

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

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

**December 10, 2008
9:00 AM****Committee Room
2nd Floor Durham City Hall**

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

ACTION ITEMS**5. November 12, 2008 TAC Meeting Minutes
(Attachment 5)**

A copy of the November 12, 2008 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the November 12, 2008 TAC meeting.

**6. 2035 Long Range Transportation Plan and Comprehensive Transportation Plan
(Attachment 6, 6A, 6B)
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 were conducted in November and December to present the options and obtain public feedback. The TAC expressed a consensus to support the Light Rail Transit Option at the joint DCHC MPO and CAMPO TAC meeting (October 29, 2008) and the recent public hearing, and thus staff developed the draft 2035 LRTP using the Light Rail Transit Option.

Attachment 6 is a report that presents the draft 2035 LRTP. The following changes were made to the 2035 LRTP Transit Options to accommodate much of the public's comments and reduce costs to fiscally balance the Plan:

- Twenty-one highway projects were moved out of the 2035 LRTP (these projects will be included in the Comprehensive Transportation Plan [CTP] that will be completed in 2009). Attachment 6A is a list and map of the projects that were removed and also provides reasoning for eliminating each particular project.
- By the year 2025, Light Rail Transit will be operational from UNC-Chapel Hill, through Duke University and downtown Durham, and to the Research Triangle Park (RTP).

- Some proposed bus routes and service improvements in the Transportation Options were eliminated. Nonetheless, the bus transit systems will experience significant local and express bus route expansions and improvements, and operate feeder bus service to the light rail transit stations and circulator service in the economic centers, thereby meeting the Special Transit Advisory Commission (STAC) recommendations.
- No bicycle or sidewalk facilities were eliminated. Bicycle costs were reduced by refining the unit costs and eliminating redundant cost accounting (e.g., bicycle facilities are assumed in the highway costs).
- Only very minor adjustments were made to other cost and revenue line items.

Attachment 6B is a summary and compilation of the public comments and board recommendations and resolutions received up to December 3, 2008. Any additional comments received between this date and the December 9, 2008 (the close of the public comment period) will be provided to the TAC at the meeting.

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

| 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 Recommendation: That the TAC approve the 2035 Long Range Transportation Plan.

TAC Action: Approve the 2035 Long Range Transportation Plan

**7. 2009 Job Access Reverse Commute and New Freedom 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 was approved by the TAC on December 12, 2007, and approved by FTA on July 30, 2008.

TCC Recommendation: That the TAC release the 2009 Job Access Reverse Commute and New Freedom Call for Projects.

TAC Action: Release the 2009 Job Access Reverse Commute and New Freedom Call for Projects.

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

(Attachment 8)

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 8) will change these buses from unfunded to funded.

TCC Recommendation: That the TAC approve the resolution to adopt Administrative Modification #2 to the FY 2009-2015 MTIP.

TAC Action: Approve the resolution to adopt Administrative Modification #2 to the FY 2009-2015 MTIP.

9. FY 2008-2009 Unified Planning Work Program – Amendment #3

(Attachment 9, 9A)

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 9). The amended STPDA spreadsheet is also attached (Attachment 9A). 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 Recommendation: That the TAC approve the resolution to adopt Amendment #3 to the FY 2008-2009 UPWP and change the STPDA spreadsheet accordingly.

TAC Action: Approve the resolution to adopt Amendment #3 to the FY 2008-2009 UPWP and change the STPDA spreadsheet accordingly.

10. Election of Officers for 2009

Alice Gordon, TAC Chair

The election of officers for the upcoming calendar year occurs on the agenda at the last TAC meeting of every year. The TAC Chair appoints a nominating committee in November to report back to the TAC in December. Becky Heron and Eric Hallman were appointed to the nominating committee.

The TAC Bylaws state that officers cannot serve more than two consecutive terms. In addition, the Chair shall rotate among the jurisdictions represented in Durham County, Orange County, and Chatham County so that successive chairs come from different counties. For example, if the Chair is from Durham County (including the City of Durham), the next Chair shall be from Carrboro, Chapel Hill, Hillsborough, Orange County, or Chatham County. The Vice-Chair shall be from a jurisdiction located in one of the two other counties.

Alice Gordon was elected the TAC Chair in December 2006 and is therefore ineligible to serve as Chair in 2009. Mike Woodard was elected the TAC Vice Chair in December 2007 and is therefore eligible to serve one more term as Vice Chair.

TAC Action: Elect the TAC Chair and Vice Chair for 2009.

