and recommend land use patterns, parking requirements, and development regulations, which create compact, mixed use, transit-friendly, walkable development.
- j) Identify and recommend ways that the state and the urban area should work together to maintain and enhance the quality of public transportation service throughout the urban area.

4. Pedestrian and Bicycle System

Goal: A pedestrian and bicycle system that: provides an alternative means of transportation; allows greater access to public transit; and supports recreational opportunities.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the pedestrian and bicycle system.
- b) Develop and implement a Regional Pedestrian Plan.
- c) Update and maintain the Regional Bicycle Plan.

- d) Identify and recommend ways that local governments may provide adequate staff and resources to meet the goals of their pedestrian and bicycle programs.
- e) Develop a regional bicycle and pedestrian policy that establishes linkages between activity centers and provides for access to public transit.
- f) Ensure that bicycle and pedestrian facilities are included in the planning, design, and construction of roadways where applicable.
- g) Increase education about the benefits of pedestrian and bicycle alternatives.
- h) Support the enforcement of pedestrian and bicycle regulations.
- i) Pursue strong funding commitment for building both pedestrian and bicycle facilities.
- j) Provide greater safety for pedestrians and bicyclists of all levels of ability, and safer interaction with users of other modes of transportation.
- k) Encourage the efforts and activities of citizen advocacy groups for pedestrian and bicycling by providing information and support for their programs.
- l) Promote the construction of bicycle and pedestrian facilities that will encourage greater use of these modes by the public.

5. Integration of Land Use and Transportation

Goal: A Transportation Plan that is integrated with local land use plans and development policies.

Objectives:

- a) Establish performance standards and report on the integration and consistency of the Transportation Plan with local land use plans and development policies.
- b) Create transportation systems that enhance the livability of all communities.
- c) Identify and recommend land use patterns that improve and support transportation efficiency.
- d) Identify the impacts of different land use patterns and site designs on travel behavior.
- e) Evaluate the changes in land use brought about by the expansion of existing transportation facilities and the construction of new facilities.
- f) Identify and recommend land use patterns and development policies that increase overall mobility and that support compact, mixed-use, transit-friendly, walkable development.

6. Protection of Natural Environment and Social Systems

Goal: A multi-modal transportation system which provides access and mobility to all residents, while protecting the natural environment, cultural resources, and social systems.

Objectives:

- a) Establish performance standards and report on transportation impacts on the natural environment, cultural resources, and social systems.

- b) Protect and preserve archaeological, historic, and culturally valuable areas.
- c) Identify and protect environmentally sensitive areas early in the planning process.
- d) Develop and implement modifications to the transportation system that reduce the rate of growth in vehicle miles traveled (VMT).
- e) Modify the transportation system to reduce the pollutants in highway runoff and the vehicle emissions, in accordance with federal, state and local Clean Air and Water legislation.
- f) Minimize the noise and dust generated by transportation facilities in neighborhoods and the urban area.
- g) Preserve culturally diverse areas of the region.
- h) Ensure that transportation facilities do not negatively effect disadvantaged populations disproportionately.

7. Public Involvement

Goal: An ongoing program to inform and involve citizens throughout all stages of the development, update, and implementation of the Transportation Plan.

Objective:

- a) Establish performance standards and report on the effectiveness of the public involvement element of the Transportation Plan.
- b) Encourage citizens to take a proactive role in the development of the Transportation Plan.
- c) Bring a broad cross-section of members of the public into the public policy and transportation planning decision-making process.
- d) Educate the public and elected officials, in order to increase public understanding of both the options and the constraints of transportation alternatives.
- e) Determine the public's knowledge of the metropolitan transportation system, and public values and attitudes concerning transportation.
- f) Determine public concerns and/or perceived impacts of elements of the Transportation Plan.
- g) Determine which elements of the Transportation Plan would support or diminish the public's desired lifestyle.
- h) Establish a channel for an effective feedback process.

8. Safety and Security (Note: This is a draft Goal that was not included in the 2030 LRTP)

Goal: Continue to improve transportation safety and ensure the security of the transportation system.

Objective:

- a) Reduce fatality, injury, and crash/incident rates on all modes.

- b) Reduce vulnerability of transportation facilities/users to terrorists, natural disasters and risks.
 - c) Reduce economic losses due to transportation crashes and incidents.
 - d) Manage risks to ensure transportation system efficiency, orderly evacuation during terrorist attacks, and natural disasters.
 - e) Provide a safe environment for transportation users through the “3 Es”.
9. Freight (Note: This is a draft Goal that was not included in the 2030 LRTP)

Goal: Improve mobility and accessibility of freight movement.

Objective:

- a) Relieve congestion on heavily traveled truck routes.
- b) Increase the amount of freight shipped by rail by a least the same rate that the volume of overall goods movement increases.
- c) Support the development and reuse of under-utilized properties for freight purposes.

Durham-Chapel Hill Carrboro
Metropolitan Planning Organization (DCHC MPO)
Goals and Objectives Summary (as of September 5, 2007)

Background

The MPO has published a draft set of Goals and Objectives for a public comment period that runs from July 26 through September 12, 2007. The Goals and Objectives will guide the overall development of the 2035 Long Range Transportation Plan (2035 LRTP) and the specific tasks such as the selection of transportation projects and policies. The MPO staff has received feedback from several sources, including:

- A Web-based online survey;
- Completed comment forms that were mailed to citizens and also distributed at two public workshops; and,
- Documents in which citizens edited copies of the Goals and Objectives.

The remainder of this document provides a summary of the feedback from the comment forms and the survey.

Full Documentation Available

A compilation of all the completed comment forms and a summary of the online survey are available for review on the MPO's Web site – www.dchcmpo.org, and as Attachments 8B and 8C in the meeting packet for the September 12, 2007 TAC meeting.

Summary of Comment Forms

The MPO received thirty-two comment forms. Overall, the respondents support the existing Goals and Objectives, especially those related to the Bicycle and Pedestrian transportation, Natural Resources and Environment, Public Transportation, and Land Use integration. Some respondents believed the list of Goals and Objectives could be consolidated to reduce redundancy. Several contemporary issues were often identified as the motive for supporting a certain Goal or Objective; these issues include global warming, fossil fuel depletion, sustainability and health and exercise.

The remainder of this section provides an additional summary of the major (i.e., often identified) and minor themes (i.e., identified enough to merit mentioning).

Major Themes

Bicycle and Pedestrian – This transportation mode received the most frequent support among respondents, and some people believed that new development

should be required to connect to a planned bicycle and pedestrian system. Others identified this transportation mode as essential to a multimodal transportation system and a necessary alternative for low-income people.

Public Transportation – This transportation mode received strong support, and was frequently identified as essential to a sustainable and equitable transportation system, and a healthy environment.

Natural Environment and Social Systems – This goal received strong support, and was often identified as a product of a balanced, multimodal transportation system. Integration of Land Use and Transportation – This goal received strong support, and was often identified as a necessary condition to support public transportation, a multimodal transportation system, the natural environment and other Goals.

Overall Transportation System – A balanced, multimodal transportation system received fairly strong support, and a few respondents identified this Goal as one that would lead to the accomplishment of the other Goals.

Opportunity for Input Appreciated – Many respondents commented that they appreciated the opportunity to provide input to the transportation planning process.

Good Set of Goals – Many respondents believed the set of Goals and Objectives were very comprehensive and specific enough for planning purposes.

Reduce and Clarify – Some respondents believed there were too many Goals and Objectives. They believed that the redundant, “self-evident,” and overly generalized Goals and Objectives could be eliminated. A few respondents wanted them to be more specific or attached to a measurement.

Minor Themes

Implementation – Some respondents believed the Goals and Objectives were good but that implementation was lacking.

Money and funding – The need for additional transportation funding was identified several times.

Seniors, Children, Low-Income and Good Health – The need to support non-automobile transportation modes, such as transit, and bicycle and pedestrian transportation, was identified as essential for the seniors, children and low-income population, and for good health.

Summary of Survey

The MPO developed an online survey to capture the public's level of support for the various Goals and Objectives. The survey Web link was distributed to citizens by mail and electronic mail (approximately 1,000 citizens are on the mailing address list), and was often redistributed by a neighborhood or interest group to its members. At this point, there have been 184 survey respondents. This section summarizes the two main survey parts. A copy of the original survey summary, which includes a few additional questions and general socioeconomic data on the respondents, is available on the MPO's Web site – www.dchcmpto.org, and as Attachment 8C in the September 12, 2007 TAC meeting packet. Please note that the survey incorporated two draft Goals based on the requirements of the most recent federal transportation legislation, i.e., SAFETEA-LU. These two draft Goals are Safety and Security, and Freight Transportation.

Support for Goals

The survey asked respondents to award points to Goals based on their level of support. They could award a total of 100 points among the nine Goals, but no more than 20 points to any single Goal. The results in the table below list the Goals in their order of overall support, and provide response data to indicate the relative strength of support. Support appears to be strong for all Goals except Public Involvement, Safety and Security and Freight.

No.	Goal	Total Points	Mean
1	Public Transportation System	173	15.1
2	Overall Transportation System	170	16.3
3	Pedestrian and Bicycle System	169	16.0
4	Protection of the Natural Environment and Social Systems	168	14.7
5/6	Multimodal Street and Highway	165	16.1
5/6	Integration of Land Use and Transportation	165	12.3
7	Public Involvement	145	8.9
8	Safety and Security	129	9.4
9	Freight Transportation	119	5.4

Support for Objectives

The survey asked respondents to award points to clusters of similar Objectives based on their level of support. They could award a total of 100 points among the twenty groups of Objectives, but no more than 10 points to any single Goal. The results in the table below lists the groups of Objectives in their order of overall support, and provides response data to indicate the relative strength of support. Support appears strongest among non-automobile transportation modes, preservation of the environment and community assets, and reduced resource consumption.

No.	Group of Objectives	Total Points	Mean
1	Clean air and clean water	176	8.8
2	Bicycle transportation	168	8.2
3	Public transportation	167	8.5
4	Reduce gas and electrical consumption	166	8.1
5	Preserve historic and valued sites, natural areas and plants and animals	164	7.9
6	Land use to support bicycling and walking	162	8.1
7	Pedestrian transportation	162	7.8
8	Agency coordination	156	6.9
9	Educate public on safety and multimodal use	139	5.8
10	Transportation projects that are beautiful and functional	138	6.1
11	Cost efficient transportation projects	132	6.6
12	Seek innovative funding mechanisms	124	5.8
13	Low-income and minorities in decision-making process	124	5.2
14	Projects should reflect local community values	121	5.3
15	Reduce congestion on roads	120	5.8
16	Adopt uniform performance standards	117	5.6
17	Accommodate freight	115	4.8
18	Monitor and communicate progress	114	4.8
19	Make transportation system safer	105	4.6
20	Greater security	94	3.3

**Durham-Chapel Hill Carrboro
Metropolitan Planning Organization (DCHC MPO)**
Goals and Objectives (as of September 5, 2007)

Background

The DCHC MPO has begun development of the 2035 Long Range Transportation Plan (2035 LRTP). The Plan will list the highway, bus transit, fixed-guideway transit, bicycle, pedestrian and other transportation projects to be implemented in the planning area over the next thirty years. The MPO develops and approves a set of Goals and Objectives to guide the overall development of the 2035 LRTP and the specific tasks such as the selection of transportation projects and policies.

The MPO has published a draft set of Goals and Objectives for a public comment period that runs from July 26 through September 12, 2007. The Transportation Advisory Committee (TAC – policy board for the DCHC MPO) will review comments on the Goals and Objectives, conduct a related public hearing (at their meeting on September 12, 2007), and then approve the final Goals and Objectives for the 2035 LRTP this fall.

Compilation of Public Comments

This document is a compilation of the public comments that have been received as of September 5, 2007 concerning the draft Goals and Objectives. The sources of these comments include:

- The comment forms that citizens completed and returned;
- Electronic mail that citizens sent to the MPO staff; and,
- Documents in which citizens have edited copies of the draft Goals and Objectives.

Durham-Chapel Hill-Carrboro MPO

Goals and Objectives

Feedback Form

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In addition, you can visit the MPO's Web site, www.dchcmpo.org, to complete a short survey on the Goals and Objectives.

1. Identify the two Goals that you most strongly support and describe why.

Two so-called Goals & Objectives are "motherhood & apple pie". If you haven't been doing these things already & constantly, you are not doing your job.

2. Name those Objectives that you most strongly support and briefly describe why.

My idea of goals is:

- replace 40(?) worn out buses. / buy 15 add'l
- add the following routes?
- utilize smaller vehicles on low-usage routes
- reduce downtime (repairs) by 15%

3. Identify and describe any Goals and Objectives you believe should be added.

4. How might these Goals and Objectives be improved?

For Questions or comments, contact Andy Henry, City of Durham Transportation Division: Tel -- (919) 560-4366; Mailing Address -- 101 City Hall Plaza, Durham, NC 27701. Or, visit www.dchcmpo.org

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1. Identify the two ^{all are important} Goals that you most strongly support and describe why.

— Protection of National Environment & Social Systems
 "Is important to do this now - to protect things that I hold dear, before there is nothing to protect, the objectives are what is needed to get this done"

— Public Involvement - let people know what is needed & must be done to cut down on individual transport & the importance of transit & bicycle

2. Name those Objectives that you most strongly support and briefly describe why.

Identify & recommend ways ^{that the} state & urban area should work together to maintain & enhance quality of public service thru urban area (get areas started on the correct way).

3. Identify and describe any Goals and Objectives you believe should be added.

If you get these started & get citizen attention the urban area will see how much better things could be.

4. How might these Goals and Objectives be improved?

Expecting as things are presented need to push protection of nat. Environment which overlaps with use of transit & bicycle. Education is the key not only with citizen but in working with developers.

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1. Identify the two Goals that you most strongly support and describe why.

#1 is a good goal
#2 is a good goal but, is it achievable given the current road/transportation system?

2. Name those Objectives that you most strongly support and briefly describe why.

2.b connectivity should be an important objective
monitoring & performance standard setting are important.

3. Identify and describe any Goals and Objectives you believe should be added.

#4 F, i, & L - I would like see encouragement of existing structures to be, if necessary, renovated for bicycle & pedestrian facilities. Empty space in gathering centers - such as strip shopping centers with adequate parking - should be renovated for cycling facilities

4. How might these Goals and Objectives be improved?

This will encourage cycling related businesses to locate at existing shopping centers, to provide the goods & services cyclists & pedestrians need. And it should save \$ as opposed to building & maintaining free standing structures - and also protect natural areas.

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1. Identify the two Goals that you most strongly support and describe why.

Goal ~~5~~ and Goal ~~6~~ 3
 Focus of Transportation Plan should shift away from new highways. New roads lead to new development, which leads to renewed congestion. Maintenance should receive more attention - we should fix the roads + bridges we have before we build new ones. We need choices

2. Name those Objectives that you most strongly support and briefly describe why.

i. d. promote non-automobile alternatives...
 5-c, 5-f - recommend land use patterns + development policy
 large developments should be permitted only in areas that will be served well by public transit (rail)

3. Identify and describe any Goals and Objectives you believe should be added.

Improve the condition of existing roads

4. How might these Goals and Objectives be improved?

This is a good list - Perhaps some of the goals ~~and~~ could be combined to remove redundancy + make list shorter. Also objectives could be condensed

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**Durham-Chapel Hill-Carrboro MPO
Goals and Objectives
Feedback
August 7, 2007**

- 1) **The following are two goals that I strongly support and why:**
Pedestrian and Bicycle System:
This is an important goal if we are going to reduce the amount of traffic in this area. Most of the bike trails in Durham are very unsafe and difficult to ride.

Public Involvement:
Most residents of Durham do not have information on what the current transportation routes are, and what the future holds for public transportation.

- 2) **The following are objectives that I strongly support and why:**
Ensure that bicycle and pedestrian facilities are included in the planning, design, and construction of roadways where applicable so that this will be a process for our future in planning new neighborhoods.
Develop and implement a Regional Pedestrian Plan to encourage walking to shops and recreation.
Update and maintain the Regional Bicycle Plan to encourage more biking.

- 3) **Goals and Objectives that I feel might be added:**
I would like to see easier access to purchasing tickets for transportation in Durham. Perhaps these tickets or passes could be purchased at shops around Durham. It would be ideal if Durham could establish a free transportation system like Chapel Hill, subsidized by Duke and other major Durham County businesses.

- 4) **These Goals and Objectives might be improved by the following:**
Durham could organize one Saturday a month of free transportation with education information provided on all buses that would encourage ridership and participation in the transportation systems.

**Linda Vanaman
Human Resources Director
The Forest at Duke
2701 Pickett Rd.
Durham, NC 27705**

Durham-Chapel Hill-Carrboro MPO

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In addition, you can visit the MPO's Web site, www.dchcmo.org, to complete a short survey on the Goals and Objectives.

1. Identify the two Goals that you most strongly support and describe why.

*It is hard to select. Many overlap - they must be done in cooperation. I do not believe that "Rapid Rail" is financial or operationally feasible.
A more comprehensive Bus system that incorporates large Buses, smaller busses and mini busses.*

2. Name those Objectives that you most strongly support and briefly describe why.

Encourage and possibly subsidize car or van pooling.

3. Identify and describe any Goals and Objectives you believe should be added.

** Unless you legally restrict or limit use of private vehicles you will never make a regional rail system work in the triangle !!!*

4. How might these Goals and Objectives be improved?

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1. Identify the two Goals that you most strongly support and describe why.

① OVERALL TRANSPORTATION SYSTEM

⑥ PROTECTION OF NATURAL RESOURCES

these goals go hand-in-hand - in order to protect natural resources the transportation system must be multimodal with the entire region working together

2. Name those Objectives that you most strongly support and briefly describe why.

1. c, d, e and f. transport must drive the patterns of travel by residents. there must be alternative, non-auto transportation. both c & d will conserve natural resources
b, a, b, e, e, f + g. if "a" is implemented the b, c, e, f + g will follow

3. Identify and describe any Goals and Objectives you believe should be added.

your main goal should be to "Get This Show on the Road" - there have been too many meetings, plans, proposals and not much actual progress.

4. How might these Goals and Objectives be improved ?

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1. Identify the two Goals that you most strongly support and describe why.

— Public transportation system — the need to move more people cheaper, conveniently, creatively — Pedestrian & bike systems —

2. Name those Objectives that you most strongly support and briefly describe why.

Goal 3 objective (h)
Goal 4 objective (l)

it supports and reflects our community culture & character

3. Identify and describe any Goals and Objectives you believe should be added.

Can't think of any

4. How might these Goals and Objectives be improved?

Can't come up with anything

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Thx!!

Durham-Chapel Hill-Carrboro MPO

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1. Identify the two Goals that you most strongly support and describe why.

Regional Rail System
Open space funds to buy Conservation Easements

2. Name those Objectives that you most strongly support and briefly describe why.

3. Identify and describe any Goals and Objectives you believe should be added.

4. How might these Goals and Objectives be improved ?

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1. Identify the two Goals that you most strongly support and describe why.

- (1) Overall Transportation System - This is all-encompassing and includes good specific objectives
- (2) Public Trans. System. We must do more of this for both better transport & the sake of the environment.

2. Name those Objectives that you most strongly support and briefly describe why.

- (3) a. Alternatives to single occu. vehicles. I hope, w/ public-private partnership, we can develop a light-rail system
- (5) b. Enhanced viability of communities. Too often roads & parking lots intrude on parks, forests, etc

3. Identify and describe any Goals and Objectives you believe should be added.

Encourage urban areas to replace ^{under-used} seas of asphalt at shopping centers with parks, greenery, etc.

4. How might these Goals and Objectives be improved?

I am very favorable impressed with these!

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1. Identify the two Goals that you most strongly support and describe why.

- (1) OVERALL TRANSPORTATION SYSTEM
 (4) PEDESTRIAN & BICYCLE SYSTEM

2. Name those Objectives that you most strongly support and briefly describe why.

- 1(w) ~~1(w)~~ SEEK ADDITIONAL FUNDING... BECAUSE NOTHING WILL HAPPEN W/O MONEY
 4(i) ~~1(i)~~ PERSISTENT FUNDING... BECAUSE NOTHING HAPPENS W/O MONEY

3. Identify and describe any Goals and Objectives you believe should be added.

YOU'VE GOT MORE THAN ENOUGH TO WORK ON

4. How might these Goals and Objectives be improved?

JUST IMPLEMENT THEM!

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1. Identify the two Goals that you most strongly support and describe why.

- ① Overall Transportation system
 ③ Public Transportation system > I believe these 2 goals would positively impact the largest # of people. As more folks move into the county we need to consider their needs

2. Name those Objectives that you most strongly support and briefly describe why.

- 1: a, d, h 3: b, c, g, h 6: b, c, e, F, g, h

3. Identify and describe any Goals and Objectives you believe should be added.

4. How might these Goals and Objectives be improved ?

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Durham-Chapel Hill-Carrboro MPO

Goals and Objectives

Feedback Form

Thanks for the opportunity to provide feedback.

Please review the draft Goals and Objectives and provide your comments on this form. There are seven Goals, including a brief description for each one, and a set of approximately one dozen Objectives for each Goal. You can get a copy of the Goals and Objectives at the DCHC MPO Web site, www.dchcmo.org, or by contacting the contact at the bottom of this page.

In addition, you can visit the MPO's Web site, www.dchcmo.org, to complete a short Survey on the Goals and Objectives.

1. Identify the two Goals that you most strongly support and describe why.

5) Integration of Land Use + Transportation

I think this is very important to make public transportation work. Development must be ~~denser~~ more dense. Continuous sprawl makes transportation/commuting inefficient.

3) Public Transportation

Our car dependent lifestyle is ~~not~~ unsustainable + destroying the life systems we depend upon to live. There has to be a better way. However the way our communities are presently designed makes us car-dependent.

2. Name those Objectives that you most strongly support and briefly describe why.

3- d, e, c, i - see above

1- d, e - see above. Our present public transit system is lacking. I have lived in Durham almost 2 yrs. and work near RDU airport. Taking the bus has long since not seemed like an option since what ~~is~~ a 20 min. drive would probably take 1 1/2 to 2 hrs. 45 min by bus. I consider myself →

3. Identify and describe any Goals and Objectives you believe should be added.

I'm not sure if light rail is really a goal from the summary. We need it. I don't know the numbers of commuters to the RTP area, but building more lanes on I-40 won't cut it. We need a real solution for commuters.

4. How might these Goals and Objectives be improved? Additionally some real regional planning is critical. The sprawl of all of the Triangle + places like Cary are appalling. Yet people want to live close to work (RTP area). Light rail should have been on the table long ago to prevent the current sprawl.

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Then there might be still ~~dis~~ distinct cities of the Triangle instead of sprawling into one another.

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1. Identify the two Goals that you most strongly support and describe why.

GOAL 5: The implement of adopted land use plans is the beginning step and an 'easy' way, and probably the only way to start the change to truly thinking Multi Modal.

GOAL 7: ^{TOP} Add off-road transportation to your Goal and Objectives (Trails and other off-road ped. + bike ways), otherwise the emphasis of the Goal + Objectives is motor biased!

2. Name those Objectives that you most strongly support and briefly describe why.

See below!

3. Identify and describe any Goals and Objectives you believe should be added.

Add an objective that states: Require all Development Plans (rezoning) and site plans to contain a bike and pedestrian system that connects internally and externally and is labelled and easily identified on the Plans. (see Goal 5 above)

4. How might these Goals and Objectives be improved?

See above!

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1. Identify the two Goals that you most strongly support and describe why.
 - 1) Overall Transportation system - My area has no sense to planning except move more cars - ~~td~~ I support good public transportation at the lowest cost to benefit everyone
 - 2) Public Transportation system - 1) increase bicycle & ped. use in neighborhoods - 2) Park & ride lots 3) good trans. for elderly
2. Name those Objectives that you most strongly support and briefly describe why.

see above - Need more recreational areas & transp. for the young (teenagers) & elderly -

To develop parking opportunities for TTA without violating signs that say you will be towed
3. Identify and describe any Goals and Objectives you believe should be added.

Feel
None
4. How might these Goals and Objectives be improved? ~~none~~

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1. Identify the two Goals that you most strongly support and describe why.

6. Protection of natural environment. This goal should save as many trees & as much open space as possible
4. Pedit & Bicycle System. This should maximize non-auto. use.

2. Name those Objectives that you most strongly support and briefly describe why.

Under 6: (c), (d), (e) & (f) because they are necessary to protect wildlife & open space & important natural areas

3. Identify and describe any Goals and Objectives you believe should be added.

Protection of existing neighborhoods from the hazards of increased traffic.

4. How might these Goals and Objectives be improved?

By giving great weight to the expressed concerns of residents in existing neighborhoods

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1. Identify the two Goals that you most strongly support and describe why.

- Protection of natural environment & social systems
- Pedestrian & bicycle system

2. Name those Objectives that you most strongly support and briefly describe why.

- Identify & protect enviro sensitive areas early in the planning process.
- Ensure that bike & pedestrian facilities are included in planning, design & construction of roadways.

3. Identify and describe any Goals and Objectives you believe should be added.

4. How might these Goals and Objectives be improved ?

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Durham-Chapel Hill-Carrboro MPO

Goals and Objectives

Feedback Form

A draft of the Goals and Objectives is enclosed with this mailing. There are seven Goals, including a brief description for each one, and a set of approximately one dozen Objectives for each Goal. Please review the draft Goals and Objectives and provide your comments on this form.

In addition, you can visit the MPO's Web site, www.dchcmo.org, to complete a short survey on the Goals and Objectives.

1. Identify the two Goals that you most strongly support and describe why.

#6
#5

Question 2. Name those Objectives that you most strongly support and briefly describe why. #6: a, b, c, g, h #5: b, d, f

Having moved to Durham when it was small, 1949, I have watched gas stations spring up in residential areas, strip malls replace trees, Durham-Chapel Hill Blvd grow into a congested commercial alley, the grand houses on Mangum and Duke Streets destroyed, Hwy 147 slice the City, and, finally, urban renewal chase away businesses and residences from what had been downtown. Therefore I support goals and objectives for a transportation system that will protect and preserve archaeological, historic, and culturally valuable areas; preserve culturally diverse areas of the region and ensure that transportation routes and facilities will not effect, negatively and disproportionately, disadvantaged populations. A transportation system should enhance the livability of all communities.

Question 3. Identify and describe any Goals and Objectives you believe should be added.

Forgive my cynicism, but the implementation of any goal or objective is ultimately dependent upon the willingness of one or more legislative bodies. This doesn't mean that one should stop planning, but implementation should be a step at a time so the consequences can be assessed and, if necessary, the plan adjusted.

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1. Identify the two Goals that you most strongly support and describe why.

GOAL #1.
GOAL #3.
GOAL #2.

2. Name those Objectives that you most strongly support and briefly describe why.

HOW ABOUT THE OBJECTIVES THAT YOU DO NOT
SUPPORT AND WHY?

3. Identify and describe any Goals and Objectives you believe should be added.

GOALS + OBJECTIVES THAT SHOULD BE DELETED OR
MODIFIED?

4. How might these Goals and Objectives be improved?

ELIMINATE THE ESTABLISHMENT OF "PERFORMANCE
STANDARDS" IN ALL OBJECTIVES. ONE STANDARD WILL
NOT ACCOMMODATE OR SUIT DIFFERENT SCENARIOS AND LOCATIONS!

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1. Identify the two Goals that you most strongly support and describe why.

(5) Multi-Modal Street & Hwy.
 (6) Protection of Natural Environ. & Social Sys.
 we must do something about the increase of traffic. we must use other modes of transport. An example is the new shopping CTR @ HWY 54 @ 751. I was at J. P. Lybe outside. I heard the plaintive call of a hawk. I too, moaned the loss of his habitat.

2. Name those Objectives that you most strongly support and briefly describe why.
 see 1 above

3. Identify and describe any Goals and Objectives you believe should be added.
 making sure that we implement the ones that "we" select.

4. How might these Goals and Objectives be improved?
 see 3 above.

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1. Identify the two Goals that you most strongly support and describe why.

#3 + #5, because they have the most impact on our use of fossil fuel, which creates serious health + national security problems.

2. Name those Objectives that you most strongly support and briefly describe why.

#1(e) is critical ~~to~~ and deserves to be fleshed out more for reasons mentioned above. We've been addressing convenience + access for years. The fossil fuel problem has just become apparent recently, so it needs lots of attention between now + 2030.

3. Identify and describe any Goals and Objectives you believe should be added.

- Our health is strongly affected by our transportation choices, especially the use of fossil fuels + ability to walk + bike. Add health to all goal statements where at all relevant.
- Objectives under #5 are not strong enough re supporting policy changes. They are too "sandy" oriented.

4. How might these Goals and Objectives be improved?

#6(e) does not go far enough. Climate change due to fossil fuel use is one of our most ~~of~~ critical challenges, and we need to go beyond the weak statutory mandates that currently exist. We need to catch up to Europe + other parts of the world in doing our part re this.

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• Ditto #1(e)

• Where is there recognition that our communities

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1. Identify the two Goals that you most strongly support and describe why.

- 1) PROTECTION OF NATURAL ENVIRONMENT & SOCIAL SYSTEMS
- 2) PEDESTRIAN & BICYCLE SYSTEM

2. Name those Objectives that you most strongly support and briefly describe why.

- b) protect & preserve archaeological, historic & culturally valuable areas
- c) IDENTIFY & protect environmentally sensitive areas early
- h) Support the enforcement of pedestrian & bicycle regulations
- f) ensure bike & pedestrian facilities are included in planning, design & construction

3. Identify and describe any Goals and Objectives you believe should be added.

- A) EXISTING INFRASTRUCTURE - IMPROVE EXISTING MAJOR HIGHWAYS/ ROUTES TO ACCOMMODATE ^{CURRENT &} PROJECTED GROWTH IN AREA
 - 1) add/upgrade to include bike & pedestrian facilities
 - 2) WIDEN ROADS THAT HAVE BEEN IGNORED & sorely need more lanes
 - 3) TIME TRAFFIC LIGHTS TO LIMIT TRAVEL IMPEDIMENTS

4. How might these Goals and Objectives be improved? **B) STOP USING SPEED HUMPS ON arterial/small roads - They delay emergency vehicle access**

LISTEN TO THE PUBLIC

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1. Identify the two Goals that you most strongly support and describe why.

#4 - We'll never get there if we don't start - we need a shift in focus

#6 - Goes along w/ #5, #1 & #2 - but must be a top priority for our future.

