

Member Governments

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

**DURHAM – CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION
TECHNICAL COORDINATING COMMITTEE (TCC)**

AGENDA

**November 24, 2008
1:30 p.m.**

**City Council Committee Room
2nd floor Durham City Hall**

- 1. Preliminaries**
- 2. Adjustments to the Agenda**
- 3. Public Comments**

ACTION ITEMS

**4. Approval of October 22, 2008 TCC Meeting Minutes
(Attachment 4)**

A copy of the October 22, 2008 minutes is enclosed as Attachment 4.

TCC Action: Approve minutes of the October 22, 2008 TCC meeting.

**5. 2035 Long Range Transportation Plan and Comprehensive Transportation Plan
(Attachment 5, 5A, 5B, 5C)
Andy Henry, LPA Staff**

The Transportation Options report was released to the public on October 28, 2008. The TAC conducted a public hearing on November 12, 2008, and various public meetings and workshops on the options will continue to take place through early December. At the joint DCHC MPO and CAMPO TAC meeting (October 29, 2008) and the recent public hearing, the TAC expressed a consensus to support the Light Rail Transit Option, and thus staff is developing that option for the draft 2035 LRTP.

Attachment 5 is a table showing the financial viability of several implementation scenarios for light rail transit in the DCHC MPO (and, in one case, commuter rail transit – see scenario A3). All the light rail scenarios in this table are financially viable given the assumed revenues that are identified, and scenario A1 and A5 are the strongest scenarios in terms of financing.

Costs for the published transportation options needed to be substantially reduced to fiscally constrain the 2035 LRTP. Staff ran two travel demand model runs to understand the impact of moving highway projects, and groups of related highway projects, from the 2035 LRTP transportation options to the Comprehensive Transportation Plan (CTP). Attachment 5A

identifies the projects that were eliminated for Test Run A and Test Run B, provides congestion maps (i.e., volume divided by capacity – V/C) for the Existing Plus Committed (E+C) networks and for the two test runs, and has a comparative performance measure table for the light rail transit option and two model runs.

Attachment 5B lists the highway projects that staff recommends be taken out of the 2035 LRTP and moved to the CTP. These recommendations are based on public and elected officials input, the two model test results, and the requirement to develop a fiscally constrained Plan.

Staff continues to develop the bus transit table. The draft table will not be finalized in time for the TCC review.

Attachment 5C is the financial plan for the draft 2035 LRTP.

The following table presents the schedule for the remainder of the 2035 LRTP:

Action	Date
TAC approve 2035 LRTP	12/10/08
TAC release 2035 LRTP Air Quality Conformity Report	2/11/09
TAC hold public hearing for Conformity Report	3/11/09
TAC approve 2035 LRTP Air Quality Conformity Report	4/8/09
Federal approval of 2035 LRTP	Before 6/15/09

TCC Action: Recommend that the TAC approve the 2035 Long Range Transportation Plan.

6. 2011-2017 Transportation Improvement Program - Regional Priority List

(Attachment 6, 6A, 6B, 6C, 6D)

Ellen Beckmann, LPA Staff

NCDOT has requested that MPOs provide their Regional Priority Lists for the FY 2011-2017 Transportation Improvement Program (TIP) by March 28, 2008. This is a three month delay from the original schedule. A revised schedule for the development of the FY 2011-2017 Metropolitan TIP with this new deadline is provided in Attachment 6A. In August 2008, the TAC approved the Ranking Methodology for the development of the Regional Priority List (Attachment 6B). Local jurisdictions have submitted their local priority lists (Attachment 6C) and applied the ranking methodology to their projects.

Attachment 6D is the results of the ranking methodology for the MPO. As with the previous methodology, three separate methodologies are used for highway, bicycle/pedestrian, and transit projects. The TAC released the results of the ranking methodology as the draft Regional Priority List and scheduled a public hearing for the January TAC meeting. Attachment 6 is an overview memo on the Regional Priority List. This memo describes a number of unresolved issues discussed by the TCC TIP Subcommittee. The TAC requested a recommendation on these issues by the January TAC meeting.

TCC Action: Discuss the unresolved issues in Attachment 6. Develop a recommendation or refer to the TIP Subcommittee for further review.

7. Job Access Reverse Commute and New Freedom Grants – 2009 Call for Projects
(Attachment 7, 7A, 7B)

Ellen Beckmann, LPA Staff

The MPO receives an annual allocation of Job Access Reverse Commute (JARC) and New Freedom (NF) funds. JARC is targeted for improving transportation for low income populations and NF is targeted at persons with disabilities. The 2009 Call for Projects would allocate the MPO's remaining appropriations – approximately \$165,000 for JARC and \$170,000 for NF. The 2009 appropriation will not be known until February or March 2009.

Attachment 7 is a memo on the 2009 JARC and NF Call for Projects. This memo includes tables listing the MPO's appropriations and approved projects. Attachment 7A is the application packet for this year. The FTA requires a Program Management Plan (PMP) for administration of the JARC and NF funds. Attachment 7B is the DCHC MPO's PMP. This document has been approved by FTA.

TCC Action: Recommend that the TAC release the 2009 Job Access Reverse Commute and New Freedom Call for Projects.

8. 2008-2009 Unified Planning Work Program – Amendment #3 - Special Transit
Advisory Committee Contract

(Attachment 8, 8A)

Felix Nwoko, LPA Staff

Ellen Beckmann, LPA Staff

The TAC has approved the use of up to \$38,000 of STPDA and local match funds for the DCHC MPO's share of Triangle Transit's contract with the Institute for Transportation Research and Education (ITRE) for administration of the Special Transit Advisory Commission. The DCHC MPO agreed to pay for 20% of this contract. The TAC approved \$24,000 of STPDA funds (plus \$6,000 local match) at its October 10, 2007 meeting. Due to additional STAC meetings, the contract was amended, and the TAC increased the DCHC MPO's share to up to \$30,400 of STPDA funds (plus \$7,600 local match) on April 9, 2008. The original \$24,000 of STPDA was programmed in FY 2008 in the DCHC MPO 2007-2008 UPWP. The additional \$6,400 of STPDA was to use unobligated FY 2007-2008 UPWP funds. Since April 2009, the final contract with ITRE was determined to be \$172,669.75. The DCHC MPO's share is \$34,533.95.

The amendment to the interlocal agreement between Triangle Transit, the City of Durham, and the City of Raleigh for reimbursement of Triangle Transit's contract with ITRE is currently being reviewed by local governments. Since this amendment will be approved in FY 2009, the STPDA funds need to be deleted from FY 2008 and added to FY 2009. Amendment #3 to the DCHC MPO's 2008-2009 UPWP will add these funds (Attachment 8). The amended STPDA spreadsheet is also attached (Attachment 8A). Again, \$24,000 of STPDA (plus \$6,000 local match) will be programmed in FY 2009. The additional \$3,627.16 of STPDA (plus \$906.79 local match) will use unobligated FY 2008-2009 UPWP funds. The City of Durham will provide the entire local match.

TCC Action: That the TAC approve amendment #3 to the 2008-2009 UPWP and change the STPDA spreadsheet accordingly.

9. 2009-2015 Metropolitan Transportation Improvement Program – Administrative Modification #2

(Attachment 9)

Ellen Beckmann, LPA Staff

Chapel Hill Transit received a federal earmark for seven replacement hybrid buses in FY 2009. These buses are listed in the FY 2009-2015 MTIP as unfunded. Administrative Modification #2 to the FY 2009-2015 MTIP (Attachment 9) will change these buses from unfunded to funded.

TCC Action: That the TAC approve Administrative Modification #2 to the 2009-2015 MTIP.

REPORTS FROM STAFF:

10. Reports from Staff

(Attachment 10)

Felix Nwoko, LPA Staff

TCC Action: Receive Report from staff

11. Report from the Chair

Mark Ahrendsen, TCC Chair

TCC Action: Receive Report from TCC Chair

12. NCDOT Report

(Attachment 12)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

INFORMATIONAL ITEMS

Adjourn

Next meeting: December 17, 2008

TECHNICAL COORDINATING COMMITTEE

October 22, 2008

MINUTES OF MEETING

The Technical Coordinating Committee met on October 22, 2008 at 9:00 a.m. in the Council Committee Room on the second floor of Durham City Hall. The following attended:

- 6 *Mark Ahrendsen City of Durham – Transportation (TCC Chair)
- 7 *David Bonk Town of Chapel Hill
- 8 *Aaron Cain City of Durham – Planning
- 9 *Andy Henry City of Durham - Transportation
- 10 *John Hodges-Copple Triangle J COG
- 11 *Tom King Town of Hillsborough
- 12 *Karen Lincoln Orange County Planning
- 13 *Ray Magyar UNC - Transportation
- 14 *Adena Messinger Town of Carrboro
- 15 *Ryan Mickles Town of Chapel Hill
- 16 *Felix Nwoko City of Durham – Transportation
- 17 *Ed Venable City of Durham – Engineering
- 18 *Battle Whitley NCDOT – Division 5 Engineer
- 19
- 20
- 21 Ellen Beckmann City of Durham – Transportation
- 22 Kevin Harward City of Durham - Transportation
- 23 Dale McKeel City of Durham – Transportation
- 24 Dawn Qiu City of Durham - Transportation
- 25 Jill Stark FHWA
- 26
- 27 *Voting Member

Mark Ahrendsen called the meeting to order at 9:05 a.m.

PRELIMINARIES:

Adjustments to the Agenda

There were no adjustments to the agenda.

Public Comments

There were no public comments.

ACTION ITEMS:

Approval of September 24, 2008 TCC Meeting Minutes (Attachment 4)

36 Karen Lincoln made an amendment to the minutes on page 2, line 52; it should read “they
37 supported increased transit frequency, they also liked the off road bicycle and pedestrian.” A motion
38 was made by John Hodges-Copple and seconded by Karen Lincoln to approve the September 24, 2008
39 TCC Meeting Minutes with the amendment noted above. The motion carried unanimously.

40 **2035 Long Range Transportation Plan Preferred Option and Comprehensive Transportation Plan**
41 **(Attachment 5)**

42
43 Andy Henry provided an update on the 2035 Long Range Transportation Plan Preferred Option
44 and Comprehensive Transportation Plan, along with the attachment. Mr. Henry also distributed a
45 handout at the beginning of the meeting with the status of the preferred option.

46 Adena Messinger stated that all the Orange County sidewalk projects are missing. Dale McKeel
47 asked if we really want to include the list of all the pedestrian projects. He suggested just referencing
48 the existing policies and plans and not including the list of all the sidewalk projects. Andy Henry stated
49 that he thought the consensus of the subcommittee for the LRTP was that we would not list each project
50 in the final LRTP. We would just include policies and the dollar amount, but at this point since we have
51 already distributed a list in the preferred option, we would go ahead with the list. David Bonk stated at
52 the subcommittee meeting that there was a question about the unit costs for both sidewalk and bicycle
53 construction. Felix Nwoko stated that can be changed when the subcommittee meets. Mark Ahrendsen
54 stated we are not changing what is going out to the public. The list of projects provided to the TAC will
55 be used, adding the Town of Carrboro and Orange County projects; but the intent is when they get
56 ready to adopt the recommended plan we will not be specific.

57 Felix Nwoko stated we will list broad categories for the ITS projects so there is flexibility. Andy
58 Henry stated he still does not have the cost and revenues as of last night for the DMU and light rail.

59 David Bonk stated he wants the TransCAD output files for the Town of Chapel Hill to review. Mr.
60 Bonk stated that because we have four transit alternatives, we need to get detailed output of the
61 differences.

62 Andy Henry stated there will be two mailings going out. One will be a flier and the other a
63 newsletter. Felix Nwoko stated staff needs to be sure the public is notified. Specifically, we need to
64 inform the ones that attended the September public hearing.

65 John Hodges-Copple stated he is concerned with calling it the preferred option since we are not
66 fiscally constrained and it is not actually a recommendation. Andy Henry will look at the language
67 previously used. Andy Henry asked what CAMPO is calling it and John Hodges-Copple stated that
68 CAMPO is calling it the four fiscally constrained options. Mr. Hodges-Copple stated we hope these are
69 fiscally constrained, all the STAC numbers suggest they are fiscally constrained, but we do not know.

70 Andy Henry stated over the next several weeks, staff needs to get some real fiscally constrained
71 transit scenarios.

72 David Bonk is concerned with the schedule because the public hearing takes place at the same
73 time that a recommendation is provided to the TAC.

74 There will be a LRTP subcommittee meeting on October 29, 2008 at 2:00 p.m. until 3:30 p.m. at
75 TJ COG before the Joint TAC meeting.

76 Mark Ahrendsen suggested changing the TCC meeting to November 24, 2008 at 1:30 p.m.
77 instead of November 26, 2008. The location will be determined at a later time.

78 John Hodges-Copple stated that CAMPO will likely have a January adoption of the LRTP. John
79 Hodges-Copple stated staff can meet to discuss the recommended rail transit on October 30, 2008 at 9
80 a.m. The location will be determined later. There will be a revenue meeting on October 27, 2008 at TJ
81 COG.

82 **FY 2011-2017 Transportation Improvement Program – Regional Priority List (Attachment 6, 6A, 6B)**

83 Ellen Beckmann provided an introduction for the FY 2011-2017 Transportation Improvement
84 Program – Regional Priority List, along with the attachments. There is still some missing information.
85 There are no Town of Chapel transit projects and Ellen Beckmann needs this information as soon as

86 possible. There is a lot of missing information on the bicycle/pedestrian projects. Karen Lincoln brought
87 up the rail station in Hillsborough.

88 Ellen Beckmann suggested having a subcommittee before it can be brought back to the TAC.
89 David Bonk has a concern over the schedule. A subcommittee meeting will be held on October 31,
90 2008 at 1:30 p.m.

91 A motion was made by Andy Henry and seconded by David Bonk to refer this to the
92 subcommittee and move the subcommittee recommendation to the TAC. The motion carried
93 unanimously.

94 **NCDOT Proposal for Congestion Mitigation Air Quality (CMAQ) Project Selection and Programming**
95 **Process (Attachment 7 and 7A)**

96
97 Felix Nwoko provided an update for the NCDOT Proposal for Congestion Mitigation Air Quality
98 (CMAQ) Project Selection and Programming Process, along with the attachments.

99 A motion was made by David Bonk and seconded by Felix Nwoko to endorse the NCAMPO
100 position and copy the FHWA administration. The motion carried unanimously.

101 **REPORTS FROM STAFF:**

102 **Reports from Staff (Attachment 8)**

103 The Report from Staff is attached for review. Felix Nwoko stated that the NC-54 corridor study
104 final draft RFP will be sent to NCDOT and FHWA for comment. It should be posted within a month. The
105 notice to proceed should occur in late January or early February.

106 David Bonk asked that a UPWP amendment to include the Chapel Hill project currently funded
107 in the MPO STPDA be included at today's meeting. The project is \$50,000 for a special studies
108 consultant to study transit impact fees. The TAC has already approved the STP-DA funds; it just needs to
109 be reflected in the UPWP.

110 A motion was made by Felix Nwoko and seconded by David Bonk to recommend the TAC
111 approval of Amendment #2 to the 2008-2009 UPWP to reflect the \$50,000 STP-DA project in Chapel
112 Hill. The motion carried unanimously.

113 **Report from the Chair**

114 Mark Ahrendsen stated after the LRTP is approved, staff needs to revisit the Metropolitan Area
115 Boundary. Jill Stark stated staff may want to delay until the 2010 census. Mark Ahrendsen stated we
116 will have already initiated an LRTP update. Mark Ahrendsen stated he feels we really need to get back
117 on this.

118 **NCDOT Report (Attachment 10)**

119 The NCDOT report is attached.

120 Jill Stark stated there is an issue of not having a NCDOT coordinator and no representation at
121 the LRTP meetings. Felix Nwoko stated there is no involvement in the 3C process by NCDOT as well.
122 Because of these issues, NCDOT participation was listed as a corrective issue in the latest MPO
123 Certification Report. Karen Lincoln stated that the Triangle Area RPO is also concerned about the lack of
124 NCDOT staff and they sent a resolution to NCDOT.

125 **Adjournment**

126 There being no further business before the Technical Coordinating Committee, the meeting
127 adjourned at 10:38 a.m.

DCHC FINANCIAL MODELING RESULTS

Rail Transit Scenarios (November 11, 2008)

Scenario ID	A1	A2	A3	A4	A5
LRT Segments					
Duke to TMC via NCRR	2019	X	X	2019	X
Duke to TMC via NCCU	X	2023	X	X	X
Durham Multimodal to TMC via NCRR	X	X	2030	X	2025
UNCH to Durham Multimodal	X	X	2023	X	2023
UNCH to Duke	2023	2027	X	X	X
UNCH to Leigh Village	X	X	X	2023	X
Leigh Village to Duke	X	X	X	2027	X
Commuter Rail Segments					
Burlington to TMC via NCRR	X	X	2017	X	X
Bus Deployment (bus fleet numbers are cumulative)					
Buses Deployed by Dec 31, 2013	20	20	20	20	20
Buses Deployed by Dec 31, 2015	30	30	20	30	30
Buses Deployed by Dec 31, 2025	30	30	20	30	30
Buses Deployed by Dec 31, 2035	60	60	60	60	60
Financial Position, Trailing Years of Plan					
Balance 2033 (\$millions YOE)	\$ 67.4	\$ 18.3	\$ 20.6	\$ 69.8	\$ 72.7
Balance 2034 (\$millions YOE)	\$ 75.4	\$ 19.6	\$ 21.4	\$ 80.9	\$ 80.7
Balance 2035 (\$millions YOE)	\$ 85.2	\$ 22.8	\$ 23.9	\$ 94.0	\$ 90.7

All of the scenarios contain rail from UNC Hospital to Triangle Metro Center (TMC) by 2035. An X does not mean there is no rail between the locations to the left of the X. An X means that this segment is calculated somewhere else, in a line with a date included.

Implementation assumptions: 2019 earliest for Duke to TMC segment; 2023 earliest for UNC to DMMC segment.

General Assumptions Across All Alternatives

Revenues include: 1/2 - cent sales tax equivalent and \$10 veh. Reg. fee, starting 2010
 Revenues include: \$5 mil/year other revenue, starting 2015
 33% Federal Participation; 25% State Participation; 42% Local Participation for LRT Rail Capital
 45% Federal Participation; 45% State Participation; 10% Local Participation for Com Rail Capital
 15% Farebox Recovery Ratio Assumed for Bus
 20% Farebox Recovery Ratio Assumed for Rail

*Prepared by Triangle Transit staff for DCHC MPO
 November 12, 2008*

Ridership Estimates*	Ridership
UNC to NCCU	6,450
Duke to Triangle Metro Center	1,055
UNC to Triangle Metro Center	8,021

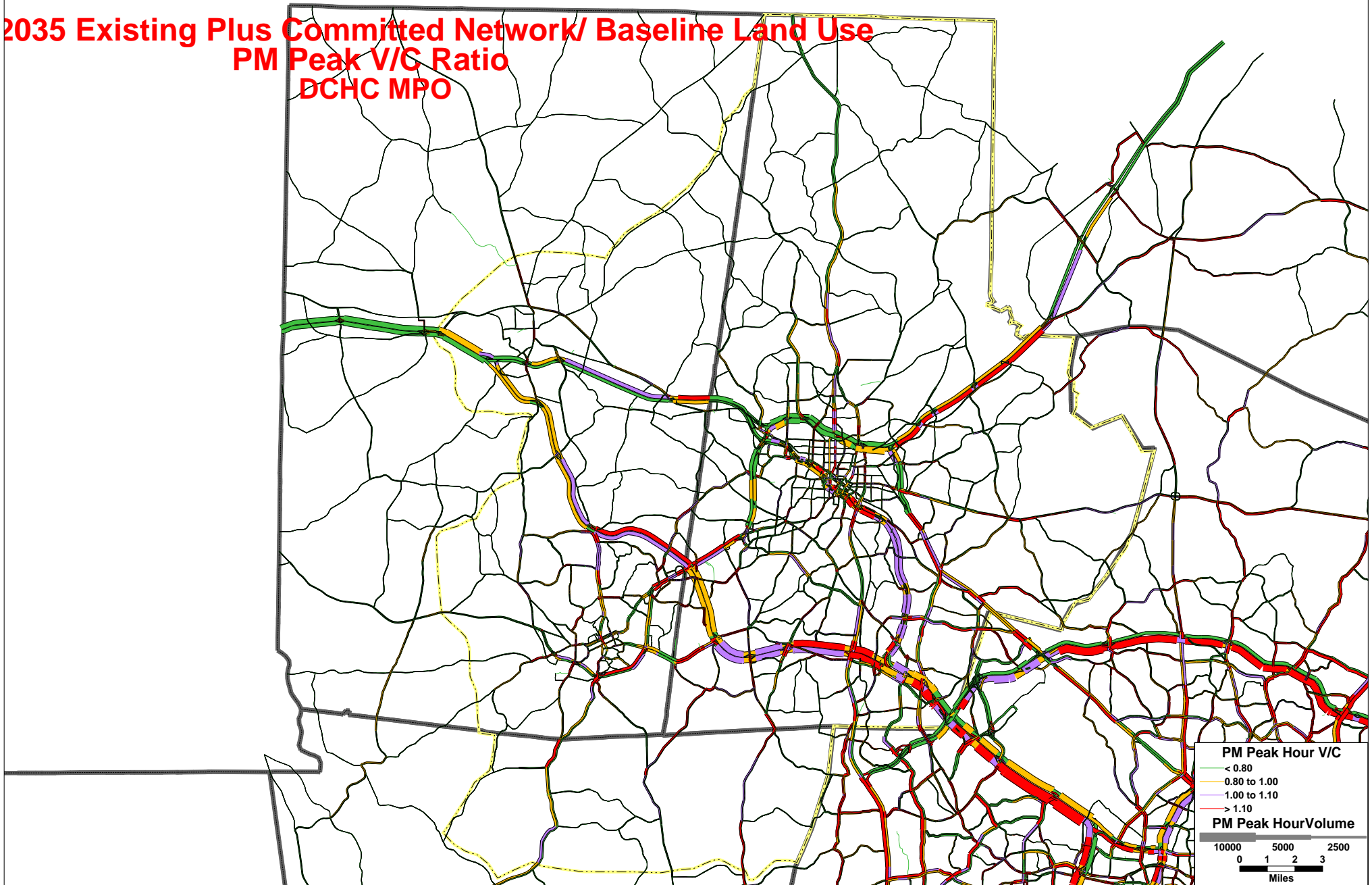
* These scenarios do not include a rail transit connection to Wake County

DCHC MPO
2035 LRTP -- Highway Projects -- Transportation Options

TCC 11/24/08 Attachment 5A

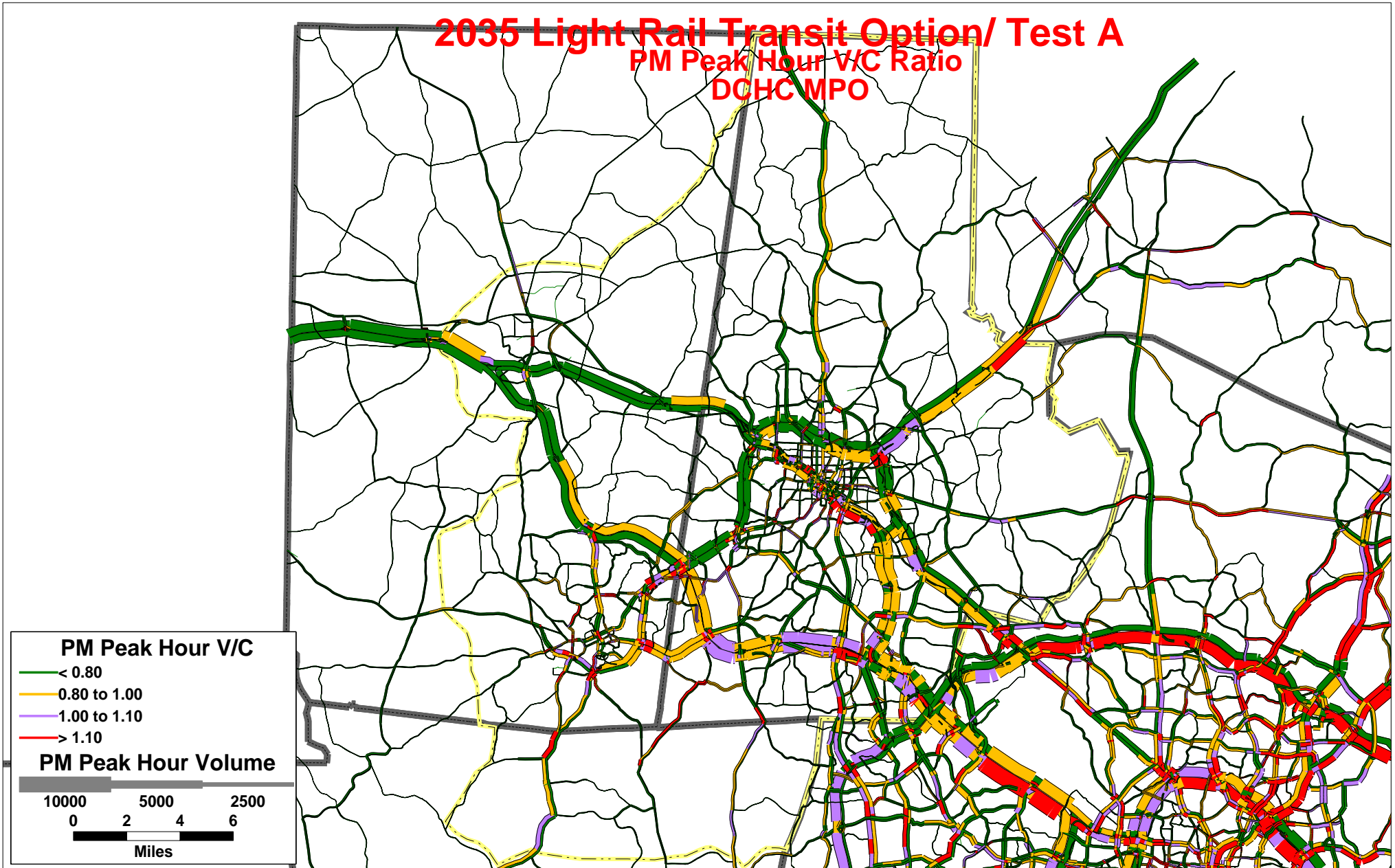
ID	Project	Project Limits	Existing Cross-Section	Proposed Cross-Section	County	Length (miles)	Cost Reduction (2008 dollars)	AQ Year
Model Run A (take these projects out from the Preferred Option Highway network)								
3	Alexander Dr (T.W. Alexander)	NC 54 to NC 55	2	4	Durham	1.64	\$25,083,066	2025
4	Alexander Dr (T.W. Alexander)	NC 54 to Cornwallis Rd	2	4	Durham	1.58	\$24,204,905	2025
19	Farrington Point/Old Farrington/Farrington Mill Rd	Lystra Rd to Durham Co. line	2	4	Chatham	3.66	\$38,038,409	2035
20	Farrington Mill Rd	Barbee Chapel Rd to Chatham Co. line	2	4	Durham	2.04	\$21,201,736	2035
21	Farrington Rd	Barbee Chapel Rd to Stagecoach Rd	2	4	Durham	0.40	\$4,157,203	2035
50.1	Jack Bennett Rd/Lystra Rd	US 15/501 South to Farrington Pt. Rd	3	4	Chatham	4.10	\$13,837,500	2035
76	NC 751	US 64 to O'Kelly Chapel Rd	2	4	Chatham	7.00	\$44,130,000	2035
78	NC 751	O'Kelly Chapel Rd to Fayetteville/Scott King Rd	2	4	Durham	0.74	\$7,690,826	2035
85.2	O'Kelly Chapel Rd	NC 751 to Wake County Line	2	4	Chatham	2.90	\$30,139,723	2035
101	Stagecoach Rd	Farrington Mill Rd to NC 751	2	4	Durham	1.96	\$20,370,296	2035
64.11	NC 147 General purpose widening	Alston Ave to East End Connector	4	6	Durham	1.84	\$25,497,857	2035
64.12	NC 147 General purpose widening	Alston Ave to I-85	4	6	Durham	6.73	\$120,515,944	2035
41	I-40/Farrington Rd interchange	I-40/Farrington Rd interchange	0	1	Durham	0.20	\$26,610,000	2025
Model Run B (take these projects out from the Preferred Option Highway network -- don't take these out in addition to those taken out in Model Run A)								
73	NC 54/US 15-501 Bypass	NC 54 to US 15-501	4	6	Orange	2.12	\$22,372,618	2025
111	US 15-501	I-40 to Franklin St	4	6	Orange	1.40	\$24,270,422	2035
117	US 70 Bypass	NC 86 to I-85 (exit 170)	2	4	Orange	6.90	\$102,068,510	2025
120	Western Bypass	US 70 to NC 86	0	2	Orange	2.23	\$23,730,789	2025
121	Western Bypass	NC 86 to Stroud Creek Rd	0	2	Orange	0.30	\$3,192,483	2025
45	I-40 HOV	(Take out NC 54 to NC 86 segment)	0	2	Durham/ Orange	16.63	\$43,500,000	2035