REPORTS:

11. Report from the TAC Chair

Alice Gordon, TAC Chair

TAC Action: Receive Report from TAC Chair

12. Report from Staff

(Attachment 12)

Felix Nwoko, LPA Staff

TAC Action: Receive Report from Staff

13. Report from the TCC Chair

Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

- 14. NCDOT Report**
(Attachment 14)
Wally Bowman, Division 5 – NCDOT
Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of Division Engineers

INFORMATIONAL ITEMS

- 15. Recent News Articles and Updates**
(Attachment 15)
- 16. Letter and Resolution to the 21st Century Transportation Committee**
(Attachment 16)
- 17. Memo on Regional Rental Car Tax**
(Attachment 17)

Adjourn

Next meeting: January 14, 2009

TAC Directives to Staff

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

01/01/07 – Present (Completed/Pending/In Progress)

| Meeting Date | Directive | Status |
|--------------|--|---|
| 06/11/03 | (TAC) Letter to Durham City Council and Jon Nance requesting they take some action to address the safety issue for pedestrians at US 15-501/ Garrett Road Service Road relocation project. | <u>Completed/Pending</u> – Letter sent to Council and NCDOT. Staff has met with NCDOT. Under consideration by NCDOT. Plan to include pedestrian improvements in the US 15-501 widening project (U-4012) |
| 03/10/04 | Send letter to NCDOT expressing concern over NC-147 /I-40 interchange and concern over backups occurring on NC-147. | <u>Completed/Pending</u> - Letter sent 03/17/04. Staff has discussed with NCDOT various alternatives under consideration by NCDOT. |
| 08/25/04 | Metropolitan Area Boundary | <u>Completed/In Progress</u> – TAC approved MAB for the 2030 LRTP. Staff to bring back proposal for MAB expansion for the next LRTP update. |
| 08/25/04 | Further study of Farrington Road/Stagecoach Road corridor to move projects forward for funding. | <u>In Progress</u> – See Attachment 11 of 6/11/08 TAC Agenda. |
| 08/25/04 | Further study of Latta Road/Infinity Road/Roxboro Road intersection. | <u>In Progress</u> – To be evaluated as part of the next (2035) LRTP update. |
| 09/14/05 | Staff to check with DATA about the possibility of designating a Park-and-Ride in northern Durham. | <u>In Progress</u> |
| 04/12/06 | Investigate use of peer review for Triangle Regional Model (TRM) | <u>In Progress:</u> TRM committee has taken up this project |
| 04/12/06 | Address cost splits for TRM tasks at next DCHC MPO/CAMPO joint TAC meeting | <u>In Progress:</u> |
| 08/09/06 | Follow up with the BPAC and DATA Boards regarding public involvement for MPO activities. | <u>In Progress:</u> |
| 10/11/06 | Provide information on if a municipality can accelerate resurfacing using local funding. | <u>In Progress</u> |
| 01/10/07 | Work with the TAC officers to identify candidates for the Joint MPO Special Advisory Commission for Transit. Recommend appointments | <u>Completed:</u> See Attachment 6 of the 02/14/07 TAC Agenda. |