2. Name those Objectives that you most strongly support and briefly describe why.

4.b) Develop & implement regional pedestrian plan.
- lower income people often have to walk in ditches & along roads w/ no sidewalks.

3h) Ensure needs of youth, elderly, disabled are met
- This is a human rights issue & we are sorely missing the mark.

3. Identify and describe any Goals and Objectives you believe should be added.

Focus funding on:

- ① maintenance of roads
- ② adding sidewalks & improving bus stops
- ③ safety & traffic flow at intersections

4. How might these Goals and Objectives be improved?

Way fewer!! Get real! It's just a bunch of words that you can't achieve if it is too much.

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P.S. This should be on separate paper from

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In addition, you can visit the MPO's Web site, www.dchcmpo.org, to complete a short survey on the Goals and Objectives.

1. Identify the two Goals that you most strongly support and describe why.

3. Public Transportation System

1. Overall Transportation System

2, 4, 5, 6 integrated with #1

2. Name those Objectives that you most strongly support and briefly describe why.

It would be good to get more elderly (85) drivers off the road by having some system that gets them where they need to go.

3. Identify and describe any Goals and Objectives you believe should be added.

Would FREE public transport get many cars off the road?

Minimum wage but poorest seniors should ride free.

4. How might these Goals and Objectives be improved?

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Thank you.
Much appreciated.

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1. Identify the two Goals that you most strongly support and describe why.

4. Pedestrian and Bicycle System
 "A successful regional and local transit system is completely dependent upon Pedestrian & Bike-Oriented development and connections"
 Reid Ewing, Transportation Expert

1. Overall transport system
 supports compact land use; attractive multimodal system; protects env., improves livability.

2. Name those Objectives that you most strongly support and briefly describe why.
 "Develop regional bicycle + ped. policy and linkages"
 "support compact, mixed-use, transit-friendly, walkable development."
 Build significant incentives for non-vehicular use for our health, community building and emission responsibility, esp. within 1/2 to 1 mile of transit-oriented development.

3. Identify and describe any Goals and Objectives you believe should be added.

- Give big incentives for non-vehicular use. (Tie to health, env. and livability, quality of life goals). Incentives for land-owners to donate or sell easements along corridors for regional bike system.
- Float municipal and county bonds (or other significant methods) to fairly represent non autos, and their infrastructure.

4. How might these Goals and Objectives be improved?

- Educate public on the significant personal and public monetary and health costs of personal vehicle use and long term public subsidization of infrastructure and foreign fuels. Compare with other countries (Netherlands) alternative long-term investment (20% of transp. budget) in regional bike + ped linkages INTO/WITH public transit.

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- Be the first pedestrian and bike - first community/region in NC Change culture to respect pedestrians/bicyclists over automobiles (eg. Canada).

2030 Long Range Transportation Plan

Goals and Objectives

1. Overall Transportation System

Goal: A safe, efficient, attractive, multi-modal transportation system that: supports local land use; accommodates trip-making choices; maintains mobility; protects the environment and neighborhoods; and improves the quality of life for urban area residents.

Objectives:

- a) Establish performance standards that will measure the effectiveness of the urban area's overall transportation system in supporting access to goods, services, activities, and destinations.
- b) Select and program transportation projects, which are consistent with community goals and are a cost-effective use of funds.
- c) Develop and maintain a multi-modal regional transportation model that reflects travel patterns and incorporates innovative techniques for evaluating the impacts of proposed transportation investments on travel and land use patterns.
- d) Promote non-automobile transportation alternatives and create efficient connections between all transportation modes.
- e) Conserve natural resources and reduce the rate of energy consumption.
- f) Develop cooperative strategies with employers to reduce congestion and increase the efficiency of the transportation system.
- g) Use transportation funds based on the priority needs of the urban area, in keeping with community values, and explore new funding options.
- h) Seek additional funding to ensure implementation of the long range plan.
- i) Monitor the implementation of the Plan and the targets through the biannual TIP process.

2. Multi-Modal Street and Highway

Goal: An attractive multi-modal street and highway system that allows people and goods to be moved safely, conveniently, and efficiently.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the multi-modal street and highway system.
- b) Create multi-modal street patterns that: encourage safe pedestrian, bicycle, and vehicular travel; provide access to public transportation; and ensure connectivity.
- c) Develop and implement level of service (LOS) standards for the urban area that are based on a cooperative agreement between state and local agencies.

- d) Preserve and enhance the traffic carrying capacity of arterial street systems, while minimizing traffic intrusion in residential neighborhoods.
- e) Identify and recommend design standards that: establish safe speeds; increase pedestrian and bicycle usage of streets; and enhance the attractiveness and appeal of the street and highway system.

3. Public Transportation System

Goal: A convenient, accessible, and affordable public transportation system, provided by public and private operators, that enhances mobility and economic development.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the public transportation system.
- b) Increase public transit ridership by enlarging the service area and increasing the frequency of service to the urban area.
- c) Coordinate transit service within the urban area by promoting high quality, seamless, integrated, and customer-friendly service.
- d) Expand ridesharing, carpool, and vanpool services and opportunities.
- e) Develop and implement alternatives to the use of single occupant vehicles, including high occupancy vehicle (HOV) facilities and regional rail services.
- f) Develop and implement the Regional Transit Plan.
- g) Develop a regional park and ride system for cars and bicycles to support transit services and encourage ridesharing.
- h) Ensure that the transportation needs of the youth and elderly, the mobility impaired, and the economically disadvantaged are met.
- i) Identify and recommend land use patterns, parking requirements, and development regulations, which create compact, mixed use, transit-friendly, walkable development.
- j) Identify and recommend ways that the state and the urban area should work together to maintain and enhance the quality of public transportation service throughout the urban area.

4. Pedestrian and Bicycle System

Goal: A pedestrian and bicycle system that: provides an alternative means of transportation; allows greater access to public transit; and supports recreational opportunities.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the pedestrian and bicycle system.

- b) Develop and implement a Regional Pedestrian Plan.
- c) Update and maintain the Regional Bicycle Plan.
- d) Identify and recommend ways that local governments may provide adequate staff and resources to meet the goals of their pedestrian and bicycle programs.
- e) Develop a regional bicycle and pedestrian policy that establishes linkages between activity centers and provides for access to public transit.
- f) Ensure that bicycle and pedestrian facilities are included in the planning, design, and construction of roadways where applicable.
- g) Increase education about the benefits of pedestrian and bicycle alternatives.
- h) Support the enforcement of pedestrian and bicycle regulations.
- i) Pursue strong funding commitment for building both pedestrian and bicycle facilities.
- j) Provide greater safety for pedestrians and bicyclists of all levels of ability, and safer interaction with users of other modes of transportation.
- k) Encourage the efforts and activities of citizen advocacy groups for pedestrian and bicycling by providing information and support for their programs.
- l) Promote the construction of bicycle and pedestrian facilities that will encourage greater use of these modes by the public.

5. Integration of Land Use and Transportation

Goal: A Transportation Plan that is integrated with local land use plans and development policies.

Objectives:

- a) Establish performance standards and report on the integration and consistency of the Transportation Plan with local land use plans and development policies.
- b) Create transportation systems that enhance the livability of all communities.
- c) Identify and recommend land use patterns that improve and support transportation efficiency.
- d) Identify the impacts of different land use patterns and site designs on travel behavior.
- e) Evaluate the changes in land use brought about by the expansion of existing transportation facilities and the construction of new facilities.
- f) Identify and recommend land use patterns and development policies that increase overall mobility and that support compact, mixed-use, transit-friendly, walkable development.

6. Protection of Natural Environment and Social Systems

Goal: A multi-modal transportation system which provides access and mobility to all residents, while protecting the natural environment, cultural resources, and social systems.

Objectives:

- a) Establish performance standards and report on transportation impacts on the natural environment, cultural resources, and social systems.
- b) Protect and preserve archaeological, historic, and culturally valuable areas.
- c) Identify and protect environmentally sensitive areas early in the planning process.
- d) Develop and implement modifications to the transportation system that reduce the rate of growth in vehicle miles traveled (VMT).
- e) Modify the transportation system to reduce the pollutants in highway runoff and the vehicle emissions, in accordance with federal, state and local Clean Air and Water legislation.
- f) Minimize the noise and dust generated by transportation facilities in neighborhoods and the urban area.
- g) Preserve culturally diverse areas of the region.
- h) Ensure that transportation facilities do not negatively effect disadvantaged populations disproportionately.

7. Public Involvement

Goal: An ongoing program to inform and involve citizens throughout all stages of the development, update, and implementation of the Transportation Plan.

Objective:

- a) Establish performance standards and report on the effectiveness of the public involvement element of the Transportation Plan.
- b) Encourage citizens to take a proactive role in the development of the Transportation Plan.
- c) Bring a broad cross-section of members of the public into the public policy and transportation planning decision-making process.
- d) Educate the public and elected officials, in order to increase public understanding of both the options and the constraints of transportation alternatives.
- e) Determine the public's knowledge of the metropolitan transportation system, and public values and attitudes concerning transportation.
- f) Determine public concerns and/or perceived impacts of elements of the Transportation Plan.
- g) Determine which elements of the Transportation Plan would support or diminish the public's desired lifestyle.
- h) Establish a channel for an effective feedback process.

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1. Identify the two Goals that you most strongly support and describe why.

5 - Integration of land use + transportation - key to efficiently matching facilities with the types of areas served.
 1 - overall transportation system -- focus on balance of modes + use of resources.

2. Name those Objectives that you most strongly support and briefly describe why.

3. Identify and describe any Goals and Objectives you believe should be added.

~~Goals are the right ones & said they are appropriate goals~~
 I would add 1 goal on Transportation Demand Management and focus on working w/employees to get their employees to use alternatives to ~~own~~ driving alone.

4. How might these Goals and Objectives be improved?

- ① remove any objectives that are so general as to be meaningless and any that are self-evident and don't need to take up space.
- ② stress a private sector objective where possible e.g. working w/developes + employees to provide bike parking + showers, sponsoring TDM programs, locating in high density developments @ trans. stops, etc.

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#5. ACHIEVING A SUSTAINABLE HUMAN ECOLOGY IN THE TRIANGLE REQUIRES INTEGRATION OF PUBLIC TRANSIT WITH COMPACT PATTERNS OF DEVELOPMENT IN ORDER TO DEEPLY REDUCE DEPENDENCE ON THE AUTOMOBILE.

#3. PUBLIC TRANSIT PLANNING AND FUNDING MUST TAKE PRECEDENCE OVER ROAD FUNDING & PLANNING, REVERSE THE CURRENT, UNSUSTAINABLE

2. Name those Objectives that you most strongly support and briefly describe why.

BIAS.

#5.f. THERE NEEDS TO BE A VISION OF THE ^{SUSTAINABLE} URBAN LANDSCAPE WE ARE WORKING TOWARDS

#4e. ~~IN THE~~ A SUSTAINABLE "MOBILITY HIERARCHY" FEATURES PUBLIC TRANSIT AT THE TOP, CONNECTING PEOPLE WITH PLACES THEY CAN

3. Identify and describe any Goals and Objectives you believe should be added.

WE NEED AN OVERARCHING GOAL THAT DESCRIBES THE SUSTAINABLE CONDITION WE WISH THE REGION TO ACHIEVE IN THE FACE OF CLIMATE CHANGE AND DIMINISHING GLOBAL RESOURCES WE CURRENTLY DEPEND ON.

WALK AND BIKE TO W/O HAVING TO DEPEND ON CARS AT ALL.

4. How might these Goals and Objectives be improved?

I REPEAT MY ANSWER TO #3 - IN THE ABSENCE OF A VISION FOR ACHIEVING A SUSTAINABLE HUMAN ECOLOGY THESE GOALS/OBJECTIVES LACK CLARITY & FOCUS.

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Mr. James Carnahan
122 Oak St.
Carrboro, NC 27510-1340

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1. Identify the two Goals that you most strongly support and describe why.

Multimodal / Land Use } Given global climate change, peak oil, etc. we need to make leaps toward more sustainable ~~the~~ land use pattern if we are going to remain globally competitive.

2. Name those Objectives that you most strongly support and briefly describe why.

3. Identify and describe any Goals and Objectives you believe should be added.

- Design Standards - how to minimize impact on neighbors
- ~~Main~~ Maintenance plan - with ~~Mimesob~~
 After Minneapolis, I think a lot of people have this concern.

4. How might these Goals and Objectives be improved?

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* 1 + 2 seem to have almost the same goals.

1. Identify the two Goals that you most strongly support and describe why.

* 2. Multimodal Streets + Highways - if this goal is achieved, several others are as well
 9. Freight - This must be addressed in order to achieve #2.

3. (if I had 3 choices, I would add public transit)

2. Name those Objectives that you most strongly support and briefly describe why.

1. g. it's all about the money
 +

1. d. making alternatives attractive + informing the ~~part~~ public of them.

3. Identify and describe any Goals and Objectives you believe should be added.

Hire a lobbyist to educate those who vote + to encourage the right votes by informing the general public.

4. How might these Goals and Objectives be improved?

I think several of them could be grouped together - there seems to be a lot of overlap.

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○ - circled objectives are too general or go without saying (and so shouldn't be said)

2030 Long Range Transportation Plan Goals and Objectives

1. Overall Transportation System

Goal: A safe, efficient, attractive, multi-modal transportation system that: supports local land use; accommodates trip-making choices; maintains mobility; protects the environment and neighborhoods; and improves the quality of life for urban area residents.

Objectives:

- a) Establish performance standards that will measure the effectiveness of the urban area's overall transportation system in supporting access to goods, services, activities, and destinations.
- b)** Select and program transportation projects, which are consistent with community goals and are a cost-effective use of funds.
- c) Develop and maintain a multi-modal regional transportation model that reflects travel patterns and incorporates innovative techniques for evaluating the impacts of proposed transportation investments on travel and land use patterns.
- d) Promote non-automobile transportation alternatives and create efficient connections between all transportation modes.
- e) Conserve natural resources and reduce the rate of energy consumption.
- f) Develop cooperative strategies with employers to reduce congestion and increase the efficiency of the transportation system.
- g) Use transportation funds based on the priority needs of the urban area, in keeping with community values, and explore new funding options.
- h) Seek additional funding to ensure implementation of the long range plan.
- i) Monitor the implementation of the Plan and the targets through the biannual TIP process.

covered by other goals
covered by other goals
move to new transportation Demand Management Goal.

→ Work cooperatively with the NCOOT, neighboring MPOs + RPOs and TCOG to effectively address transportation-related issues affecting the broader region.

2. Multi-Modal Street and Highway

Goal: An attractive multi-modal street and highway system that allows people and goods to be moved safely, conveniently, and efficiently.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the multi-modal street and highway system.
- b) Create multi-modal street patterns that: encourage safe pedestrian, bicycle, and vehicular travel; provide access to public transportation; and ensure connectivity.
- c) Develop and implement level of service (LOS) standards for the urban area that are based on a cooperative agreement between state and local agencies.

different portions of

- d) Preserve and enhance the traffic carrying capacity of arterial street systems, while minimizing traffic intrusion in residential neighborhoods.
- e) Identify and recommend design standards that: establish safe speeds; increase pedestrian and bicycle usage of streets; and enhance the attractiveness and appeal of the street and highway system.

3. Public Transportation System

Goal: A convenient, accessible, and affordable public transportation system, provided by public and private operators, that enhances mobility and economic development.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the public transportation system.
- b) Increase public transit ridership by enlarging the service area and increasing the frequency of service ^{to the urban area} within the urban area.
- c) Coordinate transit service within the urban area by promoting high quality, seamless, integrated, and customer-friendly service.
- d) Expand ridesharing, carpool, and vanpool services and opportunities.
- e) Develop and implement alternatives to the use of single occupant vehicles, including high occupancy vehicle (HOV) facilities and regional rail services.
- f) Develop and implement the Regional Transit Plan. → *stake?*
- g) Develop a regional park and ride system for cars and bicycles to support transit services and encourage ridesharing.
- h) Ensure that the transportation needs of the youth and elderly, the mobility impaired, and the economically disadvantaged are met.
- i) Identify and recommend land use patterns, parking requirements, and development regulations, which create compact, mixed use, transit-friendly, walkable development.
- j) Identify and recommend ways that the state and the urban area should work together to maintain and enhance the quality of public transportation service throughout the urban area.

*move to a new
Transportation
Demand Mgt.
goal*

*move to
overall
transportation
system goal (B1)
move to
land use &
transport
goal
(B5)*

4. Pedestrian and Bicycle System

Goal: A pedestrian and bicycle system that: provides an alternative means of transportation; allows greater access to public transit; and supports recreational opportunities.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the pedestrian and bicycle system.

Combine into single element of multi-modal plan
 just make part of plan

- b) Develop and implement a Regional Pedestrian Plan.
- c) Update and maintain the Regional Bicycle Plan.
- d) Identify and recommend ways that local governments may provide adequate staff and resources to meet the goals of their pedestrian and bicycle programs.
- e) Develop a regional bicycle and pedestrian policy that establishes linkages between activity centers and provides for access to public transit.
- f) ~~Ensure that~~ ^{document whether and how} bicycle and pedestrian facilities are included in the planning, design, and construction ~~of roadways where applicable.~~ ^{every project.}
- g) Increase education about the benefits of pedestrian and bicycle alternatives.
- h) Support the enforcement of pedestrian and bicycle regulations.
- i) Pursue strong funding commitment for building both pedestrian and bicycle facilities. ^{-included in B?}
- j) Provide greater safety for pedestrians and bicyclists of all levels of ability, and safer interaction with users of other modes of transportation.
- k) Encourage the efforts and activities of citizen advocacy groups for pedestrian and bicycling by providing information and support for their programs.
- l) Promote the construction of bicycle and pedestrian facilities that will encourage greater use of these modes by the public.

→ add an objective related to providing facilities to serve schools + promote physical activity =

5. Integration of Land Use and Transportation

Goal: A Transportation Plan that is integrated with local land use plans and development policies, ^{and spurs changes to local plans to make them more transit-supportive.}

Objectives:

- a) Establish performance standards and report on the integration and consistency of the Transportation Plan with local land use plans and development policies.
- b) Create transportation systems that enhance the livability of all communities.
- c) Identify and recommend land use patterns that improve and support transportation efficiency.
- d) Identify the impacts of different land use patterns and site designs on travel behavior.
- e) Evaluate the changes in land use brought about by the expansion of existing transportation facilities and the construction of new facilities.
- f) Identify and recommend land use patterns and development policies that increase overall mobility and that support compact, mixed-use, transit-friendly, walkable development.

6. Protection of Natural Environment and Social Systems

Goal: A multi-modal transportation system which provides access and mobility to all residents, while protecting ^{public health,} the natural environment, cultural resources, and social systems.

public health,

Objectives:

- a) Establish performance standards and report on transportation impacts on the natural environment, cultural resources, and social systems.
- b) Protect and preserve archaeological, historic, and culturally valuable areas.
- c) Identify and protect environmentally sensitive areas early in the planning process.
- d) Develop and implement modifications to the transportation system that reduce the rate of growth in vehicle miles traveled (VMT).
- e) Modify the transportation system to reduce the pollutants in highway runoff and the vehicle emissions, in accordance with federal, state and local Clean Air and Water legislation.
- f) Minimize the noise and dust generated by transportation facilities in neighborhoods and the urban area.
- g) Preserve culturally diverse areas of the region.
- h) Ensure that transportation facilities do not negatively effect disadvantaged populations disproportionately.

move to new transportation Demand Mgmt. Goal.

covered by b.

a
~~negatively effect disadvantaged populations disproportionately.~~

7. Public Involvement

Goal: An ongoing program to inform and involve citizens throughout all stages of the development, update, and implementation of the Transportation Plan.

Objective:

- a) Establish performance standards and report on the effectiveness of the public involvement element of the Transportation Plan.
- b) Encourage citizens to take a proactive role in the development of the Transportation Plan.
- c) Bring a broad cross-section of members of the public into the public policy and transportation planning decision-making process.
- d) Educate the public and elected officials, in order to increase public understanding of both the options and the constraints of transportation alternatives.
- e) Determine the public's knowledge of the metropolitan transportation system, and public values and attitudes concerning transportation.
- f) Determine public concerns and/or perceived impacts of elements of the Transportation Plan.
- g) Determine which elements of the Transportation Plan would support or diminish the public's desired lifestyle. → there are many lifestyles.
- h) Establish a channel for an effective feedback process.

combine

combine

Submitted by Scott Walston

2035 Long Range Transportation Plan

Draft Goals and Objectives

1. Overall Transportation System

Goal: A safe, efficient, attractive, multi-modal transportation system that: supports local land use; accommodates trip-making choices; maintains mobility; protects the environment and neighborhoods; and improves the quality of life for urban area residents.

Objectives:

- a) Establish performance standards that will measure the effectiveness of the urban area's overall transportation system in supporting access to goods, services, activities, and destinations.
- b) Select and program transportation projects, which are consistent with community goals, **statewide goals**, and are a cost-effective use of funds.
- c) Develop and maintain a multi-modal regional transportation model that reflects travel patterns and incorporates innovative techniques for evaluating the impacts of proposed transportation investments on travel and land use patterns.
- d) Promote non-automobile transportation alternatives and create efficient connections between all transportation modes.
- e) Conserve natural resources and reduce the rate of energy consumption.
- f) Develop cooperative strategies with employers to reduce congestion and increase the efficiency of the transportation system.
- g) Use transportation funds based on the priority needs of the **urban area-region**, in keeping with community **and statewide** values, ~~and explore new funding options..~~
- h) Seek additional funding **and funding options** to ensure implementation of the long range plan.
- i) Monitor the implementation of the Plan and the targets through the biannual TIP process.

2. Multi-Modal Street and Highway System

Goal: An attractive multi-modal street and highway system that allows people and goods to be moved safely, conveniently, and efficiently.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the multi-modal street and highway system.
- b) Create multi-modal street patterns that: encourage safe pedestrian, bicycle, and vehicular travel; provide access to public transportation; and ensure connectivity.
- c) Develop and implement level of service (LOS) standards for the **urban area-region** that are based on a cooperative agreement between state and local agencies. **(What do you mean here? I'm confused.)**

Draft Goals and Objectives Page 1

- d) Preserve and enhance the traffic carrying capacity of ~~arterial~~ **the** street systems, while minimizing traffic intrusion in residential neighborhoods.
- e) Identify and recommend design standards that: establish safe speeds; increase pedestrian and bicycle usage of streets; and enhance the attractiveness and appeal of the street and highway system. **(Note: To reduce conflicts in the future, all design standards for any streets on the state system should be reviewed by our Highway Design branch for consistency with DOT standards. Otherwise you may be**

recommending a cross section that DOT cannot deliver. If you need some help in that coordination, please let us know.)

3. Public Transportation System

Goal: A convenient, accessible, and affordable public transportation system, provided by public and private operators, that enhances mobility and economic development.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the public transportation system.
- b) Increase public transit ridership by enlarging the service area and increasing the frequency of service to the urban area.
- c) Coordinate transit service within the urban area by promoting high quality, seamless, integrated, and customer-friendly service.
- d) Expand ridesharing, carpool, and vanpool services and opportunities.
- e) Develop and implement alternatives to the use of single occupant vehicles, including high occupancy vehicle (HOV) facilities and regional rail services.
- f) Develop and implement the Regional Transit Plan.
- g) Develop a regional park and ride system for cars and bicycles to support transit services and encourage ridesharing.
- h) Ensure that the transportation needs of the youth and elderly, the mobility impaired, and the economically disadvantaged are met.
- i) Identify and recommend land use patterns, parking requirements, and development regulations, which create compact, mixed use, transit-friendly, walkable development.
- j) Identify and recommend ways that the state and the urban area should work together to maintain and enhance the quality of public transportation service throughout the urban area.

4. Pedestrian and Bicycle System

Goal: A pedestrian and bicycle system that: provides an alternative means of transportation; allows greater access to public transit; and supports recreational opportunities.

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the pedestrian and bicycle system.
- Draft Goals and Objectives Page 2
- b) Develop and implement a Regional Pedestrian Plan.
 - c) Update and maintain the Regional Bicycle Plan.
 - d) Identify and recommend ways that local governments may provide adequate staff and resources to meet the goals of their pedestrian and bicycle programs.
 - e) Develop a regional bicycle and pedestrian policy that establishes linkages between activity centers and provides for access to public transit.
 - f) Ensure that bicycle and pedestrian facilities are included in the planning, design, and construction of roadways where applicable.
 - g) Increase education about the benefits of pedestrian and bicycle alternatives.
 - h) Support the enforcement of pedestrian and bicycle regulations.
 - i) Pursue strong funding commitment for building both pedestrian and bicycle facilities.

- j) Provide greater safety for pedestrians and bicyclists of all levels of ability, and safer interaction with users of other modes of transportation.
- k) Encourage the efforts and activities of citizen advocacy groups for pedestrian and bicycling by providing information and support for their programs.
- l) Promote the construction of bicycle and pedestrian facilities that will encourage greater use of these modes by the public.

5. Integration of Land Use and Transportation

Goal: A Transportation Plan that is integrated with local land use plans and development policies.

Objectives:

- a) Establish performance standards and report on the integration and consistency of the Transportation Plan with local land use plans and development policies.
- b) Create transportation systems that enhance the livability of all communities.
- c) Identify and recommend land use patterns that improve and support transportation efficiency.
- d) Identify the impacts of different land use patterns and site designs on travel behavior.
- e) Evaluate the changes in land use brought about by the expansion of existing transportation facilities and the construction of new facilities.
- f) Identify and recommend land use patterns and development policies that increase overall mobility and that support compact, mixed-use, transit-friendly, walkable development.

6. Protection of Natural Environment and Social Systems

Goal: A multi-modal transportation system which provides access and mobility to all residents, while protecting the natural environment, cultural resources, and social systems.

Draft Goals and Objectives Page 3

Objectives:

- a) Establish performance standards and report on transportation impacts on the natural environment, cultural resources, and social systems.
- b) Protect and preserve archaeological, historic, and culturally valuable areas.
- c) Identify and protect environmentally sensitive areas early in the planning process.
- d) Develop and implement modifications to the transportation system that reduce the rate of growth in vehicle miles traveled (VMT) **to improve air quality**.
- e) Modify the transportation system to reduce the pollutants in highway runoff and the vehicle emissions, in accordance with federal, state and local Clean Air and Water legislation.
- f) Minimize the noise and dust generated by transportation facilities in neighborhoods and the ~~urban area~~ **other areas**.
- g) Preserve culturally diverse areas of the region.
- h) Ensure that transportation facilities do not negatively effect disadvantaged populations disproportionately.

7. Public Involvement

Goal: An ongoing program to inform and involve citizens throughout all stages of the development, update, and implementation of the Transportation Plan.

Objective:

- a) Establish performance standards and report on the effectiveness of the public involvement element of the Transportation Plan.

- b) Encourage citizens to take a proactive role in the development of the Transportation Plan.
- c) Bring a broad cross-section of members of the public into the public policy and transportation planning decision-making process.
- d) Educate the public and elected officials, in order to increase public understanding of both the options and the constraints of transportation alternatives.
- e) Determine the public's knowledge of the metropolitan transportation system, and public values and attitudes concerning transportation.
- f) Determine public concerns and/or perceived impacts of elements of the Transportation Plan.
- g) Determine which elements of the Transportation Plan would support or diminish the public's desired lifestyle.
- h) Establish a channel for an effective feedback process.

Draft Goals and Objectives Page 4

From: Scott Walston [swalston@dot.state.nc.us]
Sent: Wednesday, August 22, 2007 7:54 AM
To: Nwoko, Felix
Cc: Beckmann, Ellen; Henry, Andrew; Travis Marshall
Subject: DCHC today

Hi Felix -

I left 2 messages, but maybe you've been really busy lately.

I wanted to talk to you about the CTP. Although I appreciate DCHC wanting to move forward with this, as you know, I don't have the resources to do it. The CTP is supposed to be a cooperatively produced plan. Due to lack of resources on our side, I feel it is time to put it "on hold".

For a while, I have been hoping to get someone in place and we could just pick up with what you all have done so far. But I realized when I reviewed the Goals and Objectives that "The ship has sailed". I have some concerns with them and I wouldn't have agreed to that set of G&O.. There are already differences between the the Strategic Corridors Initiative and your LRTP. Rather than have DCHC move forward and produce a product (with your limited resources) that the NCDOT may not adopt, I think it would be wise to postpone and develop a CTP with the next update. Hopefully I will have resources by then to cooperatively develop a plan.

I'm going to bring it up during the CTP discussion today.

Scott

Scott W. Walston, P.E.
Triangle Planning Group Supervisor
NCDOT - Transportation Planning Branch
1554 Mail Service Center Raleigh, NC 27699-1554
919.733.4705 Fax 919.733.2417
E-mail swalston@dot.state.nc.us <http://www.ncdot.org/~tpb>

Feedback form Durham-Chapel Hill MPO

From Mirta Mihovilovic
106 Saint Andrews Lane
Chapel Hill, NC 27514

1. Identify two Goals that you most strongly support and describe why.

Public Transportation System. There is an immediate need for a Rapid Transportation System linking the Triangle Area (Raleigh, Durham, Chapel Hill, Carrboro, Cary, Apex, Hillsborough). Commuter train project must as soon as possible be implemented.

Pedestrian and Bicycling System. Currently main roads and HIGHWAYS that connect adjacent cities do not serve at all bikers and pedestrians (personally I have to cross above I-40 walking on one side of 15-501...SCARY). Need to develop safe pedestrian sidewalks and biking lanes linking our urban and suburban areas; these should include special highway features.

2. Name those objectives that you most strongly support and briefly describe why.

Promote non-automobile transportation alternatives. These will decrease on air and environmental pollution, decrease operation costs (road maintenance, gas consumption), not to mention that walking and biking - which go hand in hand with the use of Public Transport - promote good health.

3. Identify and describe any Goals and Objectives you believe should be added.

Get funding to establish a Commuter Train System in the Research Triangle Area. Efficient Public transport will decrease one occupant / one car or SUV mode of transport which, as mentioned above, will decrease pollution, operation costs and have a positive impact on the health of the population at large (stimulates walking to and from bus/commuter train stops).

4. How might these Goals and Objectives be improved.

Implement the BEST possible Public Transportation System for the Research Triangle Area.

Submitted by Robert Glenn

2030 Long Range Transportation Plan Goals and Objectives

1. Overall Transportation System

Goal: A safe, efficient, attractive, cost effective, regional transportation system that is consistent with community goals which reduces congestion and improves the quality of life for all residents.