**2035 Existing Plus Committed Network/ Baseline Land Use
PM Peak V/C Ratio
DCHC MPO**



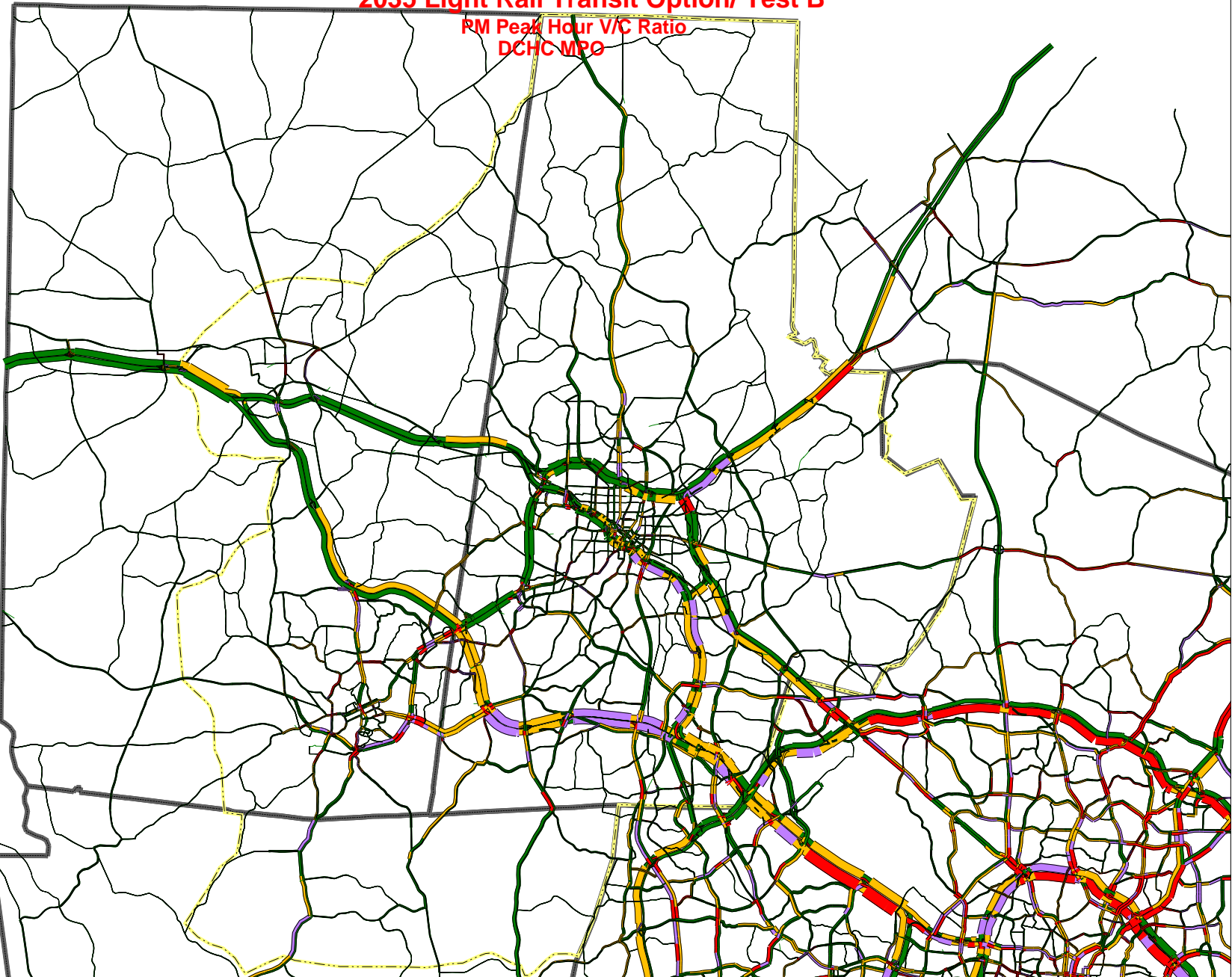
2035 Light Rail Transit Option/ Test A

PM Peak Hour V/C Ratio
DCHC MPO



2035 Light Rail Transit Option/ Test B

PM Peak Hour V/C Ratio
DCHC MPO



PM Peak Hour V/C

- < 0.80
- 0.80 to 1.00
- 1.00 to 1.10
- 1.10 to 5.00

PM Peak Hour Volume

10000 5000 2500

0 1 2 3

Miles

	Measures	R3: Light Rail Option	Highway Reduction Options		% change from R3 Option	
			Test-A	Test-B	Test-A	Test-B
1	Performance Measures					
1.1	Total VMT (daily)	17630140	17,490,913	17,577,512	-1%	0%
1.2	Total VHT (daily)	401643	403,686	402,251	1%	0%
1.3	Average Speed by Facility (miles/hour)					
1.3.1	- Freeway	60.9	60.7	61.0	0%	0%
1.3.2	- Arterial	39.3	38.7	38.9	-2%	-1%
1.3.3	- All Facility	49.4	49.0	49.3	-1%	0%
1.4	Peak Average Speed by Facility (miles/hour)					
1.4.1	- Freeway	59.4	59.1	59.4	-1%	0%
1.4.2	- Arterial	38.2	37.5	37.8	-2%	-1%
1.4.3	- All Facility	48	47.5	47.9	-1%	0%
1.5	Average Travel Time - All Trips	16.19	16.2	16.2	0%	0%
1.6	Average Travel Time - Work Trips	22.95	23.0	23.0	0%	0%
1.7	Peak Average Travel Time - All Trips	18.68	18.71	18.7	0%	0%
1.8	Hours of Delay (daily)	61,863	64,204	63,334	4%	2%
1.8.1	CV Hours of Delay (daily)	2,694	2,708	2,756	1%	2%
1.9	Percent of VMT experiencing congestion - All Day					
1.9.1	- Freeway	1.50%	1.80%	1.40%	20%	-7%
1.9.2	- Arterial	3.50%	3.60%	3.50%	3%	0%
1.9.3	- All Facility	2.00%	2.30%	2.00%	15%	0%
1.10	Percent of VMT experiencing congestion - Peak					
1.10.1	- Freeway	2.20%	2.90%	2.10%	32%	-5%
1.10.2	- Arterial	4.90%	5.20%	5.10%	6%	4%
1.10.3	- All Facility	2.80%	3.40%	3.00%	21%	7%
1.10.4	Degree of congestion (V/C >1) on designated truck routes	2.60%	3.30%	2.70%	27%	4%
1.10.5	Degree of congestion (V/C >1) on facilities w/bus routes	2.20%	2.40%	2.10%	9%	-5%
2	Mode Share Measures					
2.1	Number Mode Choice - All Trips					
2.1.1	- Drive alone (single occupant vehicle -SOV)	1,639,296	1,636,495	1,638,649	0%	0%
2.1.2	- Carpool (Share ride)	1,096,781	1,094,338	1,096,603	0%	0%
2.1.3	- Bus	86,963	86,812	87,302	0%	0%
2.1.4	- Rail	14,914	14,906	14,559	0%	-2%
2.1.5	- Non-Motorized (Bike and Walk)	210,153	210,154	210,152	0%	0%
2.2	Number Mode Choice - Peak Hours					
2.2.1	- Drive alone (single occupant vehicle -SOV)	827,303	824,644	826,882	0%	0%
2.2.2	- Carpool (Share ride)	553,819	551,601	553,473	0%	0%
2.2.3	- Bus	44,859	44,719	45,043	0%	0%
2.2.4	- Rail	8,932	8,937	8,703	0%	-3%
2.2.5	- Non-Motorized (Bike and Walk)	N/A	N/A	N/A	N/A	N/A
2.3	Number Mode Choice - Non Work Trips					
2.3.1	- Drive alone (single occupant vehicle -SOV)	1,081,093	1,080,053	1,080,712	0%	0%
2.3.2	- Carpool (Share ride)	1,001,260	999,195	1,001,090	0%	0%
2.3.3	- Bus	61,069	61,045	61,384	0%	1%
2.3.4	- Rail	11,317	11,311	11,058	0%	-2%
2.3.5	- Non-Motorized (Bike and Walk)	203,170	203,172	203,169	0%	0%
2.4	Daily Bicycle and Pedestrian Trips	210,153	210,154	210,152	0%	0%
3	Transit Measures					
3.1	Average Weekday Transit Ridership					
3.1.1	- TTA (Including Rail)	33,073	32,992	32,606	0%	-1%
3.1.2	- CAT	33,103	33,123	32,756	0%	-1%
3.1.3	- CHT	62,910	62,917	63,072	0%	0%
3.1.4	- DATA	55,381	55,451	55,832	0%	1%
3.1.5	- NCSU	16,134	16,152	16,282	0%	1%
3.1.6	- DUKE	11,270	11,127	10,864	-1%	-4%
3.1.7	- OPT	N/A	N/A	N/A	NA	NA
3.1.8	- CARY	4,508	4,507	4,480	0%	-1%
3.1.9	Total Daily	216,379	216,269	215,892	0%	0%
3.2	Light Rail Ridership					
3.2.1	UNC-Durant WB (Electric STAC) (ID: 486)	12,522	12,568	12,328	0%	-2%
3.2.2	UNC-Durant EB (Electric STAC) (ID: 489)	8,779	8,770	8,596	0%	-2%
3.2.3	Total Daily	21,301	21,338	20,924	0%	-2%
4	Demographics Measures					
4.1	Population	545,552	545,552	545,552	0%	0%
4.2	Employment	390,416	390,416	390,416	0%	0%
4.3	Total Daily Trips	3,048,109	3,042,706	3,047,266	-0.18%	-0.03%
4.4	Total Daily Work Trips	690,197	687,929	689,850	-0.33%	-0.05%
4.5	Total Daily Non-Work Trips	2,357,912	2,354,777	2,357,416	-0.13%	-0.02%
5	Other Measures					
5.1	Lane Miles	2,784	2,722	2,736	-2.23%	-1.72%

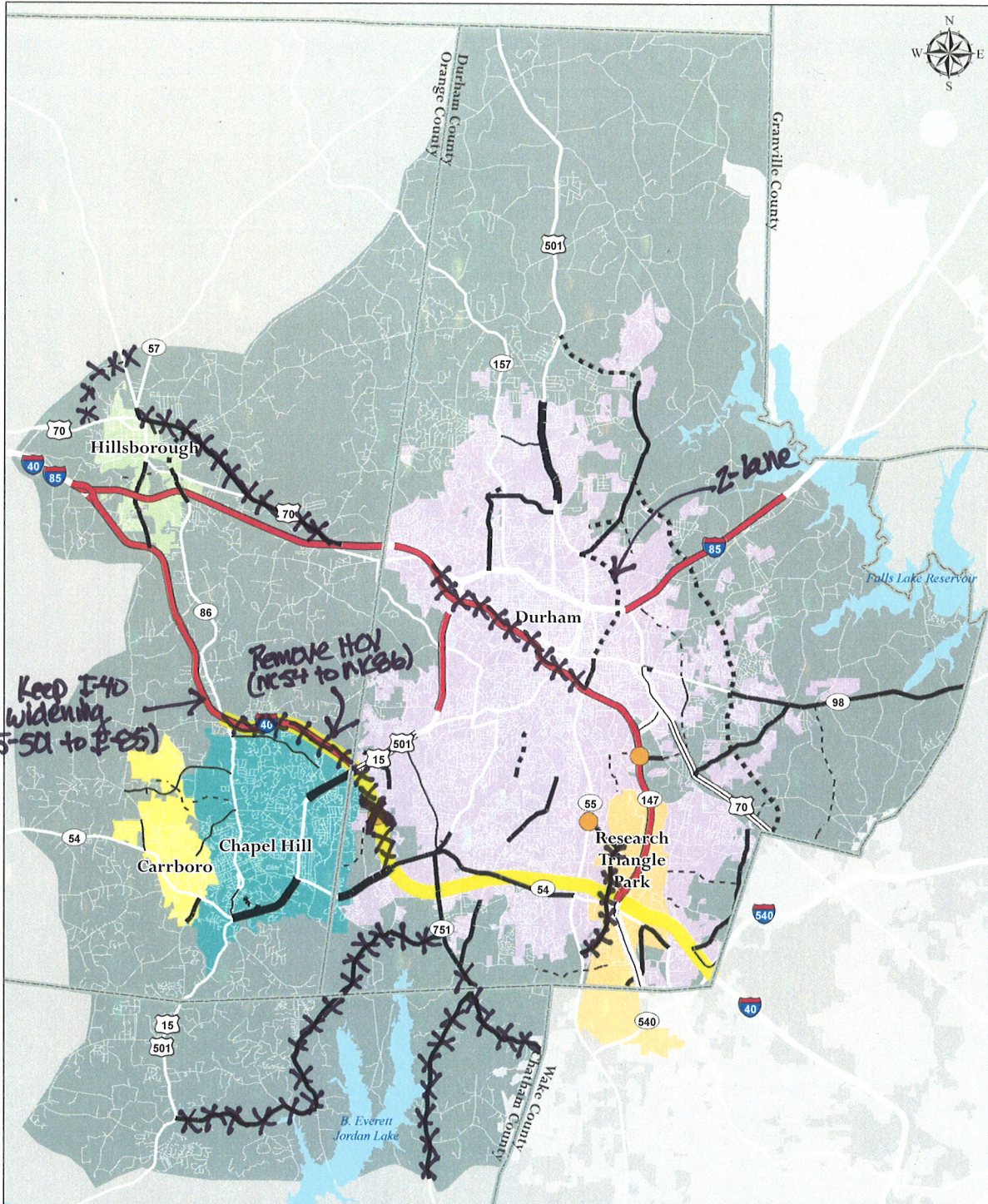
DCHC MPO
2035 LRTP Highway Projects to be Moved to CTP

TCC 11/24/08 Attachment 5B

ID	Project	Project Limits	Existing Cross-Section	Proposed Cross-Section	County	Length (miles)	Cost Impact (2008 dollars)	Cost Impact by group
64.11	NC 147 General purpose widening	Alston Ave to East End Connector	4	6	Durham	1.84	\$25,497,857	
64.12	NC 147 General purpose widening	Alston Ave to I-85	4	6	Durham	6.73	\$120,515,944	\$146,013,801
45	I-40 HOV	Take out NC 54 to NC 86 segment from Preferred Option	0	2	Durham/Orange	16.63	\$43,500,000	\$43,500,000
3	Alexander Dr (T.W. Alexander)	NC 54 to NC 55	2	4	Durham	1.64	\$25,083,066	
4	Alexander Dr (T.W. Alexander)	NC 54 to Cornwallis Rd	2	4	Durham	1.58	\$24,204,905	\$49,287,972
41	I-40/Farrington Rd interchange	I-40/Farrington Rd interchange	0	1	Durham	0.20	\$26,610,000	\$26,610,000
5	Alston Ave Ext	Holloway St to Old Oxford/Roxboro (make 2-lane instead of 4-lane)	0	2	Durham	3.49	\$23,806,598	\$23,806,598
19	Farrington Point/Old Farrington/Farrington Mill Rd	Lystra Rd to Durham Co. line	2	4	Chatham	3.66	\$38,038,409	
20	Farrington Mill Rd	Barbee Chapel Rd to Chatham Co. line	2	4	Durham	2.04	\$21,201,736	
21	Farrington Rd	Barbee Chapel Rd to Stagecoach Rd	2	4	Durham	0.40	\$4,157,203	
50.1	Jack Bennett Rd/Lystra Rd	US 15/501 South to Farrington Pt. Rd	3	4	Chatham	4.10	\$13,837,500	
76	NC 751	US 64 to O'Kelly Chapel Rd	2	4	Chatham	7.00	\$44,130,000	
78	NC 751	O'Kelly Chapel Rd to Fayetteville/Scott King Rd	2	4	Durham	0.74	\$7,690,826	
85.2	O'Kelly Chapel Rd	NC 751 to Wake County Line	2	4	Chatham	2.90	\$30,139,723	
101	Stagecoach Rd	Farrington Mill Rd to NC 751	2	4	Durham	1.96	\$20,370,296	\$179,565,694
108	UNC Access to the Bypass	Manning Dr to 54/15-501 Bypass	0	4	Durham	0.54	\$13,904,714	\$13,904,714
117	US 70 Bypass	NC 86 to I-85 (exit 170)	2	4	Orange	6.90	\$102,068,510	
120	Western Bypass	US 70 to NC 86	0	2	Orange	2.23	\$23,730,789	
121	Western Bypass	NC 86 to Stroud Creek Rd	0	2	Orange	0.30	\$3,192,483	\$128,991,783
	Totals						\$611,680,561	\$611,680,561

DURHAM CHAPEL HILL CARRBORO METROPOLITAN PLANNING ORGANIZATION

Roadway Improvements in Preferred Option



Interstates	6-Lane Divided Improvement	Carrboro	MPO Boundary
US and NC Highways	Upgrade to Freeway	Chapel Hill	County Boundaries
Highway Projects	New Freeway/Expressway	Durham	
2-3 Lane New Location	Upgrade Existing Freeway	Hillsborough	
2-3 Lane Improvement	Intersection Improvements	Other Municipalities	
4-5 Lane Divided New Location	HOV Projects	Research Triangle Park	
4-5 Lane Divided Improvement			

Transportation
Plan
20 35

The Louis
Berger Group, Inc.
8.6.2008

X = Move projects to CTP

MEMORANDUM

TO: Technical Coordinating Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: November 24, 2008

SUBJECT: FY 2011-2017 Transportation Improvement Program – Regional Priority List

NCDOT is on a two year cycle for the development of the Transportation Improvement Program (TIP). The TIP is the document that lists the transportation projects receiving federal and state funding over the next seven years. The Regional Priority List is the document that communicates the MPO's priorities for the funding of transportation projects in the TIP. NCDOT provided the DCHC MPO a copy of the schedule for the development of the FY 2011-2017 TIP on October 27, 2008. This schedule requests that MPOs provide their Regional Priority Lists to NCDOT by March 28, 2008. This is a three month delay from the original schedule as communicated by NCDOT staff in summer 2008. As a result, the TAC decided to adjust the MPO schedule for the FY 2011-2017 Metropolitan TIP (Attachment 6A) to allow for more review of the Regional Priority List before approval.

For the development of the Regional Priority List, the DCHC MPO approved the Regional Priority List Ranking Methodology on August 13, 2008 (Attachment 6B) and requested that all local jurisdictions provide a local priority list by October 1, 2008. Attachment 6C is a copy of the local priority lists. Local and MPO staff then applied the Ranking Methodology to the submitted projects. On October 22, 2008, the TCC reviewed a draft Regional Priority List with the application of the Ranking Methodology. Since some data was incomplete at the time of the TCC meeting, the TCC recommended that the TAC release the draft list for public comment subject to review by the TCC TIP Subcommittee. The TCC TIP Subcommittee met on October 31, 2008. Most of the missing data was completed, but there remain some unresolved issues. The TAC voted to release the draft Regional Priority List for public comment and direct the TCC to develop a recommendation for the unresolved issues.

Attachment 6D is the draft Regional Priority List. It is a set of three tables (highway, bicycle/pedestrian, and transit) that list the local priority projects and the application of the Ranking Methodology.

Unresolved Issues and TCC TIP Subcommittee Recommendations

Several overlapping projects were submitted by local governments. The following is a list of the overlapping projects that have inconsistent descriptions. The TCC TIP Subcommittee has made recommendations on the following projects. Homestead Road, Seawell School Road, and the Franklin/Main/Brewer/Merritt Mill intersection have not been resolved. For the remaining

projects, Attachment 6D incorporates the TCC TIP Subcommittee's recommendations as described below.

1. Homestead Road

- Town of Carrboro – Old NC 86 to Seawell School Road – bike lanes, sidewalks, transit facilities
- Town of Chapel Hill – High School Road to NC 86 – bike lanes, sidewalks, and turn lanes
- Orange County – Old NC 86 to NC 86 – bike lanes and sidewalks (submitted as a highway project, but no capacity improvements were in the description)
- TCC TIP Subcommittee Recommendation: The three jurisdictions need to come to agreement upon the provision of turn lanes or other capacity expansion on Homestead Road.

2. Seawell School Road

- Town of Carrboro – Homestead Road to Estes Drive – bike lanes, sidewalks, transit facilities
- Town of Chapel Hill – Homestead Road to Estes Drive – bike lanes, sidewalks, transit facilities, and turn lanes
- TCC TIP Subcommittee Recommendation: The two jurisdictions need to come to agreement upon the provision of turn lanes on Seawell School Road.

3. Franklin/Main/Brewer/Merritt Mill Intersection

- Town of Carrboro – Improve operation for motorists, pedestrians, bicyclists, and transit
- Town of Chapel Hill – Safety improvements for pedestrians and bicyclists (one of 15 intersection improvements)
- TCC TIP Subcommittee Recommendation: The two jurisdictions need to come to agreement upon improvements for motorists and transit and if this should be a stand-alone project or grouped with the other intersection improvements.

4. Old NC 86

- Town of Carrboro – Hillsborough Road to Homestead Road – bike lanes, sidewalks, transit facilities
- Town of Carrboro – Homestead Road to Eubanks Road – bike lanes, sidewalks, transit facilities
- Orange County – Hillsborough Road to I-40 – bicycle facilities
- TCC TIP Subcommittee Recommendation: Split into three projects.
 - 1) Hillsborough to Homestead – bike lanes, sidewalks, and transit;
 - 2) Homestead to Eubanks – bike lanes, sidewalks, and transit;
 - 3) Eubanks to I-40 – bicycle facilities

5. Eubanks Road

- Town of Carrboro – Old NC 86 to Rogers Road – bike lanes, sidewalks, transit facilities

- Orange County – Old NC 86 to NC 86 – bike lanes
- TCC TIP Subcommittee Recommendation: Split into two projects.
 - 1) Old NC 86 to Rogers Road – bike lanes, sidewalks, and transit;
 - 2) Rogers Road to NC 86 – bike lanes

6. Mount Carmel Church Road

- Town of Chapel Hill – US 15-501 to county line – bike lanes, sidewalks, transit, and safety improvements
- Orange County – US 15-501 to county line – bike lanes
- TCC TIP Subcommittee Recommendation: Combine into one project with bike lanes, sidewalks, transit, and safety improvements.

7. Erwin Road

- Durham County – County line to NC 751 – bike lanes and sidewalks
- Town of Chapel Hill – US 15-501 to county line – bike lanes, sidewalks, and safety improvements
- TCC TIP Subcommittee Recommendation: Combine into one project US 15-501 to NC 751 bike lanes and sidewalks.

8. Ephesus Church Road

- Durham County – County line to Farrington Road – bike lanes and sidewalks
- Town of Chapel Hill – US 15-501 to Pope Road – bike lanes, sidewalks, and safety improvements
- TCC TIP Subcommittee Recommendation: Combine into one project US 15-501 to Farrington Road bike lanes and sidewalks.

9. Barbee Chapel Road

- Durham County – NC 54 to Stagecoach Road – bike lanes and sidewalks
- Town of Chapel Hill – NC 54 to Downing Creek Parkway – bike lanes and sidewalks
- TCC TIP Subcommittee Recommendation: Combine into one project NC 54 to Stagecoach Road bike lanes and sidewalks.

The TCC TIP Subcommittee did not discuss Estes Drive extension at their meeting. LPA Staff have made the following recommendation for this project. This change is included in Attachment 6D.

10. Estes Drive Extension

- Town of Carrboro – Greensboro Street to Town limits – bike lanes, sidewalks, and transit accommodations – multi-use path from Williams Street to Estes Drive Extension
- Town of Chapel Hill – Town limits to NC 86 – bike lanes and sidewalks
- LPA Staff Recommendation: Combine into one project Greensboro Street to NC 86 bike lanes, sidewalks, and transit with multi-use path from Williams Street to Estes Drive Extension

Categorization of Projects by Mode

Many of the projects submitted by local jurisdictions include increases in roadway capacity, bicycle facilities, sidewalks, and/or transit accommodations. The Regional Priority List Ranking Methodology (Attachment 6B) is not clear on which mode multi-modal projects like these should be classified in, and as a result there has been some confusion by staff as to how to categorize multi-modal projects.

The primary reason that the ranking methodology was separated by mode is because it has been very difficult to develop one ranking methodology that fairly evaluates all types of projects. The mode-separated methodology has proved to be better at ranking projects by comparing information relevant to each mode. The mode-separated methodology includes point categories that respond to the primary purpose of the projects. For example, the highway ranking includes points for congestion, the bicycle/pedestrian ranking includes points for connectivity to other bicycle/pedestrian facilities, and the transit ranking includes points for ridership.

LPA staff recommends that projects be grouped into the category that best fits the primary purpose of the project. The category does not preclude the provision of other modal facilities into the project. A highway widening project can include bike lanes, and a bike lane project can include turn lanes. A project with a primary purpose of adding bike lanes to a road that also will add a couple of turn lanes at intersections will more fairly compare with other bicycle/pedestrian projects using the ranking methodology.

The TAC will have the opportunity to create a combined-mode priority list after approving the mode-separated lists. The TAC approved combined-mode priority lists for the FY 2009-2015 TIP in order to state its preferences for the expenditure of funds and provide guidance to NCDOT on the flexing of highway funds to other modes. The TAC will also be able to split the lists by division when approving the final Regional Priority List.

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

Development Schedule

FY 2011-2017 Metropolitan Transportation Improvement Program

Due Date	Task
July-Aug 2008	TCC Subcommittee develops Regional Priority List Ranking Methodology
23-July-2008	TCC recommends Regional Priority List Ranking Methodology
13-Aug-2008	TAC approves the Regional Priority List Ranking Methodology
Aug –Sept 2008	Jurisdictions develop local priority lists
1-Oct-2008	TCC receives local priority lists from member jurisdictions/agencies with application of the Ranking Methodology
October 2008	Development of the Draft Regional Priority List
22-Oct-2008	TCC recommends Draft Regional Priority List.
12-Nov-2008	TAC releases Draft Regional Priority List for a minimum 21-day public comment period
Nov-Dec-Jan 2008-2009	Local jurisdictions offer comments on the Regional Priority List
14-Jan-2009	TAC holds a Public Hearing on Draft Regional Priority List.
28-Jan-2009	TCC considers TAC comments, public comments and input from local governments on the Regional Priority List. TCC makes recommendations as needed.
11-Feb-2009	TAC approves Final Regional Priority List
28-Mar-2009	NCDOT deadline for Regional Priority Lists
Feb – April 2009	NCDOT holds statewide public meetings
5-Nov-2009	State Board of Transportation (BOT) releases Draft 2011-2017 State Transportation Improvement Program (STIP)
11-Nov-2009	TAC releases the Draft 2011-2017 Metropolitan Transportation Improvement Program (MTIP) for a minimum 21-day public comment period.
9-Dec-2009	TAC holds a Public Hearing on the Draft 2011-2017 MTIP.
Jan-Feb 2010	NCDOT holds statewide public meetings Draft 2011-2017 STIP
Feb-April 2010	One-on-one meetings with NCDOT and MPOs on Draft 2011-2017 STIP
3-June-2010	State BOT approves the Final 2011-2017 STIP
9-June-2010	TAC approves the Final 2011-2017 MTIP

**DURHAM-CHAPEL HILL-CARRBORO MPO
METHODOLOGY FOR RANKING
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM
PRIORITY PROJECT REQUESTS (FY 2011-2017)**

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 2035 LRTP.

2. Submission of Local Priority Lists

All MPO member jurisdictions and Triangle Transit will submit a local priority list to the MPO. The

DCHC MPO requests that the local jurisdictions apply screening criteria during the development of these lists. The screening criteria are:

- 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 the project needed within the TIP funding cycle? 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?

Local jurisdictions may also elect to use the ranking methodology to create their local priority lists but are not required to do so. The TCC will review local priority lists for adherence to these screening criteria before applying the ranking methodology.

Local jurisdictions shall provide the DCHC MPO a list of projects in priority order. The list may be grouped by mode (highway, transit, bicycle and pedestrian), but does not need to be. The local jurisdictions shall provide a short description of the project, including the project limits, name, mileage, and cost. The description should note any essential elements of the project such as bike lanes, sidewalks, transit accommodations, vehicle types, etc. Local jurisdictions are also asked to gather information about their projects and apply the ranking methodology by using the input spreadsheet.

3. Development of the Regional Priority List

DCHC MPO staff will combine the local priority lists into a regional priority list by mode and complete the application of the ranking methodology. Projects will be listed in order of the points on the draft regional priority list. This draft list will be presented at a TCC meeting. The TCC first examines the consistency in which local jurisdictions have responded to the screening criteria and applied the methodology. If the methodology is not applied consistently, the TCC can agree to change some responses for consistency among all projects. The draft Regional Priority List is then forwarded to the TAC, as the TCC's recommended project priorities for the urban area.

The TAC will release the draft list for public comment and hold a public hearing at a TAC meeting. 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. After review and public comment, the TAC will approve the final Regional Priority List and forward this to NCDOT.

The TCC and TAC may also develop a combined mode comprehensive Regional Priority List. This list would be based on policy priorities, not the ranking methodology because the points are not comparable across different modes.

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. Points are weighted and totaled for each project using the three modal ranking methodologies outlined on the last pages of this document.
3. Projects are listed in order of points except for the transit projects. Transit projects are first sorted by year needed with the earliest year (2011) first and then they are listed in order of points. Projects receiving the same number of points are ordered by the local ranking. If the local ranking is also the same (for example, Orange County-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.

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.

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 (Crashes/100 Million Vehicle Miles)* - Safety points are awarded to projects with reported crash rates significantly greater than statewide averages for urban road segments – the statewide average is 330 to 370 crashes per 100 million vehicle miles (or, 330-370 CRASHES/100 MVM). Projects must have a crash rate of at least 300 CRASHES/100 MVM to receive points. All projects with a crash rate of at least 300 ACC/100 MVM will be divided equally into four quartiles based on crash 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 crash rate for their local priorities using the NCDOT database. MPO staff will divide the projects into quartiles and award points.

3. *Benefits to Other Modes of Transportation or Use 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 three other modes.

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

4. *Environmental Impacts* - Points are awarded based on the impact on wetlands, streams, water supply watersheds, wildlife habitat, parks, and air quality.

The MPO will provide local jurisdictions a base map of environmental areas. Local jurisdictions are asked to use the environmental impacts worksheet to assess the impact of projects based on a GIS analysis.

5. *Community Impacts* – Points are awarded based on the impact on neighborhoods, communities, schools, parks, recreation facilities, historic resources, and cemeteries.

The MPO will provide local jurisdictions a base map of community resources and 2005 population density by Traffic Analysis Zone. Local jurisdictions are asked to use the community impacts worksheet to assess the impact of projects 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 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 Traffic Analysis Zones have a high percentage of minority and low income populations. Local jurisdictions are asked to use the environmental justice worksheet to assess the impact of projects based on a GIS analysis.

7. *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.

Bicycle and Pedestrian

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

1. *Traffic Volume* - This category awards points to projects based on the amount of vehicular traffic on the road that 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 volume facilities to reflect the safety hazard for bicyclists and pedestrians on larger busier roadways. The traffic counts should be taken from the latest Annual Average Daily Traffic (AADT) maps on the NCDOT website.

Local jurisdictions are asked to provide the AADT 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 and the NCDOT right-of-way database. 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 from Local Land Uses* – This category awards points to projects based on the proximity to schools, colleges, parks, 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 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 (over 100,000 square feet or locally recognized shopping districts – i.e. downtown areas), major employment centers (Traffic Analysis Zones over 1,000 in employment in 2005), and fixed 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. *Local 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. Connections are to be counted by street and greenway centerlines (i.e. if a project connects to a street that has sidewalks on both sides of the street, it is only counted as one connection). 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.

5. *Regional Connectivity* – Points are awarded to bicycle based on if the project is a part of the regional routes recognized in the 1992 Regional Bicycle Plan (these routes will be reevaluated as part of the 2035 LRTP process). Projects part of a regional bicycle route that partially exists receive three points. Projects part of a regional bicycle route that does not currently exist receive two points. Projects not part of a regional bicycle route that connect to a regional bicycle route receive one points. Projects that are not part of a regional bicycle route and do not connect to a regional bicycle route receive zero points.

Points are awarded to pedestrian only projects based on if the project provides a pedestrian connection to regional and local buses. Project limits that include a bus stop for an existing Triangle Transit regional route receive three points. Project limits that include a station area for

a future regional rail receive two points. Project limits that include a bus stop for a local bus route receive one point. Project limits that do not include a bus stop for a transit route receive zero points.

6. *Environmental Impacts* - Points are awarded based on the impact on wetlands, streams, water supply watersheds, and wildlife habitat.

The MPO will provide local jurisdictions a base map of environmental areas. Local jurisdictions are asked to use the environmental impacts worksheet to assess the impact of projects based on a GIS analysis.

7. *Community Impacts* – Points are awarded based on the impact on neighborhoods, communities, schools, parks, and recreation facilities. Since bicycle and pedestrian facilities are perceived as amenities and usually require little right-of-way acquisition, projects that serve more dense neighborhoods and community facilities receive more points.

The MPO will provide local jurisdictions a base map of community resources and 2005 population density by Traffic Analysis Zone. Local jurisdictions are asked to use the community impacts worksheet to assess the impact of projects based on a GIS analysis.

8. *Environmental Justice* - Points are awarded based on the impact on low-income and minority populations. Since bicycle and pedestrian facilities are perceived as amenities and usually require little right-of-way acquisition, projects that serve low income and minority areas will receive more points.

The MPO will provide local jurisdictions a base map that indicates which Traffic Analysis Zones have a high percentage of minority and low income populations. Local jurisdictions are asked to use the environmental justice worksheet to assess the impact of projects based on a GIS analysis.

9. *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. The year needed must be provided for each project. Projects will be ordered by year needed and then by points.

1. *Service Type* – This category is designed to award points to projects that are essential to maintaining the current transit service. Service expansion and enhancements receive fewer points.
Local jurisdictions are asked to categorize projects and apply the ranking methodology.
2. *Annual Ridership* – This category awards points to projects that serve more riders. Ridership is calculated on an annual basis. The method of calculating riders varies by project type:

Replacement Vehicles = # of vehicles * average annual ridership per vehicle

Operating & Maintenance Expenses = annual system ridership
 Expansion Vehicles = model output OR # of vehicles * system minimum standard for annual ridership per vehicle
 Fixed Guideway / BRT / Express Bus = model output
 Park & Ride Lots = spaces * service days/year
 Passenger Amenities = # of stops * average daily boarding per stop * service days/year
 ITS = annual ridership on affected vehicles

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

3. *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, and Duke University Transit. These are the fixed route systems in the MPO.

Local jurisdictions are asked to apply the ranking methodology.

4. *Environmental Impacts* - Points are awarded based on the impact on the natural environment. Since most transit projects use existing roadway facilities and thus do not require construction, projects are assessed based on their relative positive air quality impacts. Transit projects that require construction such as fixed guideway, BRT, and park and ride lots should have points deducted if significant environmental impacts may occur due to construction, including impacts on wetlands, streams, water supply watersheds, and rare species habitats.

The MPO will provide local jurisdictions a base map of environmental areas. Local jurisdictions are asked to use the environmental impacts worksheet to assess the impact of projects based on project type and a GIS analysis for construction projects.

5. *Community Impacts* – Points are awarded based on the impact on neighborhoods, communities, schools, parks, and recreation facilities. Since transit projects are community amenities and usually require little right-of-way acquisition, projects that serve more dense neighborhoods and community facilities receive more points.

The MPO will provide local jurisdictions a base map of community resources and 2005 population density by Traffic Analysis Zone. Local jurisdictions are asked to use the community impacts worksheet to assess the impact of projects based on a GIS analysis.

6. *Environmental Justice* - Points are awarded based on the impact on low-income and minority populations. Since transit projects are community amenities and usually require little right-of-way acquisition, projects that serve low income and minority areas will receive more points.

The MPO will provide local jurisdictions a base map that indicates which Traffic Analysis Zones have a high percentage of minority and low income populations. Local jurisdictions are asked to use the environmental justice worksheet to assess the impact of projects based on a GIS analysis.

7. *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.

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 utility of ranking more than 25 projects is minimal due to the availability of project funds.