| | | |
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| 01/10/07 | Work with NCDOT to resolve the remaining concerns with the design of U-3308 Alston Avenue | <u>In Progress:</u> See Attachment 11A of 02/14/07 TAC Agenda, Attachment 20 of 4/11/07 TAC Agenda, and Attachment 18 of 6/13/07 TAC Agenda |
| 02/14/07 | Send a letter to NCDOT and state legislative delegation requesting the NCDOT reconsider its decision not to relocate the Durham Amtrack station | <u>Completed:</u> See Attachment 23 of 4/11/07 TAC Agenda |
| 02/14/07 | Send a letter to the Governor, state legislative delegation, and NCDOT on TIP funding issues. | <u>Completed:</u> See Attachment 23 of 3/14/07 TAC Agenda |
| 02/14/07 | Develop a long-term and short-term strategy for addressing funding needs working with other MPOs and the Metropolitan Coalition | <u>In Progress:</u> See 10/31/07 Joint TAC Agenda. |
| 03/14/07 | Review Phil Post's proposed adjustments to the Southwest Durham Southeast Chapel Hill Collector Street Plan/Southwest Durham Drive. Develop a recommended final plan. | <u>Completed:</u> See Attachment 7A of 4/11/07 TAC Agenda |
| 04/11/07 | Review Chapel Hill's request for one crossing on I-40 on the Southwest Durham Southeast Chapel Hill Collector Street Plan. | <u>Completed:</u> See Attachment 10 of 5/09/07 TAC Agenda. |
| 04/11/07 | Provide information on the effect of the Triangle Parkway on alleviating traffic on I-40. | <u>Completed:</u> See Attachment 16 of 6/13/07 TAC Agenda. |
| 04/11/07 | Send a letter to the DCHC MPO state legislative delegation regarding transportation bills introduced in the General Assembly | <u>Completed:</u> See Attachment 20 of 6/13/07 TAC Agenda. |
| 05/09/07 | Review the STP-DA allocation procedure including eligible projects and geographic distribution | <u>Completed:</u> See Attachment 7C of 6/13/07 TAC Agenda, Attachment 8 of 3/12/08 TAC Agenda, Attachment 8 of 4/09/08 TAC Agenda, and Attachment 6 of 5/14/08 TAC Agenda. |
| 05/09/07 | Send a letter to the DCHC MPO state legislative delegation regarding H1462 (Municipal Street Provisions) and the Land Transfer Tax | <u>Completed:</u> See Attachment 20 of 6/13/07 TAC Agenda. |
| 05/09/07 | Send a letter of support for the Durham, Chapel Hill, and NCDOT earmark requests | <u>Completed:</u> See Attachment 15 of 8/8/07 TAC Agenda |
| 08/08/07 | Provide a summary of transportation-related development review regulations from member jurisdictions | <u>Completed:</u> See Attachment 17 of 10/10/07 TAC Agenda |
| 08/08/07 | Add information on student employment, employment-to-population ratios, and household size to the SE Data | <u>Completed:</u> See Attachment 6 of 9/12/07 TAC Agenda |
| 08/08/07 | Provide an update on damage to NC-147 due to the I-40 detour | <u>Completed:</u> NCDOT staff replied via email to TAC members |

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| 09/12/07 | Develop final goals and objectives for the 2035 LRTP considering public comments and the Chapel Hill resolution | <u>Completed:</u> See Attachment 8 of 10/10/07 TAC Agenda |
| 10/10/07 | Send a letter to thank the NCDOT for the I-40 repair project | <u>Completed:</u> See Attachment 17 of 11/14/07 TAC Agenda. |
| 11/14/07 | Develop a strategy for pursuing regional bicycle routes between MPO jurisdictions. Include public input and identify funding sources. | <u>Completed:</u> Corridors to be identified as part of the 2035 LRTP process. STP-DA funding has been reserved. See Attachment 7 of 10/8/08 TAC Agenda. |
| 11/14/07 | Develop a combined mode 2009-2015 TIP regional priority list by division with costs. | <u>Completed:</u> See Attachment 7 and 7A of 1/09/08 TAC Agenda. |
| 12/12/07 | Provide a presentation and update on the 21 st Century Transportation Committee | <u>Completed:</u> See Attachment 6 of 3/12/08 TAC Agenda. |
| 12/12/07 | Send a letter to NCDOT regarding U-3804 Hillandale Road widening using similar language as the Durham Board of County Commissioners. | <u>Completed:</u> See Attachment 15 of 1/09/08 TAC Agenda. |
| 02/13/08 | Present to the JCCPC and planning boards on the LRTP targets and the importance of land use. | <u>In Progress:</u> |
| 03/12/08 | Present to the JCCPC and Orange County Assembly of Governments on the LRTP Deficiency Analysis | <u>Completed:</u> Presentations given at the 4/2/08 JCCPC and 3/31/08 Assembly of Governments. |
| 03/12/08 | Provide an update on the state's human services transportation plan | <u>In Progress:</u> |
| 04/09/08 | Provide a report on Triangle Transit's funding sources from the DCHC MPO and CAMPO | <u>Completed:</u> See Attachment 6C of 5/14/08 TAC Agenda. |
| 04/09/08 | Consider the Morgan Creek Greenway project in Chapel Hill when evaluating projects for the STP-DA regional bicycle and pedestrian category | <u>Completed:</u> To be considered as part of the evaluation of regional bicycle and pedestrian corridors during the 2035 LRTP. See Attachment 7 of 10/8/08 TAC Agenda. |
| 04/09/08 | Develop a list of principles that should be considered in the proposed Congestion Intermodal Transportation Fund legislation. | <u>Completed:</u> See Attachment 10B of 5/14/08 TAC agenda. |
| 05/14/08 | Develop a recommendation for funding regional bicycle and pedestrian projects with STP-DA. | <u>Completed:</u> To be considered as part of the evaluation of regional bicycle and pedestrian corridors during the 2035 LRTP. |
| 06/11/08 | Send a letter to the NC Turnpike Authority expressing the TAC's concerns regarding Triangle Parkway. | <u>Completed:</u> See Attachment 18 and 18A of the 8/13/08 TAC agenda. |
| 06/11/08 | Send a letter to the MPO's state delegation stating the MPO's position on the Triangle Parkway. | <u>Completed:</u> See Attachment 17 of the 8/13/08 TAC Agenda. |