Objectives:

- a) Develop and maintain a transportation system which is consistent with community goals and enhances the quality of life for all communities.
- b) Develop and maintain a transportation system that enhances the attractiveness and appeal of the trail, street, highway and public transportation system.
- c) Develop and maintain a transportation system that creates safe, healthy environments that encourage and promote active living.
- d) Develop and implement cooperative strategies with employers and other major trip generators to reduce congestion and increase the efficiency of the transportation system.
- e) Develop and maintain a transportation system that makes cost-effective use of available transportation funds.
- f) Use transportation funds based on the priority needs of the urban area, in keeping with community values
- g) Seek new funding options to ensure the implementation of the 2030 Long Range Plan.
- h) Work with the state, counties and municipalities in the region to develop enhance and maintain the quality of all transportation services throughout the region.
- i) Work with the state, counties and municipalities in the region to develop enhance and maintain a Regional Transportation Plan, which incorporates a Regional Bicycle Plan and a Regional Pedestrian Plan.

2. Multi-Modal Street and Highway

Goal: An attractive multi-modal trail, street and highway system that allows people and goods to be moved safely, conveniently, and efficiently.

Objectives:

- a) Create multi-modal street patterns that encourage safe pedestrian, bicycle, and vehicular travel; provide access to public transportation; and create efficient connections between all transportation modes.

- b) Develop and implement level of service (LOS) standards for the urban area that are based on a cooperative agreement between state and local agencies.
- c) Preserve and enhance the traffic carrying capacity of arterial street systems, while minimizing traffic intrusion in residential neighborhoods.
- d) Identify and recommend design standards that: establish safe speeds and increase pedestrian and bicycle usage of streets.
- e) Create and maintain a system of off-road trails which connect to the streets for alternative modes of transportation.

3. Public Transportation System

Goal: A convenient, accessible, and affordable public transportation system, provided by public and private operators, that enhances mobility and economic development.

Objectives:

- a) Increase public transit ridership by enlarging the service area and increasing the frequency of service to the urban area.
- b) Coordinate transit service within the urban area by promoting high quality, seamless, integrated, and customer-friendly service.
- c) Expand ridesharing, carpool, and vanpool services and opportunities.
- d) Develop and implement alternatives to the use of single occupant vehicles, including high occupancy vehicle (HOV) facilities and regional rail services.
- e) Develop a regional park and ride system for cars and bicycles to support transit services and encourage ridesharing.
- f) Ensure that the transportation needs of the youth and elderly, the mobility impaired, and the economically disadvantaged are met.

4. Pedestrian and Bicycle System

Goal: A pedestrian and bicycle system that: provides an alternative means of transportation; allows greater access to public transit; and supports recreational opportunities.

Objectives:

- a) Identify and recommend ways that local governments may provide adequate staff and resources to meet the goals of their pedestrian and bicycle programs.
- b) Develop a regional bicycle and pedestrian system that establishes connectivity between school, employment, recreation, government and other activity centers and provides for access to public transit.
- c) Ensure that bicycle and pedestrian facilities are included in the planning, design, and construction of trails, streets, highways and public transportation.
- d) Increase education about the benefits of pedestrian and bicycle alternatives.
- e) Support the enforcement of pedestrian and bicycle regulations.

- f) Pursue increased funding for building pedestrian and bicycle facilities.
- g) Provide greater safety for pedestrians and bicyclists of all levels of ability, and safer interaction with users of other modes of transportation.
- h) Encourage the efforts and activities of citizen advocacy groups for pedestrian and bicycling by providing information and support for their programs.
- i) Promote the construction of bicycle and pedestrian facilities that will encourage greater use of these modes by the public for transportation, recreation and the pursuit of an active and healthy lifestyle.

5. Integration of Land Use and Transportation

Goal: A Transportation Plan that is integrated with local land use plans and development policies.

Objectives:

- a) Develop and maintain a transportation system that enhances the livability of all communities.
- b) Develop and maintain a transportation system that increases overall mobility and that support compact, mixed-use, transit-friendly, walkable/bikeable development.
- c) Identify to local governing bodies the impacts of different land use patterns and site designs on travel behavior and the changes in land use brought about by the expansion of existing transportation facilities and the construction of new facilities.
- d) Identify and recommend to local governing bodies land use patterns, parking requirements, and development regulations, which improve and support transportation efficiency and create compact, mixed use, transit-friendly, walkable/bikeable development.

6. Protection of Environment and Social Systems

Goal: A transportation system which serves the environment, cultural resources, and social systems.

Objectives:

- a) Conserve natural resources and reduce the rate of energy consumption.
- b) Protect and preserve archaeological, historic, culturally valuable and environmentally sensitive areas.
- c) Develop and implement modifications to the transportation system that reduce the rate of growth in vehicle miles traveled (VMT).
- d) Modify the transportation system to reduce the pollutants in highway runoff and the vehicle emissions, in accordance with federal, state and local Clean Air and Water legislation.

- e) Minimize the noise and dust generated by transportation facilities.
- f) Preserve culturally diverse areas of the region.
- g) Ensure that transportation facilities do not negatively effect disadvantaged populations disproportionately.

7. Monitoring, Reporting and Public Involvement

Goal: A transportation system which is monitored, evaluated and reported in order to make the system efficient, effective and compliant with these stated goals and to inform and involve citizens in the work of the DCHC MPO.

Objective:

- a) Establish performance and evaluation standards and techniques to measure and monitor:
 - a. the effectiveness of the overall transportation system in supporting access to goods, services, activities, and destinations.
 - b. the condition and effectiveness of the multi-modal street and highway system.
 - c. the condition and effectiveness of the public transportation system.
 - d. the condition and effectiveness of the pedestrian and bicycle system.
 - e. the integration and consistency of the transportation system with local land use plans and development policies.
 - f. the impact of proposed transportation investments on travel and land use patterns.
 - g. the impact of transportation on the natural environment, cultural resources, and social systems.
 - h. the effectiveness of the efforts to educate and involve the public and elected officials.
- b) Establish a reporting mechanism to inform the public and elected officials of the performance of the system and compliance with the stated goals.
- c) Educate the public and elected officials, in order to increase public understanding of both the options and the constraints of transportation alternatives.
- d) Bring a broad cross-section of members of the public into the public policy and transportation planning decision-making process.
- e) Encourage the public to take a proactive role in the development of the transportation system.
- f) Determine the public's knowledge, concerns, values, attitudes and/or perceived impacts of the transportation system.
- g) Determine which elements of the transportation system would support or diminish the public's desired lifestyle.

- h) Establish a channel for effective feedback from the public and elected officials to DCHC MPO.

From: Leon Meyers [lmeyers@lemeyersbuilders.com]

Sent: Saturday, August 04, 2007 10:33 AM

To: Henry, Andrew

Subject: MPO Survey

While I certainly appreciate the opportunity for convenient input in transportation planning, the awkward function of the present survey and its policy questions that lack all sense of respect for the compromises necessary in transportation planning makes me wonder what in the world is going on in the MPO. Asking citizens to make an exclusive choice between maintaining communities and improving transportation is so ludicrous that one can't help wonder what the design of the survey is meant to accomplish.

Leon Meyers
403-1883

From: Kelly Jarrett [kj1@duke.edu]
Sent: Tuesday, August 07, 2007 10:48 AM
To: Henry, Andrew
Subject: public transportation form

Dear Andrew Henry

Your public transportation survey was forwarded to me by a neighbor, and I went to the website and completed the survey. It was really annoying and frustrating--too wordy, too many choices that don't mean much to most people, and you couldn't just check the options that you wanted and move on without allotting all your points on the first couple of questions. So the choices I made after I selected and allotted my 20 points to the 3 or so items I think are the highest priorities are pretty meaningless--I was pretty much just filling in numbers to be able to move on.

I think you would have gotten a better sense of my preferences with more of the "do you favor X or Y" kind of questions or by letting me select my top 3 priorities from a SHORT AND CLEAR list.

I don't know how you're going to interpret your findings or who your target audience is--but this seems like a survey that is kind of rigged to a transportation specialist audience.

Kelly Jarrett

From: pat carstensen [pats1717@hotmail.com]
Sent: Tuesday, August 07, 2007 2:55 PM
To: Henry, Andrew
Subject: RE: Provide your input on the region's future transportation system

My initial comments:

* A continuing frustration is that Goal 1 says the transportation plan should support the local land use plan -- it never seems to try to feed back the idea that the local land use plan won't fly because we can't afford the transportation needs it engenders (tho later goals address this somewhat)

* None of the detailed objectives support the line in the first objective about protecting neighborhoods

* You need to not only develop, but also monitor and enforce, "performance standards that will measure the effectiveness of the urban area's overall transportation system in supporting access to goods, services, activities, and destinations."

* I really like that they will have design standards that support [better would be that encourage or enforce] safe speeds, and that they will be looking for staff and resources for bike and pedestrian travel

* It's not just the "dust and noise" that is a problem in neighborhoods. At least in my neighborhood, it is the homicidal-speed.

* The goal of "community involvement" is good, but they should look at more at how citizens can interact with other citizens to solve problems, spread solutions, etc.

* After the Minnesota bridge collapse, we need a whole new section on infrastructure safety and how robust the system is to loss of some transportation segments.

Regards, Pat Carstensen

TRANSPORTATION IN OUR REGION

Report Index

Your metropolitan planning organization has created nine goals through public outreach with people like you and discussion with elected officials. Please tell us how important each of these goals are to you: YOU CAN GIVE UP TO 20 POINTS FOR EACH GOAL, BUT THE TOTAL FOR ALL GOALS MUST EQUAL 100 POINTS - NO MORE AND NO LESS! This may require you to make some tough choices between competing goals, just like elected officials have to do in your community.

To accomplish the goals from the last question, the metropolitan planning organization has to develop specific objectives. Like the last question, YOU HAVE 100 POINTS TO ALLOCATE TO EACH OBJECTIVE, BUT THIS TIME YOU CAN ONLY ALLOCATE 10 POINTS AT MOST TO ONE OBJECTIVE. Again, you can help us see how you would balance objectives that sometimes complement or compete with one another.

While some of the objectives in the last question reinforce each other (for example, mixing land uses makes walking easier), other objectives are often in conflict. The following questions deal with some of the toughest choices that local, state and federal transportation agencies have to make. Tell us which choice you would make for each question. The choices are worded in a one-sided way, so feel free to offer comments on how you might make the choice easier.

ENVIRONMENT OR NEW ROADWAYS? Adding new capacity to our road system is expensive and often harmful to the natural environment. New roadways help temporarily relieve traffic congestion, may improve safety, and help spur new development to boost job growth and our economy.

COMMUNITY OR REGION? New transit stations, roadways, greenways, and other transportation improvements may negatively impact neighborhoods during and after they are constructed. The region needs to have more transportation projects to make traveling easier and safer.

NEW / LARGER ROADS OR TRANSIT, BICYCLING, AND WALKING? Transportation resources are very limited, and scarce resources are put to better use quickly constructing new biking, walking and transit services than big roadway projects that take longer and are often more expensive and harmful to human and natural environments. Roadway projects are the most needed transportation improvements and are used by the most people for everyday activities in our region; we should build more roadways to help the most people.

The following questions will help us make sure that we are getting information from everyone in our community. Your responses will not be used for any commercial purpose by the DCHC MPO or its member agencies.

Please tell us where you currently live.

Please tell us where you currently work.

Please tell us your household income.

Please tell us your race and ethnicity.

Before taking this survey, had you heard or read about the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization?

If you would like to be sent notices about other opportunities to get involved with transportation choices in your community, please choose "Yes" in the box below.

Please tell us how you would like to find out more about transportation decisions and the DCHC Metropolitan Planning Organization (check all that apply).

Your metropolitan planning organization has created nine goals through public outreach with people like you and discussion with elected officials. Please tell us how important each of these goals are to you: YOU CAN GIVE UP TO 20 POINTS FOR EACH GOAL, BUT THE TOTAL FOR ALL GOALS MUST EQUAL 100 POINTS - NO MORE AND NO LESS! This may require you to make some tough choices between competing goals, just like elected officials have to do in your community.

Mean

Response
Total

OVERALL
TRANSPORTATION

SYSTEM: A safe, efficient, attractive, multi-modal transportation system that: supports local land use; accommodates trip-making choices; maintains mobility; protects the environment and neighborhoods; and improves the quality of life for urban area residents.

16.3 171

MULTI-MODAL (AUTOMOBILE, TRANSIT, BICYCLING, WALKING) TRANSPORTATION: An attractive multi-modal street and highway system that allows people and goods to be moved safely, conveniently, and efficiently.

16.1 166

PUBLIC TRANSPORTATION: A convenient, accessible, and affordable public transportation system, provided by public and private operators, that enhances mobility and economic development.

15.2 174

PEDESTRIANS AND BICYCLISTS: A pedestrian and bicycle system that: provides an alternative means of transportation; allows greater access to public transit; and supports recreational opportunities.

16 170

LINKING LAND USE AND TRANSPORTATION: A Transportation Plan that is integrated with local land use plans and development policies.

12.3 166

PROTECTION OF THE NATURAL ENVIRONMENT AND PEOPLE COMMUNITIES: A multi-modal transportation








<p>system which provides access and mobility to all residents, while protecting the natural environment, cultural resources, and social systems.</p>	14.8	169
<p>ENGAGING THE PUBLIC: An ongoing program to inform and involve citizens throughout all stages of the development, update, and implementation of the Transportation Plan.</p>	8.9	145
<p>SAFETY AND SECURITY: Continue to improve transportation safety and ensure the security of the transportation system.</p>	9.4	129
<p>FREIGHT: Improve mobility and accessibility of freight (truck and rail transport of goods) movement</p>	5.4	119

Total # of respondents **185**. Statistics based on **185** respondents **0** filtered; **0** skipped.

To accomplish the goals from the last question, the metropolitan planning organization has to develop specific objectives. Like the last question, YOU HAVE 100 POINTS TO ALLOCATE TO EACH OBJECTIVE, BUT THIS TIME YOU CAN ONLY ALLOCATE 10 POINTS AT MOST TO ONE OBJECTIVE. Again, you can help us see how you would balance objectives that sometimes complement or compete with one another.

	Mean	Response Total
<p>Keep a healthy level of air quality and clean water in our streams, rivers, and wetland areas.</p>	8.8	176
<p>Bicycling in our community and region should be made easier, safer, and used more often.</p>	8.2	169
<p>Transportation projects should be cost efficient.</p>	6.6	132
<p>Transportation projects should reflect the values of the communities they pass near or through.</p>	5.3	121

<p>Agencies responsible for transportation projects should coordinate with each other frequently.</p>	6.9	156
<p>Transportation projects and land development should help preserve important historic sites, sensitive natural areas, animals and plants, as well as places valued by people in our community.</p>	7.9	165
<p>Transportation projects should be designed so that they are beautiful as well as functional and safe.</p>	6.1	138
<p>Transportation projects should accommodate freight (truck and rail), and support the economy.</p>	4.8	115
<p>The region should do more to educate people about safe driving, bicycling, and walking and how to use public transit.</p>	5.8	140
<p>The region should do more to make sure that low-income and minority people are engaged in making transportation decisions.</p>	5.2	125
<p>The transportation and land use system should reduce gas and electricity consumption.</p>	8.2	167
<p>We should seek out more innovative funding methods to help pay for transportation projects.</p>	5.8	124
<p>We should monitor our progress and communicate results more often to people</p>	4.9	115

	to get them more active in the planning process.	
	Land uses should be designed to make walking and bicycling easier by building shopping, homes, and workplaces closer together.	8.1 162
	Walking in our community and region should be made easier, safer, and more common.	7.8 162
	The region should adopt uniform performance standards for all kinds of transportation - biking, walking, roads, and public transit.	5.6 117
	The region needs to focus on expanding the public transit system; making catching or transferring between buses easier; and make riding a bicycle walking easier and safer.	8.5 167
	The region needs to focus on reducing congestion on the roads.	5.8 120
	The transportation system should be made safer to prevent accidents from happening.	4.6 105
	The transportation system should be made more secure from man-made and natural disasters.	3.3 94

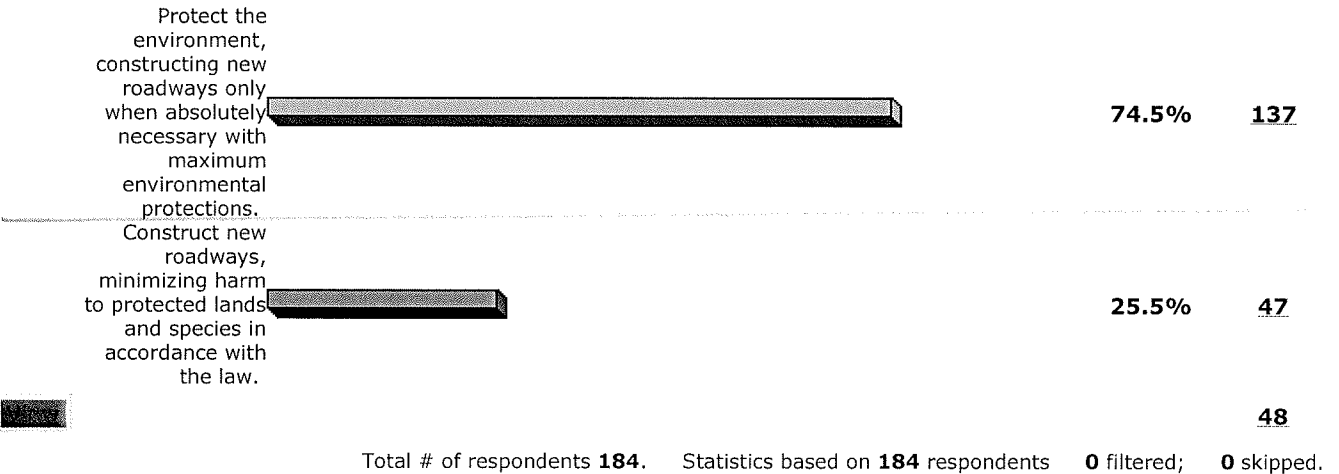
Total # of respondents **184**. Statistics based on **184** respondents **0** filtered; **0** skipped.



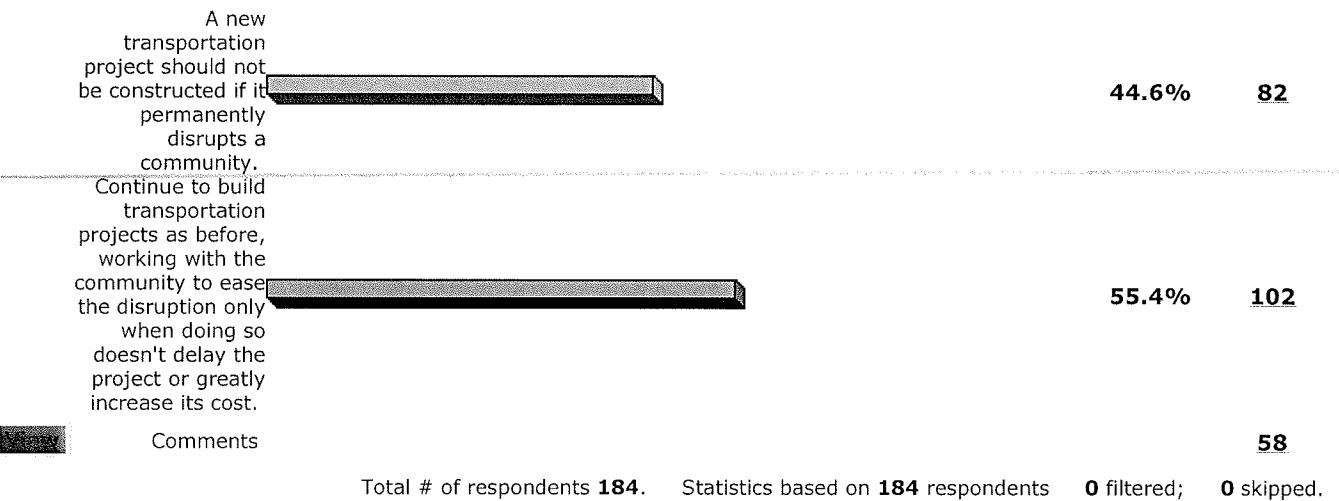
While some of the objectives in the last question reinforce each other (for example, mixing land uses makes walking easier), other objectives are often in conflict. The following questions deal with some of the toughest choices that local, state and federal transportation agencies have to make. Tell us which choice you would make for each question. The choices are worded in a one-sided way, so feel free to offer comments on

how you might make the choice easier.

ENVIRONMENT OR NEW ROADWAYS? Adding new capacity to our road system is expensive and often harmful to the natural environment. New roadways help temporarily relieve traffic congestion, may improve safety, and help spur new development to boost job growth and our economy.



COMMUNITY OR REGION? New transit stations, roadways, greenways, and other transportation improvements may negatively impact neighborhoods during and after they are constructed. The region needs to have more transportation projects to make traveling easier and safer.



NEW / LARGER ROADS OR TRANSIT, BICYCLING, AND WALKING? Transportation resources are very limited, and scarce resources are put to better use quickly constructing new biking, walking and transit services than big roadway projects that take longer and are often more expensive and harmful to human and natural environments. Roadway projects are the most needed transportation improvements and are used by the most people for everyday activities in our region; we should build more roadways to help the most people.

Build transit,

Response Percent Response Total

biking, and walking facilities, and limit roadway improvements to small intersection, signal and safety improvements.

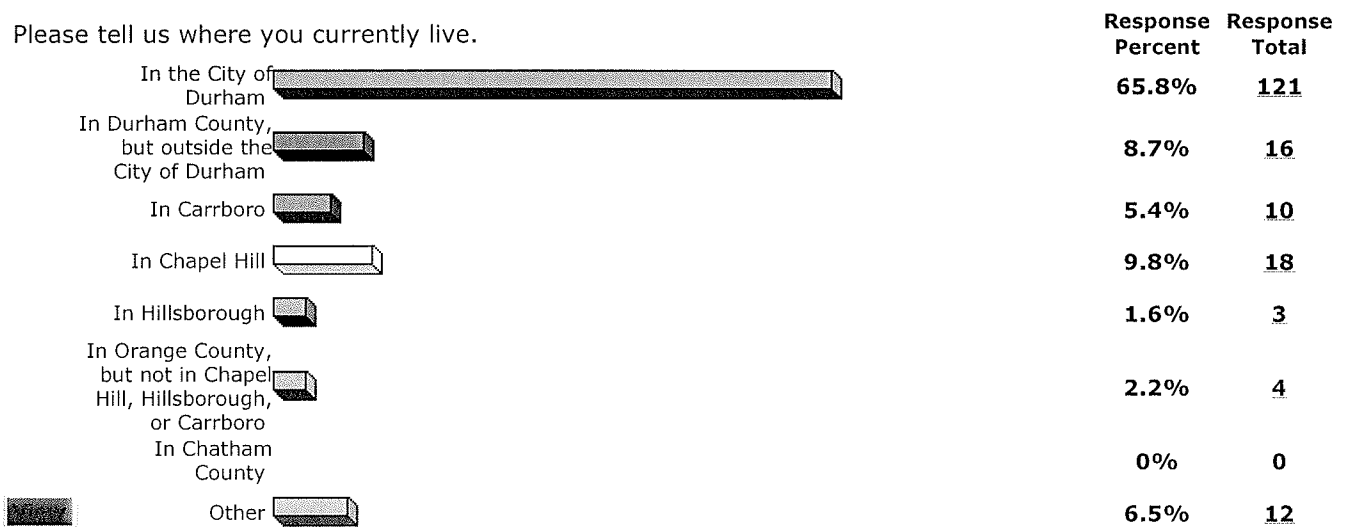
New roads and widened roads are the most important to build first; then worry about sidewalks, bicycle paths, and buses later.

Comments **58**

Total # of respondents **184**. Statistics based on **184** respondents **0** filtered; **0** skipped.

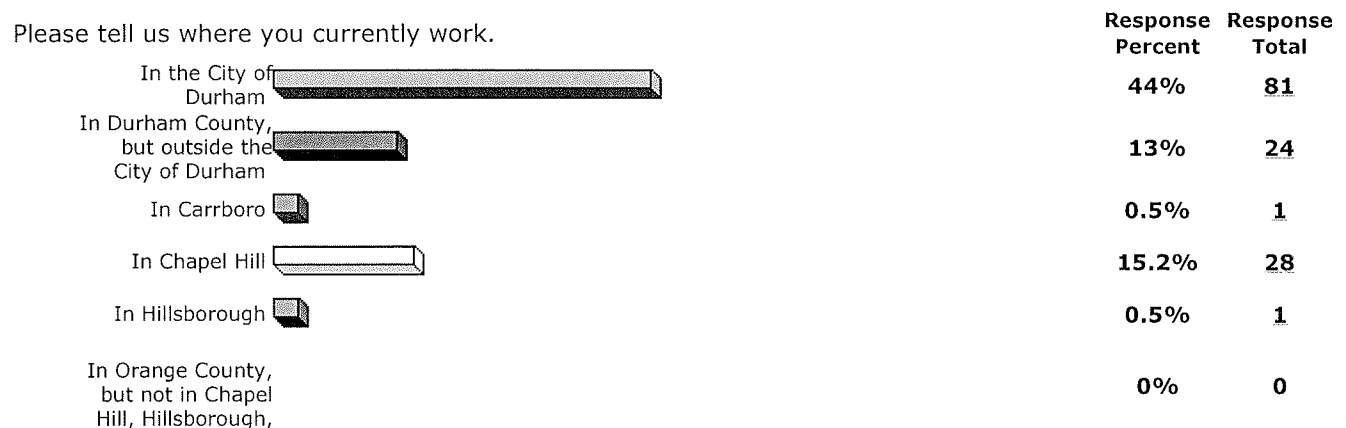
The following questions will help us make sure that we are getting information from everyone in our community. Your responses will not be used for any commercial purpose by the DCHC MPO or its member agencies.

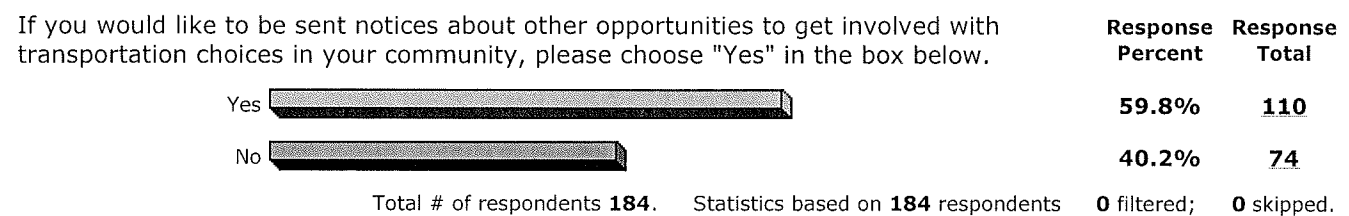
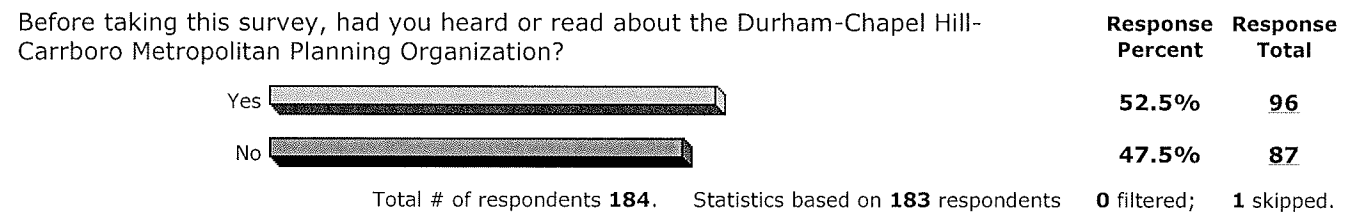
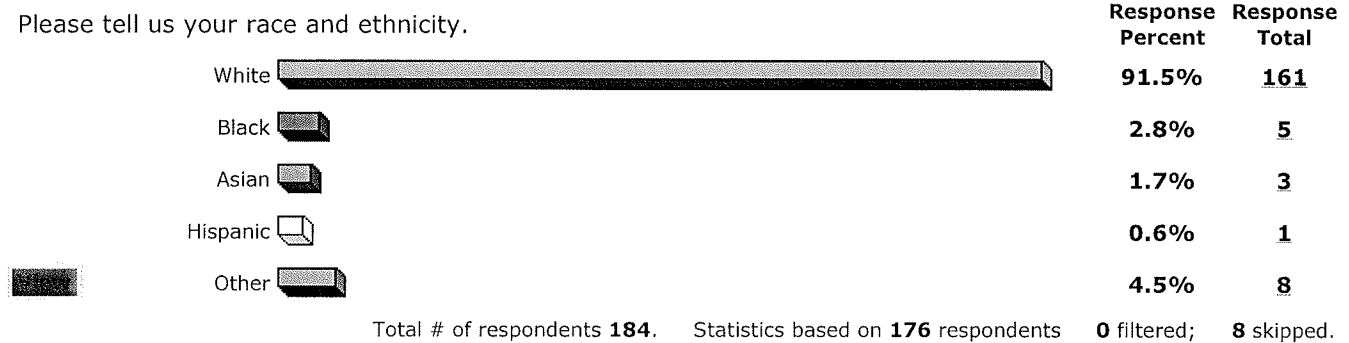
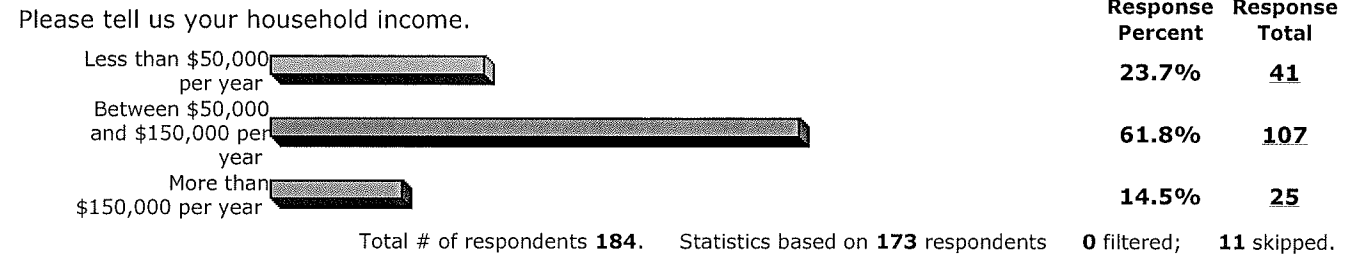
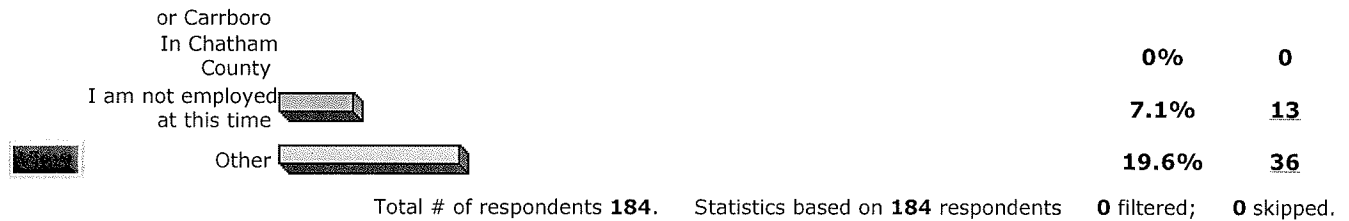
Please tell us where you currently live.