HIGHWAY

	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
	Crash rate (accidents/100 million VMT)		
	Traffic Signal System, TDM, ITS Projects	4	
	First quartile of ranked projects, Crash Rate >300 accidents/100 million VMT	4	
	Second quartile of ranked projects, Crash Rate >300 accidents/100 million VMT	3	
	Third quartile of ranked projects, Crash Rate >300 accidents/100 million VMT	2	
	Fourth quartile of ranked projects, Crash Rate >300 accidents/100 million VMT	1	
	Crash Rate <=300 accidents/100 million VMT	0	
3	<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	
4	<i>Environmental Impacts</i>		1
	Based on air quality impacts and GIS analysis including wetlands, stream crossings, rare species habitat, parks, and water supply watersheds. Uses environmental impacts worksheet.		
	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	0	
5	<i>Community Impacts</i>		1
	Based on GIS analysis including population density, schools, parks and recreation, historic resources, and cemeteries. Uses community impacts worksheet.		
	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	
6	<i>Environmental Justice Impacts</i>		1
	Based on GIS analysis of low-income and minority areas (TAZ). Uses environmental justice impacts worksheet.		
	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	
7	<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	

BIKE/PED

	RANKING CRITERIA (MEASURES)	SCORE (points)	Category Weight
1	Traffic Count		1
	2005 AADT on existing or parallel roadway		
	10,000 or greater AADT	3	
	2,000 to 10,000 AADT	2	
	Under 2,000 AADT	1	
2	Right-of-Way Availability		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	Travel Demand from Local Land Uses		1
	Based on proximity to schools, colleges, parks, major retail centers, transit, and major employment centers. Uses bike/ped travel demand 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	Local Connectivity to Existing Bicycle and Pedestrian Facilities		1
	Based on number of connections to existing bicycle and pedestrian facilities		
	First quartile of ranked projects	3	
	Second quartile of ranked projects	2	
	Third quartile of ranked projects	1	
	Fourth quartile of ranked projects	0	
5	Regional Connectivity		1
	Based on recognized regional bicycle routes AND/OR pedestrian connections to transit		
	Part of regional bicycle route that already partially exists AND/OR pedestrian connection to TT regional route	3	
	Part of regional bicycle route that does not partially exist AND/OR pedestrian connection to future regional rail	2	
	Local bicycle route that connects to an existing regional bicycle route AND/OR pedestrian connection to local bus	1	
	Local bicycle route OR no pedestrian connection to transit	0	
6	Safety		1
	Based on number of crashes involving pedestrians and bicyclists on existing or parallel roadway.		
	First quartile of ranked projects	3	
	Second quartile of ranked projects	2	
	Third quartile of ranked projects	1	
	Fourth quartile of ranked projects	0	
7	Environmental Impacts		1
	Based on GIS analysis including wetlands, stream crossings, rare species habitat, and water supply watershed. Uses environmental impacts worksheet.		
	High positive impact	3	
	Medium positive impact	2	
	Low positive impact	1	
	Negative impact	0	
8	Community Impacts		1
	Based on GIS analysis including population density, schools, and parks and recreation facilities. Uses community impacts worksheet.		
	High positive impact	3	
	Medium positive impact	2	
	Low positive impact	1	
	Negative impact	0	
9	Environmental Justice Impacts		1
	Based on GIS analysis of low-income and minority areas (TAZ). Uses environmental justice impacts worksheet.		
	High positive impact	3	
	Medium positive impact	2	
	Low positive impact	1	
	Negative impact	0	
10	Funding Status in TIP		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	

TRANSIT

	RANKING CRITERIA (MEASURES)	SCORE (points)	Category Weight
1	<i>Service Type</i>		1
	Replacement vehicles, operating and maintenance expenses (provides an essential service to maintain the current level of transit service)	4	
	Expansion vehicles, new fixed guideway, BRT, or express bus, new park and ride lots	3	
	Enhancements, passenger amenities, ITS	2	
2	<i>Ridership</i>		1
	Estimated number of new or benefited riders per year		
	First quartile of ranked projects	4	
	Second quartile of ranked projects	3	
	Third quartile of ranked projects	2	
	Fourth quartile of ranked projects	1	
3	<i>Connectivity</i>		1
	Connections to fixed route transit systems (CAT, CHT, DATA, Duke, OPT, TT, Wolfline)		
	Provides 5 or more connections	4	
	Provides 4 connections	3	
	Provides 3 connections	2	
	Provides 2 connections	1	
	Provides 1 connection	0	
4	<i>Environmental Impacts</i>		1
	Based on vehicle type, air quality impacts and GIS analysis including wetlands, stream crossings, water supply watersheds, rare species habitat, parks, etc. Uses environmental impacts worksheet.		
	Very high positive impact	4	
	High positive impact	3	
	Medium positive impact	2	
	Low negative impact	1	
	High Negative impact	0	
5	<i>Community Impacts</i>		1
	Based on GIS analysis including population density, schools, and parks and recreation. Uses community impacts worksheet.		
	High positive impact	4	
	Medium positive impact	3	
	Low positive impact	2	
	Low negative impact	1	
	High Negative impact	0	
6	<i>Environmental Justice Impacts</i>		1
	Based on GIS analysis of low-income and minority areas (TAZ). Uses environmental justice impacts worksheet.		
	High positive impact	4	
	Medium positive impact	3	
	Low positive impact	2	
	Neutral	1	
	Negative impact	0	
7	<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	

ENVIRONMENTAL IMPACTS WORKSHEET

For BikePed Projects:			
Stream Crossings	#		
	+		
Major Wetland Crossings	#		
	+		
Natural Heritage Element Occurances (rare species habitat) within 1000 feet	#		
	+		
In critical water supply watershed	2		
In protected water supply watershed	1		
Not in water supply watershed protection	0		
	= Score		
	Score -->	Impact -->	Points
	0	High+	3
	1-2	Medium+	2
	3	Low+	1
	4+	Negative	0

For Transit Projects:			
Replacement Vehicle			
Standard fuel vehicle		Medium+	
Lower emission vehicle (specify in project description)		High+	
Expansion Vehicle			
Standard fuel vehicle		High+	
Lower emission vehicle (specify in project description)		Very High+	
Passenger Amenities		High+	
ITS		High+	
Operating & Maintenance Expenses		Low+	
Fixed Guideway / BRT / Express Buses		Very High+	Lower if significant physical environmental impacts
Park & Ride Lot		High+	Lower if significant physical environmental impacts

For Highway Projects:			
Stream Crossings	#		
	+		
Major Wetland Crossings	#		
	+		
Natural Heritage Element Occurances (rare species habitat) within 1000 feet	#		
	+		
In critical water supply watershed	2		
In protected water supply watershed	1		
Not in water supply watershed protection	0		
	+		
Adjacent to park	1		
Not adjacent to park	0		
	+		
Reduces emissions	-1		
Does not reduce emissions	0		
	= Score		
	Score -->	Impact -->	Points
	-1	Positive	4
	0	Low-	3
	1-2	Medium-	2
	3-4	Medium/High-	1
	5+	High-	0

COMMUNITY IMPACTS WORKSHEET

For BikePed Projects		
In or adjacent to most dense TAZ	3	
In or adjacent to second most dense TAZ	2	
In or adjacent to third most dense TAZ	1	
In or adjacent to least dense TAZ	0	
	+	
Directly adjacent to a K-12 school	2	
Not adjacent to a K-12 school	0	
	+	
Directly adjacent to a park or recreation facility	1	
Not adjacent to a park or recreation facility	0	
	= Score	
Score -->	Impact -->	Points
6	High+	3
4-5	Medium+	2
0-3	Low+	1
0-3 and construction would negatively impact a community resource (church, school, park, historic property)	Negative	0

For Transit Projects		
In or adjacent to most dense TAZ	3	
In or adjacent to second most dense TAZ	2	
In or adjacent to third most dense TAZ	1	
In or adjacent to least dense TAZ	0	
	+	
Directly adjacent to a K-12 school	2	
Not adjacent to a K-12 school	0	
	+	
Directly adjacent to a park or recreation facility	1	
Not adjacent to a park or recreation facility	0	
	= Score	
Score -->	Impact -->	Points
6	High+	4
4-5	Medium+	3
0-3	Low+	2
0 and construction would negatively impact a community resource (church, school, park, historic property)	Low-	1
0 and construction would negatively impact more than one community resource (church, school, park, historic property)	High-	0

For Highway Projects		
In or adjacent to most dense TAZ	3	
In or adjacent to second most dense TAZ	2	
In or adjacent to third most dense TAZ	1	
In or adjacent to least dense TAZ	0	
	+	
Directly adjacent to a K-12 school	2	
Not adjacent to a K-12 school	0	
	+	
Directly adjacent to a park or recreation facility	1	
Not adjacent to a park or recreation facility	0	
	+	
Directly adjacent to a historic resource	1	
Not adjacent to a historic resource	0	
	+	
Directly adjacent to a cemetery	1	
No adjacent to a cemetery	0	
	= Score	
Score -->	Impact -->	Points
0 and the project would positively impact a neighborhood	Positive	4
0	Low-	3
1-3	Medium-	2
4-5	Medium/High-	1
6	High-	0

ENVIRONMENTAL JUSTICE IMPACTS WORKSHEET

For BikePed Projects		Percent Minority				
		At or below county average	Up to 10% above county average	10%-25% above county average	25%-50% above county average	Over 50% above county average
Percent Household Income Below Poverty	At or below county average	Low+	Low+	Low+	Medium+	Medium+
	Up to 10% above county average	Low+	Low+	Medium+	Medium+	High+
	10%-25% above county average	Low+	Medium+	Medium+	High+	High+
	25%-50% above county average	Medium+	Medium+	High+	High+	High+
	Over 50% above county average	Medium+	High+	High+	High+	High+
Negative	If at or below county averages AND construction of the project will have a negative impact on a low-income or minority area					

For Transit Projects		Percent Minority				
		At or below county average	Up to 10% above county average	10%-25% above county average	25%-50% above county average	Over 50% above county average
Percent Household Income Below Poverty	At or below county average	Neutral	Low+	Low+	Medium+	Medium+
	Up to 10% above county average	Low+	Low+	Medium+	Medium+	High+
	10%-25% above county average	Low+	Medium+	Medium+	High+	High+
	25%-50% above county average	Medium+	Medium+	High+	High+	High+
	Over 50% above county average	Medium+	High+	High+	High+	High+
Negative	If at or below county averages AND construction of the project will have a negative impact on a low-income or minority area					
Replacement Vehicle Operating & Maintenance Expenses	Use system average					
Expansion Vehicle	Use area of proposed route or system average for general expansion					
Fixed Guideway	Use areas around proposed stations					
Park & Ride Lot	Use system average					
Passenger Amenities	Use system average					
ITS	Use area of proposed improvements					

For Highway Projects		Percent Minority				
		At or below county average	Up to 10% above county average	10%-25% above county average	25%-50% above county average	Over 50% above county average
Percent Household Income Below Poverty	At or below county average	Neutral	Low-	Low-	Medium-	Medium-
	Up to 10% above county average	Low-	Low-	Medium-	Medium-	High-
	10%-25% above county average	Low-	Medium-	Medium-	High-	High-
	25%-50% above county average	Medium-	Medium-	High-	High-	High-
	Over 50% above county average	Medium-	High-	High-	High-	High-
Positive	If at or below county averages AND the project will have a positive impact on a low-income or minority area					

BIKE/PED TRAVEL DEMAND WORKSHEET

Complete both tables for multi-use trails or projects that include both bicycle and pedestrian facilities.

For Bicycle Projects

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

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

- | | |
|--------------------------|--|
| Schools | K-12 public or private school |
| Colleges | Duke, UNC, NCCU, Durham Tech |
| Parks | State or local public park |
| Major Retail Centers | Retail center over 100,000 square feet AND downtown shopping areas |
| Major Employment Centers | TAZ over 1,000 in employment |
| Transit Routes | DATA, CHT, TTA, OPT fixed routes |



COUNTY COMMISSIONERS
George Lucier, *Chairman*
Mike Cross, *Vice Chairman*
Patrick Barnes
Carl Thompson
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) 2011-2017 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 2011-2017 Transportation Improvement Program update; and

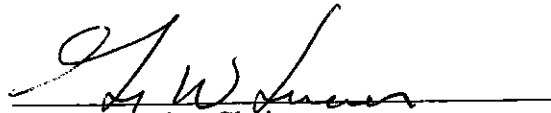
Whereas, the Transportation Improvement Program provides an opportunity to develop multi-modal facilities and services throughout Chatham County and its' incorporated jurisdictions; and

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

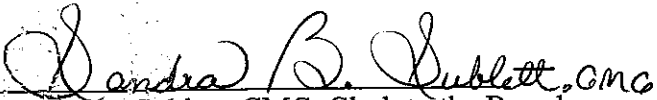
Now, Therefore, Be It Resolved by the Chatham County Board of Commissioners that:

1. The attached list of transportation projects are considered for inclusion into the 2011-2017 Transportation Improvement Program.
2. Transportation projects listed in the 2009-2015 Transportation Improvement Program continue to be supported.

Respectfully Adopted, this the 15th day of September, 2008.


George Lucier, 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
2011-2017 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION**

Bus Transit Project

1. Establish a bus route from Pittsboro to Chapel Hill with a park and ride lot on US 15-501.

Highway Projects

1. 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.
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. Increase the length of turn lanes at North Chatham Elementary School on Lystra Road (SR 1721).
4. Increase the length of turn lanes at Perry Harrison Elementary School on Hamlets Chapel Road (SR 1525).
5. 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.
6. Increase the elevation of sections of Jeremiah Drive (SR 1762) that are subject to flooding from an unnamed tributary to Overcup Creek.

RESOLUTION #9602

**RESOLUTION TO ENDORSE THE CITY OF DURHAM'S
PROJECT PRIORITY LIST
FOR THE FY 2011-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

- WHEREAS, The Durham City Council recognizes the importance of transportation to the economic and social well-being of the community; and
- WHEREAS, A Transportation Improvement Program which identifies transportation projects scheduled for State and Federal funding over the next seven years is prepared biannually (every two years) by the N. C. Board of Transportation and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization; and
- WHEREAS, The North Carolina Board of Transportation and the Transportation Advisory Committee solicit input for identifying transportation projects of local and regional importance to be included in the FY 2011-2017 TIP; and
- WHEREAS, The identification of locally important transportation projects includes both fully funded, partially funded, and unfunded projects in the FY 2009-2015 TIP and additional priority projects to be included in the 2011-2017 TIP; and
- WHEREAS, The Durham City Council strongly encourages extensive and meaningful public participation in the design and construction of programmed transportation projects; and
- WHEREAS, The Durham City Council strongly encourages the provision of transit accommodations, bicycle and pedestrian facilities and protection of residential neighborhoods as transportation improvements are designed and implemented.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DURHAM, NORTH CAROLINA THAT:

1. The Durham City Council endorses the attached project priority list of transportation projects to be considered for inclusion in the FY 2011-2017 TIP;
2. The Durham City Council urges the N. C. Department of Transportation and the Durham-Chapel Hill-Carrboro Transportation Advisory Committee (TAC) to fund the attached priority project requests before funding other projects in the urban area; and,
3. The Durham City Council urges the N. C. Department of Transportation and the Durham-Chapel Hill-Carrboro Transportation Advisory Committee (TAC) to fully fund the partially funded projects in the FY 2009-2015 TIP and maintain funding for the fully funded projects in the FY 2009-2015 TIP.

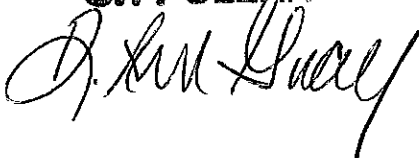
**APPROVED BY
CITY COUNCIL**

SEP 15 2008



William W. "Bill" Bell, Mayor

CITY CLERK



Recommended TIP Project Priority List
FY 2011-2017
City of Durham

The priority list should include all projects that the City's wants funded in the 2011-2017 TIP. We are listing all projects including projects that are currently fully funded, partially funded, or unfunded. Projects that are fully funded for construction pre-FY 2011 are not listed.

A. Highway

<u>Priority</u>	<u>Project Description</u>
1 Partially funded	<p>East End Connector (U-0071) – (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. Provide bicycle, pedestrian, and transit facilities as appropriate.</p> <p>Current funding: \$128M, right-of-way, mitigation, and three years of construction funded FY 2010 through FY 2015 with a combination of “loop” funding and STP funding. Funding needed: \$33M of construction funding needed in FY 2016</p>
2 Fully funded	<p>Hillandale Rd. (I-85 to Carver St.) (U-3804) – Widen to 4-lane divided. Provide bicycle, pedestrian, and transit facilities as appropriate.</p> <p>Current funding: \$11.2M, construction scheduled in FY 2010-2011. Funding needed: None</p>
3 Fully funded	<p>Alston Ave. (NC 147 to Holloway St.) (U-3308) – Widen to 4-lane divided. Provide bicycle, pedestrian, and transit facilities as appropriate.</p> <p>Current funding: \$25.9M, construction scheduled in FY 2011-2013. Funding needed: None</p>
4	<p>Fayetteville Rd. (Woodcroft Pkwy. to Riddle Rd.) – Widen to 4-lane. Provide bicycle, pedestrian, and transit facilities as appropriate.</p> <p>Current funding: None Funding needed: \$21.1M</p>
5	<p>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. Provide bicycle, pedestrian, and transit facilities as appropriate.</p> <p>Current funding: None Funding needed: \$91.5M</p>

Priority**Project Description**

- 6 **US 70 (Lynn Rd. to County Line) (U-4720)** – 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. Provide bicycle, pedestrian, and transit facilities as appropriate. Initiate planning study with the Northern Durham Parkway project.
- Current funding: None
Funding needed: \$123.1M
- 7 **Northern Durham Parkway (U-4721)** (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. Provide bicycle, pedestrian, and transit facilities as appropriate. Initiate the planning study with the US 70 (Lynn Rd. to County Line) project.
- Current funding: None
Funding needed: (A) \$34.1M, (B) \$106.6M, (C) \$7.5M
- 8 **NC 54 (I-40 to Barbee Chapel Rd.)** – Widen to 6-lane divided. Provide bicycle, pedestrian, and transit facilities as appropriate.
- Current funding: None
Funding needed: \$39.1M
- 9 **Old Oxford Highway** (Phase I, N. Roxboro to Hamlin Rd.) – Expand capacity. Provide bicycle, pedestrian, and transit facilities as appropriate.
- Current funding: None
Funding needed: \$38.1M
- 10 **NC 751 (Phase I, S. Roxboro Rd. to NC 54)** – Widen to 4-lane. Provide bicycle, pedestrian, and transit facilities as appropriate.
- Current funding: None
Funding needed: \$7.2M
- 11 **Hopson Rd./Church St. (U-4716)** – Construct a grade separation at railroad, close Church St. railroad crossing. Provide bicycle, pedestrian, and transit facilities as appropriate.
- Current funding: None
Funding needed: \$6.5M

<u>Priority</u>	<u>Project Description</u>
12	M.L. King, Jr. Pkwy./NC 55 Interchange (U-2405) – Construct extension to Cornwallis Road including bridge over railroad. Provide bicycle, pedestrian, and transit facilities as appropriate. Current funding: None Funding needed: \$45M for grade-separated intersection or \$30M for at-grade crossing
13	Intelligent Transportation System (ITS) Improvements (cameras, dynamic message boards, vehicle detectors, transit signal preemption, etc.) – city-wide.
14	Transportation Demand Management (TDM) programs to reduce travel demand by single-occupancy vehicles

B. Bicycle and Pedestrian

<u>Priority</u>	<u>Project Description</u>
1	Avondale Dr. (Roxboro Rd. to Geer St.) - pedestrian facilities Fully funded Current funding: \$515,000 from STPDA in FY 2011 Funding needed: None
2	Fayetteville Rd. (Cornwallis Rd. to Nelson St.) - pedestrian and bicycle facilities. Fully funded Current funding: \$356,000 from Safe Routes to School Grant in FY 2011 Funding needed: None
3	Cheek Rd. (Geer St. to Hardee St.) - pedestrian facilities Fully funded Current funding: \$695,000 from STPDA funding in FY 2011 Funding needed: None
4	Hillandale Rd. (I-85 to NC 147) – pedestrian and bicycle facilities. Fully funded Current funding: \$1.32M from STPDA in FY 2008 and 2011 Funding needed: Subject to engineering analysis
5	Holloway St. (Miami Blvd. to US 70) – Construct sidewalk. Current funding: None, may be included as part of the East End Connector project Total funding needed: \$257,000
6	Club Blvd. (Ruffin St. to Geer St.) - pedestrian and bicycle facilities Current funding: None Funding needed: \$2,978,000

Attachment B

<u>Priority</u>	<u>Project Description</u>
7	Alston Ave. (Carpenter Fletcher Rd. to Sedwick Rd.) - pedestrian and bicycle facilities Current funding: None Funding needed: \$2,069,000
8	Hope Valley Rd. (S. Roxboro Rd. to US 15-501 Business) - pedestrian and bicycle facilities. Current funding: None Funding needed: \$4,916,000
9	Dearborn Dr. (E. Club Blvd. to Old Oxford Rd.) – pedestrian and bicycle facilities. Current funding: None Funding needed: \$2,389,000
10	Cornwallis Rd. (Erwin Rd. to Chapel Hill Rd.) - pedestrian and bicycle facilities. Current funding: None Funding needed: \$3,204,000
11	University Dr. (Garrett Rd. to Hope Valley Rd.) - pedestrian and bicycle facilities Current funding: None Funding needed: \$1,025,000
12	Sedwick Rd. (Grandale Dr. to Alston Ave.) – pedestrian and bicycle facilities Current funding: None Funding needed: \$2,187,000
13	Holloway St. (Junction Rd. to Lynn Rd.) – Construct sidewalk. Current funding: None Total funding needed: \$736,000

C. Transit

<u>Priority</u>	<u>Project Description</u>
1	DATA preventative maintenance and routine capital items in FY 2011 Current funding: None Funding needed: \$3.50M

<u>Priority</u>	<u>Project Description</u>
2	DATA preventative maintenance and routine capital items in FY 2012 Current funding: None Funding needed: \$3.85M
3	DATA preventative maintenance and routine capital items in FY 2013 Current funding: None Funding needed: \$4.25M
4	DATA preventative maintenance and routine capital items in FY 2014 Current funding: None Funding needed: \$4.66M
5	DATA preventative maintenance and routine capital items in FY 2015 Current funding: None Funding needed: \$5.12M
6	DATA preventative maintenance and routine capital items in FY 2016 Current funding: None Funding needed: \$5.64M
7	DATA preventative maintenance and routine capital items in FY 2017 Current funding: None Funding needed: \$6.20M
8	30 40' hybrid replacement buses for DATA in 2013 Current funding: None Funding needed: \$24.0M (\$800,000/bus)
9	7 40' hybrid replacement buses for DATA in 2017 Current funding: None Funding needed: \$8.4M (\$1,200,000/bus)
10	15 ADA replacement vans for DATA in 2011 Current funding: None Funding needed: \$570,000 (\$38,000/van)
11	18 ADA replacement vans for DATA in 2016 Current funding: None Funding needed: \$900,000 (\$50,000/van)

<u>Priority</u>	<u>Project Description</u>
12	6 replacement service vehicles for DATA in 2011 Current funding: None Funding needed: \$180,000 (\$30,000/vehicle)
13	4 replacement service vehicles for DATA in 2012 Current funding: None Funding needed: \$140,000 (\$35,000/vehicle)
14	Passenger amenities at DATA transit stops (shelters, benches, trashcans, solar lighting) in FY 2011 Current funding: None Funding needed: \$500,000
15	Passenger amenities at DATA transit stops (shelters, benches, trashcans, solar lighting) in FY 2013 Current funding: None Funding needed: \$750,000
16	Passenger amenities at DATA transit stops (shelters, benches, trashcans, solar lighting) in FY 2017 Current funding: None Funding needed: \$1,000,000
17	8 40' hybrid expansion buses for DATA in 2011 <ul style="list-style-type: none"> • 15 minute headways to Duke • Direct route from downtown to Southpoint • Direct route from downtown to Duke hospital • Direct route from downtown to Riverside HS • Direct route from Duke to Southpoint Current funding: None Funding needed: \$5.76M (\$720,000/bus)
18	18 40' hybrid expansion buses for DATA in 2012 <ul style="list-style-type: none"> • 15 minute headways on routes 1, 3, 4, 6, 7, and 10 • 30 minute headways on route 15 • Cross-town routes Current funding: None Funding needed: \$13.5M (\$750,000/bus)

Attachment B

<u>Priority</u>	<u>Project Description</u>
19	<p>4 40' hybrid expansion buses for DATA in 2013</p> <ul style="list-style-type: none"> • 15 minute headways on routes 12 and 16 <p>Current funding: None Funding needed: \$3.4M (\$850,000/bus)</p>
20	<p>2 40' hybrid expansion buses for DATA in 2014</p> <ul style="list-style-type: none"> • New route on MLK Pkwy, NC 55 to South Square <p>Current funding: None Funding needed: \$1.8M (\$900,000/bus)</p>
21	<p>2 40' hybrid expansion buses for DATA in 2015</p> <ul style="list-style-type: none"> • New route downtown to Butner <p>Current funding: None Funding needed: \$1.8M (\$900,000/bus)</p>
22	<p>Land acquisition for 2 park-n-ride lots</p> <ul style="list-style-type: none"> • North Durham/Treyburn area • US 70 east or Parkwood area <p>Current funding: None Funding needed: \$2.2M</p>

D. Fixed Guideway

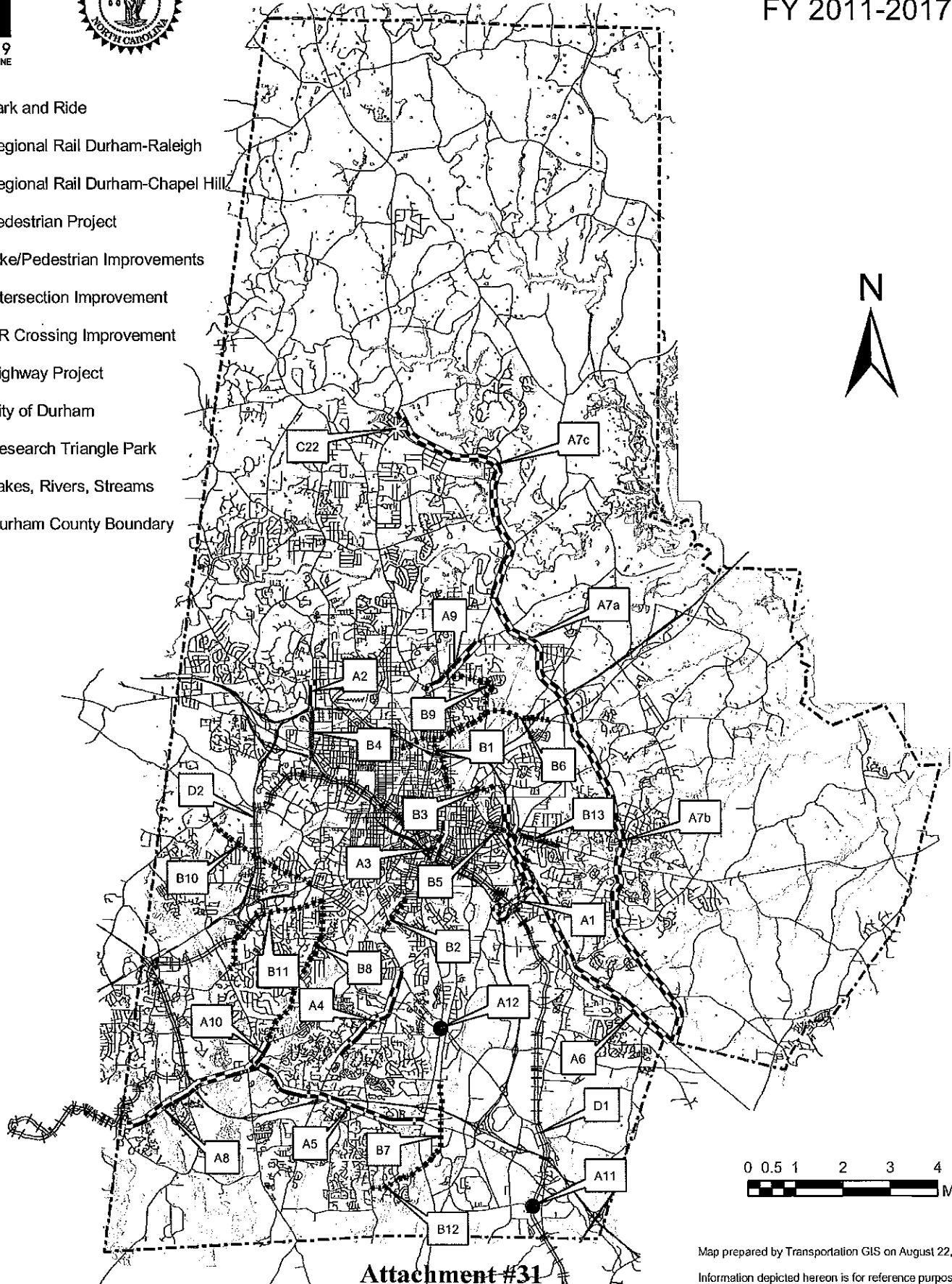
<u>Priority</u>	<u>Project Description</u>
1	<p>Regional Rail Service– Rail transit service to connect Durham, RTP, RDU, Cary, and Raleigh – Construction. *Subject to change dependent upon the MPO 2035 Long Range Transportation Plan.*</p> <p>Current funding: None Funding needed: \$1,532.7M (Duke Medical Center to Durant Road in north Raleigh)</p>
2	<p>Regional Rail Service – Rail transit service on US 15-501 corridor from Duke University to Chapel Hill – Alternatives analysis and preliminary engineering and design. *Subject to change dependent upon the MPO 2035 Long Range Transportation Plan.*</p> <p>Current funding: \$2.0M in FY 2009 and 2010 for alternatives analysis; \$2.7M in FY 2015 for preliminary engineering and design Funding needed: Funding and year subject to change dependent upon 2035 LRTP</p>



City of Durham TIP Priority List

FY 2011-2017

- Park and Ride
- Regional Rail Durham-Raleigh
- Regional Rail Durham-Chapel Hill
- Pedestrian Project
- Bike/Pedestrian Improvements
- Intersection Improvement
- RR Crossing Improvement
- Highway Project
- City of Durham
- Research Triangle Park
- Lakes, Rivers, Streams
- Durham County Boundary



Attachment #31

Map prepared by Transportation GIS on August 22, 2008.

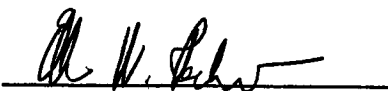
Information depicted hereon is for reference purposes only and is compiled from the best available sources. The City of Durham/Durham Region assumes no responsibility for errors arising from the misuse of this map.

**RESOLUTION TO ENDORSE THE DURHAM COUNTY
PROJECT PRIORITY LIST
FOR THE FY 2011-2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

- WHEREAS, The Board of County Commissioners recognizes the importance of transportation to the economic and social well-being of the community; and
- WHEREAS, A Transportation Improvement Program which identifies transportation projects scheduled for state and federal funding over the next seven years is prepared biannually (every two years) by the N. C. Board of Transportation and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization; and
- WHEREAS, The North Carolina Board of Transportation and the Transportation Advisory Committee solicit input for identifying transportation projects of local and regional importance to be included in the FY 2011-2017 TIP; and
- WHEREAS, The identification of locally important transportation projects includes funded, partially funded and unfunded projects in the FY 2009-2015 TIP and additional priority projects to be included in the 2011-2017 TIP; and
- WHEREAS, The Board of County Commissioners strongly encourages extensive and meaningful public participation in the design and construction of programmed transportation projects; and
- WHEREAS, The Board of County Commissioners strongly encourages the provision of bicycle and pedestrian facilities and protection of residential neighborhoods as transportation improvements are designed and implemented; and
- WHEREAS, The Board of County Commissioners strongly supports additional funds for transportation improvements, including the identification of additional state funding and new innovative sources of funds such as impact fees, land transfer taxes, and other local option revenue sources.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF DURHAM COUNTY, NORTH CAROLINA THAT:

1. The Board of County Commissioners endorses the attached project priority list of transportation projects to be considered for inclusion in the FY 2011-2017 TIP;
2. The Board of County Commissioners urges the N. C. Department of Transportation and the Durham-Chapel Hill-Carrboro Transportation Advisory Committee (TAC) to fund the attached priority project requests before funding other projects in the urban area; and,
3. The Board of County Commissioners urges the N. C. Department of Transportation and the Durham-Chapel Hill-Carrboro Transportation Advisory Committee (TAC) to fully fund the partially funded highway projects in the FY 2009-2015 TIP.


 Ellen Reckhow, Chair BOCC

Recommended TIP Project Priority List
FY 2011-2017
Durham County

The priority list should include all projects that the County wants funded in the 2011-2017 TIP. All projects are listed including projects that are currently fully funded, partially funded, or unfunded. Projects that are fully funded for construction pre-FY 2011 are not listed.