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| 8/13/08 | Work with NCDOT to amend the 2009-2015 TIP to address transit project errors. | <u>Completed:</u> See Attachment 8 of 10/8/08 TAC Agenda. |
| 11/12/08 | Provide an accounting for the rental car taxes collected by Triangle Transit | <u>Completed:</u> See Attachment 17 of 12/10/08 TAC Agenda. |
| 11/12/08 | Develop a recommendation for the overlapping project issues for the final FY 2011-2017 TIP Regional Priority List | <u>In Progress:</u> |

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| 43 | Dale McKeel | City of Durham/Transportation |
| 44 | Adena Messinger | Town of Carrboro |
| 45 | Ryan Mickles | Town of Chapel Hill |
| 46 | Margaret L. Miller | Citizen, 4311 Trenton Road, Chapel Hill |
| 47 | Kumar Neppalli | Town of Chapel Hill |
| 48 | Felix Nwoko | City of Durham/Transportation |
| 49 | Heather Payne | Citizen, 1300 Mason Farm Road, Chapel Hill |
| 50 | Roger Rohweder | Citizen, 206 Yale Lane, Durham |
| 51 | Eric Teagarden | Citizen, 710 Meadowmont Lane, Durham |
| 52 | Bill Wicker | Topps Petroleum |

53
54 Mike Woodard, TAC Vice-Chair, called the meeting to order at 7:10 p.m. and the Roll Call was
55 conducted.

56 **PRELIMINARIES:**

57 **Adjustments to the Agenda**

58 There were no adjustments to the agenda.

59 **Public Comments**

60 There were no public comments.

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

62 There were no comments regarding the Directives to Staff.

63 **ACTION ITEMS:**

64 **October 8, 2008 TAC Meeting Minutes (Attachment 5)**

65 Kevin Foy made an amendment to the October 8, 2008 TAC Meeting Minutes on line 178, it
66 should read “Lydia Lavelle asked, concerning the STAC DMU versus the STAC Electric, if the STAC Electric
67 may result in some savings over the STAC DMU.” A motion was made by Kevin Foy and seconded by Bill
68 Bell to approve the October 8, 2008 TAC Meeting Minutes with the amendment noted above. The
69 motion carried unanimously.

70 **2035 Long Range Transportation Plan and Comprehensive Transportation Plan – Options – Public**
71 **Hearings (Attachment 6)**

72

73 Andy Henry provided an update on the 2035 Long Range Transportation Plan and
74 Comprehensive Transportation Plan – Options – Public Hearings, along with the attachments.

75 Alice Gordon arrived. Becky Heron said that she wants an accounting of the rental car tax paid
76 over the years. Ellen Reckhow stated the Plan is out of balance and wants to know what the suggestions
77 are to get the Plan in balance. Andy Henry stated they are looking at ways to bring the highway costs
78 down to bring the Plan into balance.

79 The Public Hearing was opened at 7:23 pm. The Chair asked citizens to limit their comments to
80 three minutes.

81 Hillary Ensminger, a resident of 705 Shepherd Street, Durham spoke regarding the plan. “She
82 has been using public transportation in and around the Triangle since 1980 due to a degenerative eye
83 condition which makes her unable to drive. That was 28 years ago and she can say with confidence that
84 she has a lot of firsthand knowledge about the system, its history and insight as to what needs to be
85 done to make the system work effectively. So much has changed since 1980 that the initial plans
86 drafted to manage transportation in the Triangle are in many ways obsolete or outdated. As a result the
87 needs of the people, the environment and the economy are not being met. What the populace wants is
88 a viable and accessible unified Triangle-wide transportation system that works effectively, affordably,
89 and efficiently – a system which will provide the rider with a vastly needed wholistic and modern
90 approach beyond that of the outmoded commuter. Expensive feasibility studies are helpful but they are
91 academic and pedantic. Just ask the people, the students, the ridership and they can tell you exactly
92 how they want their tax dollars spent, what changes need to be made and exactly what the problems
93 are. The time is NOW for us to ask for subsidies for the latest most environmentally correct and efficient
94 and comprehensive public transportation system. Our new Presidential Administration is a strong
95 advocate of the development of environment and public transportation. We need: (1) A unified rail
96 system that runs 7 days a week and 24 hours a day; cutting back on off peak hours. Option 4 comes

97 closest; but needs to be reviewed to see if it is obsolete technology wise. (2) The system needs to
98 service the entire Triangle and include the airport. (3) There needs to be a unification of the governing
99 boards; not many but one. The proprietary approach needs to go out the window and the needs of the
100 people need to come first. (4) The decision making bodies need to include at least 50% representation
101 from the general public and at least 25% must be regular full time users. (5) There needs to be a
102 committee to oversee the environment, and review the latest technologies.”