Total # of respondents **184**. Statistics based on **184** respondents **0** filtered; **0** skipped.







Please tell us where you currently work.





Please tell us how you would like to find out more about transportation decisions and the DCHC Metropolitan Planning Organization (check all that apply).

Category	Response Percent	Response Total

Send me notices of future events by email (use comment box below)		76.4%	84
Send me notices of future events to my street address (use comment box below)		6.4%	7
I will call the DCHC MPO staff (919.560.4366)		0.9%	1
I can visit the DCHC MPO website to find out more about the organization and upcoming events (www.dchcmpo.org)		13.6%	15
No need for more information about transportation now		1.8%	2
Type your contact information here, if desired		76.4%	84

Total # of respondents **184**. Statistics based on **110** respondents **0** filtered; **74** skipped.



MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency

DATE: September 12, 2007

RE: Draft FY 2009-2015 Transportation Improvement Program (TIP) Regional Priority List

The MPO creates a Regional Priority List to provide input to NCDOT on the Transportation Improvement Program (TIP). As part of the development of this list, the MPO uses a ranking methodology to assign points to projects submitted by member jurisdictions. Attachment 9A is this ranking methodology as approved by the TAC in June 2007. Attachment 9A includes a few minor revisions to the ranking methodology to fix problems and ambiguities that were identified by the TIP Subcommittee, LPA Staff, and the TCC during the application of the methodology. The ranking methodology divides projects up into three lists by mode.

LPA Staff applied the ranking methodology to the projects using information provided by the member jurisdictions. The TCC recommends that the TAC release the result of the application of the ranking methodology (Attachments 9B, 9C, and 9D) as the draft Regional Priority List. These tables should be used as one factor in the creation of the final Regional Priority List. The TAC should create the final Regional Priority List based on all of the following factors or sources of information:

- The results of the ranking methodology (Attachment 9B, 9C, and 9D)
- The submitted local priority lists (Attachment 9E)
- Public input
- Feedback from the member jurisdictions
- Policy initiatives or other non-technical or non-quantifiable factors

At this point, the ranking methodology should not be further revised to remain on schedule. The TAC can provide feedback to the LPA and TCC on ways that the methodology could be improved for the next Regional Priority List (FY 2011-2017). For purposes of the FY 2009-2015 TIP, the TAC is encouraged to reorder projects in the draft Regional Priority List based on factors that were not included in the ranking methodology such as policy initiatives or other non-technical or non-quantifiable factors.

The TAC should schedule a public hearing on the draft Regional Priority List at the October TAC meeting. The TAC should also request that member jurisdictions review the draft Regional Priority List and provide feedback to the LPA by the October TAC

meeting. The final Regional Priority List is expected to be approved by the TAC at the November meeting.

NCDOT will be releasing a draft State Transportation Improvement Program (STIP) in October 2007. The final Regional Priority List will be used by the MPO to make adjustments to the draft STIP and to create the 2009-2015 Metropolitan Transportation Improvement Program (MTIP). The final STIP is expected to be approved in May or June 2008.

Ranking Methodology in Detail

There are a few items to note when looking at the application of the ranking methodology (Attachments 9B, 9C, and 9D):

1. Some jurisdictions ranked their projects by mode. Some ranked their projects all together in one list. Since the ranking methodology divides projects by mode, LPA Staff reassigned priority rankings so that each jurisdiction has a #1 ranked project in each mode, a #2 ranked project in each mode, etc.
2. Transportation Demand Management (TDM) and Intelligent Transportation Systems (ITS) projects were submitted by Durham and Durham County. These have been classified as highway projects. However, the ranking methodology is difficult to apply to projects like these.
3. For the bicycle/pedestrian projects, the TIP Subcommittee recommended adding together the bicycle and pedestrian travel demand points if a project includes both bicycle and pedestrian improvements. The result is that no "bike only" or "sidewalk only" projects rank very high while projects that have benefits to multiple modes rank higher.
4. Chatham County submitted a project for a roadway/bicycle/pedestrian plan in northeast Chatham County near Cary. This is an unconventional TIP project and may be better as an STPDA or UPWP project.
5. Chapel Hill provided a bicycle pedestrian project that is a package of 15 intersection improvements throughout the Town. The ranking methodology was applied to each of the 15 projects and then the points were either assigned by an average of the 15 projects or a sum of the 15 projects. The travel demand points and connectivity points are a sum, the rest of the point categories are an average.
6. The transit ranking methodology did not allow for much differentiation between projects. In addition, as intended, replacement vehicles received the most points because the points for essential services were weighted double (maximum of 8 points).

TTA Statement on the Transit Ranking Methodology

“While it is certainly a good thing to try to direct funds for transit projects to those with any riders, TTA staff wishes to point out to the TAC that there are other priorities that can get lost in this being the primary criterion for transit benefits. This criterion will tend to de-value long-distance transit trips. Another common metric for evaluating transit benefits which levels the playing field for services of different distances is passenger miles, which is used in the FTA's 5307 funds program as a primary metric.

Within DCHC, Chapel Hill Transit's current average trip length is about 2.0 miles. DATA's average trip length is about 4.2 miles, while TTA's average trip length is approximately 11.2 miles. Chapel Hill Transit carries almost 9-10 times as many passengers as TTA, yet only carries 1.4 times the amount of TTA's passenger miles. It is important for TAC members to recognize that there should be a close connection between their goals and the criterion used to rate projects for funding. Projects that produce the most riders may or may not be the best transit projects to reduce growth of Vehicle Miles Traveled (VMT) or address congestion in a corridor.”

**DURHAM-CHAPEL HILL-CARRBORO MPO
METHODOLOGY FOR RANKING
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM
PRIORITY PROJECT REQUESTS (FY 2009-2015)**

INTRODUCTION

The purpose of the Regional Priority List is to facilitate determination of the region's project priorities to be used in development of a fiscally constrained Transportation Improvement Program (TIP). SAFETEA-LU calls for a TIP development process that documents a methodology for ranking project requests, reflects local and metropolitan goals, and addresses mobility, environmental and air quality goals.

OBJECTIVE

The methodology outlined below is designed to address multi-modal transportation needs and to ensure regional balance through the use of specific technical criteria. The Technical Coordinating Committee (TCC) will use the methodology to develop a draft Regional Priority List. This draft Priority List is to be used as a starting point or a reference base by the Transportation Advisory Committee (TAC) for the approval of a final Regional Priority List.

The TAC may reorder projects at its discretion to promote jurisdictional and geographical balance, or based upon the TAC members' knowledge of the urban area and the policies of their communities.

Therefore, the TCC will make its technical recommendation on a draft Priority List based on the methodology described in this document, and the TAC will then be afforded the opportunity to make any changes it deems appropriate.

METHODOLOGY GOALS

- Produce a program of projects (or project priorities) which satisfies MPO, local and state goals, and addresses SAFETEA-LU policies of system preservation, operational efficiency in the movement of people and goods, multi/inter-modalism, and air quality mandates.
- Be simple enough for project-level analysis without requiring unnecessary data collection.
- Be understandable by the general public.

PROCEDURE FOR RANKING PROJECTS

1. Goal Setting For Regional Priority List

Since the Regional Priority List should be a subset of the DCHC MPO Long Range Transportation Plan (LRTP), the goals for the regional priority list are the same as the DCHC MPO goals and objectives in the 2030 LRTP.

2. Ranking Criteria

The screening criteria for project ranking fall into four broad groups:

- a. Regional Goals - How well does the project meet the adopted regional goals? Is the project an element of the current long-range plan? Does it implement community objectives (for the intrastate system, does it meet NCDOT mobility objectives)? Does the project have a broad base of local support?
- b. Cost Effectiveness - How much benefit does the project offer compared to the estimated cost?
- c. Timing Factor - Is timing a critical element for the project (one-time opportunity)? Will the opportunity to do the project be lost if it is not in the current priority cycle?
- d. Specific Project Merits - How many points does a project receive using scoring criteria?

APPLICATION OF THE METHODOLOGY

1. There are three separate ranking methodologies based on the primary mode of transportation: 1) highway; 2) bicycle and pedestrian; and 3) transit. ITS, TSM, and TDM projects would be included in whichever mode best fits the specific project. The three ranking methodologies are independent of each other. Points for different modes are on different scales and are not comparable.
2. Local jurisdictions may elect to use the ranking methodology to create their local priority lists but are not required to do so. When the local priority lists are submitted to the MPO, local jurisdictions are requested to provide project information and, in some cases, award points in categories. Some point categories can only be applied by the MPO once all projects have been submitted and evaluated.
3. The TCC first examines the consistency in which local jurisdictions have responded to the project criteria. If the criteria are not applied consistently, the TCC can agree to change some criteria responses for consistency among all projects.
4. Project criteria points are weighted and totaled for each project request using the three modal ranking methodologies outlined on pages 7 through 10 of this document.
3. Projects receiving the same number of project criteria points are ordered by the local ranking. If the local ranking is also the same (for example, Orange-1 vs. Chapel Hill-1), then the project with the most additional local rankings will be ranked higher. If the projects also have the same number of additional local rankings, then the project with the highest additional local ranking will be ranked higher.
4. The draft Regional Priority List will consist of three modal priority lists: 1) highway; 2) bicycle and pedestrian; and 3) transit. Projects with the highest number of project criteria points are selected first – taking into consideration local priority rankings, geographical balance, and a mixture of project types.
5. The draft Regional Priority List is then forwarded to the TAC, as the TCC's recommended project priorities for the urban area.
6. The TAC will use the draft Regional Priority List as a starting point for the creation of the final Regional Priority List. The TAC may wish to combine the three modal lists into one comprehensive list. If this is done, it is important to note that the points are not comparable across different modes.

MODAL RANKING METHODOLOGIES IN DETAIL

Highway

All seven point categories are weighted equally. A maximum of four points can be received for each point category. After roadway projects are ranked, the projects will be sorted by estimated cost into two lists so that high cost and low cost projects can be considered separately.

1. *Travel Demand* - This category awards points to projects based on the level of travel demand. For road projects, travel demand is measured by the volume to capacity (V/C) ratio based on the 2035 socio-economic data on the existing plus committed network. For new road facilities in which traffic counts are not available, volumes on a parallel existing facility may be used. Projects must have a V/C ratio of at least 0.80 to receive points. All projects with a V/C greater than 0.80 will be divided equally into four quartiles based on V/C ratio. Assigning points by quartile will ensure that points are distributed evenly and that projects are compared relative to each other. Traffic signal systems, Intelligent Transportation Systems (ITS), and Transportation Demand Management (TDM) projects receive four points because these projects reduce congestion system-wide.

Local jurisdictions are asked to provide the V/C ratio for their local priorities. MPO staff will divide the projects into quartiles and award points.

2. *Safety (Accidents/100 Million Vehicle Miles)* - Safety points are awarded to projects with reported accident rates significantly greater than statewide averages for urban road segments – the statewide average is 330 to 370 accidents per 100 million vehicle miles (or, 330-370 ACC/100 MVM). Projects must have an accident rate of at least 300 ACC/100 MVM to receive points. All projects with an accident rate of at least 300 ACC/100 MVM will be divided equally into four quartiles based on accident rate. Assigning points by quartile will ensure that points are distributed evenly and that projects are compared relative to each other. Traffic signal systems, Intelligent Transportation Systems (ITS), and Transportation Demand Management (TDM) projects receive four points because these projects improve safety system-wide.

Local jurisdictions are asked to provide the accident rate for their local priorities. MPO staff will divide the projects into quartiles and award points.

3. *Environmental Impacts – natural environment* - Points are awarded based on the impact on wetlands, streams, wildlife habitat, parks, and air quality.

The MPO will provide local jurisdictions a base map of environmental areas. Local jurisdictions are asked to apply the ranking methodology based on a GIS analysis.

4. *Community Impacts* – Points are awarded based on the impact on neighborhoods and communities.

Local jurisdictions are asked to apply the ranking methodology based on a GIS analysis.

5. *Environmental Justice*- Points are awarded based on the impact on low-income and minority populations. This item is designed to penalize projects that may have negative impacts on low income areas or federally recognized disadvantaged groups.

The MPO will provide local jurisdictions a base map that indicates which Transportation Analysis Zones have a high percentage of minority and low income populations. Local jurisdictions are asked to apply the ranking methodology based on a GIS analysis.

6. *Funding Status in the Transportation Improvement Program (TIP)* - Points are awarded to projects based on the percentage of the total project cost that is funded in the currently adopted Transportation Improvement Program (TIP), or if the project has postyear status in the TIP.

Local jurisdictions are asked to provide funding status and apply the ranking methodology.

7. *Benefits to Other Modes of Transportation or Deployment of New Technology* – Points are awarded to projects based on how they benefit other modes of transportation and deploy new technology (carpool, transit, bicycle, pedestrian, ITS, and TDM). For example, a road widening that adds additional travel lanes, bicycle lanes, and sidewalks on a transit route would benefit 3 other modes.

Local jurisdictions are asked to describe the benefits and apply the ranking methodology.

Bicycle and Pedestrian

All eight point categories are weighted equally. A maximum of three points can be received for each point category.

1. *Street Classification* - This category awards points to projects based on the type of road the bicycle and pedestrian facility is provided on. Off-road greenways are based on the parallel or alternate roadways. More points are provided for higher classification facilities to reflect the safety hazard for bicyclists and pedestrians on larger busier roadways. The street classification should be taken from the Federal Functional Classification maps on the NCDOT website.

Local jurisdictions are asked to provide the street classification and apply the ranking methodology.

2. *Right-of-Way Availability* – This category awards points to projects based on the right-of-way available for the project. Right-of-way should be estimated based on the local jurisdiction's best knowledge of the area. Extensive research into property deeds is not required.

Local jurisdictions are asked to provide an estimate of right-of-way and apply the ranking methodology.

3. *Travel Demand* – This category awards points to projects based on the proximity to schools, colleges, major retail centers, transit routes, and major employment centers. The bicycle and pedestrian project travel demand worksheet will be used to assign interim points for each project. Projects will be divided equally into four quartiles based on the interim points. Final points will be assigned by quartile to ensure that points are distributed evenly and that projects are compared relative to each other.

The interim points are assigned using two different tables for bicycle/multi-use paths and pedestrian projects to reflect the different travel times and accessibility of the two modes. The numbers of land uses or amenities within the specified distance for the project are recorded on the worksheet. The worksheet multiplies the number of land uses by the appropriate points and total points are calculated by the worksheet. The land uses considered are schools (public or private elementary, middle, or high schools), colleges and universities, major retail centers (major as defined by the local jurisdiction), major employment centers (major as defined by the local

jurisdiction), and transit routes. If a project includes both bicycle and pedestrian improvements, the travel demand points are added together for a total.

Local jurisdictions are asked to provide the number of land uses served by the project in the travel demand worksheet. MPO staff will divide the projects into quartiles and award final points.

4. *Environmental Impacts – natural environment* - Points are awarded based on the impact on wetlands, streams, wildlife habitat, parks, and air quality.

The MPO will provide local jurisdictions a base map of environmental areas. Local jurisdictions are asked to apply the ranking methodology based on a GIS analysis.

5. *Community Impacts* – Points are awarded based on the impact on neighborhoods and communities. Population density should also be considered for the benefits to the community. The MPO will provide local jurisdictions a map of population density.

Local jurisdictions are asked to apply the ranking methodology based on a GIS analysis.

6. *Environmental Justice* - Points are awarded based on the impact on low-income and minority populations. This item is designed to reward projects that may have positive impacts on low income areas or federally recognized disadvantaged groups. Most bicycle and pedestrian projects directly benefit neighborhoods by increasing accessibility and safety. If negative impacts are expected, the project will not receive points.

The MPO will provide local jurisdictions a base map that indicates which Transportation Analysis Zones have a high percentage of minority and low income populations. Local jurisdictions are asked to apply the ranking methodology based on a GIS analysis.

7. *Connectivity to Existing Bicycle and Pedestrian Facilities* - Points are awarded based on if projects connect to existing bicycle and pedestrian facilities. This will reward projects that extend the existing bicycle and pedestrian network. Projects will be divided equally into four quartiles based on the number of connections. Final points will be assigned by quartile to ensure that points are distributed evenly and that projects are compared relative to each other.

Local jurisdictions are asked to provide a list of facilities that the project will connect. MPO staff will divide the projects into quartiles and award final points.

8. *Funding Status in the Transportation Improvement Program (TIP)* - Points are awarded to projects based on the percentage of the total project cost that is funded in the currently adopted Transportation Improvement Program (TIP), or if the project has postyear status in the TIP.

Local jurisdictions are asked to provide funding status and apply the ranking methodology.

Transit

Transit projects are awarded points based on seven categories. A maximum of four points can be received for each point category. Essential services is weighted double the other point categories. Most projects will not receive points in every category because transit projects often have specific purposes.

After transit projects are ranked, the projects will be sorted into two lists for short- and long-term needs. These lists should correspond to what is shown as funded (short-term) and unfunded (long-term) in the TIP.

1. *Expansion of Existing Routes* - Projects that expand existing routes are awarded points based on travel demand on the existing route as is measured by the vehicle crowding or load factor. The load factor used will be the average daily riders divided by the product of the peak vehicle pullout and the average vehicle capacity. The load factor is calculated separately for bus and paratransit vehicles. Projects will be divided equally into four quartiles based on the load factor. Final points will be assigned by quartile to ensure that points are distributed evenly and that projects are compared relative to each other.

Local jurisdictions are asked to provide the load factor. MPO staff will divide the projects into quartiles and award points.

2. *Regional Connectivity* – Projects receive points based on the number of connections to other transit systems. The transit systems considered are: DATA, Chapel Hill Transit, TTA, Orange Public Transit, Duke University Transit, Chatham Transit Network (must connect in Chatham County), and Capital Area Transit (CAT). These are the fixed route systems in the MPO with the exception of the Chatham Transit Network because Chatham County does not have a fixed route service.

Local jurisdictions are asked to apply the ranking methodology.

3. *Essential Services* – Projects receive points based on if the project provides funds to maintain the current level of transit service. This category will award points for maintenance projects and replacement vehicles. This point category is weighted double to reflect the importance of maintaining the existing system.

Local jurisdictions are asked to apply the ranking methodology.

4. *Enhancement of Existing Service of New Service* – Projects receive points based on the estimated increase in new riders. For new service, this should be based on surveys or other market research. For enhancements of existing service (bus shelters, ITS projects, etc.), this should be based on studies of similar projects. Jurisdictions are expected to document and justify their estimates. Projects will be divided equally into four quartiles based on the number of new riders. Final points will be assigned by quartile to ensure that points are distributed evenly and that projects are compared relative to each other.

Local jurisdictions are asked to provide the number of new riders anticipated. MPO staff will divide the projects into quartiles and award points.

5. *Funding Status in the Transportation Improvement Program (TIP)* - Points are awarded to projects based on the percentage of the total project cost that is funded in the currently adopted Transportation Improvement Program (TIP), or if the project has post year status in the TIP.

Local jurisdictions are asked to provide funding status and apply the ranking methodology.

6. *Environmental Impacts – natural environment* - Points are awarded based on the impact on wetlands, streams, wildlife habitat, parks, and air quality.

The MPO will provide local jurisdictions a base map of environmental areas. Local jurisdictions are asked to apply the ranking methodology based on a GIS analysis.

7. *Community Impacts* – Points are awarded based on the impact on neighborhoods and communities.

Local jurisdictions are asked to apply the ranking methodology based on a GIS analysis.

OBSERVATIONS

The order of transit priorities could vary significantly from year to year if anticipated funding sources are reduced or eliminated by Congress.

- Mandates (e.g., the American's with Disabilities Act) may take precedence when programming projects from the Regional Priority List in the TIP.
- The fiscal constraints of programming projects in the TIP may result in the programming of less expensive, lower ranked projects.
- Some lower ranking projects may be implemented earlier than a higher ranked, large project due to the time constraints associated with a more complex project (i.e., major investment studies, preparing environmental documents, designing the project, right-of way acquisition, etc.).
- The significance of ranking more than 25 projects is minimal, at best due, to the availability of project funds.

ROADWAY

	RANKING CRITERIA (MEASURES)	SCORE (points)	Category Weight
1	<i>Travel Demand</i>		1
	2035 volume to capacity ratio (v/c) on existing or parallel roadway		
	Traffic Signal System, TDM, ITS Projects	4	
	First quartile of ranked projects, v/c >0.80	4	
	Second quartile of ranked projects, v/c >0.80	3	
	Third quartile of ranked projects, v/c >0.80	2	
	Fourth quartile of ranked projects, v/c >0.80	1	
	v/c <= 0.80	0	
2	<i>Safety</i>		1
	Accident rate (accidents/100 million VMT)		
	Traffic Signal System, TDM, ITS Projects	4	
	First quartile of ranked projects, Accident Rate >300 accidents/100 million VMT	4	
	Second quartile of ranked projects, Accident Rate >300 accidents/100 million VMT	3	
	Third quartile of ranked projects, Accident Rate >300 accidents/100 million VMT	2	
	Fourth quartile of ranked projects, Accident Rate >300 accidents/100 million VMT	1	
	Accident Rate <=300 accidents/100 million VMT	0	
3	<i>Environmental Impacts - natural environment</i>		1
	Based air quality impacts and GIS analysis including wetlands, stream crossings, wildlife habitat, parks, etc.		
	No negative or adverse impacts or positive impact	4	
	Low negative or adverse impacts	3	
	Medium negative or adverse impacts	2	
	Medium-High negative or adverse impacts	1	
	High negative or adverse impacts no mitigation	0	
4	<i>Community Impacts</i>		1
	Based on GIS analysis including proximity to neighborhoods		
	No negative or adverse impacts or positive impact	4	
	Low negative or adverse impacts	3	
	Medium negative or adverse impacts	2	
	Medium-High negative or adverse impacts	1	
	High negative or adverse impacts no mitigation	0	
5	<i>Environmental Justice</i>		1
	Based on GIS analysis of low-income and minority areas (TAZ)		
	Positive impact	4	
	No negative or adverse impacts	3	
	Low negative or adverse impacts	2	
	Medium negative or adverse impacts	1	
	High negative or adverse impacts	0	
6	<i>Funding Status in TIP</i>		1
	Partially funded in current TIP cycle at least 25% of total cost (construction & ROW)	4	
	Partially funded in current TIP cycle at least 10% of total cost (construction & ROW)	3	
	Partially funded in current TIP cycle at least 5% of total cost (construction & ROW)	2	
	Partially funded in post year (construction & ROW)	1	
	Not programmed in TIP	0	
7	<i>Benefits to Other Modes of Transportation or Deployment of New Technology</i>		1
	Any 4 or more modes (Carpool, transit, bike, pedestrian, ITS, TDM)	4	
	Any 3 modes (Carpool, transit, bike, pedestrian, ITS, TDM)	3	
	Any 2 modes (Carpool, transit, bike, pedestrian, ITS, TDM)	2	
	Any 1 mode (Carpool, transit, bike, pedestrian, ITS, TDM)	1	
	No other modes	0	

BIKE/PED

	RANKING CRITERIA (MEASURES)	SCORE (points)	Category Weight
1	<i>Street Classification of Roadway or Parallel Roadway for Off-Road Facilities</i>		1
	Arterial	3	
	Collector	2	
	Local	1	
2	<i>Right-of-Way Availability</i>		1
	Adequate right-of-way available	3	
	Some right-of-way available	2	
	Much right-of-way needed	1	
	Major barriers to right-of-way acquisition	0	
3	<i>Travel Demand</i>		1
	Based on proximity to schools, colleges, parks, major retail centers, transit, and major employment centers (see attached worksheet)		
	First quartile of ranked projects	3	
	Second quartile of ranked projects	2	
	Third quartile of ranked projects	1	
	Fourth quartile of ranked projects	0	
4	<i>Environmental Impacts - natural environment</i>		1
	Based air quality impacts and GIS analysis including wetlands, stream crossings, wildlife habitat, parks, etc.		
	High positive impact	3	
	Medium positive impact	2	
	Low positive impact	1	
	Negative impact	0	
5	<i>Community Impacts</i>		1
	Based on GIS analysis including proximity to neighborhoods		
	High positive impact	3	
	Medium positive impact	2	
	Low positive impact	1	
	Negative impact	0	
6	<i>Environmental Justice</i>		1
	Based on GIS analysis of low-income and minority areas (TAZ)		
	High positive impact	3	
	Medium positive impact	2	
	Low positive impact	1	
	Negative impact	0	
7	<i>Connectivity to Existing Bicycle and Pedestrian Facilities</i>		1
	First quartile of ranked projects	3	
	Second quartile of ranked projects	2	
	Third quartile of ranked projects	1	
	Fourth quartile of ranked projects	0	
8	<i>Funding Status in TIP</i>		1
	Partially funded in current TIP cycle at least 25% of total cost (construction & ROW)	3	
	Partially funded in current TIP cycle at least 10% of total cost (construction & ROW)	2	
	Partially funded in post year (construction & ROW)	1	
	Not programmed in TIP	0	

BIKE/PED TRAVEL DEMAND WORKSHEET

For Bicycle Projects or Multi-Use Trails

A project will receive points based on its proximity to the following land uses:

		Proximity				Total Points
		# within 1 mile	2 points per #	# within 2 miles	1 point per #	
Land Use	Schools		0		0	
	Colleges		0		0	
	Parks		0		0	
	Major Retail Centers		0		0	
	Major Employment Centers		0		0	
	Transit Routes		0		0	
Total			0	+	0	0

For Pedestrian Projects

A project will receive points based on its proximity to the following land uses:

		Proximity				Total Points
		# within 1/4 mile	2 points per #	# within 1/2 mile	1 point per #	
Land Use	Schools		0		0	
	Colleges		0		0	
	Parks		0		0	
	Major Retail Centers		0		0	
	Major Employment Centers		0		0	
	Transit Routes		0		0	
Total			0	+	0	0

Projects will be ranked by total points and categorized into quartiles.

The final points for this travel demand will be based on the quartile.