A. Highway

<u>Priority</u>	<u>Project Description</u>
1 Partially funded	<p>East End Connector (U-0071) – (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. Provide bicycle, pedestrian, and transit facilities as appropriate.</p> <p>Current funding: \$128M, right-of-way, mitigation, and three years of construction funded FY 2010 through FY 2015 with a combination of “loop” funding and STP funding. Funding needed: \$33M of construction funding needed in FY 2016</p>
2 Fully funded	<p>Hillendale Rd. (I-85 to Carver St.) (U-3804) – Widen to 4-lane divided. Provide bicycle, pedestrian, and transit facilities as appropriate.</p> <p>Current funding: \$11.2M, construction scheduled in FY 2010-2011. Funding needed: None</p>
3 Fully funded	<p>Alston Ave. (NC 147 to Holloway St.) (U-3308) – Widen to 4-lane divided. Provide bicycle, pedestrian, and transit facilities as appropriate.</p> <p>Current funding: \$25.9M, construction scheduled in FY 2011-2013. Funding needed: None</p>
4	<p>Fayetteville Rd. (Woodcroft Pkwy. to Riddle Rd.) – Widen to 4-lane. Provide bicycle, pedestrian, and transit facilities as appropriate.</p> <p>Current funding: None Funding needed: \$21.1M</p>
5	<p>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. Provide bicycle, pedestrian, and transit facilities as appropriate.</p> <p>Current funding: None Funding needed: \$91.5M</p>

Priority**Project Description**

- 6 **US 70 (Lynn Rd. to County Line) (U-4720)** – 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. Provide bicycle, pedestrian, and transit facilities as appropriate. Initiate planning study with the Northern Durham Parkway project.
- Current funding: None
Funding needed: \$123.1M
- 7 **Northern Durham Parkway (U-4721)** (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. Provide bicycle, pedestrian, and transit facilities as appropriate. Initiate the planning study with the US 70 (Lynn Rd. to County Line) project.
- Current funding: None
Funding needed: (A) \$34.1M, (B) \$106.6M, (C) \$7.5M
- 8 **NC 54 (I-40 to Barbee Chapel Rd.)** – Widen to 6-lane divided. Provide bicycle, pedestrian, and transit facilities as appropriate.
- Current funding: None
Funding needed: \$39.1M
- 9 **Old Oxford Highway** (Phase I, N. Roxboro to Hamlin Rd.) – Expand capacity. Provide bicycle, pedestrian, and transit facilities as appropriate.
- Current funding: None
Funding needed: \$38.1M
- 10 **NC 751 (Phase I, S. Roxboro Rd. to NC 54)** – Widen to 4-lane. Provide bicycle, pedestrian, and transit facilities as appropriate.
- Current funding: None
Funding needed: \$7.2M
- 11 **Hopson Rd./Church St. (U-4716)** – Construct a grade separation at railroad, close Church St. railroad crossing. Provide bicycle, pedestrian, and transit facilities as appropriate.
- Current funding: None
Funding needed: \$6.5M

<u>Priority</u>	<u>Project Description</u>
12	M.L. King, Jr. Pkwy./NC 55 Interchange (U-2405) – Construct extension to Cornwallis Road including bridge over railroad. Provide bicycle, pedestrian, and transit facilities as appropriate. Current funding: None Funding needed: \$45M for grade-separated intersection or \$30M for at-grade intersection with NC 55
13	Intelligent Transportation System (ITS) Improvements (cameras, dynamic message boards, vehicle detectors, transit signal preemption, etc.) – city-wide.
14	Transportation Demand Management (TDM) programs to reduce travel demand by single-occupancy vehicles

B. Bicycle and Pedestrian

<u>Priority</u>	<u>Project Description</u>
1	Avondale Dr. (Roxboro Rd. to Geer St.) - pedestrian facilities Fully funded Current funding: \$515,000 from STPDA in FY 2011 Funding needed: None
2	Fayetteville Rd. (Cornwallis Rd. to Nelson St.) - pedestrian and bicycle facilities. Fully funded Current funding: \$356,000 from Safe Routes to School Grant in FY 2011 Funding needed: None
3	Cheek Rd. (Geer St. to Hardee St.) - pedestrian facilities Fully funded Current funding: \$695,000 from STPDA funding in FY 2011 Funding needed: None
4	Hillandale Rd. (I-85 to NC 147) – pedestrian and bicycle facilities. Fully funded Current funding: \$1.32M from STPDA in FY 2008 and 2011 Funding needed: Subject to engineering analysis
5	Holloway St. (Miami Blvd. to US 70) – Construct sidewalk. Current funding: None, may be included as part of the East End Connector project Total funding needed: \$257,000
6	Club Blvd. (Ruffin St. to Geer St.) - pedestrian and bicycle facilities Current funding: None Funding needed: \$2,978,000

<u>Priority</u>	<u>Project Description</u>
7	Alston Ave. (Carpenter Fletcher Rd. to Sedwick Rd.) - pedestrian and bicycle facilities Current funding: None Funding needed: \$2,069,000
8	Hope Valley Rd. (S. Roxboro Rd. to US 15-501 Business) - pedestrian and bicycle facilities. Current funding: None Funding needed: \$4,916,000
9	Dearborn Dr. (E. Club Blvd. to Old Oxford Rd.) – pedestrian and bicycle facilities. Current funding: None Funding needed: \$2,389,000
10	Cornwallis Rd. (Erwin Rd. to Chapel Hill Rd.) - pedestrian and bicycle facilities. Current funding: None Funding needed: \$3,204,000
11	University Dr. (Garrett Rd. to Hope Valley Rd.) - pedestrian and bicycle facilities Current funding: None Funding needed: \$1,025,000
12	Sedwick Rd. (Grandale Dr. to Alston Ave.) – pedestrian and bicycle facilities Current funding: None Funding needed: \$2,187,000
13	Holloway St. (Junction Rd. to Lynn Rd.) – Construct sidewalk. Current funding: None Total funding needed: \$736,000
14	Barbee Chapel Rd. (NC 54 to Stagecoach Rd.) – pedestrian and bicycle facilities Current funding: None Funding needed: \$1,759,000
15	Erwin Rd. (Orange County Line to NC 751) – pedestrian and bicycle facilities Current funding: None Funding needed: \$1,942,000

<u>Priority</u>	<u>Project Description</u>
16	Ephesus Church Rd. (Orange County Line to Farrington Rd.) – pedestrian and bicycle facilities Current funding: None Funding needed: \$600,000
17	Pope Rd. (Old Durham-Chapel Hill Rd. to Ephesus Church Rd.) – pedestrian and bicycle facilities Current funding: None Funding needed: \$1,470,000

C. Transit

<u>Priority</u>	<u>Project Description</u>
1	DATA preventative maintenance and routine capital items in FY 2011 Current funding: None Funding needed: \$3.50M
2	DATA preventative maintenance and routine capital items in FY 2012 Current funding: None Funding needed: \$3.85M
3	DATA preventative maintenance and routine capital items in FY 2013 Current funding: None Funding needed: \$4.25M
4	DATA preventative maintenance and routine capital items in FY 2014 Current funding: None Funding needed: \$4.66M
5	DATA preventative maintenance and routine capital items in FY 2015 Current funding: None Funding needed: \$5.12M
6	DATA preventative maintenance and routine capital items in FY 2016 Current funding: None Funding needed: \$5.64M
7	DATA preventative maintenance and routine capital items in FY 2017 Current funding: None Funding needed: \$6.20M

<u>Priority</u>	<u>Project Description</u>
8	30 40' hybrid replacement buses for DATA in 2013 Current funding: None Funding needed: \$24.0M (\$800,000/bus)
9	7 40' hybrid replacement buses for DATA in 2017 Current funding: None Funding needed: \$8.4M (\$1,200,000/bus)
10	15 ADA replacement vans for DATA in 2011 Current funding: None Funding needed: \$570,000 (\$38,000/van)
11	18 ADA replacement vans for DATA in 2016 Current funding: None Funding needed: \$900,000 (\$50,000/van)
12	6 replacement service vehicles for DATA in 2011 Current funding: None Funding needed: \$180,000 (\$30,000/vehicle)
13	4 replacement service vehicles for DATA in 2012 Current funding: None Funding needed: \$140,000 (\$35,000/vehicle)
14	Passenger amenities at DATA transit stops (shelters, benches, trashcans, solar lighting) in FY 2011 Current funding: None Funding needed: \$500,000
15	Passenger amenities at DATA transit stops (shelters, benches, trashcans, solar lighting) in FY 2013 Current funding: None Funding needed: \$750,000
16	Passenger amenities at DATA transit stops (shelters, benches, trashcans, solar lighting) in FY 2017 Current funding: None Funding needed: \$1,000,000

<u>Priority</u>	<u>Project Description</u>
17	<p>8 40' hybrid expansion buses for DATA in 2011</p> <ul style="list-style-type: none"> • 15 minute headways to Duke • Direct route from downtown to Southpoint • Direct route from downtown to Duke hospital • Direct route from downtown to Riverside HS • Direct route from Duke to Southpoint <p>Current funding: None Funding needed: \$5.76M (\$720,000/bus)</p>
18	<p>18 40' hybrid expansion buses for DATA in 2012</p> <ul style="list-style-type: none"> • 15 minute headways on routes 1, 3, 4, 6, 7, and 10 • 30 minute headways on route 15 • Cross-town routes <p>Current funding: None Funding needed: \$13.5M (\$750,000/bus)</p>
19	<p>4 40' hybrid expansion buses for DATA in 2013</p> <ul style="list-style-type: none"> • 15 minute headways on routes 12 and 16 <p>Current funding: None Funding needed: \$3.4M (\$850,000/bus)</p>
20	<p>2 40' hybrid expansion buses for DATA in 2014</p> <ul style="list-style-type: none"> • New route on MLK Pkwy, NC 55 to South Square <p>Current funding: None Funding needed: \$1.8M (\$900,000/bus)</p>
21	<p>2 40' hybrid expansion buses for DATA in 2015</p> <ul style="list-style-type: none"> • New route downtown to Butner <p>Current funding: None Funding needed: \$1.8M (\$900,000/bus)</p>
22	<p>Land acquisition for 2 park-n-ride lots</p> <ul style="list-style-type: none"> • North Durham/Treyburn area • US 70 east or Parkwood area <p>Current funding: None Funding needed: \$2.2M</p>

D. Fixed Guideway

Priority**Project Description**

- 1 Regional Rail Service– Rail transit service to connect Durham, RTP, RDU, Cary, and Raleigh – Construction. *Subject to change dependent upon the MPO 2035 Long Range Transportation Plan.*

Current funding: None

Funding needed: \$1,532.7M (Duke Medical Center to Durant Road in north Raleigh)

- 2 Regional Rail Service – Rail transit service on US 15-501 corridor from Duke University to Chapel Hill – Alternatives analysis and preliminary engineering and design. *Subject to change dependent upon the MPO 2035 Long Range Transportation Plan.*

Current funding: \$2.0M in FY 2009 and 2010 for alternatives analysis; \$2.7M in FY 2015 for preliminary engineering and design

Funding needed: Funding and year subject to change dependent upon 2035 LRTP

ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS

A RESOLUTION ENDORSING ORANGE COUNTY'S PRIORITY TRANSPORTATION PROJECTS FOR THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION REGIONAL PRIORITY LIST FOR THE 2011 – 2017 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the North Carolina Board of Transportation, every two years, prepares a Transportation Improvement Program that identifies transportation projects scheduled for State and Federal funding over the next seven years; and

WHEREAS, the North Carolina Board of Transportation solicits input for identifying transportation projects of local and regional importance to be included in the FY 2011-2017 Transportation Improvement Program; and

WHEREAS, Orange County gives priority to identified safety needs on existing roads and bridges, to other transportation projects that encourage alternatives to automobile travel, to projects that minimize adverse impacts on the natural environment and cultural sites, and to those projects that foster economic development in the designated Economic Development Districts; and

WHEREAS, Orange County strongly encourages the North Carolina Department of Transportation (NCDOT) to design all highway projects, where appropriate, to accommodate bicycle and pedestrian traffic to provide alternative means of transportation that may result in reduced automobile traffic and related air and water impacts; and

WHEREAS, Orange County encourages the NCDOT to design all new or replacement bridges with sufficient clearance to allow wildlife to cross safely under them, and to allow pedestrian passage along any existing or planned trail-system connectors;

NOW, THEREFORE, BE IT RESOLVED by the Orange County Board of Commissioners that:

The Board of County Commissioners endorses the attached list of priority transportation projects to be considered for inclusion in the FY 2011-2017 Metropolitan Transportation Improvement Program.

Upon motion of Commissioner Forshee, seconded by Commissioner Craig, the foregoing resolution was adopted this the 9 day of October, 2008

I, Donna Baker, Clerk to the Board of Commissioners for the County of Orange, North Carolina, DO HEREBY CERTIFY that the foregoing is a true copy of so much of the proceedings of said Board at a meeting held on October 7, 2008, as relates in any way to the adoption of the foregoing and that said proceedings are recorded in the minutes of said Board.

WITNESS my hand and the seal of said County, this 9 day of October, 2008.



Donna Baker
Clerk to the Board of Commissioners

**ORANGE COUNTY TRANSPORTATION PRIORITY LIST
2011 – 2017 DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM**

1. TIP Project No. EB-4980, SR 1006 (Orange Grove Road) at Interstate 40: Construct a pedestrian bridge over I-40. Interstate 40 separates two schools, Grady Brown Elementary and Cedar Ridge High School, from residential areas north of the interstate. The schools are within walking and cycling distance from residential areas but bicyclists and pedestrians 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. The "Access Management and Awareness Project and Report for Orange Grove Road" recommends this project. Orange County has received a Safe Routes to School Action Plan Service Award to develop a plan to make walking and bicycling to Grady Brown Elementary School safer and more appealing.
2. Hillsborough Train Station: Construct a train station in Hillsborough and request AMTRAK service to Orange County. The train station can also serve future commuter rail operations and anchor a multimodal transportation hub in Hillsborough. A revenue and ridership study conducted by the North Carolina Department of Transportation Rail Division and AMTRAK has indicated that there is enough potential ridership to make a stop in Hillsborough financially feasible.
3. TIP Project No. R-2825, SR 1009 (South Churton Street) Improvements: Develop congestion management, limited access, aesthetic and capacity improvements including bicycle and pedestrian 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 by NCDOT in February 2002 recommends a 4-lane divided curb and gutter cross section, with 16-foot median, for the entire corridor from I-40 to the 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.
4. SR 1009 (Old NC 86) Bicycle Facilities: Construct bicycle facilities on Old NC 86 from Hillsborough Road in Carrboro to I-40 in Hillsborough. This route along Old NC 86, from Carrboro's Transition Area just north of Eubanks Road (SR 1727) to Rippy Lane (SR 1224), is priority 6 of the primary bicycle routes listed in the Orange County Bicycle Transportation Plan. This project would extend bicycle accommodations requested in TIP Project R-2825 (South Churton Street bicycle lanes from Interstate 40 to the Eno River) to Hillsborough Road in Carrboro and

**ORANGE COUNTY TRANSPORTATION PRIORITY LIST
2011 – 2017 DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM**

provide a connection between proposed bicycle facilities in Carrboro along Old Fayetteville Road, Homestead Road and Eubanks Road.

5. SR 1006 (Orange Grove Road) Extension: Extend Orange Grove Road from the east side of Churton Street (SR 1009) 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. This project could also provide access to a potential site for Orange County’s priority rail project, AMTRAK service and train station in Hillsborough, although the site for such rail station has not been determined.

6. Tip Project No. 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 2009 – 2015 TIP as an unfunded project. The Hillsborough Town Board and Orange County Commissioners have endorsed this project in two joint studies that included commissioners from both jurisdictions. 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.

7. U-2805, SR 1777 (Homestead Road) Improvements: Improve Homestead Road from Old NC 86 (SR 1009) to NC 86 to include bicycle lanes and sidewalks in sections of the corridor where those facilities do not exist. 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

8. SR 1727 (Eubanks Road) Bicycle Lanes: Construct bicycle lanes on Eubanks Road from Old NC 86 (SR 1009) to NC 86. This project would provide a safer bicycle connection between major routes into Chapel Hill and Carrboro. The project would provide bicycle access to the new Morris Hill Elementary School off Eubanks Road. Increased traffic on Eubanks from the solid waste convenience center and Chapel Hill Public Works Facility and Transportation Facility on Millhouse Road off of Eubanks presents conflicts with bicycle transportation on the facility. This project is in the 2030 DCHC Long Range Transportation Plan, and is also, from Rogers Road to NC 86, in the Chapel Hill Bicycle and Pedestrian Action Plan.

**ORANGE COUNTY TRANSPORTATION PRIORITY LIST
2011 – 2017 DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM**

9. SR 1008 (Mt. Carmel Church Road) bicycle lanes: Construct bicycle lanes on Mt. Carmel Church Road from US 15-501 to the Orange/Chatham County line. This project is a segment of the Mountains to Seas Bicycle Route. Mt. Carmel Church Road, from Chapel Hill's extraterritorial planning jurisdiction (ETJ) to the Orange/Chatham County line is priority 8 of the primary priority bicycle routes on the Orange County Bicycle Transportation Plan. Increased traffic on Mt. Carmel Church has worsened travel conditions in this corridor that has many blind curves, making this popular bicycle route unsafe for bicycling.

10. US 70 Bypass Widening: Widen US 70 Bypass, from the Orange/Durham County line to the I-85-US 70 Connector east of Efland, 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 2011-20172 STIP. Two segments of this corridor are of particular interest. The first segment is the one through northern Hillsborough because of the economic development potential of this segment (as referenced in the US 70/Cornelius Street Corridor Strategic Plan) and proximity to C.W. Stanford Middle School and Orange High School. The second segment is the segment through the Eno Economic Development District that includes the interchange of Interstate 85 and US 70, and should be contemporaneous with TIP Project I-0305, Interstate 85 widening from I-40 to the Orange/Durham County line.

11. NC 86 (North of Hillsborough) Improvements: Widen NC 86, from US 70 Bypass north of Hillsborough to Coleman Loop, SR 1332, (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 and is designated in North Carolina's Long-Range Statewide Multimodal Transportation Plan as a Strategic Highway Corridor. 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.

12. NC 86, Bicycle Facilities: Construct bicycle facilities (4-foot paved shoulders) from Chapel Hill (Whitfield Road, SR 1730, SR 1731) to Hillsborough (US 70 Business). This project will extend bicycle facilities on Martin Luther King, Jr. Boulevard (NC86) in Chapel Hill to US 70 Business in Hillsborough. 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, A.L. Stanback Middle School and New Hope Elementary School (just off NC 86 on New Hope Church Road, SR 1723). This route is listed as priority I of the primary bicycle routes proposed in the Orange County Bicycle Transportation Plan. 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.



TOWN OF CARRBORO

NORTH CAROLINA

The following resolution was introduced by Alderman Lydia Lavelle and duly seconded by Alderman Joal Hall Broun.

A RESOLUTION RECEIVING THE REPORT ON THE 2011-2017
TRANSPORTATION IMPROVEMENT PROGRAM LOCAL PRIORITY LIST
Resolution No. 1212008-09

WHEREAS, the Town of Carrboro participates in the development of the Transportation Improvement Program (TIP) as a member of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization; and

WHEREAS, the Transportation Advisory Board has reviewed transportation needs in Carrboro and provided recommendations on a local priority list for adoption by the Board of Aldermen.

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the Aldermen have received the report on the local priority list for the 2011-2017 TIP.

BE IT FURTHER RESOLVED that the Carrboro Board of Aldermen refers a local priority list to the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization, with the following change in the priority:

1	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.
2	Homestead Rd. – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Seawell School Road to Old NC 86.
3	Transit Capital Projects – Fund transit capital projects as identified by Chapel Hill Transit and agreed to by the Transit Partner’s Committee.
4	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.
5	South Greensboro Street – Add sidewalks on the west sides of the road from Old Pittsboro road to Merritt Mill Road.
6	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.
7	Old NC 86 – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Homestead Road to Eubanks Road.
8	Eubanks Rd – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Old NC 86 to Rogers Road.
9	Franklin / Main / Merritt Mill / Brewer Intersection – Make changes to improve operation and safety for motorists, pedestrians, bicyclists, and transit.
10	N. Greensboro corridor from Weaver Street to Shelton - bicycle and pedestrian improvements
11	Seawell School Rd – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Homestead Road to Estes Drive.
12	N. Greensboro/Estes Ext. intersection roundabout

13	Fixed Guideway – Connection to Carolina North / Horace Williams property utilizing existing railroad right-of-way from University Power Plant to Carolina North
14	NC 54 from James St. to Anderson Park - side path on the northern side to accommodate two-directional bicycle transportation.

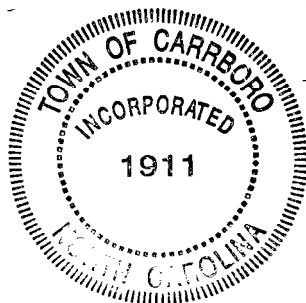
The foregoing resolution having been submitted to a vote received the following vote and was duly adopted this 16th day of September 2008:

Ayes: Joal Hall Broun, Mark Chilton, Dan Coleman, Jacquelyn Gist, Randee Haven-O'Donnell, Lydia Lavelle

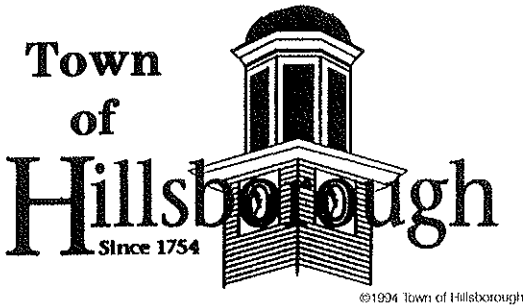
Noes: None

Absent or Excused: John Herrera

I, Sarah C. Williamson, Town Clerk of the Town of Carrboro, North Carolina, do hereby certify that the foregoing is a true and correct copy of a resolution adopted by the Carrboro Board of Aldermen at its meeting on September 16, 2008.



Sarah C. Williamson
Town Clerk



Hillsborough TIP Priority List 2011-2017

1. **Improvements along South Churton Street (project R-2825):** Develop congestion management, limited access, aesthetic and capacity improvements between US 70 Business and Interstate 40 consistent with the recommendations in the 2006 Churton Street Corridor Plan. 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.
2. **Orange Grove Road (SR 1006) extension to US 70 Business:** Construct road extension of Orange Grove Road east to cross (over or under to be determined) NCCR to intersect with US 70 Business. Traffic projections should determine road capacity. Improvements for bicycles and pedestrians are included with this request.
3. **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.
4. **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.
5. **In town transit circulator (C-4932):** Partner with Orange Public Transit to provide a fixed-route public transit route within the Hillsborough city limits to reduce congestion during peak hours, provide wider access to intercity routes, and provide mode choice for residents and employees.
6. **Train station/multi-modal center:** Construct a train station in Hillsborough and request AMTRAK service to Orange County. The train station can also serve future commuter rail operations and anchor a multimodal transportation hub in Hillsborough. A revenue and ridership study conducted by the North Carolina Department of Transportation Rail Division and AMTRAK has indicated that there is enough potential ridership to make a stop in Hillsborough financially feasible.
7. **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 1 of the primary bicycle routes proposed in the Orange County Bicycle Transportation Plan adopted April 6, 1999.
8. **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.


9. **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 and the western portion will conform with the recommendations in the 2007 US 70/Cornelius Street Plan.
10. **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.
11. **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 September 22, 2008 Hillsborough Town Board of Commissioners meeting and received the following vote:

Ayes: 4

Noes: 0

Absent/excused: 1


Donna F. Armbrister, MMC
Town Clerk

A RESOLUTION APPROVING THE 2011-2017 CHAPEL HILL TRANSPORTATION PRIORITY LIST (2008-10-15/R)

WHEREAS, the Durham-Chapel Hill-Carrboro Transportation Advisory Committee has begun the process to develop the 2011-2017 Metropolitan Transportation Improvement Program; and

WHEREAS, the Transportation Advisory Committee will develop a Regional Transportation Priority List for use in developing the Metropolitan Transportation Improvement Program; and

WHEREAS, the Transportation Advisory Committee has requested local governments develop transportation priority lists for use in preparing the Regional Priority List; and

WHEREAS, the council received comments from the public on the 2011-2017 transportation priorities;

NOW, THEREFORE, BE IT RESOLVED, by the Council of the Town of Chapel Hill that the Council adopts the following list as the 2011-2017 Transportation Priority List for submission to the Transportation Advisory Committee:

2011-2017 Chapel Hill Transportation Priority List

1. Transit Capital Projects: (FY 2007-2011).
2. Martin Luther King Jr. Boulevard/NC 86 Corridor: I-40 to North Street- Bicycle and pedestrian improvements.
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. Townwide Intersection Improvements: Safety improvements for pedestrians and bicyclists in 15 locations, as identified in 2006 Townwide pedestrian safety evaluation, and NC54/South Columbia Street, NC54/Fordham Boulevard, and Merritt Mill Road/Brewer Street/Main Street.
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. Morgan Creek Phase II: Construct a greenway from the end of Phase I to Carrboro Town line.

8. **Estes Drive Extension:** Construct sidewalks and five foot bicycle lanes.
9. **Seawell School Road:** Improvements from Homestead Road to Estes Drive Extension, including turn lanes, bicycle lanes, sidewalks and transit accommodations.
10. **Cleland Drive/Burning Tree Drive:** Construct sidewalks and pedestrian improvements along Cleland Drive and Burning Tree Drive.
11. **Pope Road:** Construct sidewalks and five foot bicycle lanes.
12. **Ephesus Church Road:** Construct sidewalks and five foot bicycle lanes.
13. **Fordham Boulevard:** Construct sidewalk from Ephesus Church Road to Elliott Road
14. **Culbreth Road:** Construct sidewalk from Adam Way to Smith Level Road
15. **Barbee Chapel Road:** NC 54 to Downing Creek Parkway, provide sidewalks and bicycle lanes.
16. **Estes Drive:** NC 86 to Curtis Road, widen existing roadway to include two 12-foot travel lanes, four-foot bicycle lanes and sidewalks.
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. **Bolin Creek Phase IV:** Construct a greenway from Umstead Park to Carolina North, follow Umstead Drive to Estes Drive, then along Estes Drive to Carolina North
19. **Piney Mountain Road:** Improvements from NC 86 to Riggsbee Road, including turn lanes, sidewalks, bicycle lanes and transit accommodations.
20. **Erwin Road:** Construct bicycle lanes, sidewalks and safety improvements, US15-501 to Durham County line.
21. **Old Mason Farm/Finley Golf Course Road:** Construct bicycle lanes and sidewalks.
22. **Fordham Boulevard Corridor:** US 15-501 South to Ephesus Church Road- bicycle and pedestrian Improvements.
23. **NC 54 Corridor:** Fordham Boulevard to Barbee Chapel Road- bicycle and pedestrian Improvements.

24. **Horace Williams Trail**: Construct a greenway from Homestead Road and Carolina North to the Town Operations Center, adjacent to the Norfolk Southern rail line. (formerly Southern Railroad Greenway)

25. Bolin Creek/Little Creek Greenway: Construct a greenway from Chapel Hill Community Center to Pinehurst Drive.

Projects shown in bold type are new.

This the 20th day of October, 2008.

HIGHWAY PROJECTS

Rank	Name (limits)	Jurisdiction	Local Priority		Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	1: Travel Demand		2: Safety		3: Benefits to Other Modes or Use of New Technology							4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Funding Status		Total Points		
			Local Priority #	Jurisdiction			Local Priority #	2035 v/c	Points	Crash Rate	Points	Carpool	Transit	Bicycle	Pedestrian	ITS	TDM	Number of modes	Points	Impact	Points	Impact	Points	Impact	Points		Percent funded	Points
1	C-5102 Transportation Demand Management	D	14	DC	14	0	\$17,000,000	other	4	other	4	Other	Other	Other	Other	Other	Yes	6	4	Positive	4	Positive	4	Positive	4	25%+	4	28
2	Area Plan in Cooperation with Cary (North of US64, East of Jordan Lake)	CC	5			0		other	4	other	4	Other	Other	Other	Other	Other	Yes	6	4	Positive	4	Positive	4	Neutral	3	Unfunded	0	23
3	Intelligent Transportation System Improvements	D	13	DC	13	0		other	4	other	4	Other	Other	No	No	Other	No	3	3	Positive	4	Low-	3	Positive	4	Unfunded	0	22
4	U-3804 Hillandale Rd. (I-85 to Carver St.) widen to 4-lane divided, bike lanes, and sidewalks	D	2	DC	2	0.6	\$11,191,000	0.85	1	2273.27	3	No	Bus route	Bike lanes	Sidewalks on both sides	No	No	3	3	Medium-	2	Medium-	2	Neutral	3	25%+	4	18
5	U-3308 Alston Ave. (NC 147 to NC 98) widen to 4-lane divided, bike lanes, and sidewalks	D	3	DC	3	0.9	\$25,916,000	1.21	3	5823.01	4	No	Bus route	Wide Outside Lanes	Sidewalks on both sides	No	No	3	3	Low-	3	High-	0	High-	0	25%+	4	17
6	U-4716 Hopson Rd./Church St. grade separation at RR, close Church St. RR crossing	D	11	DC	11	0.28	\$6,500,000	1.26	3	725.63	1	No	Other	Bike lanes	Sidewalks on both sides	No	No	3	3	Low-	3	Low-	3	Neutral	3	Post Year	1	17
7	U-2405 Martin Luther King Jr. Pkwy./NC 55 intersection extend to Cornwallis Rd. bridge over RR	D	12	DC	12	0	\$30,000,000	1.35	3	13773.84	4	No	Bus route	Bike lanes	Sidewalks on both sides	No	No	3	3	Low-	3	Medium-	2	Medium-	1	Post Year	1	17
8	TIP # U-3808 Elizabeth Brady Road Extension (US 70A to US 70 Business & St. Mary's)	H	4			1.5	\$48,705,000	1.38	4	723.63	1	No	Other	Wide Outside Lanes	Sidewalks on both sides	No	No	3	3	High-	0	Medium/High-	1	Low-	2	25%+	4	15
9	U-0071 East End Connector (NC 147 to US 70) new facility	D	1	DC	1	2.9	\$161,792,000	1.71	4	8395.94	4	No	Bus route	No	No	No	No	1	1	Medium/High-	1	High-	0	High-	0	25%+	4	14
10	Orange Grove Rd Extension to US 70 Business	H	2	OC	2	0.28	\$30,000,000	1.02	2	1195.95	2	No	Other	Wide Outside Lanes	Sidewalks on both sides	No	No	3	3	Low-	3	Medium-	2	Low-	2	Unfunded	0	14
11	NC 54 (I-40 west to Barbee Chapel Rd.) widen to 6-lane divided, sidewalks	D	8	DC	8	1.6	\$39,100,000	2.14	4	536.82	1	No	Bus route	Wide Outside Lanes	Sidewalks on both sides	No	No	3	3	Medium/High-	1	Medium-	2	Neutral	3	Unfunded	0	14
12	Old Oxford Highway (Roxboro Rd. to Hamlin Rd.) expand capacity, bike lanes, and sidewalks	D	9	DC	9	1.5	\$38,100,000	1.37	4	3519.3	4	No	Bus route	Bike lanes	Sidewalks on both sides	No	No	3	3	Medium-	2	Medium/High-	1	High-	0	Unfunded	0	14
13	NC 751 (S. Roxboro Rd. to NC 54) widen to 4-lane, bike lanes, and sidewalks	D	10	DC	10	0.7	\$7,200,000	1.05	2	2516.17	4	No	Bus route	Bike lanes	Sidewalks on both sides	No	No	3	3	Medium-	2	High-	0	Neutral	3	Unfunded	0	14
14	Fayetteville Rd. (Woodcroft Pkwy. To Riddle Rd.) widen to 4-lane divided, sidewalks	D	4	DC	4	2.4	\$21,100,000	1.43	4	2277.46	4	No	Bus route	Bike lanes	Sidewalks on both sides	No	No	3	3	Medium-	2	High-	0	High-	0	Unfunded	0	13

Rank	Name (limits)	Local Priority				Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	1: Travel Demand		2: Safety		3: Benefits to Other Modes or Use of New Technology							4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Funding Status		Total Points	
		Jurisdiction	Local Priority #	Jurisdiction	Local Priority #			2035 v/c	Points	Crash Rate	Points	Carpool	Transit	Bicycle	Pedestrian	ITS	TDM	Number of modes	Points	Impact	Points	Impact	Points	Impact	Points	Percent funded		Points
15	NC 54 (I-40 east to NC 55) widen to multi-lane divided with bus rapid transit, bike lanes, and sidewalks	D	5	DC	5	5.3	\$91,500,000	1.33	3	1212.05	2	No	Other	Bike lanes	Sidewalks on both sides	No	No	3	3	High-	0	Medium-	2	Neutral	3	Unfunded	0	13
16	US 70 (Lynn Rd. to Wake County Line) convert to 6-lane freeway	D	6	DC	6	4.1	\$123,100,000	1.37	4	1726.12	3	No	Bus route	No	No	No	No	1	1	High-	0	Medium-	2	Neutral	3	Unfunded	0	13
17	TIP # R-2825 South Churton Street Improvements (I-40 to the Eno River)	H	1	OC	1	2.5	\$19,260,000	1.34	3	716.47	1	No	Bus route	Wide Outside Lanes	Sidewalks on both sides	No	No	3	3	Medium/High-	1	Medium-	2	Low-	2	Unfunded	0	12
18	Franklin/Merrit Mill/Brewer/Main	C	1			0	\$1,000,000	1.00	2	1303.4	3	No	Bus route	No	Sidewalks on both sides	No	No	2	2	Low-	3	Medium-	2	High-	0	Unfunded	0	12
19	Estes/Greensboro roundabout	C	2			0	\$500,000	1.1	2	1293.96	3	No	No	No	No	No	No	0	0	Positive	4	Medium-	2	Medium-	1	Unfunded	0	12
20	TIP # U-2805 Homestead Road Improvements (Old NC 86 to NC 86)	OC	4			3.34	\$103,000	1.26	3	672.46	1	No	Bus route	Bike lanes	Sidewalks on both sides	No	No	3	3	Medium-	2	Medium-	2	Medium-	1	Unfunded	0	12
21	U-4721 Northern Durham Parkway (Roxboro Rd. to US 70) new facility	D	7	DC	7	16.3	\$148,200,000	1.37	4	2224.62	3	No	Bus route	Bike lanes	Sidewalks on both sides	No	No	3	3	High-	0	Medium/High-	1	High-	0	Post Year	1	12
22	NC 751 (US 64 to Durham County Line) widening	CC	2			9.4		1.65	4	836.04	2	No	No	No	No	No	No	0	0	High-	0	Medium-	2	Neutral	3	Unfunded	0	11
23	TIP # U-3436 Eno Mountain Road, Mayo Street & Orange Grove Road Realignment	H	3	OC	3	0.28	\$2,350,000	0.28	0	7652.46	4	No	No	Wide Outside Lanes	Sidewalks on both sides	No	No	2	2	Medium-	2	Medium-	2	Medium-	1	Unfunded	0	11
24	NC 86 North of Hillsborough (US 70 Bypass to Coleman Loop) widening	OC	6			1.61	\$7,552,000	1.11	3	812.1	2	No	No	Wide Outside Lanes	No	No	No	1	1	Medium-	2	Medium-	2	Medium-	1	Unfunded	0	11
25	Homestead Road Improvements (NC 86 to High School Road, provide bicycle lanes, sidewalks and turn lanes)	CH	1			0.8	\$3,100,000	1.05	2	765.95	1	No	Bus route	No	Sidewalks on one side	No	No	2	2	Medium-	2	Medium-	2	Medium-	1	Unfunded	0	10
26	Seawen School Road Improvements (Improvements from Homestead Road to Estes Drive Extension, including turn lanes, bicycle lanes, sidewalks and transit accommodations.)	CH	2			1.9	\$3,525,000	0.90	2	2668.3	4	No	Bus route	No	Sidewalks on one side	No	No	2	2	High-	0	Medium/High-	1	Medium-	1	Unfunded	0	10
27	Jack Bennet Road [SR1717] (US 15-501 to Lystra Rd. [SR1721]) safety improvements	CC	1			3.2		0.56	0	2161.07	3	No	No	Wide Outside Lanes	No	No	No	1	1	High-	0	Medium-	2	Neutral	3	Unfunded	0	9