103 Debbie McCarthy, a resident of 4517 Trenton Road, Chapel Hill spoke regarding the plan. “With
104 respect to the 2035 Transportation Plan, on behalf of the Farrington HARP (Homeowners Allied for
105 Residential Preservation) and Trenton Road homeowners associations she expressed their strong
106 opposition to the widening of Farrington Road (between I-40 and Old Chapel Hill Road) and to a
107 proposed interchange at Farrington Road and I-40. This “deathstar” proposal was a bad idea when it
108 was introduced in the 1980’s; it is even more inappropriate today. Among our objections are the
109 following: (1) Farrington Road remains a low density residential greenbelt with 5 sites on the Durham
110 Inventory of Cultural and Natural Resources. The adjacent New Hope Creek Corridor is anchored by
111 historic and environmentally sensitive Leigh Farm Park, preserved by a public private coalition including
112 the Junior League, Preservation NC, Durham Parks and Rec., Triangle Land Conservancy, DUTAG, DOST,
113 Historic Preservation of Durham and others. It now hosts the Piedmont Wildlife Center, SEEDS, a spring
114 bluegrass festival and popular camps (summer and after school) for school aged children. This resource
115 is a gem in Southwest Durham that should be protected and nurtured, not drowned in asphalt and
116 traffic noise. (2) The abysmal traffic conditions at Farrington and NC 54 would only be exacerbated by
117 adding lanes to Farrington and funneling more cars to that destination. Allowing an additional
118 connection with I-40 between 54 and 15-501 (two hot spots of congestion) is poor planning indeed. So
119 is the notion of expanding lanes on one portion of Farrington while leaving the rest two lanes. All of
120 Farrington should remain 2 lanes. It is one neighborhood. Let’s be consistent. (3) Federal Highway

121 guidelines stipulate that interchanges on interstate highways must be 2 miles apart. This interchange
122 violates that standard completely by proposing 3 interchanges in 2 miles. Also interstates are intended
123 to carry INTER-STATE travelers, not local drivers. (4) The land along Farrington at I-40 has been fully
124 developed into Prescott Place and Glenview Park neighborhoods. The building of an interchange there
125 is not possible without razing many of these new homes. Obviously the map draw-ers do not visit the
126 actual locations to see what havoc their circles would wreak “on the ground.” (5) The deathstar had two
127 original sources: Michael Waldroup, who is turning the vast acreage between Old Chapel Hill Road and
128 15-501 (Patterson Place) into asphalt, and the Town of Chapel Hill who pushed their outer belt loop, the
129 Laurel Hill Parkway, from Sage Road to Pope Road to Farrington Road in an ever eastward progression
130 over the past 25 years. While Chapel Hill simply says no to roads, remaining green and pristine, the
131 traffic, pollution, noise and congestion of Chapel Hill drivers and the intense development that
132 accompanies major thoroughfares flows into Southwest Durham. Durham needs to take a page from
133 Chapel Hill’s playbook and say “ NO!” to the ruination of Farrington Road. (6) If any road is 4 laned, it
134 should be Old Chapel Hill Road, which along with Watkins Road, Mt. Moriah and 15-501, circumscribes
135 the bastion of overdevelopment known as Patterson Place. Let the traffic it engenders stay within those
136 confines. Do not invite it down Farrington Road by adding lanes ACROSS Old Chapel Hill Road. (7)
137 Traffic projections and models should be reevaluated in light of \$4/gallon gasoline. Car use will likely fall
138 in the future, not rise astronomically as the 2035 Plan assumes. (8) A transit station was once listed on
139 the planning maps near Farrington and I-40. Concerns about Creekside School and inappropriate
140 densities in a low residential area wisely led to its removal. With its removal, the adjacent land use
141 should be RETURNED to low density and the notion of an interchange put to rest once and for all. (9)
142 The deathstar on a transportation map would serve as a bulls-eye for intense development “activity
143 centers” spring up wherever interchanges with interstates occur. According to Durham’s own planning
144 documents, such activity centers should be at least a mile apart and they certainly do not belong in