	Points
First quartile of ranked projects	3
Second quartile of ranked projects	2
Third quartile of ranked projects	1
Fourth quartile of ranked projects	0

TRANSIT

	RANKING CRITERIA (MEASURES)	SCORE (points)	Category Weight
1	<i>Expansion of Existing Routes</i>		1
	Vehicle crowding (load factor) on a specific route (daily riders/peak vehicle capacity)		
	First quartile of ranked projects	4	
	Second quartile of ranked projects	3	
	Third quartile of ranked projects	2	
	Fourth quartile of ranked projects	1	
2	<i>Regional Connectivity</i>		1
	Connections to other transit systems		
	Provides 4 or more connections	4	
	Provides 3 connections	3	
	Provides 2 connections	2	
	Provides 1 connection	1	
	Does not provide a connection	0	
3	<i>Essential Services (maintenance or replacement vehicles)</i>		2
	Provides an essential service to maintain the current level of transit service	4	
	Does not provide an essential service	0	
4	<i>Enhancement of Existing Service or New Service</i>		1
	Estimated number of new riders		
	First quartile of ranked projects	4	
	Second quartile of ranked projects	3	
	Third quartile of ranked projects	2	
	Fourth quartile of ranked projects	1	
5	<i>Funding Status in TIP</i>		1
	Partially funded in current TIP cycle at least 25% of total cost	4	
	Partially funded in current TIP cycle at least 10% of total cost	3	
	Partially funded in current TIP cycle at least 5% of total cost	2	
	Partially funded in post year	1	
	Not programmed in TIP	0	
6	<i>Environmental Impacts - natural environment</i>		1
	Based air quality impacts and GIS analysis including wetlands, stream crossings, wildlife habitat, parks, etc.		
	High positive impact	4	
	Medium positive impact	3	
	Low positive impact	2	
	Low negative impact	1	
	High Negative impact	0	
7	<i>Community Impacts</i>		1
	Based on GIS analysis including proximity to neighborhoods		
	High positive impact	4	
	Medium positive impact	3	
	Low positive impact	2	
	Low negative impact	1	
	High Negative impact	0	

TRANSIT PROJECTS

Rank	Name	Local Priority #	1: Expansion of Existing Routes		2: Regional Connectivity		3: Essential Services		4: Enhancement of Existing Service		5: Funding Status		6: Environmental Impacts		7: Community Impacts		Total Points
			Load Factor	Points	Connections	Points	Yes/No	Points	Number of New Riders/Day	Points	Percent funded	Points	Impact	Points	Impact	Points	
1	Paratransit Fleet Replacement	1 - TTA	n/a	0	5	4	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	19
2	Replacement Buses	1 - CH; 1 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18
3	Purchase 31 40-foot Hybrid Buses for Service Replacement	6 - D 6 - DC	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18
4	Replacement Buses	7 - CH; 7 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18
5	Replacement Buses	14 - CH; 14 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18
6	Replacement Buses	16 - CH; 16 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18
7	Replacement Buses	22 - CH; 22 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	HighPos	4	HighPos	4	18
8	Replacement Vans	2 - CH; 2 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17
9 (tie)	Replacement Support Vehicles	3 - CH; 3 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17
9 (tie)	Purchase 18 paratransit vans for svc. Replacement	3 - D 3 - DC	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17
11	Replacement Support Vehicles	4 - CH; 4 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17
12	Replacement Service Trucks	5 - CH; 5 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17
13	Replacement Vans	9 - CH; 9 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17
14	Replacement Support Vehicles	10 - CH; 10 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17
15	Replacement Support Vehicles	13 - CH; 13 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17
16	Replacement Service Trucks	18 - CH; 18 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17
17	Replacement Vans	19 - CH; 19 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17
18	Replacement Support Vehicles	20 - CH; 20 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17
19	Replacement Support Vehicles	21 - CH; 21 - C	n/a	0	2	2	yes	8	n/a	0	Unfunded	0	MedPos	3	HighPos	4	17
20	Purchase 12 Hybrid Buses for Service Expansion	1 - D 1 - DC	9.63	4	2	2	no	0	n/a	0	Unfunded	0	HighPos	4	HighPos	4	14
21	Regional Transit Service Phase 2	7 - D; 7 - DC; 26 - C	1.86	2	4	4	no	0	n/a	0	Unfunded	0	HighPos	4	HighPos	4	14
22	Expansion Buses	8 - CH; 8 - C	4.76	4	2	2	no	0	n/a	0	Unfunded	0	HighPos	4	HighPos	4	14
23	Expansion Buses	11 - CH; 11 - C	4.76	4	2	2	no	0	n/a	0	Unfunded	0	HighPos	4	HighPos	4	14
24	Expansion Buses	15 - CH; 15 - C	4.76	4	2	2	no	0	n/a	0	Unfunded	0	HighPos	4	HighPos	4	14
25	Expansion Buses	17 - CH; 17 - C	4.76	4	2	2	no	0	n/a	0	Unfunded	0	HighPos	4	HighPos	4	14
26	Expansion Buses	23 - CH; 23 - C	4.76	4	2	2	no	0	n/a	0	Unfunded	0	HighPos	4	HighPos	4	14
27	Expansion Buses	24 - CH; 24 - C	4.76	4	2	2	no	0	n/a	0	Unfunded	0	HighPos	4	HighPos	4	14
28	15-501 Bus Route	1 - CC	1.86	2	3	3	no	0	n/a	0	Unfunded	0	HighPos	4	HighPos	4	13

Rank	Name	Local Priority #	1: Expansion of Existing Routes		2: Regional Connectivity		3: Essential Services		4: Enhancement of Existing Service		5: Funding Status		6: Environmental Impacts		7: Community Impacts		Total Points
			Load Factor	Points	Connections	Points	Yes/No	Points	Number of New Riders/Day	Points	Percent funded	Points	Impact	Points	Impact	Points	
29	Paratransit Fleet Expansion	4 - TTA	0.83	1	5	4	no	0	n/a	0	Unfunded	0	HighPos	4	HighPos	4	13
30	Fixed Guideway to Carolina North	25 - C	1.86	2	3	3	no	0	n/a	0	Unfunded	0	HighPos	4	HighPos	4	13
31	Regional Transit Svc. Phase 1	2 - D 2 - DC	1.86	2	2	2	no	0	n/a	0	Unfunded	0	HighPos	4	HighPos	4	12
32	Real Time Passenger Information Project	2 - TTA	n/a	0	2	2	no	0	1090	2	Unfunded	0	HighPos	4	HighPos	4	12
33	Vanpool Fleet Expansion	3 - TTA	0.91	1	5	4	no	0	n/a	0	Unfunded	0	MedPos	3	HighPos	4	12
34	Park and Ride Lot	6 - CH; 6 - C	n/a	0	0	0	no	0	2019	4	Unfunded	0	HighPos	4	HighPos	4	12
35	Park and Ride Lot Expansion - Design and Land Acquisition	12 - CH; 12 - C	n/a	0	0	0	no	0	2019	4	Unfunded	0	HighPos	4	HighPos	4	12
36	Purchase 6 Paratransit Vans for Service Expansion	4 - D 4 - DC	2.23	2	2	2	no	0	n/a	0	Unfunded	0	MedPos	3	HighPos	4	11
37	Bus Priority at Traffic Signals along 15-501	5 - TTA	n/a	0	2	2	no	0	646	1	Unfunded	0	HighPos	4	HighPos	4	11
38	Purchase land and construct a 500 space Park and Ride Lot in the Treyburn area	5 - D 5 - DC	n/a	0	0	0	no	0	2000	3	Unfunded	0	MedPos	3	HighPos	4	10

Key:	CH (Chapel Hill)	n/a	0	0	0	no	0	n/a	0	Unfunded	0	HighNeg	0	HighNeg	0
	C (Carrboro)	0.01	1	1	1	yes	8	1	1	Post Year	1	LowNeg	1	LowNeg	1
	OC (Orange Co)	1.86	2	2	2	The points for Essential Services were weighted double the other point categories	1090	2	5	2	LowPos	2	LowPos	2	
	D (Durham)	3.495	3	3	3		2000	3	10	3	MedPos	3	MedPos	3	
	DC (Durham Co)	4.76	4	4	4		2019	4	25	4	HighPos	4	HighPos	4	
	CC (Chatham Co)														
H (Hillsborough)															
TTA															

BIKE/PED PROJECTS

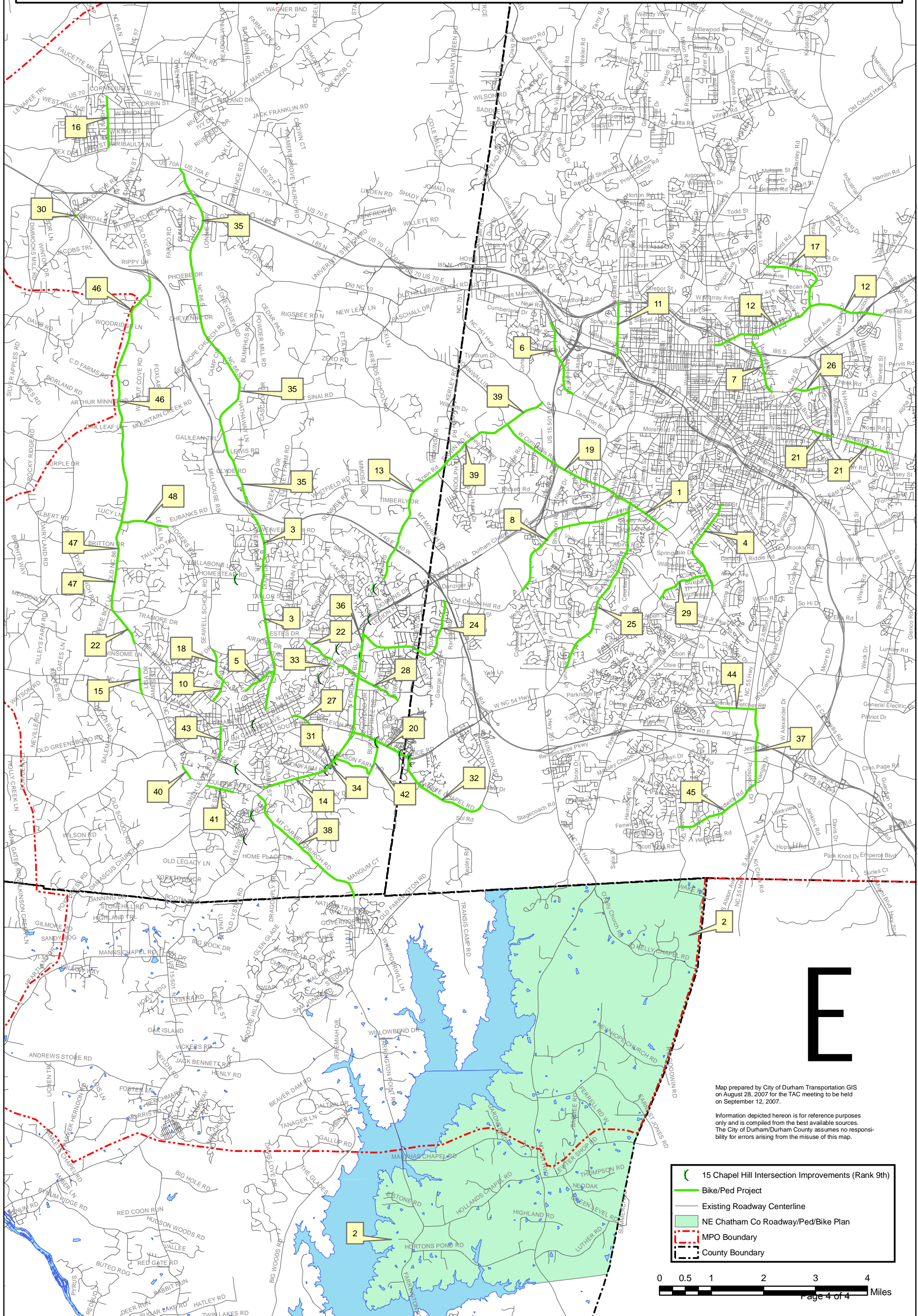
Rank	Name	Local Priority #	1: Street Classification		2: Right-of-Way Availability		3: Travel Demand		4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Connectivity		8: Funding Status		Total Points
			Class	Points	Availability	Points	Travel Demand Points	Points	Impact	Points	Impact	Points	Impact	Points	Number of Connections	Points	Percent funded	Points	
1	Cornwallis Road (S. Roxboro to Chapel Hill Rd.) Bike and Ped	3 - D 3 - DC	Arterial	3	Sufficient	3	105	2	HighPos	3	HighPos	3	HighPos	3	5	3	25%+	3	23
2	Northeast Chatham County Roadway/Ped/Bike Plan	1 - CC	Arterial	3	Sufficient	3	300	3	HighPos	3	HighPos	3	HighPos	3	100	3	Unfunded	0	21
3	MLK-NC 86 Corridor Bike and Ped	1 - CH	Arterial	3	Sufficient	3	212	3	MedPos	2	HighPos	3	HighPos	3	21	3	Unfunded	0	20
4	Fayetteville Rd (Cornwallis to Nelson) Bike and Ped	13 - D 13 - DC	Arterial	3	Some Needed	2	175	3	HighPos	3	HighPos	3	HighPos	3	13	3	Unfunded	0	20
5	Bolin Creek Greenway	2 - CH	Local	1	Sufficient	3	153	3	HighPos	3	HighPos	3	HighPos	3	4	3	Unfunded	0	19
6	Morreene Road (Erwin to Neal) Bike and Ped	4 - D 4 - DC	Local	1	Sufficient	3	98	2	HighPos	3	HighPos	3	MedPos	2	3	2	25%+	3	19
7	Avondale Drive (Roxboro to Geer) Bike and Ped	6 - D 6 - DC	Arterial	3	Sufficient	3	138	3	MedPos	2	HighPos	3	MedPos	2	6	3	Unfunded	0	19
8	University Drive (Garrett to Hope Valley) Bike and Ped	14 - D 14 - DC	Arterial	3	Sufficient	3	143	3	MedPos	2	HighPos	3	MedPos	2	10	3	Unfunded	0	19
9	15 Chapel Hill Intersection Improvements	4 - CH	Average Points	3.0	Average Points	3.0	311	3	Average Points	1.2	Average Points	3.0	Average Points	1.9	39	3	Average Points	0.0	18.1
10	Estes Extension (S Greensboro to Carrboro Town Limits) Bike and Ped	1 - C	Arterial	3	Some Needed	2	126	3	HighPos	3	HighPos	3	MedPos	2	3	2	Unfunded	0	18
11	Hillandale Road (I-85 to NC 147) Bike and Ped	2 - D 2 - DC	Collector	2	Some Needed	2	146	3	MedPos	2	HighPos	3	LowPos	1	4	3	10%+	2	18
12	Club Boulevard (Ruffin to Geer) Bike and Ped	7 - D 7 - DC	Collector	2	Sufficient	3	135	3	MedPos	2	HighPos	3	MedPos	2	5	3	Unfunded	0	18
13	Erwin Road (Sage to Durham County Line) Bike and Ped	17 - CH	Arterial	3	Sufficient	3	68	1	MedPos	2	HighPos	3	HighPos	3	4	3	Unfunded	0	18
14	Fordham (15-501 South to Ephesus Ch) Bike and Ped	18 - CH	Arterial	3	Sufficient	3	210	3	MedPos	2	HighPos	3	HighPos	3	2	1	Unfunded	0	18
15	Old Fayetteville Road (McDougle School to NC 54) Bike and Ped	2 - C	Collector	2	Sufficient	3	60	1	MedPos	2	HighPos	3	HighPos	3	2	1	10%+	2	17
16	Nash Street (Faucette Mill to Dimmocks Mill) Sidewalk	3 - H	Collector	2	Sufficient	3	13	0	MedPos	2	HighPos	3	HighPos	3	1	1	25%+	3	17
17	Dearborn Drive (Club to Old Oxford) Bike and Ped	10 - D 10 - DC	Arterial	3	Sufficient	3	59	1	HighPos	3	HighPos	3	HighPos	3	1	1	Unfunded	0	17
18	Southern Railroad Greenway	10 - CH	Arterial	3	Sufficient	3	110	2	HighPos	3	HighPos	3	MedPos	2	1	1	Unfunded	0	17
19	Cornwallis Rd. (Erwin Rd. to Chapel Hill Rd.) Bike and Ped	11 - D 11 - DC	Arterial	3	Sufficient	3	116	2	MedPos	2	HighPos	3	LowPos	1	4	3	Unfunded	0	17
20	NC 54 Corridor (Fordham to Barbee Chapel) Bike and Ped	19 - CH	Arterial	3	Sufficient	3	122	2	MedPos	2	HighPos	3	LowPos	1	8	3	Unfunded	0	17

Rank	Name	Local Priority #	1: Street Classification		2: Right-of-Way Availability		3: Travel Demand		4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Connectivity		8: Funding Status		Total Points
			Class	Points	Availability	Points	Travel Demand Points	Points	Impact	Points	Impact	Points	Impact	Points	Number of Connections	Points	Percent funded	Points	
21	Holloway Street (Lynn to Miami) Sidewalk	1 - D 1 - DC	Arterial	3	Some Needed	2	15	0	HighPos	3	MedPos	2	HighPos	3	4	3	Unfunded	0	16
22 (tied)	Estes Drive (Curtis to Franklin) Sidewalk	5 - CH	Arterial	3	Sufficient	3	33	0	MedPos	2	HighPos	3	MedPos	2	4	3	Unfunded	0	16
22 (tied)	Old NC 86 (Hillsborough to Homestead) Bike and Ped	5 - C	Arterial	3	Sufficient	3	38	1	MedPos	2	MedPos	2	MedPos	2	4	3	Unfunded	0	16
24	Pope Road (Old Durham-Chapel Hill Rd. to Ephesus Church Rd.) & Ephesus Church Road Bike and Ped	6 - CH (Pope & Ephesus Church); 19 - DC (Pope only)	Local	1	Sufficient	3	151	3	HighPos	3	HighPos	3	LowPos	1	3	2	Unfunded	0	16
25	Hope Valley Road (S. Roxboro to US 15-501 Bus) Bike and Ped	9 - D 9 - DC	Arterial	3	Sufficient	3	110	2	MedPos	2	MedPos	2	LowPos	1	4	3	Unfunded	0	16
26	Cheek Road (Geer to Hardee) Bike and Ped	12 - D 12 - DC	Arterial	3	Sufficient	3	81	1	MedPos	2	HighPos	3	HighPos	3	1	1	Unfunded	0	16
27	Country Club Road (South Rd to Raleigh St) Sidewalk	13 - CH	Local	1	Sufficient	3	52	1	MedPos	2	HighPos	3	HighPos	3	4	3	Unfunded	0	16
28	Bolin Creek Little Creek Greenway	15 - CH	Arterial	3	Sufficient	3	124	2	MedPos	2	HighPos	3	MedPos	2	2	1	Unfunded	0	16
29	Cook Rd. (Fayetteville St. to Martin Luther King) Bike and Ped	16 - DC	Local	1	Sufficient	3	93	1	HighPos	3	HighPos	3	HighPos	3	3	2	Unfunded	0	16
30	I-40/Orange Grove Road Pedestrian Bridge	1 - OC; 1 - H	Arterial	3	Sufficient	3	4	0	HighPos	3	HighPos	3	HighPos	3	0	0	Unfunded	0	15
31	Fordham Pedestrian Overpass	3 - CH	Arterial	3	Much Needed	1	111	2	MedPos	2	HighPos	3	HighPos	3	1	1	Unfunded	0	15
32	Barbee Chapel Road (NC 54 to Stagecoach) Bike and Ped	9 - CH (NC 54 to Downing Creek); 17 - DC (NC 54 to Stagecoach)	Collector	2	Sufficient	3	67	1	MedPos	2	HighPos	3	LowPos	1	4	3	Unfunded	0	15
33	Franklin St./Bolin Creek Greenway Bike and Ped Access	11 - CH	Arterial	3	Some Needed	2	113	2	MedPos	2	HighPos	3	MedPos	2	2	1	Unfunded	0	15
34	Fordham (Manning to Carmichael) Sidewalk	14 - CH	Arterial	3	Sufficient	3	17	0	MedPos	2	HighPos	3	HighPos	3	2	1	Unfunded	0	15
35	NC 86 (Whitfield to US 70 Bus) Bike Route	2 - H; 3 - OC	Collector	2	Sufficient	3	29	0	MedPos	2	HighPos	3	HighPos	3	1	1	Unfunded	0	14
36	Fordham (Ephesus Ch to Elliott) Sidewalk	7 - CH	Arterial	3	Sufficient	3	30	0	MedPos	2	HighPos	3	MedPos	2	2	1	Unfunded	0	14
37	Alston Avenue (Carpenter Fletcher to Sedwick) Bike and Ped	8 - D 8 - DC	Collector	2	Sufficient	3	105	2	MedPos	2	HighPos	3	LowPos	1	1	1	Unfunded	0	14

Rank	Name	Local Priority #	1: Street Classification		2: Right-of-Way Availability		3: Travel Demand		4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Connectivity		8: Funding Status		Total Points
			Class	Points	Availability	Points	Travel Demand Points	Points	Impact	Points	Impact	Points	Impact	Points	Number of Connections	Points	Percent funded	Points	
38	Mt.Carmel Church Rd (US 15-501 to Chatham County Line) Bike and Ped	12 - CH	Arterial	3	Sufficient	3	115	2	MedPos	2	MedPos	2	LowPos	1	2	1	Unfunded	0	14
39	Erwin Rd (Orange County Line to NC 751) Bike and Ped	18 - DC	Arterial	3	Sufficient	3	89	1	MedPos	2	HighPos	3	LowPos	1	1	1	Unfunded	0	14
40	BPW Club Rd/Westbrook Dr. Greenway	4 - C	Local	1	Some Needed	2	69	1	MedPos	2	HighPos	3	HighPos	3	2	1	Unfunded	0	13
41	Culbreth Road (Adam Way to Smith Level) Sidewalk	8 - CH	Local	1	Sufficient	3	14	0	MedPos	2	HighPos	3	HighPos	3	2	1	Unfunded	0	13
42	Old Mason Farm/Finley Golf Course (NC 54 to Fordham) Bike and Ped	16 - CH	Local	1	Sufficient	3	118	2	MedPos	2	MedPos	2	MedPos	2	1	1	Unfunded	0	13
43	S. Greensboro Street (Main to Merritt Mill) Sidewalks	3 - C	Arterial	3	Barriers	0	29	0	MedPos	2	HighPos	3	HighPos	3	2	1	Unfunded	0	12
44	Carpenter Fletcher Road (Woodcroft to Alston) Bike and Ped	5 - D 5 - DC	Local	1	Some Needed	2	68	1	MedPos	2	MedPos	2	LowPos	1	2	1	10%+	2	12
45	Sedwick Rd. (Grandale to Alston) Bike and Ped	15 - D 15 - DC	Local	1	Sufficient	3	78	1	MedPos	2	MedPos	2	LowPos	1	3	2	Unfunded	0	12
46	Old NC 86 (Eubanks to I-40) Bike Lanes	2 - OC	Collector	2	Much Needed	1	16	0	MedPos	2	HighPos	3	HighPos	3	0	0	Unfunded	0	11
47	Old NC 86 (Homestead to Eubanks) Bike and Ped	6 - C	Arterial	3	Sufficient	3	22	0	LowPos	1	MedPos	2	LowPos	1	1	1	Unfunded	0	11
48	Eubanks (Old NC 86 to Rogers) Bike and Ped	7 - C	Local	1	Sufficient	3	20	0	MedPos	2	MedPos	2	MedPos	2	0	0	Unfunded	0	10

Key:	Local Priority #	Class	Points	Availability	Points	Travel Demand Points	Points	Impact	Points	Impact	Points	Impact	Points	Number of Connections	Points	Percent funded	Points
CH (Chapel Hill)	1	Local	1	Barriers	0	1	0	Negative	0	Negative	0	Negative	0	0	0	Unfunded	0
C (Carrboro)	2	Collector	2	Much Needed	1	36.75	1	LowPos	1	LowPos	1	LowPos	1	1	1	Post Year	1
OC (Orange Co)	3	Arterial	3	Some Needed	2	95.5	2	MedPos	2	MedPos	2	MedPos	2	2.5	2	10%+	2
D (Durham)	3	Arterial	3	Sufficient	3	124.5	3	HighPos	3	HighPos	3	HighPos	3	4	3	25%+	3
DC (Durham Co)																	
CC (Chatham Co)																	
H (Hillsborough)																	
TTA																	

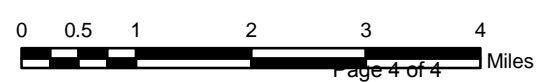
2009-2015 TIP-Draft Regional Priority List Bike/Ped Projects Project Ranking



Map prepared by City of Durham Transportation GIS on August 28, 2007 for the TAC meeting to be held on September 12, 2007.

Information depicted hereon is for reference purposes only and is compiled from the best available sources. The City of Durham/Durham County assumes no responsibility for errors arising from the misuse of this map.

- 15 Chapel Hill Intersection Improvements (Rank 9th)
- Bike/Ped Project
- Existing Roadway Centerline
- NE Chatham Co Roadway/Ped/Bike Plan
- MPO Boundary
- County Boundary



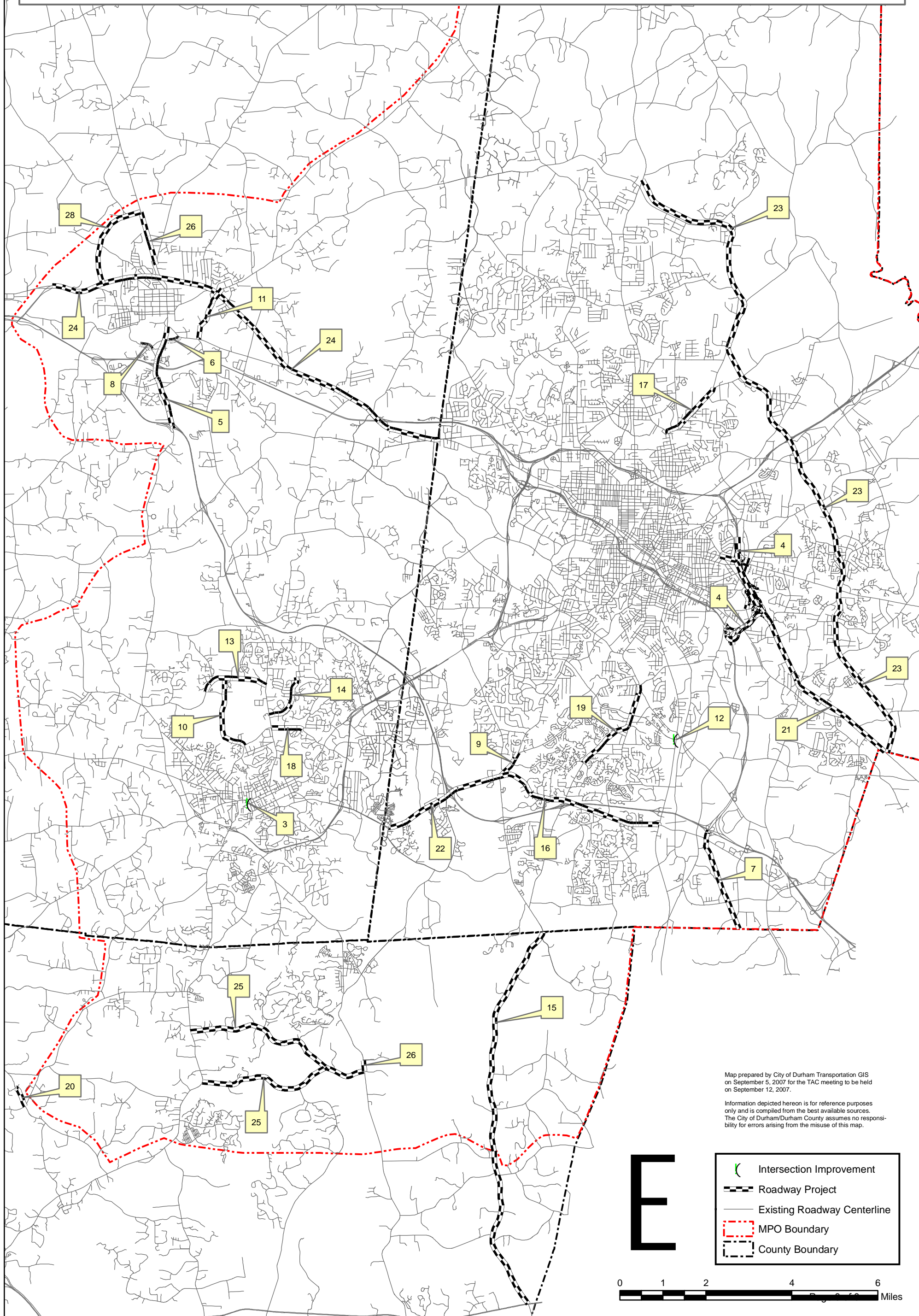
HIGHWAY PROJECTS

Rank	Name	Local Priority #	1: Travel Demand			2: Safety			3: Environmental Impacts		4: Community Impacts		5: Environmental Justice Impacts		6: Funding Status		7: Benefits to Other Modes or Deployment of New Technology		Total Points
			v/c	v/c >0.8?	Points	Accident Rate	Accident Rate >300?	Points	Impact	Points	Impact	Points	Impact	Points	Percent funded	Points	Number of modes	Points	
1	TDM	12 - D 12 - DC	Other	Other	4	Other	Other	4	Positive	4	Positive	4	Positive	4	Unfunded	0	4	4	24
2	ITS Deployment	11 - D 11 - DC	Other	Other	4	Other	Other	4	Positive	4	Positive	4	Positive	4	Unfunded	0	2	2	22
3	Franklin/Main/Merritt Mill/Brewer Intersection	11 - C	1.04	1.04	2	879.59	879.59	3	Positive	4	Positive	4	Positive	4	Unfunded	0	3	3	20
4	East End Connector	1 - D 1 - DC	1.63	1.63	4	2016.03	2016.03	4	LowNeg	3	MedHNeg	1	MedNeg	1	25%+	4	2	2	19
5	S. Churton St. Improvements	2 - H, 2 - OC	1.3	1.3	4	429	429	2	LowNeg	3	Positive	4	Positive	4	Unfunded	0	2	2	19
6	Orange Grove Rd. Extension	6 - OC	0.93	0.93	1	1253.5	1253.5	4	Positive	4	Positive	4	Positive	4	Unfunded	0	2	2	19
7	Triangle Parkway	3 - D 3 - DC	1.04	1.04	2	351.61	351.61	1	MedHNeg	1	LowNeg	3	Neutral	3	25%+	4	3	3	17
8	Eno Mt./Mayo St. at Orange Grove Rd. Realignment	4 - H, 5 - OC	0.82	0.82	1	2146	2146	4	Positive	4	MedNeg	2	Positive	4	Unfunded	0	2	2	17
9	NC 751 (Phase 1) Widening	9 - D 9 - DC	1.17	1.17	3	913.86	913.86	3	LowNeg	3	MedNeg	2	Neutral	3	Unfunded	0	3	3	17
10	Seawell School Road Improvements	1 - C; 2 - CH	0.3	no	0	409.12	409.12	1	Positive	4	Positive	4	Positive	4	Unfunded	0	3	3	16
11	Elizabeth Brady Rd. Extension	1 - H	1.19	1.19	3	489.26	489.26	2	HighNeg	0	MedHNeg	1	Neutral	3	25%+	4	3	3	16
12	MLK Jr Pwky/Hwy 55 Intersection	2 - D 2 - DC	0.93	0.93	1	3342	3342	4	LowNeg	3	LowNeg	3	LowNeg	2	Unfunded	0	3	3	16
13	Homestead Road Improvements	1 - CH, 1 - OC, 2 - C	0.97	0.97	1	278.67	no	0	Positive	4	Positive	4	Positive	4	Unfunded	0	2	2	15
14	Piney Mountain Road Improvements	4 - CH	0.57	no	0	109.56	no	0	Positive	4	Positive	4	Positive	4	Unfunded	0	3	3	15
15	NC 751 Widening	1 - CC	1.31	1.31	4	151.6	no	0	LowNeg	3	LowNeg	3	Neutral	3	Unfunded	0	1	1	14
16	NC 54 (I-40 east to 55) Widening	5 - D 5 - DC	1.19	1.19	3	664.28	664.28	2	HighNeg	0	LowNeg	3	Neutral	3	Unfunded	0	3	3	14
17	Old Oxford Highway Widening	8 - D 8 - DC	1.2	1.2	3	826.16	826.16	3	LowNeg	3	MedNeg	2	HighNeg	0	Unfunded	0	3	3	14
18	Estes Drive Improvements	3 - CH	1.01	1.01	2	405.15	405.15	1	Positive	4	Positive	4	Positive	4	Unfunded	0	2	2	13
19	Fayetteville Road Widening	4 - D 4 - DC	1.11	1.11	2	700.42	700.42	3	LowNeg	3	MedHNeg	1	MedNeg	1	Unfunded	0	3	3	13
20	Perry Harrison School Turn Lanes	4 - CC	0.16	no	0	1072.1	1072.1	4	LowNeg	3	LowNeg	3	Neutral	3	Unfunded	0	0	0	13
21	US 70 (Lynn Rd. to Wake County Line) Convert to Freeway	6 - D 6 - DC	1.24	1.24	4	297.97	no	0	MedNeg	2	LowNeg	3	Neutral	3	Unfunded	0	1	1	13
22	NC 54 (I-40 to Barbee-Chapel) Widening	10 - D 10 - DC	1.89	1.89	4	256.29	no	0	HighNeg	0	LowNeg	3	Neutral	3	Unfunded	0	3	3	13
23	Northern Durham Parkway	7 - D 7 - DC	1.24	1.24	4	669.05	669.05	2	HighNeg	0	MedHNeg	1	LowNeg	2	Unfunded	0	3	3	12