Rank	Name (limits)	Local Priority				Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	1: Travel Demand		2: Safety		3: Benefits to Other Modes or Use of New Technology							4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Funding Status		Total Points	
		Jurisdiction	Local Priority #	Jurisdiction	Local Priority #			2035 v/c	Points	Crash Rate	Points	Carpool	Transit	Bicycle	Pedestrian	ITS	TDM	Number of modes	Points	Impact	Points	Impact	Points	Impact	Points	Percent funded		Points
28	Piney Mountain Road Improvements (Improvements from NC 86 to Riggsbee Road, including turn lanes, sidewalks, bicycle lanes and transit accommodations.)	CH	3			1	\$2,442,000	0.80	1	0	0	No	Bus route	No	Sidewalks on one side	No	No	2	2	Medium-	2	Medium-	2	Low-	2	Unfunded	0	9
29	TIP # R-3438 Western Bypass (US 70 to NC 86 North)	H	6			2.9	\$5,300,000	1.11	3	812.1	2	No	No	Wide Outside Lanes	No	No	No	1	1	High-	0	Medium-	2	Medium-	1	Unfunded	0	9
30	Hamlets Chapel Road [SR 1525] (Perry Harrison Elementary School) increase length of turn lanes	CC	4			0.2		0.24	0	1817.94	3	No	No	No	No	No	No	0	0	Medium-	2	Medium-	2	Medium-	1	Unfunded	0	8
31	Lystra Road [SR 1721] (US 15-501 to Farrington Point Rd. [SR1008]) safety improvements	CC	1			4.6		0.52	0	1232.32	2	No	No	Wide Outside Lanes	No	No	No	1	1	Medium/High-	1	Medium/High-	1	Low-	2	Unfunded	0	7
32	Lystra Road [SR 1721] (Jack Bennet Rd. [SR1717] to West side of N. Chatham Elementary) increase length of turn lanes	CC	3			0.4		0.52	0	1046.33	2	No	No	No	No	No	No	0	0	Medium/High-	1	Medium-	2	Low-	2	Unfunded	0	7
33	US 70 Bypass Widening (Orange/Durham County Line to I-85/US 70 Connector)	H	5	OC	5	10.1	\$47,000,000	1.09	2	1405.19	3	No	No	Wide Outside Lanes	Sidewalks on both sides	No	No	2	2	High-	0	High-	0	High-	0	Unfunded	0	7
34	Jeremiah Drive [SR 1762] (Lystra Rd. [SR 1721] to End) elevate road for flood control	CC	6			0.8		0	0	0	0	No	No	No	No	No	No	0	0	High-	0	Medium-	2	Low-	2	Unfunded	0	4

Rank	Name (limits)	Local Priority				Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	1: Travel Demand		2: Safety		3: Benefits to Other Modes or Use of New Technology						4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Funding Status		Total Points		
		Jurisdiction	Local Priority #	Jurisdiction	Local Priority #			2035 v/c	Points	Crash Rate	Points	Carpool	Transit	Bicycle	Pedestrian	ITS	TDM	Number of modes	Points	Impact	Points	Impact	Points	Impact	Points		Percent funded	Points
Key:		C	Carrboro	C	Carrboro	ex.	ex.	#	Leave blank	#	Leave blank	HOV	Bus route	Bike lanes	Sidewalks on both sides	Message Boards	Yes	0	0	Positive	4	Positive	4	Positive	4	25%+	4	
		CC	Chatham County	CC	Chatham County	1.1	\$114,000	Other	4	Other	4	Tolls	Other	Wide Outside Lanes	Sidewalks on one side	Ramp Meters	No	1	1	Low-	3	Low-	3	Neutral	3	10%+	3	
		CH	Chapel Hill	CH	Chapel Hill			Points to be assigned by		Points to be assigned by		Other	No	Other	Other	Electronic Tolls		2	2	Medium-Medium/	2	Medium-Medium/	2	Low-	2	5%+	2	
		D	Durham	D	Durham			0.00	0	0.0	0	No		No	No	Other		3	3	High-	1	High-	1	Medium-	1	Post Year	1	
		DC	Durham County	DC	Durham County			0.80	1	300.0	1					No		4	4	High-	0	High-	0	High-	0	Unfunded	0	
		H	Hillsborough	H	Hillsborough			0.88	2	789.0	2																	
		OC	Orange County	OC	Orange County			1.11	3	1294.0	3																	
		TT	Triangle Transit	TT	Triangle Transit			1.36	4	2275.4	4																	

BIKE/PED PROJECTS

Rank	Name (limits)	Pedestrian Facilities	Bicycle Facilities	Jurisdiction	Local Priority			Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	1: Traffic Count		2: Right-of-Way Availability		3: Travel Demand from Local Land Uses				4: Local Connectivity		5: Regional Connectivity		6: Safety		7: Environmental Impacts		8: Community Impacts		9: Environmental Justice Impacts		10: Funding Status		Total Points
					Local Priority #	Jurisdiction	Local Priority #			AAADT	Points	Availability	Points	Bike Points	Ped Points	Total	Points	Number of Connections	Points	Route Type	Points	Bike and/or Ped Crashes	Points	Impact	Points	Impact	Points	Impact	Points	Impact	Points	
1	Martin Luther King Jr. Boulevard/NC86 Corridor (I-40 to North Street- Bicycle and pedestrian improvements.)	Sidewalks	Bicycle Lanes	CH	1		2.5	\$3,945,000	30,000	3	Adequate	3	139	73	212	3	19	3	Part of existing regional bicycle route	3	1	2	High+	3	Medium+	2	High+	3	25%+	3	28	
2	Fayetteville Rd. (Cornwallis Rd. to Nelson St.)	Sidewalks	Bicycle Lanes	D	2	DC	2	\$356,000	18,000	3	Adequate	3	132	43	175	3	20	3	Local route that connects to existing regional bicycle route	1	15	3	Medium+	2	High+	3	High+	3	25%+	3	27	
3	Avondale Dr. (Roxboro Rd. to Geer St.)	Sidewalks	Bicycle Lanes	D	1	DC	1	\$515,000	17,000	3	Adequate	3	121	17	138	3	6	3	Ped connection to local bus	1	8	3	Medium+	2	Low+	1	High+	3	25%+	3	25	
4	Ephesus Church Road (US 15-501 to Farrington Road)	Sidewalks	Bicycle Lanes	CH	9	DC	16	\$2,656,000	11,000	3	Adequate	3	82	40	122	3	7	3	New regional bicycle route	2	2	2	Medium+	2	High+	3	Medium+	2	10%+	2	25	
5	University Dr. (Garrett Rd. to Hope Valley Rd.)	Sidewalks	Bicycle Lanes	D	11	DC	11	\$1,025,000	18,000	3	Adequate	3	109	34	143	3	10	3	Ped connection to existing TT regional route	3	8	3	Low+	1	Medium+	2	High+	3	Unfunded	0	24	
6	Hillandale Rd. (I-85 to NC 147)	Sidewalks	Bicycle Lanes	D	4	DC	4	\$1,320,000	18,000	3	Some	2	97	49	146	3	4	3	Ped connection to local bus	1	0	1	Medium+	2	Medium+	2	High+	3	25%+	3	23	
7	NC54 Corridor, from Fordham Boulevard to Barbee Chapel Road (bicycle and pedestrian improvements.)	Sidewalks	Bicycle Lanes	CH	19		1.2	\$1,550,000	48,000	3	Adequate	3	88	34	122	3	8	3	Part of existing regional bicycle route	3	4	3	Medium+	2	Medium+	2	Low+	1	Unfunded	0	23	
8	Club Blvd. (Ruffin St. to Geer St.)	Sidewalks	Bicycle Lanes	D	6	DC	6	\$2,978,000	10,000	3	Adequate	3	115	20	135	3	5	3	Ped connection to local bus	1	10	3	Negative	0	High+	3	High+	3	Unfunded	0	22	
9	Erwin Road (15-501 to NC 751)	Sidewalks	Bicycle Lanes	DC	15	CH	16	\$5,527,000	12,000	3	Adequate	3	108	31	139	3	9	3	Ped connection to existing TT regional route	3	0	1	Negative	0	High+	3	High+	3	Unfunded	0	22	
10	Fordham Boulevard Corridor, from US 15-501 South to Ephesus Church Road (US 15-501 South to Ephesus Church Road- bicycle and pedestrian improvements.)	Sidewalks	Wide Outside Lanes	CH	18		4.0	\$5,147,000	40,000	3	Adequate	3	133	77	210	3	8	3	Local route that connects to existing regional bicycle route	1	4	3	Medium+	2	Medium+	2	Medium+	2	Unfunded	0	22	
11	19 Chapel Hill Intersections	Sidewalks	Bicycle Lanes	CH	3		0.0	\$1,542,000	29,000	3	Adequate	3	32	23	55	1	4	3	Ped connection to local bus	1	7	3	Medium+	2	Low+	1	Medium+	2	10%+	2	21	
12	Nash Street (Faucette Mill to Dimmocks Mill)	Sidewalks	No	H	3		1.8	\$679,233	2,250	2	Adequate	3	n/a	15	15	0	4	3	No ped connection to transit	0	2	2	Medium+	2	Medium+	2	High+	3	25%+	3	20	
13	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)	Multi-use Path	Multi-use Path	CH	4		0.0	\$2,261,000	48,000	3	Adequate	3	82	29	111	2	1	1	Ped connection to local bus	1	2	2	Medium+	2	High+	3	High+	3	Unfunded	0	20	

Rank	Name (limits)	Pedestrian Facilities	Bicycle Facilities	Local Priority				Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	1: Traffic Count		2: Right-of-Way Availability		3: Travel Demand from Local Land Uses				4: Local Connectivity		5: Regional Connectivity		6: Safety			7: Environmental Impacts		8: Community Impacts		9: Environmental Justice Impacts		10: Funding Status		Total Points
				Jurisdiction	Local Priority #	Jurisdiction	Local Priority #			AADT	Points	Availability	Points	Bike Points	Ped Points	Total	Points	Number of Connections	Points	Route Type	Points	Bike and/or Ped Crashes	Points	Impact	Points	Impact	Points	Impact	Points	Percent funded	Points		
14	Hope Valley Rd. (S. Roxboro Rd. to US 15-501 Bus)	Sidewalks	Bicycle Lanes	D	8	DC	8	3.4	\$4,916,000	17,000	3	Adequate	3	90	20	110	2	4	3	New regional bicycle route	2	6	3	Low+	1	Low+	1	Medium+	2	Unfunded	0	20	
15	Bolin Creek Greenway (Construct a greenway from Martin Luther King Jr. Blvd. to Umstead Park.)	Multi-use Path	Multi-use Path	CH	2			0.8	\$1,500,000	2,100	2	Adequate	3	125	28	153	3	3	2	Ped connection to existing TT regional route	3	0	1	Low+	1	Low+	1	Low+	1	10%+	2	19	
16	Cheek Rd. (Geer St. to Hardee St.)	Sidewalks	No	D	3	DC	3	0.5	\$695,000	4,100	2	Adequate	3	n/a	6	6	0	1	1	Ped connection to local bus	1	4	3	Low+	1	Medium+	2	High+	3	25%+	3	19	
17	N Greensboro (Weaver to Shelton) sharrows, median, bicycle signal detection, etc.	Sidewalks	Sharrows	C	8			0.2	\$200,000	14,000	3	Some	2	79	14	93	2	2	2	Ped connection to local bus	1	4	3	High+	3	Low+	1	Medium+	2	Unfunded	0	19	
18	Dearborn Dr. (E. Club Blvd. to Old Oxford Rd.)	Sidewalks	Bicycle Lanes	D	9	DC	9	1.5	\$2,389,000	9,100	2	Adequate	3	47	12	59	1	1	1	Ped connection to local bus	1	6	3	Medium+	2	High+	3	High+	3	Unfunded	0	19	
19	Cornwallis Rd. (Erwin Rd. to Chapel Hill Rd.)	Sidewalks	Bicycle Lanes	D	10	DC	10	2.6	\$3,204,000	4,600	2	Adequate	3	93	23	116	2	4	3	New regional bicycle route	2	4	3	Low+	1	Medium+	2	Low+	1	Unfunded	0	19	
20	Estes Drive, from NC86 to Curtis Road (NC 86 to Curtis Road, widen existing roadway to include two 12-foot travel lanes, four-foot bicycle lanes and sidewalks.)	Sidewalks	Bicycle Lanes	CH	13			0.7	\$421,000	15,000	3	Adequate	3	59	49	108	2	1	1	Ped connection to existing TT regional route	3	0	1	Medium+	2	High+	3	Low+	1	Unfunded	0	19	
21	Estes Dr. Extension (Greensboro to NC 86)	Sidewalks	Bicycle Lanes	C	3	CH	6	2.6	\$2,197,000	14,000	3	Much Needed	1	90	27	117	2	11	3	Local route that connects to existing regional bicycle route	1	3	2	Medium+	2	Medium+	2	Medium+	2	unfunded	0	18	
22	Fordham Boulevard, from Ephesus Church Road to Elliott Road (Construct sidewalk from Ephesus Church Road to Elliott Road)	Sidewalks	No	CH	10			0.3	\$175,000	40,000	3	Adequate	3	n/a	30	30	1	2	2	Part of existing regional bicycle route	3	1	2	Medium+	2	Low+	1	Low+	1	Unfunded	0	18	
23	Morgan Creek Phase II (Construct a greenway from the end of Phase I to Carrboro Town line.)	Multi-use Path	Multi-use Path	CH	5			1.0		43,000	3	Adequate	3	77	20	97	2	3	2	Local route that connects to existing regional bicycle route	1	1	2	Medium+	2	Low+	1	Low+	1	Unfunded	0	17	
24	Alston Ave. (Carpenter Fletcher Rd. to Sedwick Rd.)	Sidewalks	Bicycle Lanes	D	7	DC	7	1.4	\$2,069,000	7,700	2	Adequate	3	73	32	105	2	1	1	Part of existing regional bicycle route	3	1	2	Medium+	2	Low+	1	Low+	1	Unfunded	0	17	
25	NC 54 Sidepath	Multi-use Path	Multi-use Path	C	10			0.8	\$700,000	16,500	3	Some	2	46	10	56	1	1	1	Local route that connects to existing regional bicycle route	1	2	2	Medium+	2	Medium+	2	High+	3	Unfunded	0	17	
26	Culbreth Road (Adam Way to Smith Level) Sidewalk (Construct sidewalk from Adam Way to Smith Level Road)	Sidewalks	No	CH	11			0.5	\$165,000	4,900	2	Adequate	3	n/a	14	14	0	2	2	Ped connection to local bus	1	0	1	Medium+	2	Medium+	2	Low+	1	25%+	3	17	
27	Barbee Chapel Rd. (NC 54 to Stagecoach Rd.)	Sidewalks	Bicycle Lanes	CH	12	DC	14	2.2	\$1,759,000	12,000	3	Adequate	3	44	23	67	1	4	3	Ped connection to existing TT regional route	3	0	1	Low+	1	Low+	1	Low+	1	Unfunded	0	17	

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				Jurisdiction	Local Priority #	Jurisdiction	Local Priority #			AADT	Points	Availability	Points	Bike Points	Ped Points	Total	Points	Number of Connections	Points	Route Type	Points	Bike and/or Ped Crashes	Points	Impact	Points	Impact	Points	Impact	Points	Percent funded	Points	
28	Bolin Creek Phase IV (Construct a greenway from Umstead Park to Carolina North, follow Umstead Drive to Estes Drive, then along Estes Drive to Carolina North)	Multi-use Path	Multi-use Path	CH	15		1.3		2,000	2	Adequate	3	84	15	99	2	5	3	Ped connection to local bus	1	0	1	Medium+	2	Medium+	2	Low+	1	Unfunded	0	17	
29	Bolin Creek/Little Creek Greenway (Construct a greenway from Chapel Hill Community Center to Pinehurst Drive.)	Multi-use Path	Multi-use Path	CH	21		1.3	\$943,000	2,100	2	Adequate	3	93	31	124	3	2	2	Ped connection to local bus	1	1	2	Medium+	2	Low+	1	Low+	1	Unfunded	0	17	
30	Old Fayetteville (NC 54 to McDougle School)	Sidewalks	Bicycle Lanes	C	1		1.0	\$1,800,000	8,400	2	Some	2	41	17	58	1	1	1	Part of existing regional bicycle route	3	0	1	Medium+	2	Low+	1	Low+	1	10%+	2	16	
31	Old NC 86 (Hillsborough to Homestead)	Sidewalks	Bicycle Lanes	OC	2	C	5	1.1	\$1,320,000	11,000	3	Some	2	32	5	37	1	2	2	Part of existing regional bicycle route	3	0	1	Medium+	2	Low+	1	Low+	1	Unfunded	0	16
32	Mount Carmel Church Road, from US15-501 South to Chatham County Line (Improvements from US 15-501 South to Chatham County line, to be limited to include bicycle lanes, sidewalks, transit and safety improvements.)	Sidewalks	Bicycle Lanes	OC	4	CH	14	2.9	\$989,000	11,000	3	Some	2	96	19	115	2	2	2	New regional bicycle route	2	0	1	Medium+	2	Low+	1	Low+	1	Unfunded	0	16
33	Holloway St. (Miami Blvd. to US 70)	Sidewalks	Wide Outside Lanes	D	5	DC	5	0.4	\$257,000	13,000	3	Much Needed	1	n/a	11	11	0	4	3	Ped connection to local bus	1	2	2	Medium+	2	Low+	1	High+	3	Unfunded	0	16
34	Seawell (Homestead to Estes)	Sidewalks	Bicycle Lanes	C	9			3.8	\$2,303,750	4,050	2	Adequate	3	96	14	110	2	2	2	Local route	0	0	1	Medium+	2	Low+	1	High+	3	Unfunded	0	16
35	Old NC 86 (Homestead to Eubanks)	Sidewalks	Bicycle Lanes	OC	2	C	6	3.4	\$4,233,000	6,700	2	Some	2	20	2	22	0	2	2	Part of existing regional bicycle route	3	0	1	High+	3	Low+	1	Low+	1	Unfunded	0	15
36	Homestead (Seawell to Old NC 86)	Sidewalks	Bicycle Lanes	C	2			4.7	\$5,505,000	6,400	2	Some	2	39	9	48	1	3	2	New regional bicycle route	2	0	1	Medium+	2	Low+	1	Medium+	2	Unfunded	0	15
37	Eubanks Road Bicycle Lanes (Rogers Rd to NC 86)	No	Bicycle Lanes	OC	3			1.7	\$824,000	7,000	2	Some	2	31	n/a	31	1	1	1	Ped connection to existing TT regional route	3	0	1	High+	3	Low+	1	Low+	1	Unfunded	0	15
38	Pope Rd. (Old Durham-Chapel Hill Rd. to Ephesus Church Rd.)	Sidewalks	Bicycle Lanes	CH	8	DC	17	1.1	\$1,470,000	4,100	2	Adequate	3	58	12	70	1	2	2	Ped connection to local bus	1	0	1	Medium+	2	Medium+	2	Low+	1	Unfunded	0	15
39	Holloway St. (Junction Rd. to Lynn Rd.)	Sidewalks	Wide Outside Lanes	D	13	DC	13	0.7	\$736,000	19,000	3	Some	2	n/a	9	9	0	1	1	Ped connection to local bus	1	2	2	Medium+	2	Low+	1	High+	3	Unfunded	0	15
40	Old Mason Farm/Finley Golf Course Road (Construct bicycle lanes and sidewalks.)	Sidewalks	Bicycle Lanes	CH	17			1.4	\$1,800,000	2,200	2	Adequate	3	85	33	118	2	1	1	Local route that connects to existing regional bicycle route	1	0	1	Medium+	2	Medium+	2	Low+	1	Unfunded	0	15

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				Jurisdiction	Local Priority #	Jurisdiction	Local Priority #			AADT	Points	Availability	Points	Bike Points	Ped Points	Total	Points	Number of Connections	Points	Route Type	Points	Bike and/or Ped Crashes	Points	Impact	Points	Impact	Points	Impact	Points	Percent funded	Points	
41	Horace Williams Trail (Construct a greenway from Homestead Road and Carolina North to the Town Operations Center, adjacent to the Norfolk Southern rail line. (formerly Southern Railroad Greenway))	Multi-use Path	Multi-use Path	CH	20		1.7	\$370,000	3,800	2	Adequate	3	28	9	37	1	1	1	Ped connection to future regional rail	2	0	1	Medium+	2	Low+	1	Medium+	2	Unfunded	0	15	
42	NC 86 Bicycle Lanes	No	Wide Outside Lanes	H	1	OC	5	\$933,340	11,000	3	Some	2	18	0	18	0	0	0	Part of existing regional bicycle route	3	3	2	Low+	1	Medium+	2	Low+	1	Unfunded	0	14	
43	S Greensboro (Old Pittsboro to Merritt Mill - west side)	Sidewalks	No	C	4		0.5	\$247,500	12,500	3	Much Needed	1	n/a	29	29	0	1	1	Ped connection to local bus	1	0	1	High+	3	Low+	1	High+	3	Unfunded	0	14	
44	Orange Grove Road Pedestrian Bridge	Multi-use Path	Multi-use Path	OC	1	H	2	\$1,000,000	4,600	2	Adequate	3	4	1	5	0	0	0	No ped connection to transit	0	0	1	High+	3	High+	3	Low+	1	Unfunded	0	13	
45	Cleland Drive/Burning Tree Drive (Construct sidewalks and pedestrian improvements along Cleland Drive and Burning Tree Drive.)	Sidewalks	No	CH	7		1.5		2,100	2	Adequate	3	n/a	22	22	0	2	2	Ped connection to local bus	1	1	2	Low+	1	Low+	1	Low+	1	Unfunded	0	13	
46	Sedwick Rd. (Grandale Dr. to Alston Ave.)	Sidewalks	Bicycle Lanes	D	12	DC	12	\$2,187,000	6,600	2	Adequate	3	64	14	78	1	3	2	New regional bicycle route	2	0	1	Negative	0	Low+	1	Low+	1	Unfunded	0	13	
47	Eubanks (Old NC 86 to Rogers Rd)	Sidewalks	Bicycle Lanes	OC	3	C	7	\$1,992,000	3,200	2	Some	2	17	3	20	0	2	2	Local route	0	0	1	High+	3	Low+	1	Low+	1	Unfunded	0	12	
48	Old NC 86 Bicycle Facilities (H-40 to Hillsborough Road)	No	Wide Outside Lanes	OC	2		5.0	\$1,598,000	4,500	2	Some	2	20	n/a	20	0	0	0	Part of existing regional bicycle route	3	0	1	Negative	0	Low+	1	Low+	1	Unfunded	0	10	

TRANSIT PROJECTS

Rank	Name	Jurisdiction	Local Priority #	Jurisdiction	Local Priority #	Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	Year Needed	1: Service Type		2: Annual Ridership		3: Connectivity							4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Funding Status		Total Points		
									Type	Points	Number of Trips/Year	Points	CAT	CHT	DATA	Duke	OPT	TT	Wolf	# of Connections	Points	Impact	Points	Impact	Points	Impact	Points		Impact	Points
1	Regional Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design	D	2	DC	2	21	\$4,700,000	2011	Fixed Guideway / BRT / Express Bus	3	1,326,000	3	no	yes	yes	yes	yes	yes	no	5	4	Very High+	4	High+	4	High+	4	25%+	4	26
2	Regional Rail Service - Raleigh - RTP - Durham - construction	D	1	DC	1	28	\$1,532,700,000	2011	Fixed Guideway / BRT / Express Bus	3	3,068,000	3	yes	no	yes	yes	no	yes	yes	5	4	Very High+	4	High+	4	High+	4	Unfunded	0	22
3	CHT Park & Ride Lot Expansion - Land Acquisition and Design - 1000 spaces	CH	7			n/a	\$2,000,000	2011	Park & Ride Lot Replacement	3	357,000	2	no	yes	no	no	yes	yes	no	3	2	High+	3	High+	4	High+	4	25%+	4	22
4	CHT 8 Support Vehicles	CH	4			n/a	\$240,000	2011	Vehicle Replacement	4	5,975,874	4	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	20
5	CHT 8 Support Vehicles	CH	4			n/a	\$247,200	2015	Vehicle Replacement	4	5,975,874	4	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	20
6	CHT 4 Service Vehicles	CH	6			n/a	\$190,000	2011	Vehicle Replacement	4	5,975,874	4	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	20
7	CHT 4 Service Vehicles	CH	6			n/a	\$196,000	2015	Vehicle Replacement	4	5,975,874	4	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	20
8	DATA 30 40' hybrid replacement buses	D	8	DC	8	n/a	\$24,000,000	2013	Vehicle Replacement	4	3,045,584	3	no	no	yes	yes	no	yes	no	3	2	High+	3	High+	4	High+	4	Unfunded	0	20
9	DATA 6 replacement service vehicles	D	12	DC	12	n/a	\$180,000	2011	Vehicle Replacement	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	20
10	DATA 4 replacement service vehicles	D	13	DC	13	n/a	\$140,000	2012	Vehicle Replacement	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	20
11	DATA 18 40' hybrid expansion buses	D	18	DC	18	n/a	\$13,500,000	2012	Vehicle Expansion	3	1,355,603	3	no	no	yes	yes	no	yes	no	3	2	Very High+	4	High+	4	High+	4	Unfunded	0	20
12	DATA preventative maintenance and routine capital items	D	1	DC	1	n/a	\$3,500,000	2011	Operating & Maintenance Expenses	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
13	Fixed Guideway: Carolina North to Carrboro using existing RoW	C	1			2.4	\$6,200,000	2017	Fixed Guideway / BRT / Express Bus	3	5,460	1	yes	yes	yes	yes	yes	yes	yes	7	4	Very High+	4	High+	4	Medium+	3	Unfunded	0	19
36	CHT 17 Replacement Buses	CH	1			n/a	\$6,300,000	2013	Vehicle Replacement	4	1,036,631	3	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	19
14	DATA preventative maintenance and routine capital items	D	2	DC	2	n/a	\$3,850,000	2012	Operating & Maintenance Expenses	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
15	CHT Preventative Maintenance & Routine Capital Items	CH	2			n/a	\$2,982,000	2011	Operating & Maintenance Expenses	4	5,976,874	4	no	yes	no	no	yes	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
16	CHT Preventative Maintenance & Routine Capital Items	CH	2			n/a	\$3,190,000	2012	Operating & Maintenance Expenses	4	5,976,874	4	no	yes	no	no	yes	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
17	CHT Preventative Maintenance & Routine Capital Items	CH	2			n/a	\$3,400,000	2013	Operating & Maintenance Expenses	4	5,976,874	4	no	yes	no	no	yes	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19

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									Type	Points	Trips/Year	Points	CAT	CHT	DATA	Duke	OPT	TT	Wolf	# of Connections	Points	Impact	Points	Impact	Points	Impact	Points	Impact		Points
18	CHT Preventative Maintenance & Routine Capital Items	CH	2			n/a	\$3,007,000	2014	Operating & Maintenance Expenses	4	5,976,874	4	no	yes	no	no	yes	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
19	CHT Preventative Maintenance & Routine Capital Items	CH	2			n/a	\$3,900,000	2015	Operating & Maintenance Expenses	4	5,976,874	4	no	yes	no	no	yes	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
20	CHT Preventative Maintenance & Routine Capital Items	CH	2			n/a	\$4,200,000	2016	Operating & Maintenance Expenses	4	5,976,874	4	no	yes	no	no	yes	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
21	CHT Preventative Maintenance & Routine Capital Items	CH	2			n/a	\$4,500,000	2017	Operating & Maintenance Expenses	4	5,976,874	4	no	yes	no	no	yes	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
22	DATA preventative maintenance and routine capital items	D	3	DC	3	n/a	\$4,250,000	2013	Operating & Maintenance Expenses	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
23	DATA preventative maintenance and routine capital items	D	4	DC	4	n/a	\$4,660,000	2014	Operating & Maintenance Expenses	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
24	DATA preventative maintenance and routine capital items	D	5	DC	5	n/a	\$5,120,000	2015	Operating & Maintenance Expenses	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
25	DATA preventative maintenance and routine capital items	D	6	DC	6	n/a	\$5,640,000	2016	Operating & Maintenance Expenses	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
26	DATA preventative maintenance and routine capital items	D	7	DC	7	n/a	\$6,200,000	2017	Operating & Maintenance Expenses	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
27	DATA 7 40' hybrid replacement buses	D	9	DC	9	n/a	\$8,400,000	2017	Replacement Vehicle	4	710,636	2	no	no	yes	yes	no	yes	no	3	2	High+	3	High+	4	High+	4	Unfunded	0	19
28	DATA 15 ADA replacement vans	D	10	DC	10	n/a	\$570,000	2011	Replacement Vehicle	4	30,773	1	no	yes	yes	yes	yes	yes	no	5	4	Medium+	2	High+	4	High+	4	Unfunded	0	19
29	DATA 18 ADA replacement vans	D	11	DC	11	n/a	\$900,000	2016	Replacement Vehicle	4	36,928	1	no	yes	yes	yes	yes	yes	no	5	4	Medium+	2	High+	4	High+	4	Unfunded	0	19
30	DATA 8 40' hybrid expansion buses	D	17	DC	17	n/a	\$5,760,000	2011	Expansion Vehicle	3	602,490	2	no	no	yes	yes	no	yes	no	3	2	High+	4	High+	4	High+	4	Unfunded	0	19
31	DATA 4 40' hybrid expansion buses	D	19	DC	19	n/a	\$3,400,000	2013	Expansion Vehicle	3	301,245	2	no	no	yes	yes	no	yes	no	3	2	High+	4	High+	4	High+	4	Unfunded	0	19
32	DATA 2 40' hybrid expansion buses	D	20	DC	20	n/a	\$1,800,000	2014	Expansion Vehicle	3	150,623	2	no	no	yes	yes	no	yes	no	3	2	High+	4	High+	4	High+	4	Unfunded	0	19
33	DATA 2 40' hybrid expansion buses	D	21	DC	21	n/a	\$1,800,000	2015	Expansion Vehicle	3	150,623	2	no	no	yes	yes	no	yes	no	3	2	High+	4	High+	4	High+	4	Unfunded	0	19
34	CHT 8 Replacement Buses	CH	1			n/a	\$2,800,000	2011	Replacement Vehicle	4	487,826	2	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	18
35	CHT 9 Replacement Buses	CH	1			n/a	\$3,250,000	2012	Replacement Vehicle	4	548,805	2	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	18
37	CHT 10 Replacement Buses	CH	1			n/a	\$3,900,000	2014	Replacement Vehicle	4	609,783	2	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	18
38	CHT 5 Replacement Vans - EZ	CH	3			n/a	\$384,000	2011	Replacement Vehicle	4	25,132	1	no	yes	yes	no	yes	yes	no	4	3	Medium+	2	High+	4	High+	4	Unfunded	0	18
39	CHT 5 Replacement Vans - EZ	CH	3			n/a	\$423,000	2013	Replacement Vehicle	4	25,132	1	no	yes	yes	no	yes	yes	no	4	3	Medium+	2	High+	4	High+	4	Unfunded	0	18
40	CHT 5 Replacement Vans - EZ	CH	3			n/a	\$444,000	2014	Replacement Vehicle	4	25,132	1	no	yes	yes	no	yes	yes	no	4	3	Medium+	2	High+	4	High+	4	Unfunded	0	18