145 areas of low density residential land use. (10) To alleviate congestion at Farrington and NC 54, pave and
146 expand George King Road and build the connector to Meadowmont Parkway. It SHOULD link with Pope
147 Road, but if Farrington is the choice, stick with a two lane proposal throughout. Thanks you for taking
148 these issues into consideration. “

149 Tammy Carter, a resident of 4207 Taylor Hall Place, spoke regarding the Plan. Ms. Carter stated
150 if the interchange at Farrington Road and I-40 is added that will be seven exits in nine miles. This
151 interchange would be within one-tenth of a mile from Ephesus Church Road which takes you directly to
152 Creekside Elementary. The interchange would be less than four-tenths of a mile from Creekside
153 Elementary. I-40 is already backed up and she feels it would only complicate things because there
154 would be people trying to get off I-40 and people trying to get on I-40.

155 Karima Das, a resident of 4209 Taylor Hall Place, spoke regarding the Plan. Ms. Das spoke
156 regarding the publicity of the public hearing. She stated that only two people in the Trenton
157 neighborhood knew about the meeting. Prescott Place, Glenview Park, Creekside Elementary School,
158 and the Piedmont Wildlife Center were not informed by any official notice. This seems very unfair when
159 such a large decision is going to be made that will have such a large impact.

160 Lee McIlwain, a resident of 8 Gooseneck Road, spoke regarding the Mason Farm Road
161 Realignment (#58) on the 2035 Long Range Transportation Plan – Preferred Option. “(1) The Mason
162 Farm Road Realignment (ID 58) is a proposed \$23 million plus roadway plan that would widen Mason
163 Farm Road between US 15-501 and S. Columbia Street. (2) A major provision of this plan is the diversion
164 onto Mason Farm Road of an estimated 13,200 vehicles per day entering and leaving the UNC campus at
165 the intersection of Manning Drive and US 15-501 by the year 2035 (FS-0307A). (3) The reduction of
166 vehicular traffic along that part of Manning Drive would reduce campus traffic congestion and traffic
167 hazards to residents in student dormitories on that roadway. (4) In doing so, it would shift those same
168 problems to the eastern end of Mason Farm Road, along which more than 150 children under the age of

169 10 live in UNC family housing or attend three preschools on Mason Farm Road. (5) It would also wedge
170 the Mason Farm – Whitehead Circle neighborhood between two four-lane roadways (US 15-501 and the
171 widened Mason Farm Road). (6) Furthermore, the recommended superstreet intersection at Mason
172 Farm Road and US 15-501 (Alternative 2 of FS-0307A) would be rated LOS F during the P.M. Peak, even if
173 US 15-501 were widened to 6 lanes from its current 4 lanes. (7) By adding a signalized superstreet
174 intersection where no signal now exists, the plan would also exacerbate the already significant delays in
175 thru traffic along US 15-501 caused by signals at and north of Manning Drive during the A.M. and P.M.
176 Peak periods. (8) Altogether, these changes represent an effort to alleviate on-campus traffic problems
177 by creating even greater problems for its near neighbors. (9) I question the wisdom and expense of this
178 proposed roadway plan, when UNC is unwilling, but not unable, to manage its traffic problems on its
179 own property.”

180 Jim Herndon, a resident of 105 Yale Lane, spoke regarding the Plan. Mr. Herndon is also a
181 resident of the Trenton Homeowners Association which would be impacted by an interchange at I-40
182 and Farrington Road. As president of the homeowners association, he has tried to communicate to the
183 neighborhood what was going on. Over the weekend, Mr. Herndon spoke with the president of the
184 Prescott Place neighborhood. His reaction was he thought the issue was dead and was surprised to hear
185 it was still an issue. Mr. Herndon expressed a concern that some of the neighborhoods still aren't being
186 notified.

187 Denise Hester, representing the Fayetteville Street Planning Group (FSPG), spoke regarding the
188 Plan. “The FSPG routinely reviews various plans affecting the residents and businesses throughout the
189 Fayetteville Street corridor and its surrounding neighborhoods. A review of the long-range plan along
190 with the underlying growth projections for population, employment, households and university beds,
191 has yielded several concerns. (1) Very little growth is shown in the transportation plan's numbers in the
192 section of Fayetteville Street from NC 147 to Cornwallis Road, despite the approval of or announcement