Rank	Name	Local Priority #	1: Travel Demand			2: Safety			3: Environmental Impacts		4: Community Impacts		5: Environmental Justice Impacts		6: Funding Status		7: Benefits to Other Modes or Deployment of New Technology		Total Points
			v/c	v/c >0.8?	Points	Accident Rate	Accident Rate >300?	Points	Impact	Points	Impact	Points	Impact	Points	Percent funded	Points	Number of modes	Points	
24	US 70 Bypass Widening	3 - H, 4 - OC	1.03	1.03	2	310	310	1	MedHNeg	1	LowNeg	3	LowNeg	2	Unfunded	0	2	2	11
25	Jack Bennett/Lystra Rd Safety Improvements	2 - CC	0.54	no	0	n/a	no	0	LowNeg	3	LowNeg	3	LowNeg	2	Unfunded	0	1	1	9
26 (tied)	NC 86 North Widening	3 - OC	0.94	0.94	1	363	363	1	Positive	4	MedHNeg	1	LowNeg	2	Unfunded	0	0	0	9
26 (tied)	N. Chatham School Turn Lanes	3 - CC	0.69	no	0	n/a	no	0	LowNeg	3	LowNeg	3	Neutral	3	Unfunded	0	0	0	9
28	Western Bypass	5 - H	0.62	no	0	804.76	804.76	3	MedHNeg	1	Positive	4	MedNeg	1	Unfunded	0	0	0	9

Key:	Local Priority #	v/c	v/c >0.8?	Points	Accident Rate	Accident Rate >300?	Points	Impact	Points	Impact	Points	Impact	Points	Funding Status	Points	Number of modes	Points	Total Points
	3 - H, 4 - OC	v/c < 0.80	no	0	Accident Rate < 300	no	0	HighNeg	0	HighNeg	0	HighNeg	0	Unfunded	0	0	0	0
	2 - CC	Fourth Quartile	0.8	1	Fourth Quartile	300	1	MedHNeg	1	MedHNeg	1	MedNeg	1	Post Year	1	1	1	9
	3 - OC	Third Quartile	1	2	Third Quartile	414.09	2	MedNeg	2	MedNeg	2	LowNeg	2	5%+	2	2	2	9
	3 - CC	Second Quartile	1.14	3	Second Quartile	684.735	3	LowNeg	3	LowNeg	3	Neutral	3	10%+	3	3	3	9
	3 - CC	First Quartile	1.24	4	First Quartile	1032.54	4	Positive	4	Positive	4	Positive	4	25%+	4	4	4	9
	5 - H	Other	Other	4	Other	Other	4											

2009-2015 TIP-Draft Regional Priority List Highway Projects Project Ranking



Town of Carrboro Transportation Improvement Program 2009-2015 Local Priority List	
<i>Priority #</i>	<i>Description</i>
1	Estes Drive – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Greensboro Street to Town limits, as well as a multi-use path from Williams Street to Estes Drive to provide an alternative bicycle-pedestrian connection.
2	Old Fayetteville Road - Add bike lanes and transit accommodations on both sides of the road and sidewalk on the east side from McDougle Middle School to NC 54.
3	Seawell School Rd – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Homestead Road to Estes Drive.
4	Homestead Rd. – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Seawell School Road to Old NC 86.
5	Transit Capital Projects – Fund transit capital projects as identified by Chapel Hill Transit and agreed to by the Transit Partner’s Committee.
6	South Greensboro Street – Add sidewalks and transit accommodations on both sides of the road from Main Street to Merritt Mill Road.
7	BPW Club Road-Westbrook Drive Multi-Use Path – <i>Feasibility Study</i> – Provide pedestrian and bicycle access from the BPW Club Road area to the Westbrook Drive area by building a pedestrian/bicycle path and creek crossings behind the Sterling Bluff Apartments.
8	Old NC 86 - Add bike lanes and transit accommodations on both sides of the road, and sidewalk on the east side from Hillsborough Road to Homestead Road.
9	Old NC 86 – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Homestead Road to Eubanks Road.
10	Eubanks Rd – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Old NC 86 to Rogers Road.
11	Franklin / Main / Merritt Mill / Brewer Intersection – Make changes to improve operation and safety for motorists, pedestrians, bicyclists, and transit.
12	Fixed Guideway – Connection to Carolina North / Horace Williams property utilizing existing railroad right-of-way from University Power Plant to Carolina North
13	Fixed Guideway – TTA Phase II project (US 15-501) from Duke Medical Center to UNC Hospitals
(approved by the Board of Aldermen on 6/19/2007)	

2009-2015 CHAPEL HILL TRANSPORTATION PRIORITY LIST

Adopted May 21, 2007

1. Transit Capital Projects: (FY 2007-2011).
(Partial funding FY07)
2. Martin Luther King Jr. Boulevard/NC 86 Corridor: I-40 to North Street- Bicycle and pedestrian improvements.
(Partial funding in prior years)
3. Bolin Creek Greenway: Construct a greenway from Martin Luther King Jr. Blvd. to Umstead Park.
4. Homestead Road: NC 86 to High School Road, provide bicycle lanes, sidewalks and turn lanes.
5. Seawell School Road: Improvements from Homestead Road to Estes Drive Extension, including turn lanes, bicycle lanes, sidewalks and transit accommodations.
6. Pedestrian and Bicycle Overpass/Underpass Across Fordham Boulevard: Construct a pedestrian and bicycle overpass or underpass across Fordham Boulevard in the area between Manning Drive and Old Mason Farm Road.
7. **Townwide Intersection Improvements: Safety improvements for pedestrians and bicyclists in 15 locations, as identified in 2006 Townwide pedestrian safety evaluation.
8. Estes Drive: NC 86 to Curtis Road, widen existing roadway to include two 12-foot travel lanes, four-foot bicycle lanes and sidewalks.
9. Estes Drive: Curtis Road to Franklin Street, construct sidewalk along entire length and provide pedestrian signal at intersection with Chapel Hill Library Drive.
10. Pope Road - Ephesus Church Road: Construct sidewalks and five foot bicycle lanes.
11. **Fordham Boulevard: Construct sidewalk from Ephesus Church Road to Elliott Road
12. **Culbreth Road: Construct sidewalk from Adam Way to Smith Level Road
13. Barbee Chapel Road: NC 54 to Downing Creek Parkway, provide sidewalks and bicycle lanes.
14. Southern Railroad Greenway: Construct a greenway along the Southern Railroad right of way from Estes Drive to the UNC Horace Williams property.
15. Franklin Street/Bolin Creek Greenway Pedestrian/Bicycle Access: Install pedestrian/bicycle access between Franklin Street and Bolin Creek Greenway.
16. Piney Mountain Road: Improvements from NC 86 to Riggsbee Road, including turn lanes, sidewalks, bicycle lanes and transit accommodations.
17. Mount Carmel Church Road: Improvements from US 15-501 South to Chatham County line, to be limited to include bicycle lanes, sidewalks, transit and safety improvements.
18. Country Club Road: Construct a sidewalk on the east side from South Road to Raleigh

Street.

19. Fordham Boulevard: Construct a sidewalk along the north side, Manning Drive to Carmichael Street.
 20. Bolin Creek/Little Creek Greenway: Construct a greenway from Chapel Hill Community Center to Pinehurst Drive.
 21. Old Mason Farm/Finley Golf Course Road: Construct bicycle lanes and sidewalks.
 22. Erwin Road: Construct bicycle lanes, sidewalks and safety improvements, Sage Road to Durham County line.
 23. Fordham Boulevard Corridor: US 15-501 South to Ephesus Church Road- bicycle and pedestrian Improvements.
 24. NC 54 Corridor: Fordham Boulevard to Barbee Chapel Road- bicycle and pedestrian Improvements.
- ** Newly added to Priority List



Established 1771

• **COUNTY COMMISSIONERS**
Carl E. Thompson, *Chairman*
George Lucier, *Vice Chairman*
Patrick Barnes
Mike Cross
Tom Vanderbeck

• **COUNTY MANAGER**
Charlie Horne

P. O. Box 1809, Pittsboro, NC 27312-1809 • Phone: (919) 542-8200 • Fax: (919) 542-8272

**RESOLUTION IN SUPPORT OF PROJECTS TO BE INCLUDED IN THE
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2009-2015 FOR
PROJECTS IN CHATHAM COUNTY IN THE
DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION**

Whereas, the North Carolina Board of Transportation, every two years, develops a Transportation Improvement Program that identifies transportation projects over the next seven years; and

Whereas, the North Carolina Board of Transportation requests candidate projects be submitted by local jurisdictions for the 2009-2015 Transportation Improvement Program update; and


Whereas, the Transportation Improvement Program provides an opportunity to develop multi-modal facilities and services throughout Chatham County and its' incorporated jurisdictions; and

Whereas, Chatham County is as a member of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization and works cooperatively to encourage interconnected transportation facilities regionally; and

Now, Therefore, Be It Resolved by the Chatham County Board of Commissioners that:

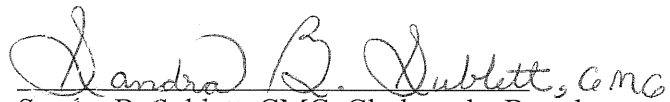
1. The attached list of transportation projects are considered for inclusion into the 2009-2015 Transportation Improvement Program.
2. Transportation projects listed in the 2007-2013 Transportation Improvement Program continue to be supported.

Respectfully Adopted, this the 19th day of March, 2007.



Carl Thompson, Chairman

ATTEST:



Sandra B. Sublett, CMC, Clerk to the Board
Chatham County Board of Commissioners

**CHATHAM COUNTY LIST OF TRANSPORTATION PROJECTS
CONSIDERED FOR INCLUSION IN THE
2009-2015 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION**

1. Establish a bus route from Pittsboro to Chapel Hill with a park and ride lot on US 15-501.
2. Widen NC 751 from two lanes to four lanes with bicycle lanes from US 64 to the Durham County Line. This project has also been included in the Triangle Area Rural Planning Organization (TARPO) candidate project list.
3. Safety improvements to Jack Bennett Road (SR 1717), between US 15-501 and Lystra Road (SR 1721), and Lystra Road (SR 1721), between US 15-501 and Farrington Point Road (SR 1008). The improvements include widening shoulders and improving several curves. Jack Bennett Road and Lystra Road between Jack Bennett and Farrington Point Road are identified as Bicycle Routes on the Chatham County Bicycle Map prepared by the NCDOT Division of Bicycle and Pedestrian Transportation.
4. Increase the length of turn lanes at North Chatham Elementary School on Lystra Road (SR 1721).
5. Increase the length of turn lanes at Perry Harrison Elementary School on Hamlets Chapel Road (SR 1525).
6. Develop a roadway/pedestrian/bicycle plan in area generally north of US 64 and east of Jordan Lake in conjunction with the Town of Cary.

Recommended TIP Project Priority List
FY 2009-2015
City of Durham

**1. Additional Funding Requests for Partially Funded Projects in the FY 2007-2013
TIP**

<u>Priority</u>	<u>Project Description</u>
1	<p>East End Connector – (A) US 70 from Southern Railway to NC 98 including railway structure. (B) US 70 from Miami Blvd. to Southern Railway (C) Freeway connector between NC 147 and US 70.</p> <p>Current funding: \$99.292M in 2010-2012 Total funding needed: \$135M – \$200M depending on the preferred alternative selected</p>
2	<p>Purchase 17 new buses for DATA service expansion.</p> <p>Current funding: \$1.5M in 2007-2008 for hybrid buses Total funding needed: \$8.075M for hybrid buses (cost expected to rise)</p>
3	<p>Holloway Street (Junction Road to Lynn Road, and Miami Blvd. to US 70) – Construct sidewalk.</p> <p>Current funding: Miami Blvd. to US 70 included in the East End Connector project Total funding needed: TBD for Junction Road to Lynn Road section</p>
4	<p>Hillandale Road (I-85 to NC 147) – Construct sidewalk.</p> <p>Current funding: \$165,000 in 2008 for I-85 to Club Boulevard section, Club Boulevard to NC 147 currently under construction as a CIP project. Total funding needed: TBD for I-85 to Club Boulevard section</p>
5	<p>M.L. King, Jr. Parkway/NC 55 Interchange – Revise feasibility study to consider at-grade crossing at NC 55 to reduce project costs and complete connector to Cornwallis Road.</p> <p>Current funding: Feasibility study re-evaluation in progress. Current estimate of \$25.8M is unfunded. Total funding needed: TBD by feasibility study</p>
6	<p>Regional Rail Service (Phase I) – Rail transit service to connect Durham, RTP, RDU, Cary, and Raleigh.</p> <p>Current funding: \$692M project currently unfunded. Total funding needed: Regional transit priorities are currently being re-evaluated by the MPOs and the Special Transit Advisory Commission. Recommend full funding of the recommendations developed through this process.</p>

<u>Priority</u>	<u>Project Description</u>
7	<p>Cornwallis Road (South Roxboro Road to Chapel Hill Road) – Curb & gutter, bicycle and pedestrian facilities.</p> <p>Current funding: \$2.27M funded for S. Roxboro Rd. to University Dr. section. Total funding needed: TBD, must reflect new project limits from South Roxboro Road to Chapel Hill Road.</p>
8	<p>Morreene Road (Erwin Road to Neal Road) – Bicycle and pedestrian facilities.</p> <p>Current funding: \$556,000 funded Total funding needed: TBD</p>
9	<p>Carpenter Fletcher Road (Woodcroft Parkway to Alston Avenue) – Bicycle and pedestrian facilities</p> <p>Current funding: \$142,740 funded for bicycle improvements through the MPO’s STPDA bicycle/pedestrian allocation. Total funding needed: TBD</p>
10	<p>Triangle Parkway – Durham Freeway (NC 147) Extension from I-40 to I-540. Construct new multi-lane freeway facility.</p> <p>Current funding: This project is to be constructed as a NC Turnpike Authority project. Total funding needed: Tolls will not cover the entire construction costs. \$12M - \$24M per year of gap funding needed. The Durham City Council endorses additional gap funding for the Triangle Parkway only if the additional gap funding is from a new source of funds typically not available to transportation projects in Durham and if the gap funding does not adversely affect the funding of any other projects in Division 5.</p>

2. New Projects

A. Highway

<u>Priority</u>	<u>Project Description</u>
A1	Fayetteville Road (Woodcroft Parkway to Riddle Road) – Widen to 4-lane. Include bicycle and pedestrian facilities.
A2	NC 54 (I-40 east to NC 55) – Widen existing two-lane facility to multi-lanes with a divided median with consideration for a bus rapid transit. Include bicycle and pedestrian facilities.
A3	US 70 (Lynn Road to County Line) – Convert existing 4-lane facility to 6-lane freeway consistent with the recommendations of the 2030 Long-Range Transportation Plan (LRTP) and the Highway Trust Fund (HTF) legislation. Initiate planning study with the Northern Durham Parkway project.

<u>Priority</u>	<u>Project Description</u>
A4	Northern Durham Parkway (A) I-85 to Old Oxford Road, 4-lane divided; (B) US 70 to I-85, 4-lane divided; and (C) Old Oxford Road to Roxboro Road – construct 2 lane road on a 4-lane right-of-way consistent with the recommendations of the 2030 Long-Range Transportation Plan (LRTP) and the Highway Trust Fund (HTF) legislation. Include bicycle and pedestrian features. Initiate the planning study with the US 70 (Lynn Rd. to County Line) project.
A5	Old Oxford Highway (Phase I, North Roxboro to Hamlin Road) – Expand capacity. Include bicycle and pedestrian facilities.
A6	NC 751 (Phase I, S. Roxboro Road to NC 54) – Widen to 4-lane. Include bicycle and pedestrian facilities
A7	NC 54 (I-40 to Barbee Chapel Road) – Widen to 6-lane divided. Include bicycle and pedestrian facilities.

B. Bicycle and Pedestrian

<u>Priority</u>	<u>Project Description</u>
B1	Avondale Drive (Roxboro to Geer) - pedestrian and bicycle facilities
B2	Club Boulevard (Ruffin to Geer) - pedestrian and bicycle facilities
B3	Alston Avenue (Carpenter Fletcher to Sedwick) - pedestrian and bicycle facilities
B4	Hope Valley Road (South Roxboro to US 15-501 Business) - pedestrian and bicycle facilities.
B5	Dearborn Drive (East Club Boulevard to Old Oxford Road) – pedestrian and bicycle facilities.
B6	Cornwallis Road (Erwin to Chapel Hill) - pedestrian and bicycle facilities.
B7	Cheek Road (Geer to Hardee) - pedestrian and bicycle facilities
B8	Fayetteville Road (Cornwallis to Nelson) - pedestrian and bicycle facilities.
B9	University Drive (Garrett to Hope Valley) - pedestrian and bicycle facilities
B10	Sedwick Road (Grandale Drive to Alston Avenue) – pedestrian and bicycle facilities

C. Transit

Priority

Project Description

- C1 Purchase 18 new replacement vans for DATA (07-13 TIP: unfunded in 2009)
- C2 Purchase 6 new vans for DATA service expansion. (07-13 TIP: unfunded in 2009)
- C3 Treyburn - North Durham Park-n-Ride Lot
- C4 Purchase 31 new replacement buses for DATA (07-13 TIP: unfunded in 2013)
- C5 US 15-501 regional rail from Duke University to Chapel Hill consistent with the MPO long-range transportation plan and the US 15-501 Major Investment Study (MIS). Regional transit priorities are currently being re-evaluated by the MPOs and the Special Transit Advisory Commission. Recommend full funding of the recommendations developed through this process.

D. Other

Priority

Project Description

- D1 Intelligent Transportation System (ITS) Improvements (cameras, dynamic message boards, vehicle detectors, transit signal preemption, etc.) – citywide.
- D2 Transportation Demand Management (TDM)

Recommended TIP Project Priority List
FY 2009-2015
Durham County

**1. Additional Funding Requests for Partially Funded Projects in the FY 2007-2013
TIP**

<u>Priority</u>	<u>Project Description</u>
1	<p>East End Connector – (A) US 70 from Southern Railway to NC 98 including railway structure. (B) US 70 from Miami Blvd. to Southern Railway (C) Freeway connector between NC 147 and US 70.</p> <p>Current funding: \$99.292M in 2010-2012 Total funding needed: The estimated construction costs for the alternatives being considered are \$135M – \$200M.</p>
2	<p>Purchase 17 new buses for DATA service expansion.</p> <p>Current funding: \$1.5M in 2007-2008 for hybrid buses Total funding needed: \$8.075M for hybrid buses (cost expected to rise)</p>
3	<p>Holloway Street (Junction Road to Lynn Road, and Miami Blvd. to US 70) – Construct sidewalk.</p> <p>Current funding: Miami Blvd. to US 70 included in the East End Connector project Total funding needed: TBD for Junction Road to Lynn Road section</p>
4	<p>Hillandale Road (I-85 to NC 147) – Construct sidewalk.</p> <p>Current funding: \$165,000 in 2008 for I-85 to Club Boulevard section, Club Boulevard to NC 147 currently under construction as a City of Durham CIP project. Total funding needed: TBD for I-85 to Club Boulevard section</p>
5	<p>M.L. King, Jr. Parkway/NC 55 Interchange – Revise feasibility study to consider at-grade crossing at NC 55 to reduce project costs and complete connector to Cornwallis Road.</p> <p>Current funding: Feasibility study re-evaluation in progress. Current estimate of \$25.8M is unfunded. Total funding needed: TBD by feasibility study</p>
6	<p>Regional Transit Service – Transit service to connect Durham, RTP, RDU, Cary, and Raleigh.</p> <p>Current funding: \$692M project currently unfunded. Total funding needed: Regional transit priorities are currently being re-evaluated by the MPOs and the Special Transit Advisory Commission. Recommend full funding of the recommendations developed through this process.</p>

Priority

Project Description

- 7 Cornwallis Road (South Roxboro Road to Chapel Hill Road) – Curb & gutter, bicycle and pedestrian facilities.
Current funding: \$2.27M funded for S. Roxboro Rd. to University Dr. section.
Total funding needed: TBD, must reflect new project limits from South Roxboro Road to Chapel Hill Road.
- 8 Morreene Road (Erwin Road to Neal Road) – Bicycle and pedestrian facilities.
Current funding: \$556,000 funded
Total funding needed: TBD
- 9 Carpenter Fletcher Road (Woodcroft Parkway to Alston Avenue) – Bicycle and pedestrian facilities
Current funding: \$142,740 funded for bicycle improvements through the MPO’s STPDA bicycle/pedestrian allocation.
Total funding needed: TBD
- 10 Triangle Parkway – Durham Freeway (NC 147) Extension from I-40 to I-540. Construct new multi-lane freeway facility.
Current funding: This project is to be constructed as a NC Turnpike Authority project.
Total funding needed: Tolls will not cover the entire construction costs. \$12M - \$24M per year of gap funding needed.

2. New Projects

A. Highway

Priority

Project Description

- A1 Fayetteville Road (Woodcroft Parkway to Riddle Road) – Widen to 4-lane. Include bicycle and pedestrian facilities.
- A2 NC 54 (I-40 east to NC 55) – Widen existing two-lane facility to multi-lanes with a divided median with consideration for a bus rapid transit. Include bicycle and pedestrian facilities.
- A3 US 70 (Lynn Road to County Line) – Convert existing 4-lane facility to 6-lane freeway consistent with the recommendations of the 2030 Long-Range Transportation Plan (LRTP) and the Highway Trust Fund (HTF) legislation. Initiate planning study with the Northern Durham Parkway project.

<u>Priority</u>	<u>Project Description</u>
A4	Northern Durham Parkway (A) I-85 to Old Oxford Road, 4-lane divided; (B) US 70 to I-85, 4-lane divided; and (C) Old Oxford Road to Roxboro Road – construct 2 lane road on a 4-lane right-of-way consistent with the recommendations of the 2030 Long-Range Transportation Plan (LRTP) and the Highway Trust Fund (HTF) legislation. Include bicycle and pedestrian features. Initiate the planning study with the US 70 (Lynn Rd. to County Line) project.
A5	Old Oxford Highway (Phase I, North Roxboro to Hamlin Road) – Expand capacity. Include bicycle and pedestrian facilities.
A6	NC 751 (Phase I, S. Roxboro Road to NC 54) – Widen to 4-lane. Include bicycle and pedestrian facilities
A7	NC 54 (I-40 to Barbee Chapel Road) – Widen to 6-lane divided. Include bicycle and pedestrian facilities.

B. Bicycle and Pedestrian

<u>Priority</u>	<u>Project Description</u>
B1	Avondale Drive (Roxboro to Geer) - pedestrian and bicycle facilities
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B3	Alston Avenue (Carpenter Fletcher to Sedwick) - pedestrian and bicycle facilities
B4	Hope Valley Road (South Roxboro to US 15-501 Business) - pedestrian and bicycle facilities.
B5	Dearborn Drive (East Club Boulevard to Old Oxford Road) – pedestrian and bicycle facilities.
B6	Cornwallis Road (Erwin to Chapel Hill) - pedestrian and bicycle facilities.
B7	Cheek Road (Geer to Hardee) - pedestrian and bicycle facilities
B8	Fayetteville Road (Cornwallis to Nelson) - pedestrian and bicycle facilities.
B9	University Drive (Garrett to Hope Valley) - pedestrian and bicycle facilities
B10	Sedwick Road (Grandale Drive to Alston Avenue) – pedestrian and bicycle facilities
B11	Cook Road (Fayetteville to Martin Luther King) – pedestrian and bicycle facilities
B12	Barbee Chapel Road (NC 54 to Stagecoach Road) – pedestrian and bicycle facilities
B13	Erwin Road (Orange County Line to NC 751) – pedestrian and bicycle facilities

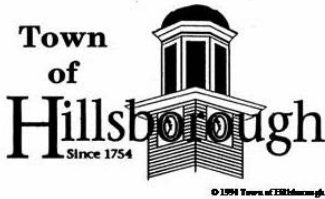
<u>Priority</u>	<u>Project Description</u>
B14	Pope Road (Old Durham-Chapel Hill Road to Ephesus Church Road) – pedestrian and bicycle facilities

C. Transit

<u>Priority</u>	<u>Project Description</u>
C1	Purchase 18 new replacement vans for DATA (07-13 TIP: unfunded in 2009)
C2	Purchase 6 new vans for DATA service expansion. (07-13 TIP: unfunded in 2009)
C3	Treyburn - North Durham Park-n-Ride Lot
C4	Purchase 31 new replacement buses for DATA (07-13 TIP: unfunded in 2013)
C5	Regional Transit Service – Transit service to connect Duke University to Chapel Hill. The DCHC MPO Long Range Transportation Plan includes TTA “Phase II” transit service along the US 15-501 corridor as the MPO’s second priority for regional transit service. Regional transit priorities are currently being re-evaluated by the MPOs and the Special Transit Advisory Commission. Durham County recommends full funding of the recommendations developed through this process.

D. Other

<u>Priority</u>	<u>Project Description</u>
D1	Intelligent Transportation System (ITS) Improvements (cameras, dynamic message boards, vehicle detectors, transit signal preemption, etc.) – countywide.
D2	Transportation Demand Management (TDM)



Hillsborough TIP Priority List 2009-2015

1. **Elizabeth Brady Road extension (project U-3808):** Construct proposed 4-lane boulevard that connect US 70 Business, US 70 Bypass, and St. Mary's Road (SR 1002). Special Design consideration should be used in crossing the Eno River and the overall impact of the road on neighboring properties.
2. **Improvements along South Churton Street (project R-2825):** Develop congestion management, limited access, aesthetic and capacity improvements between US 70 Business and Interstate 40. The portion between Interstates 40 and 85 will conform to the design criteria in the Economic Development District Design Manual (4-lane divided section with bike and pedestrian improvements). The feasibility study completed in February 2002 recommended a 4-lane divided with 16-foot median, curb and gutter cross section for the entire corridor from I-40 to the Eno River bridge.
3. **US 70 Bypass widening:** Widen US 70 Bypass to a four-lane divided section with bike and pedestrian improvements. This project should be phased to address the traffic counts and existing congestion.
4. **SR 1006, Orange Grove Road, at Interstate 40:** Construct a pedestrian bridge over I-40. Two schools are within walking and cycling distance from residential areas north of I-40. Bicyclists and pedestrian must share the roadway with motor vehicles crossing the narrow two-lane bridge that carries Orange Grove Road over Interstate 40.
5. **NC 86, Bicycle Lanes:** Construct bicycle lanes (4-foot paved shoulders) from Chapel Hill (Whitfield Road) to Hillsborough (US 70 Business). This route is listed as priority I of the primary bicycle routes proposed in the Orange County Bicycle Transportation Plan adopted April 6, 1999.
6. **Nash Street Sidewalk:** Construct sidewalk along the west side of Nash Street (SR 1156) from Faucette Mill Road to Dimmocks Mill Road. Construct sidewalk connections to Hillsborough Elementary School along West Union Street and Central Elementary School along Hayes Street.
7. **U-3436, SR 1148 (Eno Mountain Road) and SR 1192 (Mayo Street) at SR 1006 (Orange Grove Road):** Realign intersection and make safety improvements. Both the EDD Transportation Work Group Recommendations and the Access Management and Awareness Project and Report for Orange Grove Road recommend this project for improved traffic flow and safety.
8. **Western Bypass (project R-3438)** Construct proposed 2-lane facility connecting US 70 with NC 86 North using a portion of Coleman Loop Road (SR 1332) right of way.

The above list was set to a vote at the June 25, 2007 Hillsborough Town Board of Commissioners meeting and received the following vote:

Ayes: 5

Noes: 0

Absent/excused: 0

Donna F. Armbrister, MMC
Town Clerk

**ORANGE COUNTY TRANSPORTATION PRIORITY LIST WITHIN
THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN AREA BOUNDARY
FOR CONSIDERATION OF FUNDING IN
THE 2009 – 2015 TRANSPORTATION IMPROVEMENT PROGRAM**

1. SR 1006, Orange Grove Road, at Interstate 40: Construct a pedestrian bridge over I-40. New Grady Brown Elementary and newly constructed Cedar Ridge High School are located on New Grady Brown School Road that has access from Orange Grove Road south of I-40. The schools are within walking and cycling distance from residential areas north of I-40. Bicyclists and pedestrian must share the roadway with motor vehicles crossing the narrow two-lane bridge that carries Orange Grove Road over Interstate 40. The bridge is too narrow to accommodate a pedestrian walkway. Lack of an adequate pedestrian crossing presents an unsafe environment for students to walk to the schools.

2. U-2805, Homestead Road (SR 1777) Improvements: Improve Homestead Road from SR 1834, High School Road, to NC 86. This project should include bicycle and pedestrian facilities. There are three schools in the vicinity of Homestead Road: Chapel Hill High School, Smith Middle School and Seawell Elementary School. Many students live within walking distance and cycling distance to Chapel Hill High School and must walk or cycle along Homestead Road, and cross the road daily. Provision of sidewalks is of utmost importance for the safety of students and other pedestrians who use this corridor. Provision of bicycle facilities is, likewise, necessary for the safety of students and others.

This project should also include appropriate safety improvements to the intersection of Homestead Road with High School Road.

3. R-2825, Improvements to South Churton Street: Develop congestion management, limited access, aesthetic and capacity improvements between US 70 Business and Interstate 40. The portion between Interstates 40 and 85 will conform to the design criteria of the Economic Development District Design Manual (4-lane divided section with bike and pedestrian improvements). The feasibility study completed in February 2002 recommends a 4-lane divided, with 16-foot median, curb and gutter cross section for the entire corridor from I-40 to Eno River. Orange County stresses the need to study improvements within the current right-of-way for the segment north of Interstate 85. Improved capacity through widening is not the County's first choice because of significant constraints between Interstate 85 and US 70 Business and the proximity of the historic district north of the project limits. Orange County requests that, where conditions do not prevent the addition of frontage roads, the feasibility study include the addition of frontage roads with limited access from the corridor.

**ORANGE COUNTY TRANSPORTATION PRIORITY LIST WITHIN
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4. Old NC 86 (SR 1009) Bicycle Lanes: Construct bicycle lanes (4-foot paved shoulders) from Carrboro (Eubanks Road) to Hillsborough (I-40). This project, from the Carrboro Transition area (Hickory Forest Road) to Lafayette Drive, is priority 6 of the primary bicycle routes listed in the Orange County Bicycle Transportation Plan, and would extend bicycle accommodations requested in TIP Project R-2825 to Carrboro, where its Transportation Advisory Committee has also established bicycle routes on Old NC 86 as a transportation priority connection between proposed bicycle facilities along Old Fayetteville Road, Homestead Road and Eubanks Road.