Rank	Name	Jurisdiction	Local Priority #	Jurisdiction	Local Priority #	Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	Year Needed	1: Service Type		2: Annual Ridership			3: Connectivity							4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Funding Status		Total Points	
									Type	Points	Trips/Year	Points	CAT	CHT	DATA	Duke	OPT	TT	Wolf	# of Connections	Points	Impact	Points	Impact	Points	Impact	Points	Impact		Points
41	CHT 5 Replacement Vans - EZ	CH	3			n/a	\$467,000	2015	Replacement Vehicle	4	25,132	1	no	yes	yes	no	yes	yes	no	4	3	Medium+	2	High+	4	High+	4	Unfunded	0	18
42	CHT 5 Replacement Vans - EZ	CH	3			n/a	\$515,000	2017	Replacement Vehicle	4	25,132	1	no	yes	yes	no	yes	yes	no	4	3	Medium+	2	High+	4	High+	4	Unfunded	0	18
43	CHT Park & Ride Lot Expansion - Construction - 1000 spaces	CH	7			n/a	\$5,000,000	2012	Park & Ride Lot	3	357,000	2	no	yes	no	no	yes	yes	no	3	2	High+	3	High+	4	High+	4	Unfunded	0	18
44	DATA passenger amenities (30 shelters + 100 benches)	D	14	DC	14	n/a	\$500,000	2011	Passenger Amenities	2	1,419,600	3	no	no	yes	yes	no	yes	no	3	2	High+	3	High+	4	High+	4	Unfunded	0	18
45	DATA passenger amenities (15 shelters + 90 benches)	D	15	DC	15	n/a	\$380,000	2013	Passenger Amenities	2	1,146,600	3	no	no	yes	yes	no	yes	no	3	2	High+	3	High+	4	High+	4	Unfunded	0	18
46	DATA passenger amenities (25 shelters + 115 benches)	D	16	DC	16	n/a	\$675,000	2017	Passenger Amenities	2	1,528,800	3	no	no	yes	yes	no	yes	no	3	2	High+	3	High+	4	High+	4	Unfunded	0	18
47	CHT to Establish Bus Route from Pittsboro to Chapel Hill-Park & Ride Lot on US 15-501	CC	1			10.8	\$352,712 (annual operating cost)	2011	Fixed Guideway / BRT / Express Bus	3	58,000	1	no	yes	no	no	yes	yes	no	3	2	High+	3	High+	4	High+	4	Unfunded	0	17
48	CHT 7 Replacement Vans - SR	CH	4			n/a	\$210,000	2011	Replacement Vehicle	4	25,132	1	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	17
49	CHT 7 Replacement Vans - SR	CH	4			n/a	\$217,000	2015	Replacement Vehicle	4	25,132	1	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	17
50	CHT 5 Expansion Buses	CH	8			n/a	\$1,751,000	2011	Expansion Vehicle	3	307,047	2	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	17
51	CHT 5 Expansion Buses	CH	8			n/a	\$1,800,000	2012	Expansion Vehicle	3	307,047	2	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	17
52	CHT 5 Expansion Buses	CH	8			n/a	\$1,971,000	2015	Expansion Vehicle	3	307,047	2	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	17
53	Hillsborough In Town Transit Circulator	H	1			20.6	\$198,000	2011	Operating & Maintenance Expenses	4	12,500	1	no	no	no	no	yes	yes	no	2	1	Low+	1	Medium+	3	Neutral	1	25%+	4	15
54	Hillsborough Train Station/Multi-modal Center	OC	1	H	2	n/a	\$1,500,000	2011	Park & Ride Lot	3	2,600	1	yes	no	yes	no	yes	yes	no	4	3	High+	3	Low+	2	Neutral	1	Unfunded	0	13
55	DATA land acquisition for 2 100 space park-n-ride lots (Treyburn area and Githens MS area)	D	22	DC	22	n/a	\$2,200,000	2013	Park & Ride Lot	3	72,800	1	no	no	yes	yes	no	yes	no	3	2	High+	3	Medium+	3	Neutral	1	Unfunded	0	13

Rank	Name	Jurisdiction	Local Priority #	Jurisdiction	Local Priority #	Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	Year Needed	1: Service Type		2: Annual Ridership		3: Connectivity								4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Funding Status		Total Points
									Type	Points	Trips/Year	Points	CAT	CHT	DATA	Duke	OPT	TT	Wolf	# of Connections	Points	Impact	Points	Impact	Points	Impact	Points	Percent funded	
	Key:	C	Carrboro	C	Carrboro	ex.	ex.	2011	Replacement Vehicle	4	# vehicles * annual system average passengers per Leave vehicle blank	yes	yes	yes	yes	yes	yes	yes	7	4	Very High+	4	High+	4	High+	4	25%+	4	
		CC	Chatham County	CC	Chatham County	1.1	\$114,000	2012	Operating & Maintenance Expenses	4	annual system passenger mover output	no	no	no	no	no	no	no	6	4	High+	3	Medium+	3	Medium+	3	10%+	3	
		CH	Chapel Hill	CH	Chapel Hill	n/a		2013	Expansion Vehicle	3	OR # vehicles * system minimum standard passengers per vehicle								5	4	Medium+	2	Low+	2	Low+	2	5%+	2	
		D	Durham	D	Durham			2014	Fixed Guideway / BRT / Express Bus	3	model output spaces * service								4	3	Low+	1	Low-	1	Neutral	1	Post Year	1	
		DC	Durham County	DC	Durham County			2015	Park & Ride Lot	3	days/year # stops * average boarding per stop * service days/year annual								3	2	Negative	0	High-	0	Negative	0	Unfunded	0	
		H	Hillsborough	H	Hillsborough			2016	Passenger Amenities	2	annual ridership on vehicles affected								2	1									
		OC	Orange County	OC	Orange County			2017	ITS	2	Points to be assigned by quartiles								1	0									
		TT	Triangle Transit	TT	Triangle Transit																								

MEMORANDUM

TO: Technical Coordinating Committee (TCC)
DCHC MPO

FROM: Lead Planning Agency

DATE: November 24, 2008

RE: Job Access Reverse Commute and New Freedom 2009 Call for Projects

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

As required by the FTA, the DCHC MPO created a Coordinated Public Transit - Human Services Transportation Plan to guide the selection and funding of future JARC and NF projects. The TAC approved this plan in March 2007. The DCHC MPO has held two Calls for Projects in spring of 2007 and spring of 2008 for the MPO’s FY 2006, 2007, and 2008 JARC and NF funds using the procedures outlined in the Coordinated Public Transit - Human Services Transportation Plan. The DCHC MPO did not allocate all of the FY 2007 and 2008 funds. The remainder is available for allocation during this year’s Call for Projects.

2009 Call for Projects – Funds Available

The tables on the attached page summarize the funds available for the JARC and NF programs. The MPO has received appropriations for FY 2006, 2007, and 2008, and anticipates 2009 funding. The FTA will provide the MPO a notice of the funding available for 2009 in February or March of 2009. We anticipate that it will be similar to past years’ allocation. Once the MPO approves project funding, projects are obligated in FTA’s financial system using the “oldest” funding available. Funds are available for up to three years before they lapse. FY 2006 funds lapsed on September 30, 2008.

In May 2008, the TAC approved enough JARC projects to use up nearly all of the FY 2006, 2007, and 2008 JARC funds. However, only the projects approved in 2006 and 2007 have been obligated in FTA's financial system. A small amount (\$124) of FY 2006 JARC funds have lapsed. The MPO's remaining JARC appropriations that have not already been committed to a project and have not lapsed are \$165,000.

In May 2008, the TAC approved enough NF projects to use up all of the FY 2006 NF funds and a small amount of FY 2007 NF funds. However, since only the projects approved in 2006 and 2007 have been obligated in FTA's financial system, \$48,633 of FY 2006 NF funds have lapsed. The MPO's remaining NF appropriations that have not already been committed to a project and have not lapsed are \$170,000.

Attachment 7A is the application packet that will be mailed to relevant parties, advertized, and posted on the DCHC MPO website.

2009 Call for Projects – Schedule

The TCC Subcommittee recommends the following schedule for the 2008 Call for Projects:

- 11/24/08 TCC update on 2009 Call for Projects
- 12/10/08 TAC reviews application process and requests that staff solicit for applications
- 12/10/08 - 2/28/09 Solicitation for applications
- Early January Work session for applicants
- 2/28/09 Application deadline
- 3/1/09 – 3/25/09 Review committee scores the applications
- 3/25/09 TCC update (if needed)
- 3/25/09 – 4/15/09 Review committee meets to select projects for recommendation to the TCC
- 4/22/09 TCC action on review committee recommendations
- 5/13/09 TAC action on TCC recommendations
- 5/14/09 – 7/15/09 DATA submits grant applications to FTA
- 7/15/09 FTA regional deadline for submitting complete grant applications
- 9/30/09 FY 2007 funds lapse if not obligated

Program Management Plan

A Program Management Plan (PMP) is required by FTA to document and describe the methods or processes used by the City of Durham, the designated recipient of the Job Access Reverse Commute (JARC) and New Freedom (NF) funds, to solicit, select, award and administer both JARC and NF funds. DATA developed a PMP and submitted it to FTA (Attachment 7B). It has been approved by FTA, but the DCHC MPO may want to consider making changes to clarify responsibilities.

DCHC MPO Program of Projects

Job Access Reverse Commute

MPO Approval Date	Subrecipient	Agency Type	Location of Service	Description of the Service	Project Type	Total Cost	Federal Share	% Federal	% Planning and Program Administration	Obligated	FTA TEAM Project ID
6/14/2006	DATA	Public Transit	DATA Route 15	Transit service from downtown Durham to the Brier Creek suburban retail area	Operating	\$ 193,752	\$ 96,876	50%	0%	\$ 89,564	NC-37-X010-00
9/13/2006	TTA	Public Transit	DCHC MPO-wide	Creation of the MPO's Coordinated Plan	Administration	\$ 22,433	\$ 22,433	100%	100%	\$ 22,433	NC-37-X010-00
6/13/2007	DATA	Public Transit	DCHC MPO-wide	Administration of the JARC program in FY 2007	Administration	\$ 12,856	\$ 12,856	100%	100%	\$ 14,463	NC-37-X017-00
6/13/2007	DATA	Public Transit	DATA system-wide	Increased service frequency on several routes leaving downtown Durham after 6pm	Operating	\$ 203,138	\$ 100,000	49%	0%	\$ 100,000	NC-37-X017-00
6/13/2007	CHT	Public Transit	CHT Routes NS and G	Extension of service hours on two routes that connect downtown/UNC to north Chapel Hill and east Chapel Hill	Operating	\$ 101,098	\$ 50,549	50%	0%	\$ 50,549	NC-37-X017-00
5/14/2008	DATA	Public Transit	DCHC MPO-wide	Administration of the JARC program in FY 2008	Administration	\$ 13,928	\$ 13,928	100%	100%	No	
5/14/2008	CHT	Public Transit	CHT Route HS	Financial support to expand the HS route to introduce new service to the Rogers Road community and midday service throughout the route.	Operating	\$ 169,936	\$ 84,968	50%	0%	No	
5/14/2008	DATA	Public Transit	DATA Route 10	Funding to operate expanded Route 10 evening services to New Hope Commons. The hours of service would be extended to 12 am.	Operating	\$ 145,986	\$ 72,993	50%	0%	No	
5/14/2008	DATA	Public Transit	DATA Route 12B	Funding to operate and publicize expanded route 12B service to Silver Line Windows.	Operating	\$ 73,835	\$ 36,918	50%	0%	No	

MPO Approved Funding			Obligated		
Total			Total		
\$ 491,521			\$ 277,009		
DCHC MPO Appropriations	FY 2006	\$ 152,453	Remaining in each FY	FY 2006	\$ 124
	FY 2007	\$ 160,702		FY 2007	\$ 36,022
	FY 2008	\$ 174,094		FY 2008	\$ 174,094
	FY 2009	\$ 170,000		FY 2009	\$ 170,000
Remaining Funds					
\$ 165,604					

Lapsed

estimated

DCHC MPO Program of Projects

New Freedom

MPO Approval Date	Subrecipient	Agency Type	Location of Service	Description of the Service	Project Type	Total Cost	Federal Share	% Federal	% Planning and Program Administration	Obligated	FTA TEAM Project ID
6/13/2007	DATA	Public Transit	DCHC MPO-wide	Administration of the NF program in FY 2007	Administration	\$ 5,745	\$ 5,745	100%	100%	\$ 5,745	NC-57-X006-00
6/13/2007	DATA	Public Transit	TTA, DATA, and CHT system-wide	Unified paratransit functional assessment provider for DATA, TTA, and CHT	Operating	\$ 35,000	\$ 17,500	50%	0%	\$ 17,500	NC-57-X006-00
5/14/2008	DATA	Public Transit	DCHC MPO-wide	Administration of the NF program in FY 2008	Administration	\$ 6,206	\$ 6,206	100%	100%	No	
5/14/2008	CHT and OPT	Public Transit	Chapel Hill	Financial support to provide feeder service to the elderly population	Operating	\$ 97,600	\$ 48,800	50%	0%	No	

MPO Approved Funding				Obligated		
Total				\$	78,251	
Total				\$	23,245	
DCHC MPO Appropriations	FY 2006	\$	71,878	Remaining in each FY	FY 2006	\$ 48,633
	FY 2007	\$	71,810		FY 2007	\$ 71,810
	FY 2008	\$	77,573		FY 2008	\$ 77,573
	FY 2009	\$	75,000		FY 2009	\$ 75,000
Remaining Funds				\$	169,377	

FUNDING APPLICATION

Job Access/Reverse Commute (JARC) and New Freedom Programs

Introduction

The Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) reauthorized federal transportation funding programs through Federal Fiscal Year (FFY) 2009. SAFETEA-LU promotes more efficient and effective Federal surface transportation programs by focusing on transportation issues of national significance, while giving State and local transportation decision makers more flexibility for solving transportation problems in their communities. SAFETEA-LU continues a strong fundamental core formula program emphasis coupled with targeted investment, featuring Safety, Equity, Innovative Finance, Congestion Relief, Mobility and Productivity, Efficiency, and the Environment.

With the passage of SAFETEA-LU, transportation projects receiving funding under the Job Access/Reverse Commute program or the New Freedom program must be "derived from a locally developed, coordinated public transit - human services transportation plan." Further, the law requires that this plan be "developed through a process that includes representatives of public, private, and nonprofit transportation and human services providers and participation by the public."

This funding application addresses two Federal Transit Administration (FTA) programs funded by SAFETEA-LU: Job Access/Reverse Commute (JARC, Section 5316) and New Freedom (Section 5317).

Background on JARC and New Freedom Funds

The Job Access Reverse Commute grant program is intended to fund "the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment." The Durham urbanized area, which includes Chapel Hill, has remaining apportionments totaling approximately \$165,000. These funds must be put into a grant within three years.

According to FTA, the purpose of the New Freedom Program is to provide improved public transportation services, and alternatives to public transportation, for people with disabilities, beyond those required by the Americans with Disabilities Act of 1990 (ADA). The Durham urbanized area has remaining apportionments of approximately \$170,000. These funds also must be put into a grant within three years.

Eligibility Overview: JARC and New Freedom Funds

Eligible Applicants

JARC and New Freedom is a formula grant program for member jurisdictions in the Durham, Chapel Hill – Carrboro Metropolitan Planning Organization. Applicants may include state or local government authorities; private non-profit organizations; and operators of public transportation services including private operators of public transportation services.

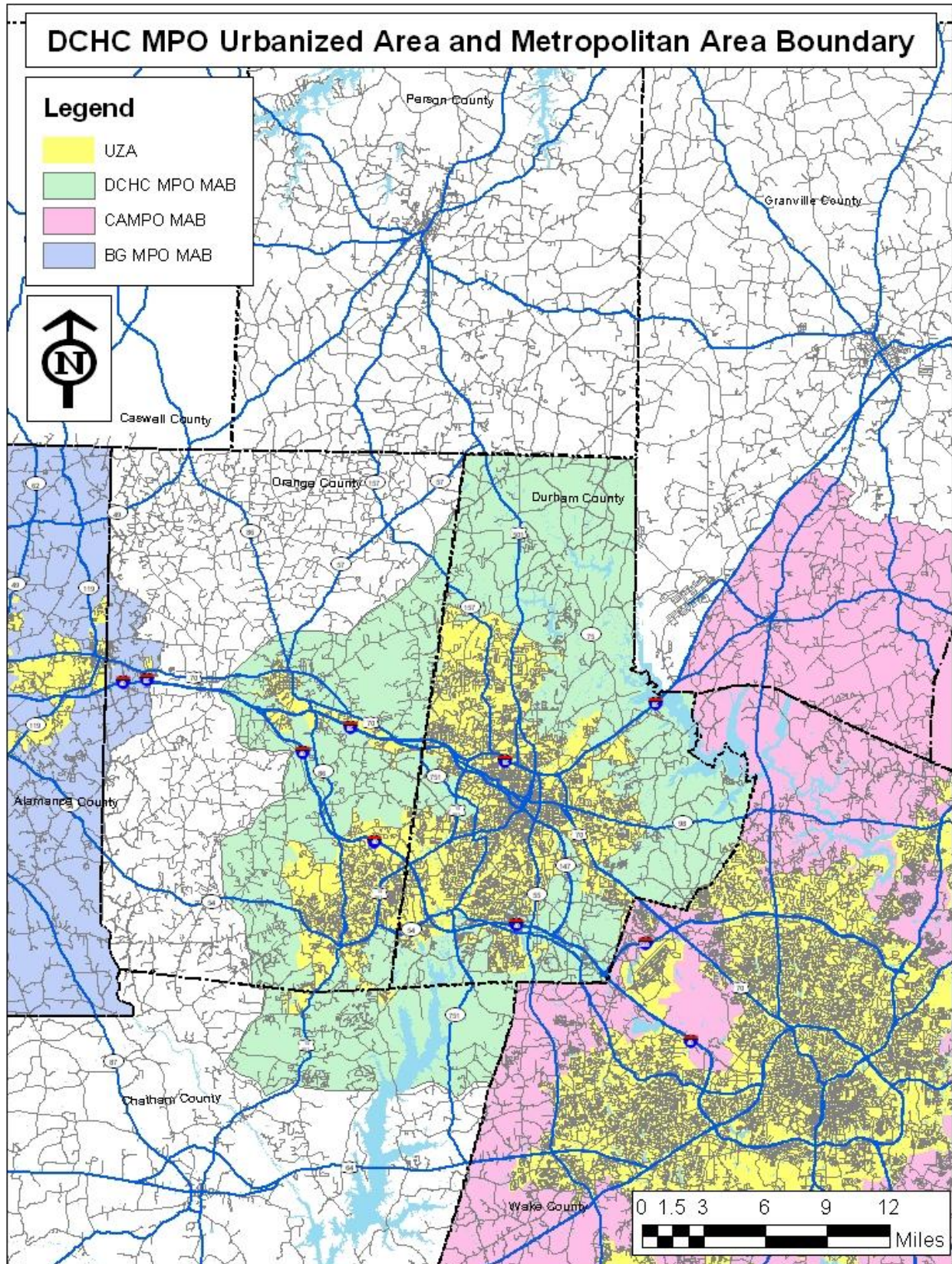
Eligible Use of Program Funds:

JARC and New Freedom program funds are intended to fund innovative and flexible programs that identify the transportation needs of individuals with disabilities, older adults, and individuals with limited incomes. Therefore, it is expected that JARC and New Freedom funds be directed to meet these needs by funding new programs or services, or to continue existing programs.

Eligible Projects:

JARC and New Freedom funds may be used for planning, capital or operating costs of providing access to jobs; or services and facilities that improve mobility for persons with disabilities but not limited to persons who are ADA-certified. Specific project eligibility is detailed later in this document under each program's description. As well, FTA circulars providing guidance on applying for JARC and New Freedom funds can be found at: JARC: [http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC\(1\).pdf](http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC(1).pdf); New Freedom: [http://www.fta.dot.gov/documents/FTA_C_9045.1_New_Freedom\(1\).pdf](http://www.fta.dot.gov/documents/FTA_C_9045.1_New_Freedom(1).pdf)

Further, the Durham, Chapel Hill, Carrboro Metropolitan Planning Organization (DCHC-MPO) is soliciting projects that have been derived from the DCHC-MPO's adopted Coordinated Public Transportation - Human Services Transportation Plan (CPT-HSTP). The plan outlines a vision for improving mobility options for the disabled, aging, and low-income population subgroups living in the region. SAFETEA-LU requires that beginning in FFY 2007, projects selected for funding under the JARC and New Freedom programs must be derived from the locally developed CPT-HSTP and address service needs and gaps/barriers. Federal funding of projects through these two programs will be utilized to meet plan goals. Selection criteria will be used to prioritize potential programs and develop a listing of projects. To view the entire CPT- HST Plan, please visit <http://www.dchcmpo.org/dmdocuments/CPT-HSTP%20-%20adopted%202007-03-14.pdf>.



DEADLINES FOR APPLICATION SUBMISSION

If your organization has a project that it would like considered for funding under JARC and/or New Freedom please complete the following application and submit it to the address below no later than **Saturday, February 28, 2009**. Applications received after that date and time will not be considered. DCHC MPO will accept printed, faxed or electronic applications. DCHC MPO will review and score the applications, and through a process established in its adopted Coordinated Public Transportation – Human Services Transportation Plan (CPT-HSTP), will select projects for funding. Applications should be submitted to:

Mr. Felix Nwoko
DCHC MPO
101 City Hall Plaza
Durham, NC 27701

The information in this application is a public record. Applicants should not include information that may be regarded as confidential. The applicant must comply with all necessary Certifications and Assurances if funding is awarded.

Note: For both the JARC and New Freedom programs, the grants are for a one-year period. It will be necessary to reapply through a competitive process each year for funding.

APPLICATION DUE: February 28, 2009

Applicants should use this checklist to ensure that all applicable parts of the application and attachments are completed and submitted.

PART I. FUNDING REQUEST – GRANTS TITLE PAGE**PART II. PROJECT NARRATIVE*****Please include the following documents:***

- (1) Map of Applicant Service Area
- (2) Existing and Proposed Transportation Services
- (3) Project Needs/Goals and Objectives
- (4) Implementation Plan
- (5) Coordination and Program Outreach
- (6) Program Effectiveness

PART III. PROPOSED PROJECT BUDGET***Please include the following document:***

- (1) Financial statement certified by an accountant or financial institution

PROJECT APPLICATION PROCEDURES

This JARC and New Freedom program application is for funds to be used within the DCHC MPO service area. The initial project application consists of the program-specific requirements detailed in this package of forms and instructions. After a project application has been selected for funding, the applicant will be required to submit appropriate background Certifications and Assurances, and other documentation necessary to meet the requirements of the FTA's Urbanized Area Formula Grant Program (Section 5307 program under Title 1, United States Code). Additional FFY 2009 FTA Certifications and Assurances information can be found at: http://www.fta.dot.gov/funding/apply/grants_financing_8830.html

Eligibility Overview: Job Access/Reverse Commuter (JARC)

Eligible agencies:

Private, non-profit organizations; state or local government authorities; and operators of public transportation services, including private operators of public transportation services

Program description:

Section 5316 (Job Access/Reverse Commute or JARC) is a formula program of funding to develop transportation services to transport welfare recipients and low-income persons to and from jobs (Job Access); and to transport residents of urban centers, rural and suburban areas to suburban employment opportunities (Reverse Commute). Job Access grants can be used for capital and operating costs of equipment, facilities, and capital maintenance related to providing access to jobs. Costs to promote transit for workers with nontraditional work schedules, the use of transit vouchers, and the use of employer-provided transportation are also covered. Reverse Commute grants can be used for operating, capital and other costs associated with providing reverse commute service by bus, carpool, vans or other transportation services.

Eligible activities:

Eligible activities for JARC funding include late-night and weekend service, guaranteed ride home service, shuttle service; expanded fixed-route public transit routes; demand-response service; ridesharing and carpooling activities; transit related aspects of bicycling; local car loan programs that assist individuals in purchasing and maintaining vehicles for shared rides; marketing promotions for JARC activities; supporting the administration and expenses related to voucher programs; using Geographic Information System (GIS) tools and/or implementing Intelligent Transportation Systems (ITS); integrating automated regional public transit and human service transportation information, scheduling and dispatch functions; deploying vehicle position-monitoring systems; and establishing regional mobility managers or transportation brokerage activities. Further information on eligible activities can be found at: [http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC\(1\).pdf](http://www.fta.dot.gov/documents/FTA_C_9050.1_JARC(1).pdf)

Cost Sharing/Match Requirement:

Funds can be used to support up to 80 percent (80/20 match) for capital projects, and not more than 50 percent (50/50 match) of projects for operating assistance. Fare revenue generated on the service to be supported may not be used as matching funds for operating grants. Non-DOT Federal funds and local and private funds can be used as a match. Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as Health and Human Services or Medicaid.

Eligibility Overview: New Freedom Funds**Eligible agencies:**

Private, non-profit organizations; state or local government authorities; and operators of public transportation services, including private operators of public transportation services

Program description:

Section 5317 is a new formula grant program for public or alternative transportation services and facility improvements to address the needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act (ADA). Funds will cover capital and operating costs to these programs to provide that new service.

Eligible activities:

Eligible activities for New Freedom funding include: enhancing public transportation beyond the minimum requirements of the ADA; providing "feeder" services; making accessibility improvements to transit and intermodal stations; providing travel training; purchasing vehicles to support new accessible taxi, ridesharing, and/or vanpooling programs; covering the administration and expenses of new voucher programs for transportation services offered by human service agencies; supporting new volunteer driver and aide programs; and supporting new mobility management and coordination programs among public and/or human service transportation providers. Further information on eligible activities can be found at:

[http://www.fta.dot.gov/documents/FTA_C_9045.1_New_Freedom\(1\).pdf](http://www.fta.dot.gov/documents/FTA_C_9045.1_New_Freedom(1).pdf)

Cost Sharing/Match Requirement:

Funds can be used to support up to 80 percent (80/20 match) for capital projects, and not more than 50 percent (50/50 match) of projects for operating assistance. Fare revenue generated on the service to be supported may not be used as matching funds for operating grants. Non-DOT Federal funds and local and private funds can be used as a match. Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such as Health and Human Services or Medicaid.

Project Selection for JARC and New Freedom:

Projects will be awarded through a competitive selection process. Applications will be received by DCHC MPO staff and passed along to a review committee. The review committee will review and score the applications. Representatives of this committee will be familiar with local human service agencies, the target population documented in the CPT-HSTP, and the transportation issues affecting this target population. After scoring the proposals, the review committee will recommend projects for funding to the TCC. TCC will review the projects recommended for funding and make a recommendation to the DCHC Technical Advisory Committee (TAC). The TAC will vote on funding of the recommended projects. The list of approved projects will be published and submitted to the FTA for funding.

Note: All proposals should reflect public transportation and human service transportation priorities documented in the CPT-HST Plan. The recommended top tier priority needs are listed below:

- Mobility manager helping customers identify transportation options to meet their needs
- Intra-county and cross-county services connecting rural areas to urban areas
- A unified regional paratransit application and eligibility determination and certification process needs to be created so that it is streamlined, clarified, and consistent across agencies.
- Evening service (6pm – 10pm) and late night service (10pm – midnight)
- Universal fare card that works on all services
- Better on-time performance for fixed-route and paratransit
- Travel training

Application and Project Selection Schedule:

12/10/08 TAC approve application package

12/10 – 2/28 Solicitation for applications

January 09 Application Workshop

Come to hear a brief presentation on the JARC/NF application process, discuss your application with staff, and get your questions answered.

2/28/09 Application deadline

3/1 – 3/25 Review Committee reviews and scores proposals

3/25 – 4/15 Review Committee selects CPT-HSTP projects for recommendation to the TCC

4/22/2009 TCC action on Review Committee recommendations

5/13/2009 TAC action on TCC recommendations

6/2009 Funding recipients receive notification

SCORING CRITERIA

The following information and scoring criteria will be used to score and rate project applications for JARC and New Freedom (NF) funding.

- a. Project Needs/Goals and Objectives (30 points):* The project should directly address priority transportation needs identified through the Durham-Chapel Hill-Carrboro MPO's locally developed Coordinated Public Transportation - Human Services Transportation Plan available at www.dchcmo.org or call 919 560-4366. Project application should clearly state the overall program goals and objectives, and demonstrate how the project is consistent with the objectives of the JARC and NF grant programs. The project application should indicate the number of persons expected to be served, and the number of trips (or other units of service) expected to be provided.
- b. Implementation Plan and Evaluation (20 points):* For all projects, applicants must provide a well-defined service operations plan and/or capital procurement plan, and describe implementation steps and timelines for carrying out the plan. The implementation plan should identify key personnel assigned to this project and their qualifications. Project sponsors should demonstrate their institutional capability to carry out the service delivery aspect of the project as described.
- c. Project Budget (15 points):* Applicants must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the service beyond the grant period.
- d. Partnerships and Program Outreach (20 points):* Proposed projects will be evaluated based on their ability to coordinate with other public transportation, community transportation and/or social service resources. Project sponsors should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Project sponsors should also describe how they would promote public awareness of the project. Letters of support from key stakeholders and/or customers should be attached to the grant application.
- e. Program Effectiveness and Performance Indicators (10 points):* The project will be scored based on the project sponsor's ability to demonstrate that the proposed project is the most appropriate match of service delivery to the need, and is a cost-effective approach. Project sponsors must also identify clear, measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the service, and steps to be taken if original goals are not achieved. Sponsor should describe their steps to measure the effectiveness and magnitude of the impact that the project will have on target markets (i.e., persons with low-income for the JARC funds, or persons with disabilities or the elderly for the New Freedom funds). Sponsors should also document the rider amenities, such as bus shelters, sidewalks, benches, etc., provided at specific areas served. While a lack of rider amenities will not disqualify a potential project, preference will be made for projects that provide comfortable, safe, effective service for riders.
- f. Innovation (5 points):* The project will be examined to see if it contains new or innovative service concepts or facilities that have the potential for improving access and mobility for the target populations and may have future application elsewhere in the region.

Project Requirements

The Selection Committee must find that the answer to each of the five following questions is affirmative for a project to be considered eligible for grant funding.

Project Evaluation Score sheet

Is the proposed project a non-duplicative service or program?	
Are eligible matching funds identified and available?	
Is the proposed project a new or expanded service or program?	
Is the primary focus of the proposed service or program serving target populations (i.e., persons with low-income for the JARC funds, or persons with disabilities or elders for the New Freedom funds)?	
Does the project provide benefits to the Durham – Chapel Hill – Carrboro urbanized area (see enclosed map)?	

Each proposal will receive a score from the Project Selection Committee according to following criteria.

Project Evaluation Criteria	Possible Points	Project Score
Project Need/Goals & Objectives		
How well does this project address high-priority needs identified in the Coordinated Plan?	20	
How effectively will this project increase the numbers of target market customers served?	10	
Implementation Plan		
What is the quality of the implementation plan?	20	
Project Budget		
How efficiently will the projects provide benefits to the customers (e.g., cost per customer served)	10	
How financially sustainable is the program/service beyond the grant period?	5	
Partnerships and Outreach		
How effectively are partnerships used in provision of the program/service?	5	
How strong is the demonstration of stakeholder support (e.g., survey data, letters from end users)?	5	
What is the quality of marketing/outreach plan?	5	
How widely will the benefits of this project be felt? (more points for region-wide benefits)	5	
Program Effectiveness and Performance Indicators		
What is the quality of the evaluation plan (including customer satisfaction, cost per unit of service, and customers per unit of service)?	10	
Innovation		
Does the project contain innovative ideas that could be applied elsewhere in the region?	5	

**JOB ACCESS/REVERSE COMMUTE (JARC)
AND NEW FREEDOM PROGRAMS
APPLICATION FOR FUNDING**

PART I - TRANSMITTAL

Applicant Data

Legal Name:

Contact Person:

Address:

City, State, Zip:

Telephone:

Fax:

E-mail:

Project Description

TITLE _____

BRIEF DESCRIPTION _____

FUNDING PROGRAM: JARC _____ New Freedom _____

PROJECT TYPE Capital Only _____ _____ Capital and Operating
 Operating Only _____ _____ Mobility Management/Coordinated Planning

SERVICE _____ DAYS/HOURS _____

ESTIMATED COST PER ONE WAY TRIP _____ (operating cost)

ESTIMATED DAILY RIDERS _____ (weekday/weekend)

PART II - NARRATIVE

Project Need/Goals and Objectives

1. Describe the unmet transportation need that the proposed project seeks to address and the relevant planning effort that documents the need. Does it cover an area targeted by the CPT-HSTP? Describe how the project will mitigate the transportation need. Estimate the number of people served and/or the number of service units that will be provided. Describe the specific community this project will serve, and provide pertinent demographic data and/or maps.

2. What are the project's goals and objectives?

Implementation Plan

1. Describe key personnel assigned to this project, and your agency's ability to manage the project.

2. Provide an operational plan for delivering service. Include route or service area map, if applicable. OR provide an implementation plan for completing a capital project, including key milestones and estimated completion date.

3. Explain how this project relates to other services or facilities provided by your agency or firm and demonstrate how it can be achieved within your technical capacity.

Project Budget

1. Project sponsor should provide a complete budget indicating project revenues and expenditures in the format provided in Part III and describe efforts to ensure its cost-effectiveness.

Coordination and Program Outreach

1. Describe how the project will be coordinated with public and/or private transportation and social service agencies serving low-income populations and individuals with disabilities.

2. Describe efforts to market the project, and ways to promote public awareness of the program. Letters of support should be obtained from key stakeholders and attached to the grant application.

Program Effectiveness and Performance Indicators

1. Project application should demonstrate that the proposed project is the most appropriate match of service delivery to the need. Identify performance measures to track the effectiveness of the service in meeting the identified goals. For capital-related projects, project sponsor is responsible to establish milestones and report on the status of project delivery.

2. Describe a plan for monitoring and evaluation of the service, and steps to be taken if original goals are not achieved.

Innovation

1. Describe any proposed use of innovative approaches that will be employed for this project. Discuss what is innovative about the approach and how the innovations could be applied to other services in the region.

PART III - PROJECT BUDGET

Project Funding

Local matching funds will be required for all application submittals. For projects requiring operating funds, the required match is 50%+ from non-federal transportation funds. For capital projects the required match is 20%+ from non-federal transportation funds.