193 of several massive new redevelopment projects by local and state governments. These include Heritage
194 Square, Rolling Hills, Southside, Fayette Place and the NCCU Master Plan. There is something wrong
195 when the potential traffic from these massive developments hardly triggers any additional traffic in your
196 forecasting models. Prudent planning would keep unbridled growth from overtaking an area that we
197 feel lacks the capacity to shoulder the load. The proliferation of all these plans along Fayetteville Street
198 is cause for concern because the cumulative effects have not yet been quantified, so that community
199 residents and business owners understand if our neighborhood streets, turn lanes, intersections,
200 highway access roads, street lights can handle the increased traffic and other impacts, and at what cost
201 to taxpayers. We want to know why the load from these redevelopments is not reflected in your
202 projections. (2) One example. NCCU's master plan has projected an increase in its student enrollment
203 from approximately 8,000 students to 13,500 students over the next decade; but your plan only projects
204 an increase of 424 beds through 2035 (288 in the main campus traffic analysis zone plus 136 on the west
205 campus traffic analysis zone) where the bed population is defined as "university students in
206 dormitories." One study equals one bed. Other projections suffer from this same inconsistency. (3) It
207 would be once again tragic that these cumulative impacts, if underestimated or never calculated, could
208 create severe negative impacts on the surrounding communities. We are interested in knowing whether
209 these redevelopment projects are on-hold, delayed in some manner or non-existent and how these
210 projections were derived. (4) Our community also requests traffic and environmental impact analyses
211 be completed on the entire area (census tracts 12.01, 12.02, 13.01, 13.03, 13.04, and 14) before any
212 other projects or rezonings are approved along Alston Avenue, Fayetteville Street or S. Roxboro Street.
213 Prudent planning would require that capacity be determined long before the actual grown became a
214 reality, or people, businesses and communities may be put in jeopardy from adverse impacts. (5) We
215 have concerns about the proposed "road diet" on Fayetteville Street south of Burlington Avenue. We
216 would like to see the right-of-way used to allow on-street parking on the west side of Fayetteville Street

217 to support the neighborhood business districts in our community. We question the road-diet's only
218 supporting bike lanes when the additional on-street parking would support business growth and the
219 hiring of more local people, providing a greater economic stimulus to our community. We feel the need
220 for jobs and economic growth in this particular community far outweighs than the need for bike lanes.
221 (6) And finally, we'd like to see greater coordination between local and state transportation people,
222 particularly on the proposed streetscape for Fayetteville Street. We have yet to have one NCDOT
223 administrator at any of our meetings and these meetings have been going on for at least a year. Besides
224 that, the NCCU master plan is in direct conflict with the streetscape in several locations, but no one is
225 providing any sort of written evaluation in a coherent format that we feel the public is entitled to. We
226 don't want a repeat of the roundabout surprise from 2006 where citizens were the last to know. They
227 would like everyone to talk openly about all the planning efforts. Finally, they would like to see the
228 Fayetteville Streetscape be a funding priority in the Transportation Improvement Plan.

229 Daily Derr spoke on behalf of Topps Petroleum in regards to the Plan. They own the Shell
230 convenience store/gas station at Farrington Road and NC 54. At one time NCDOT was talking about
231 limiting some of the access at that intersection and we want to encourage the intersection to remain
232 open as it is now for traffic in all directions. It would have a significant impact on the access to the
233 convenience store if it was limited where you could not cross NC 54. The residents also spoke about the
234 fire trucks as well. We want to restate our position that we would like it to remain as it is now. Bill
235 Wicker, the Vice President of Topps Petroleum is also in attendance; but did not have anything to add.

236 Eric Horowitz, a resident spoke regarding the Plan. Mr. Horowitz is inquiring about the
237 reasoning for the continued consideration of an interchange at I-40 and Farrington Road as part of the
238 preferred option for the 2035 Long Range Transportation Plan. Such an interchange has him concerned
239 for a few reasons. (1) Environmentally; it will jeopardize the environmentally sensitive New Hope Creek
240 Federal Wetlands. (2) Socially; this interchange will be located very close to the Senior Citizen

241 Community and Creekside Elementary School and Githens Middle School. Such an interchange would
242 put our seniors and children at risk. This risk is unnecessary and avoidable. (3) Historically; Markham
243 Memorial Gardens Cemetery is located at the proposed site for this interchange. Currently, it is nestled
244 among trees, not a congested interchange. To place a highway interchange adjacent to this resting
245 place, I think is disrespectful. During these current historic times and presidential elections, to build an
246 interchange this close to the historic Leigh Farm Park has me very concerned. These lands are a tie to
247 the history of plantation farming, emancipation, and the Civil War. It already has exits 273, 273A, 273B
248 to gain access to this historic park. It does not need another interchange to threaten its preservation.
249 Lastly, I am concerned that any plan that includes an interchange at I-40 and Farrington Road will draw
250 critical appraisal by environmental groups, civil rights groups, and child advocates. When this proposal
251 gets this type of scrutiny I am concerned about what conclusion would be drawn about the priorities of
252 this committee, our community, and our use of over \$26 million of federal funds. Are there no better
253 options? What is the committee goal with an interchange of I-40 at Farrington?