The feasibility study for TIP Project R-2825, improvements to South Churton Street, recommends a four-lane divided section for Old NC 86 (S. Churton St.) from I-40 to Lafayette Drive. That study also anticipates accommodations for bicycles (wide outside lanes) from I-40 to I-85. This project would connect bicycle facilities proposed in the South Churton Street project to Carrboro. Carrboro's Priority List for the 2006-2012 TIP included two bicycle projects on Old NC 86 that, along with this request and TIP project R-2825, would complete a Hillsborough-Carrboro bicycle route:

- from Old Fayetteville Road to Homestead Road; and
 - from Homestead Road to Eubanks Road.
5. NC 86, Bicycle Lanes: Construct bicycle lanes (4-foot paved shoulders) from Chapel Hill (Whitfield Road) to Hillsborough (US 70 Business). This project will extend bicycle lanes on Airport Road (NC86) in Chapel Hill to US 70 Business in Hillsborough. Bicycle lanes have recently been completed along NC 86 from UNC to Whitfield Road (SR 1731) in Orange County. NC 86 from Chapel Hill to Hillsborough is experiencing increasing numbers of bicyclists using this route and there are also two schools along this route. This route is listed as priority 1 of the primary bicycle routes proposed in the Orange County Bicycle Transportation Plan adopted April 6, 1999. This project is included in the Bicycle Program as an incidental need. Orange County requests that bicycle lanes be constructed as an independent project, and, if necessary, programmed in phases.

**ORANGE COUNTY TRANSPORTATION PRIORITY LIST WITHIN
THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN AREA BOUNDARY
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THE 2009 – 2015 TRANSPORTATION IMPROVEMENT PROGRAM**

6. NC 86 (North of Hillsborough) Improvements: Widen NC 86, from US 70 Bypass north of Hillsborough to SR 1332, Coleman Loop (Coleman Loop also being the intersection area of the planned connector between NC 86 and NC 57), to four lanes with intersection improvements at US 70 Bypass to include extending the queuing lane for traffic turning east onto US 70 Bypass from northbound Churton Street/NC 86. NC 86 is the major north-south route through Orange County. NC 57 converges into US 86 just north of US 70 Bypass. The segment of NC 86 between NC 57 and US 70 is congested, rendering a high accident location at the intersection of US 70 Bypass at NC 86.
7. US 70 Bypass Widening: Widen, from the Orange/Durham County Line to the US 70 – I-85 Connector east of Efland, US 70 Bypass to a four-lane divided section with bike and pedestrian improvements. This project should be phased to address traffic counts and existing congestion. Orange County requests that this project be identified as a need and included in the 2006-2012 STIP.
8. U-3436, SR 1148 (Eno Mountain Road) and SR 1192 (Mayo Street) at SR 1006 (Orange Grove Road): realign intersection and make safety improvements. This project is listed in the 2004 – 2010 TIP as an unfunded project. It was a “first priority project” in the Town of Hillsborough Thoroughfare Plan for 1989 but the Hillsborough Town Board removed the realignment from the Hillsborough Transportation Plan in 1997. More recently, Hillsborough Commissioners and Orange County Commissioners have endorsed the project in two joint studies that included commissioners from both jurisdictions, the Economic Development District (EDD) Transportation Work Group and the Joint Orange Grove Road Transportation Group (JOGRTG). Both the “EDD Transportation Work Group Recommendations” and the “Access Management and Awareness Project and Report for Orange Grove Road” recommend this project for improved traffic flow and safety.
9. Extend Orange Grove Road east to US 70 business. The “EDD Transportation Work Group Recommendations” and the “Access Management and Awareness Project and Report for Orange Grove Road” recommend this project as an alternative access to the US 70 Business/NC 86 corridor to alleviate congestion on Churton Street.

RESOLUTION REQUESTING THAT GOVERNOR EASLEY AND THE NORTH CAROLINA GENERAL ASSEMBLY DEVELOP A COMPREHENSIVE MULTI-MODAL PLAN TO ADDRESS LOCAL, REGIONAL AND STATEWIDE TRANSPORTATION FUNDING ISSUES

WHEREAS, the state of North Carolina's rapid growth has placed an increased strain on the state's current transportation infrastructure; and

WHEREAS, the growth trend is expected to continue and the state of North Carolina is projected to have more than 12 million residents by 2030; and

WHEREAS, due to the increases in construction costs for steel, concrete, and asphalt the North Carolina Department of Transportation has experienced a significant funding shortfall over the past several years; and

WHEREAS, the North Carolina Department of Transportation has identified a \$65 billion funding shortfall in regard to statewide transportation needs over the next 20 years and additional funding sources are needed to construct important local, regional and statewide transportation projects; and

WHEREAS, funding sources available for bicycle, pedestrian, transit, and other non-highway construction projects such as the Congestion Mitigation Air Quality (CMAQ) and Enhancement programs have been disproportionately targeted for federal rescissions; and

WHEREAS, until additional funding sources are available to fund local, regional and statewide transportation projects, the state of North Carolina will continue to fall farther and farther behind in the construction of important transportation infrastructure; and

WHEREAS, any identification of additional funding sources for transportation must consider all modes of transportation including bicycling, pedestrian, transit, and highways across the entire state; and

WHEREAS, revenue options for local governments dealing with the strain of new development and growth on local infrastructure must also be a consideration in the discussion of additional funding sources for transportation; and

WHEREAS, the impacts of inadequate transportation infrastructure will result in increased congestion, negative impacts to environmental resources and air quality, negative human impacts and decreased quality of life for the state's residents;

NOW THEREFORE, be it resolved that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee recognizes the importance of transportation infrastructure to the state of North Carolina and strongly urges Governor Easley and the North Carolina General Assembly to work together to develop a comprehensive multi-modal plan to address local, regional and statewide transportation funding issues.

TAC Chair

STATE of: North Carolina

COUNTY of: _____

I, _____, a Notary Public of _____ County, North Carolina do hereby certify that Alice Gordon personally appeared before me on the ____ day of _____, 2007 to affix her signature to the foregoing document.

Notary Public

101 City Hall Plaza
Durham, NC 27701

(Seal)

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: September 12, 2007

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

This memorandum provides a summary status of tasks for projects in the FY 2007-2008 Unified Planning Work Program.

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

2007-08 Unified Planning Work Program (UPWP) – Projects

Long Range Transportation Plan (LRTP) / Comprehensive Transportation Plan (CTP) Update

- ✓ Draft schedule – August 2006
- ✓ Release SE Data for public comment – January 2007
- ✓ Release Goals and Objectives for public comment – July 2007
- TAC approve SE Data – September 2007
- Goals and Objectives – TAC hold public hearing, September 2007, and approve, October 2007.
- TAC review Deficiency Analysis – October 2007.

Travel Time Survey/Speed Study

- ✓ Consultant has been selected for the survey.
- ✓ Scoping and contract negotiations completed.
- ✓ Field reconnaissance and data collection – in progress.
- Survey in progress

GIS/Data Integration and Automation

- ✓ Issue RFQ – September 11, 2006
- ✓ Non-mandatory pre-proposal conference – September 25, 2006
- ✓ Receive written proposals – October 15, 2006
- ✓ Consultant short list by October 23-27, 2006
- ✓ Consultant short list interviews/references check and city issues Notice of Intent to Award a Contract by October 30-November 13, 2006
- Contract negotiation and scoping in progress
- Council approves contract – August 13, 2007

- City issues contract
- Notice to proceed

Land-use Model development

- ✓ Issue RFQ – August 7, 2006
- ✓ Pre-proposal conference – August 29, 2006
- ✓ Receive written proposals – September 8, 2006
- ✓ Consultant short list – September 13-22, 2006
- ✓ Consultant short list interviews/references check and City issues notice of intent to award a contract – September 25-29, 2006
- ✓ Contract negotiation and scoping completed
- ✓ Council approves contract March 5, 2007
- ✓ City issues contract – March 25, 2007
- ✓ Notice to proceed – March 25, 2007
- Study underway –completion December 2008

Non-Motorized Model development

- ✓ Issue RFQ – August 21, 2006
- ✓ Non-mandatory pre-proposal conference – September 6, 2006
- ✓ Receive written proposals – September 21, 2006
- ✓ Consultant short list – September 25-29, 2006
- ✓ Consultant short list interviews/references check and City issues notice of intent to award a contract – October 2-6, 2006
- ✓ Contract negotiation and scoping completed
- ✓ Council approves contract – March 5, 2007
- ✓ City issues contract – March 25, 2007
- ✓ Notice to proceed – March 25, 2007
- Study underway –completion December 2008

ITS Deployment Plan

- Two Triangle regional stakeholder coordination meetings held.
- ✓ Update of ITS short range strategies for the 2007-2013 TIP.
- Update of 2007-2010 ITS project – December 2006
- Update of the deployment plan including development of measures of effectiveness, IDAS, Turbo Architecture.
- Request for funding from NCDOT
- Draft scope of services and Request for Proposals.
- Consultants selection in fall of 2007
- Notice to proceed in January 2008
- Completion of Project expected in Fall of 2008.

Farrington Road/Stagecoach Road Corridor Study

- This study would involve the following tasks:
 1. Data collection and analysis
 2. Traffic circulation plan (including a collector street system plan)
 3. Sub-area modeling analysis and forecast of future demand

4. Alternative evaluation
 5. Recommendation
- Kimley Horn and Associates is the consultant
 - Data collection underway
 - Steering Committee proposed
 - Completion of study expected in January
 - Integration in the 2035 LRTP

MPO Collector Street Plan

- ✓ Supplemental Agreement with Kimley Horn and Associates
- ✓ Data collection underway
- ✓ Completion of study and integration with the 2035 LRTP in Spring 2008

Regional Transit Infrastructure Blueprint

- ✓ Establish and convene sponsors and partners teams, agree on detailed task list, responsibilities, products, begin infrastructure and corridor descriptions; begin investment principles - summer 2006
- ✓ Finish corridor and infrastructure descriptions; finalize principles fall 2006
- ✓ Begin land use, travel and cost analysis - winter 2006
- ✓ Finish land use, travel, cost analysis - spring 2007
- Conclude work, issue Blueprint, implement tracking mechanism - summer 2007

Chapel Hill/Carrboro/UNC Long Range Transit Plan

Unified Planning Work Program (UPWP) – Continuing Projects

Greenhouse Gas (GHG) Emission Inventory and Action Plan

- ✓ Execute contract and give consultant Notice-to-Proceed – March 2006 (delayed due to contract issues)
- ✓ Formation of Technical Committee finalized in February 2006.
- ✓ Formation of stakeholder committee (Advisory Committee) finalized in February 2006.
- ✓ Kick off meeting for the study held March 23, 2006
- ✓ Establish Project Team List serve in February 2006
- ✓ Base Year data Collection and Information Gathering to be completed in March-August 2006 (Durham – complete; Orange – in progress).
- ✓ Data Analysis and Projection likely to be completed in (Durham - August 2006; Orange - ?).
- ✓ Determine and quantify historic and existing measures likely to be completed in July-August 2006.
- ✓ Identify new measures to be completed in August 2006.
- ✓ Criteria Air Pollutant (CAP) Analysis anticipated to be completed in September 2006.

- ✓ Identify GHG target and model reduction targets anticipated to be completed in February-March 2006.
- ✓ Formulate Action Plan anticipated to be completed in March 2007.
- ✓ Recommend reduction targets, strategies and action plan anticipated to be done by March 2007.
- ✓ Draft Plan finalized in June 2007.
- ✓ Durham Public Forum - June 21, 2007
- Plan Adoption anticipated occurring during fall 2007. Durham City and Durham County expected on September 19, 2007.
- The Orange County plan has been delayed several months beyond the Durham County plan.

Congestion Management System (CMS)/Mobility Report Card

- ✓ Consultants selected for the study.
- ✓ Data collection for the Mobility Report Card underway
- ✓ Data Collection for the Durham study about 80% complete.
- Data Collection and field inventory to be completed by fall 2007.
- Level of Service analysis anticipated to be completed by fall 2007.
- Development of CMS performance measures and guidelines likely to be completed in fall 2007.
- Evaluation of congestion management strategies and development of cost-effective mitigation measures expected to be done by fall 2007.
- Draft CMS State of System Report likely to be done in fall 2007.
- Public Comment and local review in fall 2007.
- Adoption anticipated in winter 2008.

Travel Demand Model Update – Model Revision to Incorporate FTA New Start Enhancement

- ✓ Consultant has been selected to assist the Triangle Regional Model (TRM) Service Bureau at ITRE in the model update.
- ✓ Data collection is complete.
- ✓ Migration of model from Tranplan to TransCad has been completed.
- ✓ Phase I (TTA new start model revision) completed in October 2005.
- ✓ Phase II TTA New Start model conversion to TransCad to be completed in August 2006.
- Calibration of 2002 model in TransCad anticipated to be completed in fall 2007.
- Validation of 2002 model against 2005 count data anticipated to be completed in fall 2007.

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

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

- Mandated by federal regulations
- Draft plan to be prepared in 2007.

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

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

MPO Expansion for the next LRTP Update

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

Public Outreach for the East End Connector Planning and Environmental Study

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

NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 9/1/2007

County	TIP #	Route	Location Description	Contract Amount	Length	Contractor Name	Resident Engineer	RE Ph. #	Contract Completion	Scheduled Progress	Actual Progress	Estimated Completion
Durham, Wake	R-2906A/C	NC-55	WIDENING OF NC-55 FROM NORTH OF US-64 IN WAKE COUNTY TO CORNWALLIS RD.	\$ 34,668,947.33	11.634 miles	Blythe Development Co	Phillip R. Johnson, PE, PLS	(919) 678-0444	06/01/2006	100%	97.1%	10/1/2007
Durham	I-306C	I-85	WIDENING OF I-85 FROM EAST OF COLE MILL RD TO WEST OF BROAD STREET.	\$ 66,628,382.65	3.416 km	Granite Construction Company	Aaron V. Earwood, PE	(919) 220-4680	12/31/2006	100%	98.9%	10/1/2007
Durham	I-306DB	I-85	WIDENING OF I-85 FROM WEST OF BROAD STREET TO WEST OF CAMDEN AVE.	\$ 73,297,064.77	4.093 km	Granite Construction Company	Aaron V. Earwood, PE	(919) 560-6857	12/31/2004	100%	100%	10/1/2007
Durham	U-2055C/H/I	GARRETT ROAD	WIDENING GARRETT RD AT INTERSECTIONS OF TROTTER RIDGE, COLORADO, SWARTHMORE	\$ 743,997.00		Triangle Grading and Paving	Aaron V. Earwood, PE	(919) 220-4680	6/30/2007	100%	100.0%	COMPLETE
Durham, Wake	R-2000AB/AC	I-540	CONSTRUCTION OF I-540 FROM RESEARCH TRIANGLE PARK EAST LIMITS TO I-40.	\$ 68,368,301.43	5.346 km	The Lane Construction Corp.	Phillip R. Johnson, PE, PLS	(919) 733-9499	08/01/2007	100%	96.6%	10/1/2007
DURHAM	I-3306BB	I-40	I-40 FROM ORANGE COUNTY LINE TO NC-147, MILL AND FILL DESIGN BUILD	\$ 21,749,430.00	10.401 miles	The Lane Construction Corp.	Phillip R. Johnson, PE, PLS	(919) 733-9499	5/10/2008	61.6%	71.6%	5/10/2008
DURHAM / WAKE	U-4026A/B 2904	R DAVIS DRIVE / NC-54	WIDENING OF DAVIS DRIVE FROM MORRISVILLE-CARPENTER ROAD TO NC 54, WIDENING OF NC-54 FROM DAVIS DRIVE TO MIAMI BLVD	\$ 35,467,891.08	6.363 miles	C C Mangum Company LLC	Phillip R. Johnson, PE, PLS	(919) 733-9499	11/1/2009	16.3%	20.1%	11/1/2009
DURHAM	RESURFACING	SECONDARY	21 SECTIONS OF SECONDARY ROADS	\$ 2,795,584.75	18.9 miles	Barnhill Contracting	Bob Shultes	(919) 840-0914	9/1/2007	37.0%	59.8%	9/15/2007
DURHAM	RESURFACING	PRIMARY	NC-54 FROM FALCONBRIDGE ROAD TO DRESDEN DRIVE	\$ 318,281.20	1.45 miles	Barnhill Contracting	Aaron V. Earwood, PE	(919) 220-4680	8/30/2007	90.0%	80.0%	9/10/2007
DURHAM	RESURFACING	PRIMARY	5 SECTIONS OF US-15/501, 1 SECTION OF US-15/501 BYPASS, AND 1 SECTION OF NC-55 SB	\$ 920,361.66	5.16 miles	REA CONTRACTING LLC	Bob Shultes	(919) 840-0914	9/20/2007	16.7%	29.0%	9/20/2007
DURHAM	U-4010	NC 98	WIDENING OF NC 98 (HOLLOWAY ST) FROM EAST OF US 70 TO EAST OF JUNCTION ROAD	\$ 3,288,207.30	0.369 miles	Triangle Grading and Paving	Bob Shultes	(919) 840-0914	6/15/2008			
DURHAM	U-4410DB	HOPSON ROAD	NEW ALIGNMENT OF HOPSON ROAD FROM NC-55 TO LOUIS STEPHENS DRIVE	\$ 3,800,000.00	0.587 miles	NOT YET AWARDED	Phillip R. Johnson, PE, PLS	(919) 733-9499				
DURHAM	B-3450 / U-4009 / U-4012	GARRETT ROAD	TWO BRIDGES ON GARRETT RD; SERVICE ROAD NEAR US 15-501 AND GARRETT RD INTERSECTION; US 15-501 FROM NORTH MT. MORIAH RD SOUTH OF GARRETT RD	\$ 20,300,000.00	1.769 miles	NOT YET AWARDED	Aaron V. Earwood, PE	(919) 220-4680				

NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 9/1/2007

County	TIP #	Route	Location Description	Contract Estimate	Length	Contact Engineer	Phone #	Contract Let Date
DURHAM	B-3169	RIVERMONT ROAD	BRIDGE 158 ON RIVERMONT ROAD	\$ 550,000.00	0.067 miles	J. MOORE	(919) 250-4016	1/15/2008
DURHAM	B-4109	PICKETT ROAD	BRIDGE OVER MUD CREEK	\$ 850,000.00	0.078 miles	D. TAYLOR	(919) 250-4016	5/20/2008

12 MONTH TENTATIVE LET LIST MAY BE FOUND ONLINE AT: <http://www.ncdot.org/planning/development/ProjectMgmt/12month/>

PROGRESS REPORTS MAY BE FOUND ONLINE AT: <https://apps.dot.state.nc.us/traffictravel/progloc/>

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC WFO 10/07 Attachment 14

Orange	US-3925 31914	NC 86 @ Rosemary St.	Upgrade signal heads, install a protected/permitted left turn phase for NC 86 and install 2 metal strain poles REVISION: Mast arm to be used in lieu of metal strain poles	\$85,000.00	Rev. Compl. 10/31/07
Orange	U-4008 35009.3.2	US 15-501 & SR1734 (Erwin Rd.)	Grading, drainage, paving and intersection improvements (Super Street)	\$4.98 million	Const. underway for completion 10/31/07
Orange	36945	SR 1010 (Franklin St.) @ Mallette St.	Upgrade traffic signal and install pedestrian signal heads REVISION: Install mast arm	\$110,000.00	Rev. compl. 12/31/07
Orange	37708	SR 1733 (Weaver Dairy Rd.) @ Sedgefield Dr.	Construct left turn lane	\$150,000.00	100% complete
Orange	40553	SR 1777 (Homestead Rd.)	Widening for sidewalks and bikeways from SR 1834 (High School Road) to SR 1729 (Rogers Road) and a turn lane at SR 1834	\$650,000.00	Barrett, Irvin & Jordan- 100% complete
Orange	SF-4907 B 41699.1	US 70 (Hillsborough Rd.) and NC 751 near Durham	Install a right turn lane for traffic travelling east on US 70 and turning right onto NC 751	\$35,000 PE	Survey requested
Orange	SF-4907 C 41698.1	NC 57 @ NC157 near Hillsborough	Install center traffic islands with stop signs on NC 157	\$7,000 PE	Survey requested
Orange	SS-4907E 41026.3	NC 54 @ SR 1952 (White Cross Road)	Construct a left turn lane	\$173,000.00	Request for quotes pending
Orange	SS-4907 I 41395.3.1	NC86 @ SR 1332 (Coleman Loop)	Construct a left turn lane (Southern end)	\$100,000.00	FA const.= 85% complete
Orange	SS-4907 J 41634.3	NC 54 and SR 1945 (Neville Rd.)	Construct a left turn lane	\$187,000.00	Survey pending
Orange	41096	NC 54 @ SR 2016 (Southern Drive)	Construct a left turn lane on NC 54 westbound	\$140,000.00	Request for quotes pending additional funding
Orange	41488	US 15-501 @ SR 1900 (Old Mason Farm Road)	Extend the left turn lane on northbound US 15-501, revise the signal and add a right turn lane at SR 1900	\$147,500.00	District design pending
Orange	41593	Union Street	Construct 750 feet of sidewalk and a crosswalk to connect Hillsborough Elementary School to SR 1156 (Nash St.)	\$32,000.00	Town to construct by Encroachment Agreement w/ PE certification

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC WFO 9/4/07 Attachment 14

Orange	41594	SR 1010 (W. Main St.) @ NC 54	Install pedestrian signal heads and crosswalk markings	\$40,000.00	FA const. pending for timing revisions, crosswalk & wheelchair ramps
Orange	41686	NC 54 @ SR 1102/1951 (Dodson's Crossroads/ Butler Rd.)	Construct left turn lanes in both directions	\$250,000.00	Survey pending
Orange	7CR.10681.5	Varied	Resurface 3 sections of US 15-501; 7 sections of NC 54; 1 section of NC 751 and 8 sections of secondary roads	\$2.74 million	S.T. Wooten Corp.= 100 % compl.; Final est. underway
Orange	7. 2068... SF-4907A 40740.1	SR 1567 (Pleasant Green Rd.) @ SR 1569 (Cole Mill Rd.)	Improve sight distance	\$25,000.00	Completed 8/17/07
Orange	SI-4807 40249.3.1	SR 1548 (Schley Rd.) @ SR 1538 (New Sharon Church Rd.)	Install center islands with stop signs on SR 1538	\$60,000.00	Const. pending; Utility relocation underway
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST					
County	TIP #	Route	Location Description	TIP Est.	Est. Let Date
Orange	I-4716	I-40	Grind and reseal joints on I-40 from I-85 to Durham Co.	\$1.5 million	Jan. 15, 2008; GeoTech to core slabs & grout slabs 9/19-9/20/07
Orange	B-4218	SR 1730 (Turkey Farm Rd.)	Replace Bridge # 108 over New Hope Creek	\$675,000.00	July 15,2008

Transportation funding solutions go nowhere this year in N.C.

By GARY D. ROBERTSON, Associated Press Writer
August 5, 2007 10:09 pm

RALEIGH, N.C. -- For all the boasting among Democrats about how much the General Assembly accomplished this year, the issue discussed most in the session's final days was something for which they had nothing to show.

Lawmakers went home without finding a way to cover the estimated shortfall in North Carolina's transportation spending needs, projected to reach \$65 billion over the next two decades by the Department of Transportation.

An argument can even be made that lawmakers made the situation worse by capping the gasoline tax for another two years, costing the state an estimated \$140 million in revenues, and failing to set aside the seed money needed to start work on the state's first toll road. Meanwhile, the cost of road-building materials continues to soar.

"Drivers in our state should be angry with the lack of action on transportation," said Beau Mills with NC GO!, a coalition of local governments and road-building trade groups. "We all know we are falling behind, yet the Legislature chose to do nothing."

The inactivity, along with the deadly collapse of an interstate bridge in Minnesota last week, has many talking about holding a special session on transportation issues. The high price tag of a fix, combined with the Legislature's recent wrangling over taxes, suggests getting lawmakers to return to Raleigh will be the easy part.

Should they come back to Raleigh, a solution isn't obvious. But some lawmakers think finding an answer to transportation woes is possible.

"I'm optimistic that it will happen," said Sen. Clark Jenkins, D-Edgecombe, chairman of the Senate transportation appropriations subcommittee. But he was quick to add that without "buy-in from both chambers, both parties, I just don't think we can even attempt to do it."

When the just completed session began in January, local governments -- including big cities that pay for road improvements within their boundaries -- pleaded with legislators for additional revenue sources for infrastructure.

But Gov. Mike Easley's budget proposal, released in late February, contained no method to cover the funding shortfall, in part so a commission reviewing North Carolina's tax structure could meet and make recommendations.

A commission subcommittee recommended raising the existing 3 percent tax paid on automobile sales, and giving local governments the option to tax land transfers to help pay for road construction. But the full commission declined to back specific tax changes to help pay for transportation needs.

Meanwhile, automobile dealers mobilized to oppose boosting the sales tax, and talk of a transportation bond package never amounted to much. The Legislature ultimately focused on county Medicaid costs, along with school construction and other infrastructure needs.

"We didn't have any consensus to make a big push on transportation funding in this session," said House Speaker Joe Hackney, D-Orange. "We had plenty of other things on our plate."

It's also a politically dangerous topic. Raising the sales tax on vehicles to 4 percent would raise \$200 million annually, but is sure to be widely unpopular. Lawmakers could boost motor vehicle fees, but they were raised across the board in 2005.

"It's a huge issue, but that (special) session ... should only occur if we are prepared to do so and if there is a bipartisan effort in that regard," said Senate leader Marc Basnight, D-Dare.

Hackney said he and Basnight have spoken with Easley's office about having another high-level panel examine transportation funding issues before the Legislature reconvenes as scheduled next year.

"The governor has said we still need to do something more for transportation in North Carolina," Easley spokeswoman Renee Hoffman said. "Rising highway construction costs mean we are going to have to look at different ways to fund our highway needs."

GOP leaders also want to know more before deciding on the wisdom of a special session. In the minority in both the House and Senate, Republicans failed to get Democrats to stop transferring \$172 million annually from the Highway Trust Fund to its general fund -- the budget only promised to begin a phaseout in mid-2009. They also blame Democrats for not taking advantage of the \$1.5 billion in revenue the state unexpectedly collected in the past year.

Given the extra revenues, "I just don't think the public would be prepared for additional taxes and additional fees," said Senate Republican Leader Phil Berger, R-Rockingham.

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Support for turnpike may slip, backers say

Regional rivalries could get ingrained

Jim Nesbitt, Staff Writer

RALEIGH - Proponents of a turnpike through western and southern Wake County fear the support they've forged may melt in the heat of rekindled cross-county jealousy now that the \$850 million project has been stalled.

In the aftermath of the legislature's failure two weeks ago to put up a \$20 million-a-year stake in the Triangle Expressway, political leaders along the proposed toll road's route say their constituents feel severely slighted.

"I've said before: It's a north-south issue," Holly Springs Mayor Dick Sears said. "It's characterized as the rich people of North Raleigh got what they wanted and don't care about us -- and that's just a shame that perception's out there."

The focus of this reignited taxpayer ire is the notion of paying twice to extend the Interstate 540 Outer Loop through their rapidly growing territory, said Sears and other small-town mayors who have supported the turnpike.

There's also jealousy about northern Wake residents enjoying a toll-free Outer Loop paid for the old-fashioned way -- with tax dollars. While residents in booming western and southern Wake have to slog along traffic-clogged roads such as U.S. 1 or N.C. 55, the mayors say, people living along the I-540 corridor can whisk along a new four-lane that now arcs north and east from Research Triangle Park to the U.S. 64 Bypass near Knightdale.

"Across the board, supporters and opponents of the toll road feel like it's been a slap in the face," Garner Mayor Ronnie Williams said.

The 18.9-mile project could be delayed up to two years and cost an estimated \$80 million more as a result of higher asphalt, concrete, steel and land prices.

A \$20 million-a-year stake from the state would have allowed the N.C. Turnpike Authority to float construction bonds on the Wake project and hit a 2010 deadline for opening the first phase of the toll road. Without the state money, turnpike officials have said they'll consider a public-private partnership to build the road.

In the face of this uncertainty, developers and real-estate brokers say traffic congestion in western and southern Wake will worsen as growth along the turnpike corridor continues to explode. But some fear a prolonged delay will slow the pace of new projects.

"It will delay some of the development, but it won't stop it," said Phillip Dickens, a broker with Raleigh Realty who has several small parcels of land for sale near Holly Springs. "It'll be slower than it would have been because of the congestion that's there already."

To overcome initial resentment about the turnpike, small-town mayors sold the project as a choice between a toll road and no road at all. Their pitch was simple: Pay to drive on a toll road that, in four or five years, could ease traffic congestion, or wait another two decades for state transportation officials to decide whether the project is a top priority.

This lesser-of-two-evils argument seemed effective when the legislature appeared poised to pump money into the project. Now, though, turnpike opponents say it's time to reconsider using tolls to build the road.

"I think we're back at square one in determining how we're going to build the western and southern route of the Outer Loop," said Apex Mayor Keith Weatherly, who cast the sole dissenting vote in May when the turnpike was approved by the Capital Area Metropolitan Planning Organization. "I think we need to go back and consider all options."

Toll road foes

Apex resident Russ Catania, a semiretired mainframe computer operator, hates the notion of a turnpike about half a mile from his home. That's partly because he spent 31 years living in New Jersey, a mecca for turnpikes.

"You can't even go get a loaf of bread without paying a toll," he said. "I hate toll roads."

Catania said he thinks North Carolina officials are pushing toll roads to avoid reforming the inequities of the system North Carolina uses to collect and distribute money for new highways. That strikes a chord with Wake County Commissioner Joe Bryan, who said the system is outdated and can't keep pace with North Carolina's voracious need for new roads.

In Wake County alone, road planners estimate there will be \$6 billion in unmet transportation needs in the next 25 years, said Bryan -- a reflection of an estimated \$65 billion gap statewide between revenue and new road and maintenance needs.

Bryan, the former Knightdale mayor who is also chairman of the Capital Area Metropolitan Planning Organization, favors calling a special session of the legislature to revamp a highway revenue system last revised in 1989. He also favors a summit on transportation reform -- high-level talks among Gov. Mike Easley, legislative leaders, local officials and transportation experts.