Please include a certified financial statement from an accountant or bank.

Total Annual Project Budget \$ _____ (operating and capital only)

Capital Federal Share \$ _____ %

Capital Local Match \$ _____ %

Operating Federal Share \$ _____ %

Operating Local Match \$ _____ %Total

Local Match Funding

Source _____

Note: The applicant is required to demonstrate a commitment to providing local match funds. This can be in the form of a letter and/or a copy of an existing grant agreement or supporting documentation where funds will be drawn from. Financial information must be certified by an accountant or financial institution.

Will there be a commitment of funds beyond the grant period? ___Yes ___No

Describe:

PROGRAM MANAGEMENT PLAN (PMP)
FOR JARC AND NEW FREEDOM (NF) FUNDS

Background and Overview

In accordance with the Federal Transit Administration's Circular 9050.1, this Program Management Plan (PMP) documents and describes the methods or processes used by the City of Durham; the designated recipient of the Job Access Reverse Commute (JARC) and New Freedom (NF) funds to solicit, select, award and administer both JARC and NF funds. The funds come from the Federal Transit Administration and are awarded through the City of Durham to qualified public and private transportation service providers in the Durham Chapel Hill Carrboro Metropolitan Planning Organization's (DCHC-MPO) urbanized area for the purpose of meeting unmet public transportation and human service needs of residents in the Durham-Chapel Hill-Carrboro area. This plan essentially serves as a guide to the annual project selection and monitoring process. A copy of this plan will be filed with FTA (Region 4) office, and also with the North Carolina Public Transportation Division.

The DCHC-MPO currently heads the development and coordination of the region's public and human service transportation initiatives, as required by the SAFETEA-LU, with the goal of helping to improve or enhance transportation services for residents in the Durham, Orange and Carrboro metropolitan area, who may be low income dwellers, handicapped, seniors, children or transit-dependent through a better coordinated transportation plan. The DCHC-MPO is essentially the planning and administrative entity that oversees all MPO transportation planning functions. Consequently, this body will be responsible for the overall administration of the JARC and NF program.

The primary goal of the Program Management Plan is to increase personal mobility and travel options for those with special transportation needs and to enhance access to transit service through the coordination of existing and future services. FTA has defined the goal of the 5316 Job Access Reverse Commute (JARC) program, in the Circular FTA C 9050.1 JARC, "to improve access to transportation services, to employment, and employment related activities for welfare recipients and eligible low income individuals throughout the country." Toward this goal, FTA provides financial assistance for transportation services planned, designed, and carried out to meet the transportation needs of welfare recipients, and other low-income populations. A Job Access Reverse Commute project is one that transports welfare recipients and eligible low-income individuals to and from jobs and activities related to employment. A reverse commute project is one that takes individuals from urbanized (cities/downtown areas) and non-urbanized areas to suburban employers.

FTA has defined the goal of the 5317 New Freedom program, in the Circular FTA C 9045.1 New Freedom; "to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the workforce and full participation in society. The New Freedom formula grant program seeks to expand the transportation mobility options available to persons with disabilities beyond the requirement of the Americans with Disabilities Act of 1990." Toward this goal, FTA provides financial

assistance for transportation services planned, designed, and carried out to meet the transportation needs of individuals with disabilities. The 5316 and 5317 program(s) will be administered towards the goals and strategic objectives found in the DCHC MPO Human Coordinated Services Plan.

Program Purpose and Goals

FTA has defined the goal of the New Freedom program, in *Proposed FTA Circular 9045.1x New Freedom*; “to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the workforce and full participation in society. The New Freedom formula grant program seeks to expand the transportation mobility options available to persons with disabilities beyond the requirement of the Americans with Disabilities Act of 1990.” Toward this goal, FTA provides financial assistance for transportation services planned, designed, and carried out to meet the transportation needs of individuals with disabilities. The § 5317 program will be administered towards the goals and objectives of the DCHC MPO *Coordinated Public Transportation- Human Services Transportation Plan*.

The JARC (Section 5316) grant program is intended to fund the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs, and activities related to their employment. Similarly, the purpose of the NF Program, according to the FTA, is to provide improved public transportation services and alternatives to public transportation, for people with disabilities, beyond those required by the Americans with Disabilities Act of 1990 (ADA).

Roles and Responsibilities

The designated recipient of JARC and New Freedom funds in urbanized areas over 200,000 in population has the principal authority and responsibility for administering these programs. The designated recipient must be officially designated through a process consistent with 49 U.S.C. 5307(a) (2): “an entity designated in accordance with the planning process under Sections 5303, 5304, and 5306, by the chief executive officer of a State, responsible local officials, and publicly owned operators of public transportation, to receive and apportion amounts under Section 5336 that are attributable to transportation management areas identified under Section 5303.” The City of Durham is the designated recipient of both the JARC and New Freedom grants on behalf of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO). On annual bases, DCHC will solicit, receive and select proposals for funding from both private and public transportation providers from across the DCHC-MPO region. Also, the Lead Planning Agency (LPA) of the DCHC MPO will assume the primary responsibilities associated with the competitive selection process, including: The LPA will take the lead role on all aspects of the competitive selection process, including, but not limited to:

- Notifying eligible local entities of funding availability
- Developing selection criteria
- Determining applicant eligibility

- Selecting projects for funding
- Ensuring that all sub-recipients comply with Federal requirements
- inclusion of the “selected” projects in the Metropolitan Transportation Improvement Program (MTIP), as well as inclusion in the State Transportation Improvement Program (STIP)

Technical Subcommittee

The DCHC MPO draws upon a technical subcommittee to assist in the development of a variety of materials, including the development and update of the *Coordinated Human Services Transportation Plan and* project evaluation criteria. The subcommittee represents a wide variety of special needs transportation interests, and is comprised of the following types of agencies:

- Human service transportation providers
- MPO Technical Coordinating Committee –transit subcommittees
- County departments of community services
- Transit agencies
- Department of Social and Health Services

Coordination

JARC and New Freedom funding must be implemented effectively and efficiently. One way to provide quality service under these constraints is to coordinate agencies and projects. As part of the application to the competitive selection process, potential applications will be asked to identify any inter-agency and/or service coordination efforts they have been engaged in, as well as any financial partnership that they may be a part of. These are important portions of the application and have the ability to either negatively impact or increase the chances that a project sponsor will secure JARC and/or New Freedom funding. The MPO Lead Planning Agency will coordinate the planning and implementation of the grant program with the Technical Coordinating Committee (TCC) and the Transportation Advisory Committee (TAC) on all transportation planning and service within the Durham-Chapel Hill-Carrboro region. Likewise, the services related to this program will be coordinated with both public and private providers including taxicabs, retirement communities, Meals-on-Wheels, and universities transportation services; public providers such as Chapel Hill Transit, DATA, Triangle Transit Authority, Human Service Agencies and County Community Service agencies.

Eligible Sub recipients

JARC and NF are formula grant programs for member jurisdictions in the Durham, Chapel Hill–Carrboro Metropolitan Planning Organization. There are four categories of eligible sub-recipients of JARC and New Freedom funds:

- Private non-profit organizations. A non-profit organization is a corporation or association determined by the Secretary of the Treasury to be an organization described by 26 U.S.C. 501(c) which is exempt from taxation under 26 U.S.C. 501(a) or one which has been determined under State law to be non-profit and for which the designated State agency or urbanized area designated recipient has

received documentation certifying the status of the non-profit organization;

- Private for profit organizations;
- State or local governmental authority; and
- Operators of public transportation services, including private operators of public transportation services

Only transportation-related programs that fall within the Metropolitan Planning Area would qualify for funding. As noted above, the funds are open to all state or local government's authorities; private non-profit organizations; private for-profit businesses, and operators of public transportation services including private operators of public transportation services.

Local Share and Local Funding Requirements

According to the FTA, funds can be used to support up to 80 percent (80/20 match) for capital projects, and no more than 50 percent (50/50 match) for projects for operating assistance. Also, the FTA stipulates that fare revenues generated from the service provided may not be used as matching funds for operating grants. JARC funds may be used to finance capital, planning and operating expenses. The Federal share of eligible capital and planning costs may not exceed 80 percent of the net cost of the activity. The Federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity. Recipients may use up to 10 percent of their apportionment to support program administrative costs including administration, planning, and technical assistance, which may be funded at 100 percent Federal share. The local share of eligible capital and planning costs shall be no less than 20 percent of the net cost of the activity, and the local share for eligible operating costs shall be no less than 50 percent of the net operating costs. New Freedom funds may be used to finance capital and operating expenses. The Federal share of eligible capital costs may not exceed 80 percent of the net cost of the activity. The Federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity. Recipients may use up to 10 percent of their apportionment to support program administrative costs including administration, planning, and technical assistance, which may be funded at 100 percent Federal share. The local share of eligible capital costs shall be no less than 20 percent of the net cost of the activity, and the local share for eligible operating costs shall be no less than 50 percent of the net operating costs.

FOR BOTH JARC AND NEW FREEDOM FUNDS, ALL OF THE LOCAL SHARE MUST BE PROVIDED FROM SOURCES OTHER THAN FEDERAL DEPARTMENT OF TRANSPORTATION FUNDS.

Matching share requirements are flexible to encourage coordination with other federal programs that may provide transportation, such Health and Human Service or Medicaid. Some examples of sources of local match which may be used for any or the entire local shares include:

- State or local appropriations;
- Other non-DOT Federal funds that are eligible to be expended for transportation
- Private donations;
- Revenue from human service contracts;
- Net income generated from advertising and concessions.
- Non-cash share such as donations, volunteered services, or in-kind contributions is eligible to be counted toward the local match as long as the value of each is documented and supported, AND is a cost that would otherwise be eligible under the program.
- Income from contracts to provide human service transportation.

Exceptions to Local Match Requirements for JARC and New Freedom

The Federal share is 90 percent for vehicle-related equipment and facilities required by the Clean Air Act (CAA) or the Americans with Disabilities Act (ADA). It is only the incremental cost of the equipment or facility required by the CAA or ADA that may be funded at 90 percent, not the entire cost of the vehicle or facility, even if the vehicle or facility is purchased for use in service required by the ADA or CAA. Designated recipients wishing to apply for assistance at the higher match ratio should consult the FTA regional office for further guidance regarding methods of computing the incremental cost before submitting an application.

Exceptions to Local Match Requirements

The federal share is 90% for vehicle-related equipment and facilities required by the Clean Air Act Amendments of 1990 (CAAA) or the Americans with Disabilities Act of 1990 (ADA). It is only the portion of costs associated with meeting these requirements that are eligible for the 90% federal share, not the entire cost of the vehicle or facility, even if that vehicle or facility is purchased for use in service required by the ADA or CAAA. Sponsors wishing to apply for assistance at the higher match ratio should consult the FTA Region 4 offices for further guidance regarding methods of computing this incremental cost. This step must be completed prior to submitting an application for federal assistance to the DCHC MPO.

Local match may be derived from other Federal funds derived from Federal programs that are eligible to be expended for transportation, other than from the DOT programs.

Examples of types of programs that are potential sources of local match for JARC include:

- employment training,
- aging,
- community services,
- vocational rehabilitation services, and
- Temporary Assistance for Needy Families (TANF).

Examples of types of programs that are potential sources of local match for New Freedom include:

- employment training,

- aging,
- medical,
- community services, and
- rehabilitation services.

To be eligible for local match for FTA funds, the other Federal funds must be used for activities included in the total net project costs of the FTA grant. Expenditure of other Federal funds for transportation outside of the scope of the project cannot be applied as a credit for local match in the FTA grant. Specific program information for other types of Federal funding is available at www.unitedweride.gov.

Project Selection Criteria and Method of Distributing Funds

Projects funds will be awarded through a competitive selection process. The process will begin each year during the fall with a call for projects, receipt of applications by the DCHC-MPO staff, and applications would then be forwarded to the Transit Subcommittee of the DCHC's Technical Coordinating Committee (TCC). The Transit Subcommittee will review and score all applications and make a selection based on the responsiveness of individual applications. Representatives of this subcommittee are very familiar with local human service agencies, the target population documented in the CPT-HSTP, and the transportation issues affecting this target population. After scoring the proposals, the Transit Subcommittee will recommend projects for funding to the TCC. The TCC will review the projects recommended for funding and make further recommendation to the DCHC Technical Advisory Committee (TAC). The TAC will have the final vote on the selection and funding of the recommended projects. The list of approved projects will then be published and submitted to the FTA for funding.

All proposals would reflect public transportation and human service transportation priorities documented in the CPT-HST Plan. The recommended top tier transportation priority needs currently identified by the MPO are listed below:

- Mobility manager helping customers identify transportation options to meet their needs
- Intra-county and cross-county services connecting rural areas to urban areas
- A unified regional paratransit application and eligibility determination and certification process needs to be created so that is streamlined, clarified, and consistent across agencies.
- Evening service (6pm-10pm) and late night service (10pm-midnight)
- Universal fare card that works on all services
- Better on-time performance for fixed-route and paratransit
- Travel training
- Transportation outreach programs to select communities

Annual Program of Projects Development and Approval Process

The federal transportation law, SAFETEA-LU, requires that projects receiving funding under the Job Access/Reverse Commute program or the New Freedom program must be “derived from a locally developed, coordinated public transit - human services transportation plan.” Rather than developing specific strategies, services, or projects for funding, the MPO CPT-HST Plan identifies seven top priority needs to be addressed. This allows the flexibility of applicants to propose strategies for addressing these needs, and puts the MPO in the position of evaluating competing proposals, as required under the federal guidance.

The Project Selection process would be conducted annually, as long as JARC and New Freedom grant funds are available. The solicitation of projects would be announced as early in each calendar year as is feasible, to provide applicants with ample time to develop complete proposals. During this first year, the solicitation announcement would follow the Transportation Advisory Committee’s approval of this document. In subsequent years, the solicitation announcement should occur earlier.

All applicants would be required to submit a completed application (see appendix b). Applications would be reviewed and scored by the Transit/TDM Subcommittee of the Transportation Coordinating Committee (TCC). This subcommittee would make funding recommendations to the TCC, who in turn would make final recommendations to the TAC. The criteria recommended for use in evaluation of competing applications are listed in the box at right.

The intent is that the selected projects each year will enable all the stakeholders to cooperatively move toward a coordinated transportation system. This will better serve the needs of all our customers, but particularly those who have traditionally been transportation-disadvantaged.

All applications must meet the following:

1. The proposed project must be a non-duplicative service or program.
2. Eligible matching funds must be identified and available.
3. The proposed project must be a new or expanded service or program.
4. The primary focus of the proposed service or program must serve the target populations (i.e., persons with low-income for the JARC funds, or persons with disabilities or elders for the New Freedom funds).
5. The project must benefit the Durham – Chapel Hill – Carrboro urbanized area.

Eligible applications will then be evaluated on the following criteria:

1. *Project Need/Goals & Objectives (30%)*
 - Fit with high-priority needs identified in the Coordinated Plan
2. *Quality of the implementation plan (20%)*
3. *Project Budget (15%)*
 - Efficiency (estimated cost per new customer)
 - Financial sustainability beyond grant period
4. *Partnerships and Outreach (20%)*
 - Effectiveness of proposed partnerships
 - Strength of stakeholder support
 - Quality of marketing/ outreach plan
 - Geographic range of project benefits
5. *Program Effectiveness and Performance Indicators (10%)*
 - Quality of the evaluation plan
6. *Innovation (5%)*
 - Applicability of innovative ideas elsewhere in region

The TCC would review and make all necessary updates to the program as it deems necessary.

Project Selection Criteria /Application and Scoring

Pursuant to the 5317 program, the LPA shall conduct a competitive selection process for projects seeking FTA- JARC or New Freedom funds apportioned to the DCHC MPO. This competition will occur annually, beginning with the distribution of Federal Fiscal Year. Projects will compete based on scoring of the application based on the following criteria:

- 1. Project Needs/Goals and Objectives (30%):** The project should directly address transportation gaps and/or barriers identified through the MPO Coordinated Public Transportation – Human Services Transportation Plan (CPT-HST). Project application should clearly state the overall program goals and objectives, and demonstrate how the project is consistent with the objectives of the JARC and New Freedom grant programs.
- 2. Quality of Implementation Plan (20%):** For projects seeking funds to support program operations, applicants must provide a well-defined service operations plan, and describe implementation steps and timelines for carrying out the plan. The project application should indicate the number of persons expected to be served, and the number of trips (or other units of service) expected to be provided. The service operations plan should identify key personnel assigned to this project and their qualifications. Project sponsors should demonstrate their institutional capability to carry out the service delivery aspect of the project as described. For projects seeking funds for capital purposes, the applicant must provide a solid rationale for use of JARC and New Freedom funds for this purpose, and demonstrate that no other sources of funds are available or are insufficient to meet this need. Also, provide an implementation plan and timelines for completing the capital project.
- 3. Project Budget (15%):** Projects must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the service beyond the grant period. Proponent shall demonstrate how using this funding leverages resource to the maximum possible extent.
- 4. Coordination, Partnership and Program Outreach (20%):** Proposed projects will be evaluated based on their ability to coordinate with other community transportation and/or social service resources. Applicants should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Project sponsors should also describe how they would promote public awareness of the project.
- 5. Program Effectiveness and Performance Indicators (10%):** The project will be scored based on the project sponsor's ability to demonstrate that the proposed project is the most appropriate match of service delivery to the need, and is a cost-effective

approach. Project sponsors should identify clear, measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the service, and steps to be taken if original goals are not achieved. Applicants should describe steps to measure the effectiveness and magnitude of the impact that the project will have on residents.

6. Innovation (5%): The project will be examined to see if it contains new or innovative service concepts or facilities that have the potential for improving access and mobility for the target populations and may have future application elsewhere in the region.

Administration, Planning and Technical Assistance

Designated recipients of JARC and NF funding may utilize up to 10% of each yearly apportionment to support program administrative costs including administration, planning, and technical assistance. This activity may be funded entirely by federal funds and does not require a local match. The City of Durham being the designated recipient will utilize allowable funds up to 8% of the total value of any grant that they administer. These funds will offset the cost of overhead and staff salaries associated with application process, project approval and grant management activities. The designated recipient may make use of the remaining funds from the 10% cap to offset costs related to the ongoing administration of the JARC program in the region. These dollars will be used to support of the competitive selection process and updates to the Coordinated Human Services Transportation Plan.

Designated recipients of New Freedom funding may utilize up to 10% of each yearly apportionment to support program administrative costs including administration and technical assistance. This activity may be funded entirely by federal funds and does not require a local match. The Wave Transit system being the designated recipient will utilize allowable funds at 10% of the total value of any grant that they administer. These funds will offset the cost of overhead and staff salaries associated with grant management activities. The designated recipient will make use of the remaining funds from the 10% cap to offset costs related to the ongoing administration of the New Freedom program in the region. These dollars will be used to support the competitive selection process and updates to the Human Services Coordinated Transportation Plan.

Transfer of funds

There is no authority to transfer JARC or New Freedom funds awarded to the grant recipient or subrecipients. Upon successful program selection and funds approval by the Durham City Council, the designated recipient would apply for grants and pass-through funds to subrecipients under the guideline outlined in this PMP and consistent with pass-through agreements.

Private Sector Participation

To the extent possible, the DCHC-MPO would provide equal and adequate access for all public and private transportation and Human service providers in the Metropolitan area to enable them apply for the grant, and if qualified, receive funding from the program.

Civil Rights

The City of Durham shall require that subrecipients recommended for federal funding submit all project appropriate FTA certifications and assurances prior to contract execution and annually thereafter. These include, but are not limited to:

- Standard Assurances
- Nondiscrimination Assurances
- Private Mass Transportation Companies
- Assurance of Nondiscrimination on the Basis of Disability

The City of Durham will not execute any grant contract without having first received these items. The City and NCDOT shall exercises an active oversight role with regard to the equipment procurement process. The MPO shall require that bidding documents for vehicles or other equipment be in compliance with Subpart D, 49 CFR, Part 26. This requirement relates to the purchase of goods and/or services from disadvantaged business enterprises (DBE). Subrecipients are required to annually report purchases made from DBE vendors and provide a description of their good faith efforts to locate and purchase from DBE vendors.

The DCHC-MPO would ensure that all fund recipients comply with federal civil rights requirements related to the execution of the funded project. The MPO will also ensure that recipients of the funds provide equal access and mobility for any person without regard to race, color or national origin. Consequently, the DCHC would make certain that projects funded by the grant have in place adequate measures to meet or exceed federal Title Six assurance and DBE goals, and provide fair, equitable service to minority women, children and the elderly population in the course of executing the funds. Also, the DCHC, in the process of selecting fund recipients would make sure that potential fund recipients have incorporated minority programs into their proposal and that the disadvantaged population group have been given due consideration and are not harmed by the execution of the project

Section 504 and ADA Reporting

The DCHC-MPO project funding guidelines would guarantee that all program funded by JARC and NF money comply with all Section 504 and ADA rules and regulations. Accordingly, all applicants would be made to certify that their respective projects comply with all applicable rules and regulations related to Section 504 and ADA. Also, program selection would be made with Section 504 and ADA compliance requirements in mind and the level of compliance may influence the selection of a program. Additionally, The DCHC-MPO would require that fund recipients have endorsement from other human

service agencies that cater to the needs of ADA clients. Also, any ADA violation by a fund recipient may be ground for termination of the funds. The LPA will notify each grant recipient at the time of the grant award that that allegations made in regards to discrimination in service or employment, including Section 504 and ADA will be reported and investigated. The City Human Relations Department may be contacted by anyone alleging discrimination in service or employment, including Section 504 and ADA. Sub-recipients must be in compliance with Section 504 ADA requirements. Any written complaints alleging discrimination will be referred to Durham Human Relations Department and the NCDOT's Office of Equal Opportunity.

Program Measures

At the beginning of each program year, and depending on the scope or the emphasis areas chosen by the DCHC-MPO as qualified areas for funding, a set of criteria would be outlined that would be the basis for selection of projects. As part of the compliance and monitoring process, projects would have reporting benchmarks that must be met in order to stay compliant and be eligible for continuous funding. On a quarterly basis, all fund recipients would provide reports to the fund administrator, and such reports would be compiled and forwarded to the DCHC-MPO for further review and also for filing. Such reports would be required when invoices are submitted for payment by the recipient. Twice a year, the DCHC-MPO would review the benchmarks and make necessary notations as may be required to ensure that the recipients are in full compliance and are also doing what they said they were going to do. Overall the program administration would ensure that:

- All applicants, both public and private, are given equal opportunity to submit application for financial assistance under this program.
- All recipients understand the purpose of the funding program, general reporting standards, and requirements set by the program administrators.
- All recipients and sub-recipients are in compliance with the requirements contained in the provisions of the program, including the provision of all relevant information or reports related to the execution of the program.

Designated Recipient Program Management

The daily monitoring as well as management of the program will be done by the designated recipient, the City of Durham. All procurement emanating from the grant must comply with the established compliance guidelines set by the program. In cases of gross mismanagement, fraud or non-performance of the project, the MPO would set in motion a process to cut off funds, involve the City of Durham's attorneys or do both. In some cases assets acquired with funds from the program may be taken away or transferred to other agencies to ensure that public funds are not wasted but put to proper use.

Additionally the DCHC would establish the following annual process for managing the program:

- Establish timeline and procedure for announcing, selecting, disbursing funds and monitoring of programs.
- Establish procedure for developing updates and maintaining local standards for compliance with the program.

- Establish internal guidelines for making determinations of compliance with the program, and contract administration.
- Conduct end-of-program assessment to assure that all goals were met and also the program complied with all requirements of the guidelines established.
- Provide avenue for further review, updates or amendments to the local program requirement.

Financial Management and Project Monitoring

The designated recipient, the City of Durham maintain financial management systems for financial reporting, accounting records, internal controls, and budget controls subject to standards specified in state laws enforced by the State Auditor, the State Office of Financial Management, and the Legislative Transportation Committee. All systems and procedures for financial management are in compliance with 49 CFR 18.20 and the NCDOT's procedures for incurring and recording expenditures associated with state administration of the § 5317 program.

- A. Appropriate Expenditures
1. Salaries and payroll additive costs, transportation expenses, and office and other expendable supplies for all work provided in the approved planning work program.
 2. Printing, copying, keypunching, computer processing, mapping and aerial photography costs are required for carrying out the work provided in the planning program.
 3. Purchases of special equipment.
 4. The Employment of Consultants must be in accordance with North Carolina Department of Transportation Consultant Selection Procedures; or procedures approved by NCDOT and FTA. NCDOT must approve the employment of all consultants. All contracts or agreement with consultants or contractors must be submitted to NCDOT. Payments to minority or women owned business must be reported to NCDOT.
 5. Reimbursement of other city agencies, municipalities, counties, regional and state agencies for expenses incurred in conducting work provided for in the planning work program.
 6. Auditing costs associated with fulfilling the requirements of OMB Circular A-128.
- B. Accounting Procedures
1. A separate account should be established for the JARC & New Freedom funds for each fiscal year and all transactions recorded in accordance with acceptable accounting procedures which are approved by NCDOT and FTA. OMB Circular A-102 outlines standards for grantee financial management systems.
 2. The account established for the planning funds will be included in the annual audit of the agency in accordance with OMB Circular A-128.
 3. Time spent for staff services on work provided for in planning work program should be recorded by work task on either standard monthly,

weekly, or biweekly time sheets for each individual and filed for audit purposes.

4. Cost for capital and operating (i.e., transportation, office and other expendable supplies, printing, copying work, keypunching, computer processing, mapping and aerial photography) should be supported by receipts, logs and vouchers as appropriate.
5. Reimbursement of other city agencies, municipalities, counties, regional and state agencies should be on a basis of vouchers submitted and supported by similar documents as required of the lead agencies. The vouchers should, as a minimum, specify the staff time expended and work task for which the reimbursement is requested.
6. The total amount of funds specified in the approved JARC and NF program will be the controlling amount for which reimbursement can be claimed for a given fiscal year. It is recognized that the amount to be spent on each task will vary somewhat from that estimated in the program. Identification of expenditures by work task in a quarterly progress report will ensure that work is being accomplished in accordance with the program and provide guidance in estimating costs for work to be accomplished in succeeding fiscal years.

C. Reimbursement Procedures

Invoices should be submitted to NCDOT-PTD. Sub recipients invoices should be submitted to the designated recipient, the City of Durham. The invoice should indicate the total amount of federal grant funds and matching funds expended during the subject period and the amount being requested for reimbursement. An invoice should include an attached quarterly expenditure report by work task.

D. Quarterly Progress Report Procedures

Quarterly progress reports should be submitted to the MPO Lead Planning Agency (LPA). The quarterly progress report should include a brief narrative report of transportation planning work accomplished by the planning agency and any sub-contractor. The quarterly progress report shall be included with that invoice and expenditures report.

E. Annual Performance Report

An annual performance report is to be submitted with the final planning funds invoice submission for a fiscal year. The written narrative of the performance report should (1) compare work accomplishments to anticipated work goal; (2) discuss progress in meeting schedules; (3) comment on significant task cost overruns/underruns; (4) identify any approved amendments; and (5) discuss any items of interest, i.e. reorganization and personnel changes.

F. Sub Recipients

The aforementioned JARC-NF Funds procedure and requirements apply to sub-recipients. Sub-recipients shall send appropriate materials and documents to the designated recipients, the City of Durham.

Subrecipient Financial Management

The City of Durham will develop and execute grant pass-through agreements with recipients of JARC and New Freedom funds. All projects related capital and operating assistance expenditures are expected to be incurred locally and reported to NCDOT after the agreements have been executed. All grant agreements for capital projects shall detail the equipment approved for purchase and its intended use. Agreements for operations assistance outline the type of service provided by the subrecipient, the time period covered by the agreement, and the service area. The City of Durham shall reimburse the subrecipient with the federal funds based on the proportions identified on the grant agreement. However, the federal share on any project shall not exceed 80 percent for capital projects and 50 percent for operations projects. Grant expenditures shall be identified in the City of Durham Accounting and financial reporting tool called MUNIS. Also, grant funding and expenditures shall be identified by federal grant number, grant program and subrecipient grant number. In the case of capital projects, subrecipients are required to attach copies of vendor invoices to reimbursement requests. In-kind contributions towards the local share of capital project costs are not allowed for JARC and NF funds. Vehicle licensing and insurance are not eligible for reimbursement under a capital project. Sales and use taxes (excluding the local transit portion of sales tax) charged to the subrecipient for vehicles are eligible for reimbursement. The City of Durham shall also maintain spreadsheets for each subrecipient. These spreadsheets track project expenditures, amounts charged to each funding source, local matching sources, and project budgets. Additional spreadsheets may be prepared which summarize the total expenditures on each grant.

Audits

Sub-recipients shall provide an audit report to the City of Durhams. The City of Durham shall conduct a single audit consistent with the City's audit policies and procedures. NCDOT Auditor is legally responsible for conducting audits of state agencies and local governments, including public transit agencies. These audits comply with *OMB Circular A-133*. Auditor issues reports at the completion of the audits. Subrecipients who are private non-profit organizations, or private for-profit firms are required to obtain audits of their expenditures and operations annually by an independent audit firm if their agency has expended in excess of \$50,000 in the Federal fiscal year. The audit firm is instructed by the subrecipient to send a copy of the report to the City of Durham the year after they incur grant-related expenditures. NCDOT's Audit Office shall review the audit reports for compliance with *OMB Circular A-110, A-122, and A-133*. Any questions raised by the Audit Office must be resolved by the subrecipient and the audit firm preparing the audit report.

Close Out

For internal financial reasons, the City of Durham closes projects several months after reimbursing the subrecipient for the last of its eligible expenditures. The process is one of the following:

- A. Verification by the City of Durham with the subrecipient's representative that all project expenditures have been incurred and reimbursed, or
- B. All funding available in the subrecipient agreement has been reimbursed, or
- C. The project has come to the end of its 2-year term (operating projects).

Capital assistance have a term equivalent to the useful life of the equipment purchased, which may be up to twelve years after acceptance of the equipment. The DCHC MPO may amend or terminate capital assistance agreements when project equipment is transferred between subrecipients before its useful life has been reached. Operating assistance agreements have a term of 24 months and are not extended or closed prior to the end date of the agreement.

Procurement

Purchasing equipment under the § 5317 and 5316 programs may be conducted directly by the subrecipients, with NCDOT oversight or the subrecipient may participate in NCDOT's coordinated bid process. NCDOT's role is to assure purchases are made competitively and in compliance with federal procurement policies. NCDOT requires that all bid documents and specifications prepared by the subrecipients be submitted for review and approval prior to seeking bids for vehicles, to assure compliance with federal standards.

Property Management

Legal ownership of all vehicles purchased under the § 5317 and 5316 programs are retained by the transit operators and in the case of private provider, by NCDOT. When titling a vehicle, the private provider subrecipients are listed as "Registered Owner," responsible for licensing and collision insurance; and NCDOT as "Legal Owner" and loss payee should anything happen to the vehicle. The designated recipient shall design and maintain a database that contains all vehicle inventory records. Reports within this database distinguish between currently owned vehicles and those that have served their useful life and have been released to the subrecipient. The information in the database shall include, but is not limited to the subrecipient's name, address and phone number; vehicle year, make, and model; date accepted; included equipment; location; federal grant number and state agreement number; federal percentage share; date last inspected, recorded mileage, and condition; type of funding used for the purchase; and other information used by the City for program review and reporting.

Inventory Reports

Subrecipients would be required to submit an annual Owned Rolling Stock Inventory. The inventory will include the following information:

- Year/Make/Model

- Vehicle Code
- Vehicle Identification Number
- Agency Vehicle Number
- Condition

- Age
- Remaining Useful Life
- Replacement Cost
- ADA Access
- Seating Capacity
- Fuel Type
- Title

The information obtained from these inventories will become part of the inventory record along with the title and certificate of collision insurance coverage.

To ensure that the vehicles are properly maintained, The designated recipient shall randomly reviews vehicle maintenance records and physically inspects vehicles as part of the on-site visits. These visits are conducted, at a minimum, every other year.

Reporting Requirements

Subrecipients are required to prepare a variety of reports on a quarterly basis. These include a project narrative, local matching sources used, number of passenger trips provided, vehicle miles traveled, and revenue service hours provided. They are also required to report on an annual basis their efforts in purchasing from DBE vendors and a vehicle condition report.

Vehicle Use Requirements

Vehicle use is restricted to passenger transportation services and only for services for which grant project was approved. Subrecipients of capital grants for vehicles are expected to attain a minimum of 100 passenger service miles per week, per vehicle; or 100 one-way passenger trips per week per vehicle. Subrecipients may not transfer the operational control of a vehicle purchased under this program to anyone else without prior written approval from the DCHC MPO and NCDOT.

Disposition at the End of a Vehicle’s Useful Life

The useful life of public transportation vehicles are listed below. NCDOT will release interest in a vehicle on the anniversary of the equipment’s acceptance, based on the date of acceptance and anticipated useful life. This useful life is determined as follows:

Type of Vehicle Useful Life

Minivans and Vans.....	4 years
Minibuses w/ four wheels.....	5 years
Minibuses, cutaway style, dual rear wheels, wheelbase up to 158” ..	6 years
Minibuses, cutaway style, dual rear wheels, wheelbase 159”-181” ..	7 years
Buses, GVW, 14,000-19,000 lbs.....	8 years
Buses, GVW, 19,001-27,000 lbs.....	9 years
Buses, GVW, greater than 27,000 lbs.....	12 years

Disposition Prior to the End of the Vehicle’s Useful Life

Subrecipients may purchase the Federal interest at any time before the expiration of the equipment’s useful life. If this occurs, the subrecipient shall remit the federal percentage share of the equipment’s current fair market value to the MPO. The fair market value is determined by obtaining an independent appraisal of the equipment. When an accident occurs which eliminates a vehicle from further operations, the MPO receives the insurance proceeds. If the subrecipient is purchasing a replacement vehicle, the proceeds are forwarded to them upon evidence that the replacement has been received and paid for. Replacement vehicles must be a similar type vehicle and of equal or greater value than the one damaged. If the damaged vehicle is not replaced, the MPO retains the federal percentage share of the equipment and remits the local share to the subrecipient.

Other Provisions

The DCHC MPO anticipates only funding projects with categorical exclusions from both the National Environmental Protection Act (NEPA) and the State Environmental Protection Act (SEPA). Therefore, there should be no further documentation necessary. However, should a project be approved that is subject to environmental regulations, the MPO will ensure that the subrecipient meets all environmental requirements.

If such a project were funded, the MPO would require the subrecipient to submit all necessary documentation.

Regulations Associated with Vehicle Purchase

The City of Durham will exercise an active oversight role with regard to the equipment procurement process for those grants awarded to the Durham Area Transit Authority (DATA). Subrecipients are required to submit a “Buy America” provision and certification with their bidding documents for vehicles.

Restriction on Lobbying and Code of Ethics

The MPO requires each subrecipient to complete FTA’s Certification on Lobbying prior to contract execution. All bids for equipment prepared by these subrecipients are required to contain this certification as well. The City’s contract with subrecipients shall require the development and implementation of a written code of ethics. All staff, officers, employees, board members or agents of the subrecipient are required to comply with the code of ethics. The City of Durham shall verify compliance with this regulation during project monitoring visits.

RESOLUTION

TO APPROVE AMENDMENT #3 TO THE FY 2008-2009 UNIFIED PLANNING WORK PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)

December 10, 2008

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

WHEREAS, A comprehensive and continuing transportation planning program must be carried out cooperatively in order to ensure that funds for transportation planning projects are effectively allocated to the DCHC MPO; and

WHEREAS, The Durham-Chapel Hill-Carrboro MPO requests an amendment to the 2008-2009 UPWP as outlined on the attached tables; and

WHEREAS, Members of the Transportation Advisory Committee agree that the Unified Planning Work Program amendment effectively advances transportation planning for 2008-2009.

Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses Amendment #3 of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for the FY 2008-2009 as described in the attached sheets.

I, Alice M. Gordon, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill-Carrboro Urban Area Transportation Advisory Committee, duly held on the 10th day of December, 2008.

Signature of TAC Chair
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

STATE OF: North Carolina
COUNTY OF: Durham

I, _____, a Notary Public of _____ County, North Carolina do hereby certify that Alice M. Gordon personally appeared before me on _____ day of _____, 2008 to affix her signature to the foregoing document.

Notary Public
101 City Hall Plaza
Durham, NC 27701

My commission expires: _____

**Durham-Chapel Hill-Carrboro Urban Area
 FY 2008-2009 Unified Planning Work Program - Amendment #3 (TAC 12/10/08)
 Funding Source Tables - Detail Revision Tables**

City of Durham

			STP-DA 133(b)(3)(7) Funds					
			Original		Proposed		Difference	
			2008-09 UPWP 4/09/2008 TAC		Amendment #3 12/10/2008 TAC		(Change)	
Task Description			Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%
II-D	Long Range Transportation Plan							
	10	Transit Element of the LRTP	1,625	6,500	7,625	30,500	6,000	24,000
		Net Change					<u>\$6,000</u>	<u>\$24,000</u>

DCHC MPO -- STP-DA Allocation Table (FY 2003-2008)

Projects Pre-FY03 are hidden.

TIP #	Location	Description	Status	Total Cost	Prior Years	FY 03	FY 04	FY 05	FY 06	FY 07	FY 08	Non-Fed Match	Agency	
DURHAM COUNTY														
23	306 C	I-85 C (15-501 to Broad)	Complete	\$1,403,204	\$0	\$1,122,563						\$280,641	Durham	
23	306 C	I-85 C (15-501 to Broad)	Complete	\$559,654	\$0	\$422,723						\$136,931	Durham	
23	306 C	I-85 C (15-501 to Broad)	Complete	\$93,842	\$0	\$47,723						\$46,119	Durham	
25	306 C	I-85 C (15-501 to Broad)	Complete	\$25,000	\$0	\$75,074						\$20,000	Durham	
27	306 C	I-85 (Hillandale Commons)	Complete	\$75,000	\$0	\$20,000						\$55,000	Durham	
28	306 DB	I-85 DB (Broad to Camden)	Complete	\$133,300	\$0	\$106,640						\$26,660	Durham	
28	U-4009	US 15-501	Complete	\$285,000	\$0	\$228,000						\$57,000	Durham	
30	U-3804	Hillandale Rd	Design	\$0	\$0							\$0	State	
31	R-2906	NC 55 Widening Project	Complete	\$2,700,000	\$0	\$2,160,000						\$540,000	State	
32	R-2906	NC 55 Widening Project	Complete	\$430,000	\$0	\$344,000						\$86,000	State	
33	U-4010	NC 98 (Holloway Street)	Construction	\$2,795,000	\$0					\$2,236,000		\$559,000	State	
34	U-4011	Miami Blvd	Design	\$2,342,500	\$0						\$1,874,000	\$468,500	State	
ORANGE COUNTY														
17	E-4994	Carrboro	Design	\$807,500	\$0				\$56,000		\$590,000	\$161,500	Carrboro	
18	E-4828	Carrboro	Design	\$650,000	\$0				\$40,000	\$480,000		\$130,000	Carrboro	
19	E-4008	Carrboro	Complete	\$168,695	\$0			\$45,600	\$89,356			\$33,739	Carrboro	
20	TD-4711C	Chapel Hill	Complete	\$4,788,330	\$0	\$560,000			\$1,600,000	\$1,670,664		\$957,666	Chapel Hill	
21	E-4601	Chapel Hill/Carrboro	Complete	\$1,000,000	\$0	\$800,000						\$200,000	Chapel Hill	
22	E-4601	Chapel Hill/Carrboro	Design	\$900,000	\$0			\$80,000		\$640,000		\$180,000	CH/Carrboro	
23	E-4995	Chapel Hill	Design	\$780,000	\$0				\$64,000		\$560,000	\$156,000	Chapel Hill	
24	U-4704	Chapel Hill-Carrboro	Design	\$450,000	\$0				\$360,000			\$90,000	CH/Carrboro	
MPO-WIDE														
5	U-4726	MPO/Various Local Gov't	Urban Area Bike/Ped Allocation	\$1,140,379	\$0	\$0	\$0	\$71,524	\$317,600	\$228,600	\$294,579	\$228,076	Multiple	
6	U-4726A	CAR - Hanna Street Sidewalk	Complete	\$69,455	\$0			\$55,564				\$55,564	Carrboro	
7	U-4726B	CAR - Boin Forest Drive Sidewalk	Complete	\$19,950	\$0			\$15,960				\$3,990	Carrboro	
8	U-4726C	CH - Culbreth Rd	Complete	\$45,000	\$0				\$36,000			\$9,000	Chapel Hill	
9	U-4726D	DUR - Bicycle Pedestrian Plan	Complete	\$93,750	\$0				\$60,000	\$15,000		\$18,750	Durham	
10	U-4726E	CH - Airport Road	Partially Complete	\$50,000	\$0				\$40,000			\$10,000	Chapel Hill	
11	U-4726F	CH - Chapel Hill Sidewalks	Partially Complete	\$250,000	\$0				\$200,000			\$50,000	Chapel Hill	
12	U-4726G	DUR - Holloway St sidewalks	Not Active	\$67,000	\$0				\$53,600			\$13,400	Durham	
13	U-4726H	DUR - Bike Education	Partially Complete	\$60,000	\$0						\$48,000	\$12,000	Durham	
14	U-4726K	DUR - Hillandale Club to I-85 S sidewalk on both sides	Agreement	\$165,484	\$0							\$132,387	\$33,097	Durham
15	U-4726L	CH - Fordham Blvd sidewalk NE Fordham/Estes Dr	Complete	\$15,000	\$0				\$12,000			\$3,000	Chapel Hill	
16	U-4726M	CH - Drainage gate replacement (NC 86)	Partially Complete	\$10,000	\$0				\$8,000			\$2,000	Chapel Hill	
17	U-4726N	Walkable Communities Workshop (MPO)	Complete	\$17,000	\$0					\$13,600		\$3,400	MPO	
18	U-4726O	DUR - Carpenter Fletcher RD/Woodcroft-Alston bike im	Agreement	\$142,740	\$0						\$114,192	\$28,548	Durham	
19	U-4726P	CH - Culbreth Rd-15501-Culbreth Park Dr sidewalk	Complete	\$135,000	\$0				\$108,000			\$27,000	Chapel Hill	
20	U-4727	MPO -UPWP	MPO Planning	\$3,800,000	\$1,510,000	\$165,000	\$273,000	\$228,657	\$224,380	\$265,963	\$373,000	\$760,000	Multiple	
21		UPWP Planning \$165,000	On-going											
22		MPO Bike Ped Planner Position \$28,000	On-going											
23		TRM Service Bureau \$80,000 (FY 04 - FY 08)	On-going											
24	U-3475	MPO -UPWP sp projects (flexed to UPWP planning)	Various Planning Activities	\$2,277,168	\$0	\$0	\$58,000	\$50,000	\$577,483	\$488,251	\$648,000	\$455,434	MPO	
25		MPO TDM	On-going	\$343,750	\$0				\$85,000	\$85,000	\$105,000	\$68,750	NCDOT	
26		Bike/Ped (non-motorized trip) Model Development	Underway	\$75,000	\$0						\$60,000	\$15,000	MPO	
27		GIS Integration and Automation	Underway	\$50,000	\$0						\$40,000	\$10,000	Multiple	
28		Congestion Management System	Underway	\$250,000	\$0				\$100,000		\$100,000	\$50,000	Multiple	
29		CH - Chapel Hill Mobility Report Card	Complete (05)	\$225,000	\$0		\$58,000		\$122,000			\$45,000	Chapel Hill	
30		CAR - Carrboro Downtown Study	Complete	\$50,000	\$0				\$40,000			\$10,000	Carrboro	
31		Old Durham-CH Rd. bike/ped feasibility study	Complete	\$62,500	\$0			\$50,000				\$12,500	Multiple	
32		MPO Collector Street Plan	Complete	\$50,000	\$0				\$40,000			\$10,000	Multiple	
33		Model travel behavior surveys (HH, B&A counts)	Complete	\$300,000	\$0				\$160,483	\$79,517		\$60,000	Multiple	
34		Model Enhancements and major update	On-going	\$225,000	\$0				\$50,000		\$150,000	\$45,000	Multiple	
35		Model surveys pt-2 (onboard, travel time, external)	Complete	\$243,750	\$0				\$67,000	\$128,000		\$48,750	Multiple	
36		TDM additional request (TIA)	Complete	\$50,000	\$0				\$40,000			\$10,000	Multiple	
37		MPO CMS	Underway	\$60,000	\$0				\$48,000			\$12,000	Multiple	
38		CH/CAR - Chapel Hill/Carrboro Transit Master plan	On-going	\$200,000	\$0				\$160,000		\$40,000	\$40,000	Multiple	
39		AQ Planning/Conformity (TJCOG)	Complete	\$42,168	\$0				\$8,734	\$28,000		\$8,434	Multiple	
40		Chapel Hill TDM	Partially Complete	\$50,000	\$0						\$40,000	\$10,000	Chapel Hill	
41		STAC	Underway	\$0	\$0							\$0	Multiple	
42		L RTP Revenue Projections	Proposed	\$4,798	\$0						\$3,838	\$960	Multiple	
Durham Total				\$20,801,309	\$7,089,577	\$4,377,360	\$186,640	\$0	\$113,600	\$2,251,000	\$2,188,579	\$4,615,262	Durham	
Orange Total				\$17,884,128	\$5,618,160	\$0	\$1,418,000	\$197,124	\$2,215,356	\$3,510,664	\$1,180,000	\$3,618,499	Orange	
MPO-Wide Total				\$8,997,168	\$1,510,000	\$165,000	\$273,000	\$278,657	\$639,863	\$607,814	\$981,000	\$1,799,434	Other	
Yearly Total					\$14,217,737	\$4,542,360	\$1,877,640	\$475,781	\$2,968,819	\$6,369,478	\$4,339,579	\$34,791,394	Total Yearly	
STP DIRECT ATTRIBUTABLE					\$18,059,826	\$2,732,775	\$3,211,059	\$3,632,240	\$3,552,867	\$4,083,000	\$3,977,133	\$39,248,900	Total STPDA	
MPO Reserve					\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
FY BALANCE						(\$1,809,585)	\$1,333,419	\$3,156,459	\$584,048	(\$2,286,478)	(\$362,446)			
Unprogrammed Balance						\$3,377,643	\$1,588,058	\$2,901,477	\$6,057,936	\$6,641,984	\$4,355,506	\$3,993,060		

Staff Notes:

- Obligated as shown in the table
- Obligated but the \$ figure does not match
- Obligation status unconfirmed

The above table displays all of the projects that the MPO has programmed using STPDA funds. Obligation occurs when the funds are encumbered through an agreement with NCDOT. The dollar figures are color-coded based on the status of obligation according to data provided by NCDOT. If the table matches NCDOT's obligation data the figure is green. If the table does not match NCDOT's obligation data, the figure is red. If the obligation status is unconfirmed, the figure is black. In some cases, this is because projects have been programmed but are not yet obligated. LPA staff will monitor the status of projects to ensure that this table is consistent with the amount obligated for each project.

DCHC MPO -- STP-DA Allocation Table
Extra Planning Activities Table

TIP #	Location	Description	Status	Prior Years	FY 09	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	Total Federal	Non-Fed Match	Agency	Total Project Funds
		TOTAL AVAILABLE			\$1,476,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$1,776,000			
U-4727	MPO-wide	Model Enhancements and major update	Approved - On-going	\$180,000	\$80,000							\$260,000	\$65,000	Multiple	\$325,000
U-4727	MPO-wide	ITS Deployment Plan Update	Approved - Postponed to FY 09	\$0	\$56,000							\$56,000	\$14,000	Multiple	\$70,000
U-4727	MPO-wide	Bike/Ped (non-motorized trip) Model Developme	Approved - On-going	\$60,000	\$140,000							\$200,000	\$50,000	Multiple	\$250,000
U-4727	MPO-wide	GIS Integration and Automation	Approved - On-going	\$40,000	\$160,000							\$200,000	\$50,000	Multiple	\$250,000
U-4727	MPO-wide	Land Use Model Development	Approved - Postponed to FY 09	\$0	\$200,000							\$200,000	\$50,000	Multiple	\$250,000
U-4727	MPO-wide	MPO Collector Street Plan	Approved - On-going	\$40,000	\$40,000							\$80,000	\$20,000	Multiple	\$100,000
U-4727	MPO-wide	Transit Studies	Approved 4/08	\$0	\$600,000							\$600,000	\$150,000	Multiple	\$750,000
U-4727	MPO-wide	GIS Integration Phase II	Approved 4/08 - Additional \$	\$0		\$300,000						\$300,000	\$75,000	Multiple	\$375,000
U-4727	MPO-wide	NC 54 Subarea Study	Approved 4/08	\$0	\$200,000							\$200,000	\$50,000	Multiple	\$250,000
U-4727	MPO-wide	STAC	Proposed - UPWP Admin Mod 3	\$0	\$24,000							\$24,000	\$6,000	Multiple	\$30,000
		TOTAL		\$320,000	\$1,500,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$2,120,000	\$530,000		\$2,650,000

**RESOLUTION TO MODIFY THE
2009-2015 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE DURHAM-CHAPEL HILL-CARRBORO URBAN AREA**

**ADMINISTRATIVE MODIFICATION #2
December 10, 2008**

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

WHEREAS, The Metropolitan Transportation Improvement Program (MTIP) is a staged multiple year listing of all federally funded transportation projects scheduled for implementation within the Durham-Chapel Hill-Carrboro Urban Area which have been selected from a priority list of projects; and

WHEREAS, The document provides the mechanism for official endorsement of the program of projects by the Transportation Advisory Committee (TAC); and

WHEREAS, The inclusion of the TIP in the transportation planning process was first mandated by regulations issued jointly by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and no project within the planning area will be approved for funding by these federal agencies unless it appears in the officially adopted TIP; and

WHEREAS, The procedures for developing the MTIP have been modified in accordance with certain provisions of the SAFETEA-LU Federal Transportation Act and guidance provided by the State; and

WHEREAS, Projects listed in the MTIP are also included in the State TIP (STIP) and balanced against anticipated revenues as identified in the STIP; and

WHEREAS, The North Carolina Department of Transportation and the Transportation Advisory Committee have determined it to be in the best interest of the Urban Area to modify the FY 2009-2015 Metropolitan Transportation Improvement Program as described in the attached sheet; and

WHEREAS, There has been no change in the MTIP project schedule or project design concept and scope with regard to the air quality conformity finding made by the Durham-Chapel Hill-Carrboro Transportation Advisory Committee on August 13, 2008; and

Now, therefore, be it resolved that:

The Durham-Chapel Hill-Carrboro Transportation Advisory Committee hereby modifies the FY 2009-2015 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on August 13, 2008, and as described in the "Attachment to Resolution for Administrative Modification #2 to DCHC 2009-2015 MTIP."

I, _____, Transportation Advisory Committee Chair, do hereby certify that the above is a true and correct copy of the excerpt from the minutes of a meeting of the Durham-Chapel Hill-Carrboro Transportation Advisory Committee, duly held on the 10th day of December 2008.

Signature of the TAC Chair
Durham-Chapel Hill-Carrboro Transportation Advisory Committee

STATE of: North Carolina
COUNTY of _____

I, _____, Notary Public of _____ County, North Carolina do hereby certify that _____ personally appeared before me on the _____ day of _____ 2008 to affix her signature to the foregoing document.

Notary Public
My Commission expires: _____

Attachment to Resolution for Administrative Modification #2 to DCHC 2009-2015 MTIP

TABLE 1

Existing (as modified by MTIP administrative modification #1) - Unfunded project except STPDA in FY 2010

I. D. No.	System	Description	Funding		FY 2009	FY 2010	FY 2013	FY 2014
TA-4726	Chapel Hill	Replacement buses	FED	CP	3,000	7,550	4,896	2,608
		7 - FY 2009 (hybrids)	L	CP	375	1,224	612	326
		36 - FY 2010	STAT	CP	375	1,224	612	326
		17 - FY 2013	STPDA	CP		2,242		
		10 - FY 2014	TOTAL		3,750	12,240	6,120	3,260

Amended - Funded in FY 2009, STPDA funded in FY 2010, FED unfunded in FY 2011, Unfunded in FY 2013 and FY 2014

I. D. No.	System	Description	Funding		FY 2009	FY 2010	FY 2013	FY 2014
TA-4726	Chapel Hill	Replacement buses	FED	CP	3,000	7,550	4,896	2,608
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		36 - FY 2010	STAT	CP	375	1,224	612	326
		17 - FY 2013	STPDA	CP		2,242		
		10 - FY 2014	TOTAL		3,750	12,240	6,120	3,260

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: November 12, 2008

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

This memorandum provides a summary status of tasks for projects in the FY 2008-2009 Unified Planning Work Program.

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

2008-09 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 approve Targets – February 2008
- ✓ TAC review Deficiency Analysis – March 2008
- ✓ TAC review Land Use Scenarios – May 2008
- ✓ TAC review LRTP Alternatives – August 2008
- ✓ Public Outreach for Alternative – August-September 2008
- ✓ Public Hearing on the LRTP Alternative – September 10, 2008
 - Release of the Preferred Option for Public Comments and Input – October 2008.
 - Public Hearing on the Preferred Option – October 8, 2008
 - Approval of 2035 LRTP to be used for air quality analysis – December 2008
 - Air analysis and Inter-Agency Coordination – December 2008 to February 2009
 - Release of draft 2036 LRTP Conformity report – March 2009
 - TAC approval of LRTP conformity Determination – April 2009

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

- ✓ Staff study initiation meeting
 - ✓ Draft scope of services
 - ✓ Agency review of scope and time
- Request for Proposal notice – October 2008
Proposal due November 2008
Consultant selection November/ December 2008
Council contract approval February/March 2009
Notice to Proceed – February/March 2009

MPO Parking Survey and Study

- Draft scope of services
Request for Proposal notice – December 2008
Proposal due January 2009
Consultant selection February 2009
Council contract approval March/April 2009
Notice to Proceed – April 2009

Commercial Vehicle/Freight Survey

- ✓ Model specification September 2008
- Draft scope of services September/October 2008
Request for Proposal notice – December 2008
Proposal due January 2009
Consultant selection February 2009
Council contract approval March/April 2009
Notice to Proceed – April 2009

GIS/Data Integration and Automation

- ✓ Phase I in progress
 - ✓ Initial Kick of meeting and scan completed
 - ✓ Initiation Workshop report completed
 - ✓ Draft Requirement Assessment & Application Development Report -
October 2008
- GIS Warehouse Design & Implementation
Functional TELUDE Development
Development of Common Maps, Models & Reports
TELUDE Implementation, Testing and Evaluation
TELUDE Computing Environment
Deployment, Documentation, Users Guide and Training

Land-use Model development

- ✓ Multi-year project in progress
- ✓ Review of existing data and need/requirement analysis completed
- ✓ Land use data collection completed
- ✓ Development of Model specification Completed

- ✓ Model architecture and design completed
- Database for UrbanSim model
- Phase 1 model development
- Demographic and Economic Transition Models
- Household and Job Location Choice Models
- Development Models
- Price Models
- Accessibility and TRM Interface
- Integration of Model Outputs
- Training, documentation, User's manual
- Final Presentation

Non-Motorized Model development

- ✓ Phase 1 completed.
- Phase 2 underway awaiting the completion of LRTP modeling tasks
 - Update and enhancement of Generation Choice Models
 - Revision and revalidation of Destination choice models
 - Development of improved Model Choice model
 - Prepare and implement new TransCad routines to implement new models
 - Documentation, User's manual, and training
 - Project completion date anticipated in 2010

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
- ✓ Request for funding from NCDOT
- ✓ Draft scope of services and Request for Proposals.
- ✓ Consultant selection in spring of 2008
- Notice to proceed in October 2008
- Scan of Best practices
- ITS Vision and goals
- Gap Assessment
- Development of ITS Architecture
- Development of ITS Cost Estimates and Cost database
- Development of Maintenance Plan
- Development of IDAS Model
- Integration & Streamlining of ITS with Transportation Planning.
- Strategic Deployment Plan
- Project Management
- Final Reports
- Completion of Project expected in Winter of 2010.

Farrington Road/Stagecoach Road Corridor Study

- ✓ This study involved 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
- ✓ Draft report complete
- ✓ Presentation at June TAC

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 2009

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, October 10, 2007, November 7, 2007, December 5, 2007
- ✓ Third public meeting December 10, 2007, Orange Grove Missionary Baptist Church
- Environmental Study expected completion - summer 2008

NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 11/1/2008

County	TIP #	Route	Location Description	Contract Amount	Length	Contractor Name	Resident Engineer	RE Ph. #	Contract Completion	Scheduled Progress	Actual Progress	Estimated Completion
DURHAM	U-4410DB	HOPSON ROAD	NEW ALIGNMENT OF HOPSON ROAD FROM NC-55 TO LOUIS STEPHENS DRIVE	\$ 3,476,305.55	0.587 miles	Thompson Contracting, Inc.	Jeff Allen, PE	(919) 733-9499	10/1/2008	90.0%	93.7%	11/15/2008
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	Cadmus Capehart, PE	(919) 840-0914	6/15/2008	100.0%	52.9%	12/15/2008
DURHAM / WAKE	U-4026A/B R-2904	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	Jeff Allen, PE	(919) 733-9499	11/1/2009	50.7%	66.4%	11/1/2009
DURHAM	B-3169	RIVERMONT ROAD	BRIDGE 158 ON RIVERMONT ROAD (SR-1402)	\$ 539,350.81	0.067 miles	SMITH-ROWE, INC.	Chad Hinnant	(919) 220-4680	11/10/2008	82.5%	88.7%	11/10/2008
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	\$ 18,810,912.36	1.769 miles	DLB, Inc.	Chad Hinnant	(919) 220-4680	8/1/2010	23.8%	21.8%	8/1/2010
DURHAM / WAKE	B-3528	LEESVILLE ROAD	BRIDGE OVER SYCAMORE CREEK ON LEESVILLE ROAD (SR-1839)	\$ 1,174,705.74	0.284 miles	Mountain Creek Contractors, LLC	Cadmus Capehart, PE	(919) 840-0914	5/15/2009	36.0%	49.1%	5/15/2009
DURHAM	B-4109	PICKETT ROAD	BRIDGE OVER MUD CREEK ON PICKETT ROAD (SR-1303)	\$ 1,102,441.20	0.078 miles	Kirkman Construction, Inc.	Cadmus Capehart, PE	(919) 840-0914	11/21/2008	46.6%	30.8%	11/21/2008
DURHAM / WAKE	2008-RESURF	US-70	WIDENING, RESURF. AND SHLDR RECONSTR. OF US-70 W OF ANGIER AVE TO W OF ANGUS DR	\$ 1,889,926.35	4.39 miles	Rea Contracting, LLC	Cadmus Capehart, PE	(919) 840-0914	10/31/2008	39.5%	11.7%	11/15/2008

NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 11/1/2008

County	TIP #	Route	Location Description	Contract Estimate	Length	Contact Engineer	Phone #	Contract Let Date
DURHAM	U-2055B	NC 55	CONSTRUCTION OF TURN LANES AT RIDDLE ROAD AND NC-55	\$ 223,238.50		B. UPSHAW	(919) 220-4600	12/1/2008
DURHAM	U-2055D	AVONDALE DRIVE	CONSTRUCTION OF ROUNDABOUT ON AVONDALE DRIVE	\$ 493,065.78		B. UPSHAW	(919) 220-4600	3/1/2009
DURHAM	U-3309A	TW ALEXANDER DR	WIDENING FROM CORNWALLIS ROAD TO EAST OF NC-147	\$ 9,900,000.00	1.072 miles	J. MOORE	(919) 250-4016	8/18/2009
DURHAM	U-4011	S MIAMI BLVD	WIDENING FROM METHODIST ST TO BETHESDA AVE	\$ 3,700,000.00	0.7 miles	J. MOORE	(919) 250-4016	8/18/2009

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/traffictavel/progloc/>

NCDOT-PTD Community Transit Conference – The conference was held from October 20 to the 22, at the Sheraton in Raleigh. The theme was good to great. Over 135 people participated in the conference.

Consultancy for updating Community Transportation System Five Year Plans – NCDOT has issued a call for proposals for a series of short range studies covering most of 100 counties in North Carolina. One mission is to make the Community Transit Systems a vital part of the Triangle Area transportation system. There will be a large emphasis on collaboration and consolidation. The Triangle Urban and Regional Transit Agencies will be asked to define their relationships with: Johnston County Area Transit, Durham County Access (especially as it relates to DATA), Chatham Transit Network, Orange County Public Transit and Wake Coordinated Transportation System. The goal will be to create more concise short range objectives that can be monitored and evaluated by NCDOT. There needs to be a discussion of how the MPO captures the inputs and outputs of CTS in their planning and reporting documents.

FTA - New Starts Grant follow-up

After several conversations with FTA, NCDOT endorsed an extension request until December of 2009 related to the New Starts Grant funds previously appropriated to Triangle Transit. This means that Triangle Transit must deliver a definable mass transit project to FTA by December of 2009. If not, Triangle Transit will need to dispose of the properties purchased under the grant and return the revenues to FTA.

Triennial Review - FTA completed the State Management Review in North Carolina on October 3. Two Community Transit Systems were visited as part of the review. FTA cited several deficiencies and NCDOT-PTD has been given 30 days to respond to the compliance issues. Consequently there will be a flurry of requests going out in November that require immediate attention from the properties, i.e. updating DBE practices, Charter reporting, etc.. We appreciate your attention to these matters.

State Administered Sections 5310, 5316 and Section 5317 Applications

A call for projects will be issued by December 31, 2008; competitive selection will be conducted between January 1, 2009 and June 30, 2009. All projects must be derived from a locally coordinated human service transportation plan. A big thanks to Triangle Transit for recently facilitating locally coordinated human service transportation plans for the counties in the CAMPO and DCHC planning area.

Dream big and dream soon

NCDOT-PTD would like to create a list of potential projections that would meet the likely federal criteria of a new economic stimulus package. NCDOT-PTD needs your information as soon as possible. Based on H. R. 7110 and recent discussions with our Washington DC office, money is likely to be 100% federal (no local match required). Eligible items are likely to be: Capital Projects, Service Expansion, Fare Reductions, Avoidance of Fare or Service Reductions, Avoid Fare Increases, Acquire Clean Fuel Equipment/Facilities, Establish/Expand Commuter Matching Services. Service that you can start right now - if you only had operating funding are good candidates. New facilities would be a hard sell. Please send your requests with a full project description, estimated cost, timetable and contact information to Mike Kozak at NCDOT-PTD.

NCDOT NOVEMBER 2008 BOARD OF TRANSPORTATION AGENDA – Transit Items

Project No. 09-90- X442-00	Triangle Transit. The grant provides for replacement of 5 lift equipped buses, expansion of the van program by 2 vehicles, plus State funding for work completed on the Metropolitan Planning Program. The effective date is July 1, 2007.	5307 funds \$1,120,991 \$128,652 \$133,483	Federal State Local
09-95-X27- 00	The grant provides for replacement of 10 buses and expansion of the van program by 16 vehicles. The effective date is July 1, 2006.	\$2,978,400 \$372,300 \$372,300	Federal State Local
Project No. 09-04-0007- 01	The amendment provides for replacement of 3 buses, one of which will be lift equipped. The effective date is July 1, 2006. Triangle Transit Grant Total: Federal = \$4,839,391, State = \$593,452, Local = \$505,783	5309 funds \$740,000 \$92,500 \$92,500	Federal State Local
Project No. 09-90- X445-00	Durham Area Transit Authority -DATA The grant provides funding for purchase of one para-transit van and work on the Short Range Transit Plan. The recommended effective date is July 1, 2007.	5307 funds \$483,679 \$60,459 \$60,460	Federal State Local
09-95- X012-01	The grant provides funding for purchase of an addition hybrid bus to expand the DATA fleet. The effective date is July 1, 2008 DATA Grant Total: Federal = \$1,071,016, State = \$133,876, Local = \$133,877	\$587,337 \$73,417 \$73,417	Federal State Local
Project No. 09-US-046	Durham County ACCESS The State grant provides for the Administrative cost for FY2008-09. The State Capital grant funds are for purchase of three lift equipped vans to replace similar equipment that has met its useful service life. The effective date is July 1, 2008. Durham County ACCESS Grant Total: State = \$189,253, Local = \$26,498	5311 funds \$83,683 \$14,768 \$105,570 \$11,730	Admin. State Local Capital State Local
Project No. 09-03-0081- 00	Capital Area Transit - CAT The grant provides funding for purchase of 2 buses to expand the CAT fleet. The effective date is September 1, 2007.	5309 funds \$579,145 \$72,393 \$72,393	Federal State Local
09-04-0004- 00	The grant provides funding for purchase of 12 buses to expand the CAT fleet and one replacement vehicle. The effective date is June 14, 2006	\$3,404,714 \$425,589 \$425,589	Federal State Local
09-04-0025- 00	The grant funds will be used for FY 2008 Land Acquisition. The effective date is July 1, 2008	\$2,805,600 \$350,700 \$350,700	Federal State Local
Project No. 09-95- X019-00	The grant provides funding for replacement of 13 buses. The Federal share is 83% of the cost and CAT requests a State match of 8%. The effective date is July 1, 2008.	5307 funds \$3,575,000 \$344,578 \$387,651	CMAQ Federal State Local

09-JA-001	<p>The employment based grant will allow CAT to extend the period of time to operate the recently implemented Wake Forest Express service and the Wake circulator route. The funds will also allow Capital Area Transit to initiate a new route to Wake Technical Community College’s south campus. The effective date is November 1, 2008.</p> <p>CAT Grant Total: Fed. = \$10,630,459, State = \$1,518,288, Local = \$1,561,361</p>	<p>5316 funds \$590,960 \$266,000 \$325,028</p>	<p>Total Federal Local</p>
<p>Project No. 09-90-X436</p>	<p>Chapel Hill Transit - CHT The grant provides funding for work on the Short Range Transit Plan. The effective date is July 1, 2007.</p> <p>Burlington Express Service Operating funds Effective date is November 1, 2008</p> <p>Pittsboro Express Service Operating funds Effective date is November 1, 2008</p> <p>CHT Grant Total: Federal = \$506,544, State = \$12,323, Local = \$420,283</p>	<p>5307 funds \$88,024 \$11,003 \$11,003</p> <p>5316 funds \$245,768 \$1,320 \$236,528</p> <p>\$172,752 \$172,752</p>	<p>Federal State Local Federal State Local Federal Local</p>

National Transit Data - monthly ridership (fixed route plus demand responsive) – Where’s that \$4 gas spike in ridership?