Roads money

Legislators also need to stop the flow of about \$170 million a year from the highway trust fund designed to pay for new roads into the state's general fund, Bryan said. Other transportation experts say legislators need to consider scrapping or retooling the "intrastate fund," established with the promise of putting a four-lane within 10 miles of every citizen when North Carolina was more of a rural state.

Even if such reforms are made, North Carolina's growth will still outstrip the money available for new roads and maintenance, said Bryan.

For example, it took 19 years for the U.S. 64 Bypass project to turn from blueprints to asphalt, Bryan said. To build new roads faster, the state needs to leverage highway money, placing a down payment on turnpike projects that primarily rely on tolls to pay off their construction bonds.

"Clearly, congestion and getting stuck in stop-and-go traffic is going to get worse unless we start finding a way to pay for new roads now," Bryan said. "People expect us to come up with solutions for this problem."

Staff writer Jim Nesbitt can be reached at 829-8955 or jim.nesbitt@newsobserver.com.

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Private money may aid toll road

Turnpike Authority looks to bridge gap

Bruce Sicheloff, Staff Writer

RALEIGH - Now that the General Assembly has balked at plugging the gap, the state Turnpike Authority will consider borrowing money from a private lender to cover an expected shortfall in toll revenues for the planned Triangle Expressway.

"It's not much more than doing a second mortgage," David W. Joyner, the turnpike agency's executive director, said Wednesday.

Local government and business groups across the state are urging legislative leaders and Gov. Mike Easley to convene a special session of the General Assembly this fall to come up with new money for state road improvements.

If legislators do return to Raleigh, they are expected to consider making annual payments to cover the expected gaps between toll collections and project costs for a handful of planned toll roads.

House and Senate leaders supported different ways of paying for turnpike revenue gaps, but the legislature adjourned this summer without taking action.

The turnpike board urged the legislature Wednesday to approve gap funding for its toll projects. Although it endorsed public funding, the board also agreed to explore private funding options for the Triangle toll project only.

Joyner said the 18.9-mile, \$850 million Triangle Expressway through Research Triangle Park and western Wake County could start construction on schedule next year, opening for traffic by 2011, if public or private gap money is assured in the next several months.

He said the turnpike agency will not consider a partnership with a private company and will not lease or give control of the Triangle Expressway to a private company. Some lenders have indicated interest in discussing terms that would keep the turnpike under full public control, he said.

The turnpike board will evaluate its options for public and private money for the Triangle project at its November meeting.

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Road 'pie' held not big enough

By Ray Gronberg, The Herald-Sun
August 15, 2007 9:55 pm

DURHAM -- Durham officials say that unless the state supplies more money for roads, transit and other transportation infrastructure, they might be forced to clamp down on the area's growth.

The saber rattling occurred this week after city Transportation Manager Mark Ahrendsen briefed elected officials on the widening shortfall that appears likely to dog the western Triangle's transportation program during the next 23 years.

Ahrendsen said that unless the state acts, the region is at least \$700 million short of being able to fund the \$6.1 billion in road and transit improvements it needs by 2030.

"The problem is the pie's just not big enough, even if you cut it up differently," Ahrendsen told elected officials who serve on the Joint City/County Committee. "The funds just aren't there, and aren't projected to get any better."

His assessment -- which included a comment that there are questions about whether the area "can sustain the growth we're projecting" -- prompted warnings from County Commissioner Chairwoman Ellen Reckhow and other officials.

"We may have to consider, if we don't have the resources for infrastructure, whether we begin to look at our other policies," Reckhow said, naming land-use and business incentives as two areas that might receive fresh scrutiny.

City Councilman Eugene Brown said state and federal leaders have neglected a mounting problem.

"It was my parents and grandparents who built this transportation system," he said. "Now we're turning our back on that investment. That's absolutely a public sin."

Those comments, and others like them, came as senior legislators and Gov. Mike Easley consider holding a special session of the General Assembly this winter to address the issue.

Legislators on both sides of the aisle, and outside observers like Chris Fitzsimon of N.C. Policy Watch, say it's possible state officials will propose a massive bond issue to finance roads and other transportation projects.

Whatever they come up with would be the state's first major transportation-funding initiative since the late 1980s, when former Gov. Jim Martin and legislators agreed to create the Highway Trust Fund.

The governors since -- Easley and former Gov. Jim Hunt -- have focused mostly on education policy and steered money there. Legislators went along, though lately they've pushed for additional spending on health care.

Republicans in the General Assembly say transportation just hasn't been a priority.

"The governor in his [February] State of the State address proposed not one extra dollar for transportation," said House Minority Leader Paul Stam, R-Wake. "Then the House passed its budget with not a dollar for transportation. Then the Senate passed its budget, with not a dollar for transportation extra. And now they say there's a big crisis."

The Easley administration did launch a study of the issue in 2005. But the committee involved, chaired by state Transportation Secretary Lyndo Tippet, quietly went out of business without generating a report.

"None of us were ever given much of an answer why," said Ellis Hankins, executive director of the N.C. League of Municipalities and a former member of Tippet's study committee.

Now, House Majority Leader Joe Hackney, D-Orange, Senate President Pro Tem Marc Basnight, D-Dare, and Easley supposedly are trying to work up a proposal.

It's not clear what exactly they might suggest, though talk of a bond issue abounds.

Hackney "wants what's best," said Bill Holmes, the speaker's press secretary. "And I don't know that he's reached a point where he has decided what that is yet."

Basnight's top lieutenant, Senate Majority Leader Tony Rand, D-Cumberland, said the key is figuring out whether the state has a revenue stream that can support the added debt payments for a bond.

Rand, Stam and Senate Minority Leader Phil Berger, R-Rockingham, all agreed a firm plan is a precondition for holding a special session.

Without it, legislators would only "haggle and fiddle and fight," Rand said.

Berger noted that the General Assembly's Republicans this spring proposed a \$1.25 billion transportation bond. They figured on paying for it by phasing out the annual transfer of \$172 million from the highway fund into other state programs.

The transfer -- also criticized by local officials like Ahrendsen -- is a legacy of the Martin-era compromise that produced the Highway Trust Fund. It kept the tax shuffles involved from affecting the rest of the state's budget.

But "what was a good idea in 1989 has not been a good idea for at least the last 10 years," Berger said.

Advocates like Fitzsimon, however, believe the rest of the budget still needs protection. They point to other potential revenue sources, including an increase of vehicle registration fees.

But "it certainly takes a bipartisan effort," Fitzsimon said. "For the most part, the people now fighting any increase in taxes or fees are Republicans, and the last time we addressed this, we had a Republican governor who was willing to raise taxes for a specific purpose."

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So much for "Thinking Ahead"

Tuesday, August 14th, 2007

The stage is being set behind the scenes for special legislative session on transportation. Governor Mike Easley and legislative leaders have been meeting to figure out how to build a consensus on how to raise new revenue for road improvements.

And unless something changes dramatically in the near future, roads are all that will be considered. There has been little talk of any other transportation solutions like mass transit or addressing the sprawling development in urban areas that increases the demand for highways and other services.

State leaders seem unwilling to have a real debate about a comprehensive transportation strategy and the roads only approach will demand billions more in state revenue in higher taxes or fees.

Earlier this year, the Department of Transportation announced that the state faces a \$65 billion highway funding shortfall in the next 25 years, a figure that Governor Easley called absurd. But a shortfall even half that size seems impossible to address.

The market fundamentalists are already peddling their anti-government alternative, advocating slashing the state's General Fund budget by hundreds of millions of dollars to pay for new highways. They just don't want to end the \$170 million transfer from the Highway Trust Fund to the General Fund, they want to take far more out of the operating budget of schools, human services and other state programs to pay for road construction.

Let's hope that approach is quickly dismissed by a commission Easley is likely to create to work on possible funding solutions. Easley and whoever he appoints ought to start their deliberations by looking at the work of the last group that was supposed to come up with solutions to our transportation woes. But looking at that work would require them to find it.

The group was called N.C. Thinking Ahead, an 11-member commission appointed in 2005 after Easley heard from urban mayors complaining about transportation problems. The group was created to develop a plan to address the transportation funding shortfall, complete with looking at revenue sources. It was important enough to be cited in a 2005 publication from Easley's office touting his accomplishments as Governor.

That report said that N.C. Thinking Ahead hosted eight forums across the state and conducted an online survey and that "Data from the regional forums and the poll will be incorporated into the group's final report." Reportedly, two outside consultants were hired to work with the project.

Minutes of a DOT committee meeting in November of 2005 show that a staff member predicted that all information from the regional meetings "will be summarized and reported to the task force by December 1, 2005."

Easley's DOT Secretary Lyndo Tippett hailed N.C. Thinking Ahead in speeches around the state that year, in March telling an audience in Charlotte that the group was working "to develop new ways to fund transportation improvements." A power point presentation by another DOT official at N.C. State said N.C. Thinking Ahead would study solutions to the revenue gap in the state's 25-year transportation plan.

Seems like all that would be valuable information now, as state officials are still trying to solve the same problem.

The regional meetings generated news coverage and press releases but the final report of N.C. Thinking Ahead is nowhere to be found. There's a reason for that. DOT Public Affairs Director Ernie Seneca says that while "the agency has moved forward with some of the information that was presented," no report was produced.

Seneca didn't respond directly to questions about how the public was supposed to read a report that doesn't exist or why Easley listed N.C. Thinking Ahead as a major accomplishment of his administration if there was nothing actually produced by the commission.

The Southern Pines Pilot included a quote from Easley in a July, 2005 story about N.C. Thinking Ahead. "Meeting transportation demands is a never-ending task," Easley said. "And we must continue to be creative and aggressive in our efforts to meet those demands."

Might also help to be aggressive in demanding that reports paid for by taxpayers are released to the public and don't just disappear into political thin air. There's a shortfall of more than just highway money in this Administration's transportation policy. There's some accountability missing too.

Now focus on roads

Aug 17, 2007 : 4:44 pm ET

When the talk turns to roads and transportation, the dollar figures that get kicked around can boggle the mind.

The East End Connector, a section of road linking the Durham Freeway to U.S. 70 and I-85, is expected to cost \$193 million.

Two proposed projects intended to smooth traffic coming into RTP -- an extension of the Freeway called the Triangle Parkway and the Western Wake Parkway, an extension of I-540 -- have a combined price tag of \$810 million.

Now planners in Durham are expressing concern about falling \$700 million short in state funding over the next 23 years. That's out of more than \$6 billion they figure we'll need in road and transportation improvements.

Indeed, roads are expensive. And although our modern conveyances of concrete and steel are crucial to contemporary life, they don't always work very well. Just take a drive on I-40 on a weekday around 5 p.m. to experience firsthand the stresses on our highways.

The state's lawmakers have recently, to their credit, focused much of their attention on education. But transportation has been an afterthought. Recognizing that a change in attitude is needed, state leaders like Speaker of the House Joe Hackney (D-Orange) , are kicking around the possibility of a transportation bond issue and a special legislative session to address the issues.

We agree that it may be time for bold proposals to insure the future viability of the state's roads and transportation. But we also agree with House Republicans who say that a firm plan should be on the table before a special session is called.

Such a plan will need to take population growth into consideration, along with the importance of reducing the number of cars on the road and the pollutants they spew. Any new transportation plan must be about more than new highways for automobiles. It must also call for dedicated bus lanes and HOV lanes, bike lanes and money for mass transit, including buses and rail. We also need to consider "out of the box" ways to pay for new pavement, such as toll roads and highways built by private contractors.

Planning for future growth will be expensive, but then again, so are new highways.

Easley: commission, not special session, to study transportation

By GARY D. ROBERTSON, Associated Press Writer
August 27, 2007 6:19 pm

RALEIGH, N.C. -- Gov. Mike Easley and legislative leaders agreed to meet this week to discuss ways to handle a projected \$65 billion funding shortfall in the state's transportation needs over the next two decades.

Easley, who believes the shortfall estimated by the Department of Transportation is overstated, will meet Tuesday with House Speaker Joe Hackney and Senate leader Marc Basnight about creating a special committee to examine the state's transportation needs and recommend changes.

The move indicates the state's three top Democratic elected leaders would prefer to address the problem without calling lawmakers back to Raleigh for a special legislative session in the near future.

"Any discussion of a special session is premature," Basnight spokesman Schorr Johnson said Monday. Easley and Hackney have made similar comments.

The General Assembly adjourned earlier this month without finding ways to narrow the shortfall. Lawmakers said they couldn't reach agreements on new revenue sources, working instead on phasing out Medicaid expenses for counties and giving them new tax options.

The Legislature isn't expected to reconvene until May, unless Easley orders lawmakers back for a special session. Lawmakers also could be forced back to work if three-fifths of House and Senate members ask to return.

Easley has said he wants a commission to examine what lawmakers could do next spring, or possibly earlier if there's broad agreement on a solution. Otherwise, a special session doesn't make sense, he said.

Hackney isn't necessarily opposed to a special session but wants guidelines in place outlining the needs and funding options before lawmakers reconvene, said his spokesman, Bill Holmes.

Raising taxes and fees or issuing more debt for road construction and expanding mass transit are often mentioned as possible solutions, but both could prove detrimental to Democrats in an election year without GOP support.

Republicans already have complained that Democrats failed to stop transferring \$172 million annually from the Highway Trust Fund to the state's general operating fund. The annual transfer began in the late 1980s as part of a deal to create the dedicate trust fund for urban loops and intrastate roads.

GOP lawmakers, and some Democrats, want those transfers to end.

A coalition of local governments and road-building trade groups that want a special session have said raising the tax on automobile sales from 3 percent to 5 percent would generate \$400 million more annually.

"The needs and the solutions are not new -- those have been on the table," said Beau Mills, chairman of NC Go!, an organization heading the coalition. "What we need now is action and leadership."

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COALITION OF ENGINEERS FOR TRANSPORTATION

TAC 9/12/07 Attachment 16

American Society of Civil Engineers, North Carolina Section
American Council of Engineering Companies of North Carolina
Professional Engineers of North Carolina

American Society of Highway Engineers of North Carolina
NC Section of Institute of Transportation Engineers

August 24, 2007

The Honorable Michael F. Easley
The State Capitol
Raleigh, North Carolina

Dear Governor Easley:


The "Engineers for Transportation" is a coalition of engineering organizations that recently joined together to voice our concern regarding the present condition of our transportation infrastructure and to advocate for stronger investment in the critical needs of our transportation system. Our members include engineers in private practice, industry, government and education and, combined, we represent several thousand engineers in North Carolina.

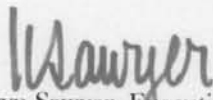
Even before the 2006 American Society of Civil Engineers Report Card that gave our state a failing grade on the condition of our roads and bridges, our organizations had become increasingly concerned for the safety of our citizens. As engineers, we pledge to place the public welfare above all considerations. Yet, with each day that goes by, the traveling public becomes more vulnerable to accidents or tragedies, such as the recent Minneapolis bridge collapse, that could be caused by our transportation infrastructure that is deteriorating and operating at levels far exceeding the capacity. Therefore, as engineers, we feel an obligation to become involved in what we believe is one of the most critical challenges facing our state - developing and maintaining a safe and efficient transportation system.

Recently, there have been press reports that suggest a special commission may be appointed to define the scope or issues that may be addressed by a Special Session on transportation. We would strongly encourage the creation of such a commission, and if such a commission is created, we respectfully request that the engineering profession be represented on the commission to provide a fact-based, unbiased perspective of the current condition of our transportation system and propose solutions that ensure the integrity of our infrastructure and the safety of the public. Additionally, if a special commission on transportation is created, we would urge you and the legislative leadership to have the commission act with speed in order to allow time to call a Special Session prior to next May's Short Session.

Our organizations stand ready to partner with you and your Administration to provide the support necessary to effectively address our state's transportation needs. Please call the Professional Engineers of North Carolina Executive Director, Betsy Bailey, at 919-424-4412 or the American Council of Engineering Companies of North Carolina Executive Director, Kathryn Sawyer, at 919-781-7934 for further information or if we can be of assistance to you or your staff as you deal with this critical situation.

Respectfully,


Betsy Bailey, Executive Director
Professional Engineers of North Carolina


Kathryn Sawyer, Executive Director
American Council of Engineering Companies
of North Carolina

And On Behalf of:
American Society of Civil Engineers, North Carolina Section
American Society of Highway Engineers of North Carolina
NC Section of Institute of Transportation Engineers
Women's Transportation Seminar, North Carolina Chapter

Keeping Our Transportation System Safe and Efficient

COALITION OF ENGINEERS FOR TRANSPORTATION

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American Council of Engineering Companies of North Carolina
Professional Engineers of North Carolina

American Society of Highway Engineers of North Carolina
NC Section of Institute of Transportation Engineers

August 24, 2007

Senator Marc Basnight
North Carolina State Senate
Raleigh, North Carolina

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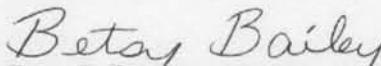
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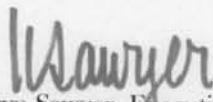
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Keeping Our Transportation System Safe and Efficient

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August 24, 2007

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North Carolina House of Representatives
Raleigh, North Carolina

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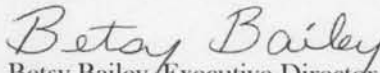
The "Engineers for Transportation" is a coalition of engineering organizations that recently joined together to voice our concern regarding the present condition of our transportation infrastructure and to advocate for stronger investment in the critical needs of our transportation system. Our members include engineers in private practice, industry, government and education and, combined, we represent several thousand engineers in North Carolina.

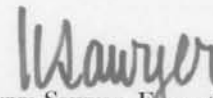
Even before the 2006 American Society of Civil Engineers Report Card that gave our state a failing grade on the condition of our roads and bridges, our organizations had become increasingly concerned for the safety of our citizens. As engineers, we pledge to place the public welfare above all considerations. Yet, with each day that goes by, the traveling public becomes more vulnerable to accidents or tragedies, such as the recent Minneapolis bridge collapse, that could be caused by our transportation infrastructure that is deteriorating and operating at levels far exceeding the capacity. Therefore, as engineers, we feel an obligation to become involved in what we believe is one of the most critical challenges facing our state - developing and maintaining a safe and efficient transportation system.

Recently, there have been press reports that suggest a special commission may be appointed to define the scope or issues that may be addressed by a Special Session on transportation. We would strongly encourage the creation of such a commission, and if such a commission is created, we respectfully request that the engineering profession be represented on the commission to provide a fact-based, unbiased perspective of the current condition of our transportation system and propose solutions that ensure the integrity of our infrastructure and the safety of the public. Additionally, if a special commission on transportation is created, we would urge you, the President Pro Tem and the Governor's Administration to have the commission act with speed in order to allow time to call a Special Session prior to next May's Short Session.

Our organizations stand ready to partner with you and your staff to provide the support necessary to effectively address our state's transportation needs. Please call the Professional Engineers of North Carolina Executive Director, Betsy Bailey, at 919-424-4412 or the American Council of Engineering Companies of North Carolina Executive Director, Kathryn Sawyer, at 919-781-7934 for further information or if we can be of assistance to you or your staff as you deal with this critical situation.

Respectfully,


Betsy Bailey, Executive Director
Professional Engineers of North Carolina


Kathryn Sawyer, Executive Director
American Council of Engineering Companies
of North Carolina

And On Behalf of:
American Society of Civil Engineers, North Carolina Section
American Society of Highway Engineers of North Carolina
NC Section of Institute of Transportation Engineers
Women's Transportation Seminar, North Carolina Chapter

Keeping Our Transportation System Safe and Efficient

Transportation Related Activity 2007 NC Legislative Session

Transportation Related Bills that Passed the General Assembly

H292 - Accelerated Yadkin River Bridge Replacement – This is a local bill that authorizes the Turnpike Authority accelerate the Yadkin River Bridge Replacement (study and undertake preliminary design work for the replacement of the Yadkin River bridge)

H610 - Design-Build Construction/Transportation. Removes the sunset provision on design-build project and set the maximum design-build projects that NCDOT can undertake per at 25. This could help some lower cost and project delivery for some projects.

HB 1005 – Various Transportation Changes/Study, passed on the last day of the session, added transportation to the responsibilities of the state’s Debt Affordability Advisory Committee and required DOT to present a study to the Joint Legislative Transportation Committee by October 1, 2007 that recommends any legislation for improving transportation, including alternative funding. It also authorized the State Budget Office to spend \$1 million to prepare a “statewide logistics plan” for commerce, transportation, and long term economic growth and to report its findings to the Joint Legislative Transportation Committee by April 1, 2008.

SB 1513 : Street Construction/Maintenance Responsibility—A major departure from the past appears in **SB 1513 – County Transportation Financing and Municipal Powell Bill**, which allows counties to participate in financing, acquire land, use eminent domain and make improvements to the state highway system (not municipal systems).

Heretofore, counties did not have general authority to participate in transportation programs in North Carolina. The legislation also allows municipalities, if they choose to do so, to reprogram municipal Powell Bill funds to complete State TIP projects.

HB 1473 (SL 2007-323 – Infrastructure. The state budget appropriates \$21 million in each fiscal year for small construction projects and \$15 million in each year for rural or small urban highway improvements and related transportation enhancements. Section 27.12 of the budget also states the intention to phase out the annual \$172 million transfer to the General Fund from the Highway Trust Fund. The Highway Trust Fund construction budget (loops and intra-state system) was lower than the previous years due to decreased revenue estimates for the Highway Trust Fund.

There is considerable “buzz” about the potential for a Special Session of the General Assembly for transportation issues. Whether a special session is called (either by the Governor or the required 2/3 majority of legislators), or a “special commission” is appointed, there is near universal agreement that transportation needs were not

adequately addressed in this last session. The challenge now will be to ensure municipal transportation needs are well-defined and a central part of whatever public dialogue or deliberations do take place.

Private Roads—*HB 976 – Public Vehicular Areas Defined* adds gated community roads to the definition of public vehicular areas for purposes of North Carolina law and clarifies that emergency service vehicles are to be granted immediate access to such roads.

HB 1576 – Coordinated Traffic Signals/Reduce Energy Use permits municipalities or MPOs to develop traffic control plans that coordinate traffic lights on state roads that become part of a municipal street system. This bill passed the House and is eligible in the short session.

SB 373 – Street Construction/Developer Responsibility passed the Senate as a local bill that applies only to Onslow County and the municipalities therein, but it is likely to be made statewide if it advances in the short session. As written the bill would limit the ability of municipalities to plan for and seek appropriate developer participation in the costs of transportation improvements associated with new developments. A DOT-backed bill to require municipalities to take responsibility for more streets from the state,

HB 1462 – Municipal Street Provisions, did not come up in committee this session and did not advance.

S1513

**GENERAL ASSEMBLY OF NORTH CAROLINA
SESSION 2007**

**SENATE BILL 1513
RATIFIED BILL**

AN ACT TO ALLOW COUNTIES TO PARTICIPATE IN FINANCING IMPROVEMENTS TO PUBLIC STREETS, HIGHWAYS, AND BRIDGES; AND TO ALLOW MUNICIPALITIES THAT RECEIVE AN ALLOCATION OF FUNDS FROM THE HIGHWAY FUND AND THE HIGHWAY TRUST FUND WITH MONIES FOR REPAIR, MAINTENANCE, CONSTRUCTION, RECONSTRUCTION, WIDENING, OR IMPROVING STREETS OF THE MUNICIPALITY AN OPTION TO ELECT TO CONTINUE TO RECEIVE ALLOCATIONS OR HAVE THE ALLOCATION REPROGRAMMED TO FUND ANY PROJECT ON THE DEPARTMENT OF TRANSPORTATION'S TRANSPORTATION IMPROVEMENT LIST.

The General Assembly of North Carolina enacts:

SECTION 1. G.S. 136-18(29a) reads as rewritten:

"(29a) To coordinate with all public and private entities planning schools to provide written recommendations and evaluations of driveway access and traffic operational and safety impacts on the State highway system resulting from the development of the proposed sites. All public and private entities shall, upon acquiring land for a new school or prior to beginning construction of a new school, relocating a school, or expanding an existing school, request from the Department a written evaluation and written recommendations to ensure that all proposed access points comply with the criteria in the current North Carolina Department of Transportation "Policy on Street and Driveway Access". The Department shall provide the written evaluation and recommendations within a reasonable time, which shall not exceed 60 days. This subdivision shall not be construed to require the public or private entities planning schools to meet the recommendations made by the ~~Department~~ Department, except those highway improvements that are required for safe ingress and egress to the State highway system."

SECTION 2. G.S. 136-45 reads as rewritten:

"§ 136-45. General purpose of law; control, repair and maintenance of highways.

The general purpose of the laws creating the Department of Transportation is that said Department of Transportation shall take over, establish, construct, and maintain a statewide system of hard-surfaced and other dependable highways running to all county seats, and to all principal towns, State parks, and principal State institutions, and linking up with state highways of adjoining states and with national highways into national forest reserves by the most practical routes, with special view of development of agriculture, commercial and natural resources of the State, ~~and and~~, except as otherwise provided by law, for the further purpose of permitting the State to assume control of the State highways, repair, construct, and reconstruct and maintain said highways at the expense of the entire State, and to relieve the counties and cities and towns of the State of this burden."

SECTION 3. G.S. 136-51 reads as rewritten:

"§ 136-51. Maintenance of county public roads vested in Department of Transportation.

From and after July 1, 1931, the exclusive control and management and responsibility for all public roads in the several counties shall be vested in the Department of Transportation as hereinafter provided, and all county, district, and township highway or road commissioners, by

whatever name designated, and whether created under public, public-local, or private acts, shall be abolished:

Provided, that for the purpose of providing for the payment of any bonded or other indebtedness, and for the interest thereon, that may be outstanding as an obligation of any county, district, or township commission herein abolished, the boards of county commissioners of the respective counties are hereby constituted fiscal agents, and are vested with authority and it shall be their duty to levy such taxes on the taxable property or persons within the respective county, district, or township by or for which said bonds or other indebtedness were issued or incurred and as are now authorized by law to the extent that the same may be necessary to provide for the payment of such obligations; and the respective commissions herein abolished shall on or before July 1, 1931, turn over to said boards of county commissioners any moneys on hand or evidences of indebtedness properly applicable to the discharge of any such indebtedness (except such moneys as are mentioned in paragraph (a) above); and all uncollected special road taxes shall be payable to said boards of county commissioners, and the portion of said taxes applicable to indebtedness shall be applied by said commissioners to said indebtedness, or invested in a sinking fund according to law. All that portion of said taxes or other funds coming into the hands of said county commissioners and properly applicable to the maintenance or improvement of the public roads of the county shall be held by them as a special road fund and disbursed upon proper orders of the Department of Transportation.

Provided, further, that in order to fully carry out the provisions of this section the respective boards of county commissioners are vested with full authority to prosecute all suitable legal actions.

Nothing in this section shall prevent a county from participating in the cost of rights-of-way, construction, reconstruction, improvement, or maintenance of a road on the State highway system under agreement with the Department of Transportation. A county is authorized and empowered to acquire land by dedication and acceptance, purchase, or eminent domain and make improvements to portions of the State highway system lying within or outside the county limits utilizing local funds that have been authorized for that purpose. The provisions of G.S. 153A-15 apply to any county attempting to acquire property outside its limits. All improvements to the State highway system shall be done in accordance with the specifications and requirements of the Department of Transportation."

SECTION 4. G.S. 136-98 reads as rewritten:

"§ 136-98. ~~Prohibition of local road taxes and bonds and construction of roads by local authorities; existing contracts.~~ Counties authorized to participate in costs of road construction and maintenance.

(a) ~~From and after the first day of July, 1931, no county or road district by authority of any public, public-local, or private act shall levy any taxes for the maintenance, improvement, reconstruction, or construction of any of the public roads in the various and several counties of the State, nor shall any county, through the board of commissioners thereof or the highway commission, nor shall any district or township highway commission, issue or sell or enter into any contract to issue or sell any bonds heretofore authorized to be issued and sold, but unissued and unsold, for the purpose of obtaining money with which to improve, maintain, reconstruct, or construct roads, except for the purpose of discharging obligations entered into prior to the ratification of this section, and all acts authorizing the board of county commissioners, the county highway commissions, district highway or township commissions, to issue and sell bonds for the purpose aforesaid, are hereby amended so as to conform to this section. No board of county commissioners nor county highway commission, nor district nor township highway commission from and after the passage of this section shall enter into any contract to build or construct roads in the various and several counties except for such projects as can be completed and paid for prior to July 1, 1931. All contracts heretofore entered into by any county through the board of county commissioners, county highway commission, and all contracts heretofore entered into by any district or township highway commission which shall be incomplete on July 1, 1931, shall be taken over by the Department of Transportation and completed by the Department of Transportation by the use of money and funds applicable thereto, by the terms of the said contracts. Nothing in this section or in any section of Chapter 145 of the Public Laws of 1931 that may appear in this Code shall be construed to prohibit the levying of taxes authorized~~

~~by law for the payment of interest or principal on outstanding bonds or other evidences of debt lawfully issued. Any county or road district which has heretofore issued bonds or other evidences of debt by authority of law for road improvement purposes may refund said bonds or other evidences of debt under and pursuant to the laws of the State of North Carolina relative thereto.~~

(b) Nothing in this Article prohibits counties from establishing service districts for road maintenance under Part 1, Article 16 of Chapter 153A of the General Statutes.

(c) A county is authorized to participate in the cost of rights-of-way, construction, reconstruction, improvement, or maintenance of a road on the State highway system under agreement with the Department of Transportation."

SECTION 5. Chapter 136 of the General Statutes is amended by adding a new section to read:

"§ 136-41.4. Municipal use of allocated funds; election.

A municipality that qualifies for an allocation of funds pursuant to G.S. 136-41.1 shall have the option to accept all funds allocated to the municipality, under that section, for the repair, maintenance, construction, reconstruction, widening, or improving of the municipality's streets, or the municipality may elect to have some or all of the allocation reprogrammed for any Transportation Improvement Project currently on the approved project list within the municipality's limits or within the area of any metropolitan planning organization or rural planning organization.

If a municipality chooses to have its allocation reprogrammed, the minimum amount that may be reprogrammed is an amount equal to that amount necessary to complete one full phase of the project selected by the municipality or an amount that, when added to the amount already programmed for the Transportation Improvement Project selected, would permit the completion of at least one full phase of the project."

SECTION 6. Section 5 of this act becomes effective October 1, 2007. The remainder of this act is effective when it becomes law.

2007. In the General Assembly read three times and ratified this the 2nd day of August,

Beverly E. Perdue
President of the Senate

Joe Hackney
Speaker of the House of Representatives

Michael F. Easley
Governor

Approved .m. this day of , 2007