254 Eric Teagarden, a resident of 710 Meadowmont Lane, spoke regarding the Plan. He would like
255 staff to use George King Road as a connector to NC 54. There is a school on Meadowmont Lane, a
256 retirement community which connects on Meadowmont Lane, and a quiet pedestrian community. The
257 Meadowmont community has no problem with connectivity or fixed guideway but would ask that you
258 consider having the first connectivity of Southwest Durham Parkway stay on the east side of the Corps
259 lands, use George King Road to connect NC 54 and then consider later on building a bridge over the
260 wetlands. Again, his focus is use George King Road for the initial connectivity for NC 54.

261 Lydia Lavelle arrived during the public hearing. There being no one else wishing to speak, a
262 motion was made by Bill Bell and seconded by Bill Strom to close the public hearing. The motion carried
263 unanimously.

264 Kevin Foy presented a Resolution providing the Durham-Chapel Hill-Carrboro Transportation
265 Advisory Committee with recommendations on the 2035 Long Range Transportation Plan preferred
266 alternatives (2008-11-10R-8).

267 Ed Harrison stated the proposed interchange at I-40 and Farrington Road is one-tenth of a mile
268 from where Ephesus Church Road starts by Creekside Elementary and 80% of Ephesus Church Road is in
269 Chapel Hill.

270 Mike Woodard asked when the proposed Mason Farm Road/15-501 superstreet is built, will it
271 already be rated a "F?" Felix Nwoko stated staff has not seen the report. The feasibility study surprised
272 staff and TAC members when the Mason Farm Road realignment was in the TIP. The actual request
273 came from the university. Kevin Foy stated we don't know if we would object to this, our problem is we
274 have been excluded. If we had a methodical open public process where the residents and elected
275 individuals could participate and we came to the conclusion with the University that this was necessary,
276 it would be different.

277 Becky Heron stated she is against the proposed I-40 and Farrington Road interchange. Ellen
278 Reckhow stated she is also against the proposed I-40 and Farrington Road interchange. She would like
279 to see justification for the proposed I-40 and Farrington Road interchange.

280 Ellen Reckhow stated that she thought that when TAC looked at the collector street plan last
281 year there was discussion about using George King Road to connect to NC 54 and the public's request
282 seems reasonable in terms of whether George King Road could serve as the connector to NC 54.

283 Ed Harrison stated that the Town of Chapel Hill actually provided a resolution formally which the
284 TAC adopted that the initial load would be on George King Road.

285 Andy Henry stated there were two new connections in the Collector Street Plan in the area
286 north of NC54. One was going to be coming down George King Road and the other was further east.
287 They were to be built first before the Southwest Durham Drive was connected to Meadowmont. Also,

288 the alignment of Southwest Durham Drive included two roundabouts. The LRTP does not have collector
289 streets in it.

290 Becky Heron stated she travels Fayetteville Road a lot and she hopes we can follow some of Ms.
291 Hester's recommendations. Ms. Heron wants staff to see what impact it is going to have on traffic.

292 Bill Bell doesn't have a problem with the Town of Chapel Hill's recommendation to remove the
293 Farrington Road and I-40 interchange. Bill Bell asked what the intent of the interchange is and could the
294 goal be achieved using one of the other alternatives. Has anyone done an evaluation in terms of what
295 the costs of the alternatives would be compared to the \$26 million allocated for the interchange.

296 Felix Nwoko stated a study will be conducted and they will request the consultant to provide a
297 report within six months to address all the concerns.

298 Bill Bell asked what would happen if the TAC removes the I-40 and Farrington Road interchange.
299 Felix Nwoko stated it can be removed from the LRTP if TAC wants it removed. Felix Nwoko stated by the
300 December TAC meeting that staff should have preliminary information to provide to TAC. Bill Bell asked
301 if the project is removed what happens to the \$26 million. Felix Nwoko stated we could use it as a
302 placeholder or remove it to balance the plan.

303 Alice Gordon asked if the TAC wished to endorse one of the four transit options. A motion was
304 made by Becky Heron and seconded by Kevin Foy to endorse R-3, the light rail option, as the transit
305 option. The motion carried unanimously.

306 Felix Nwoko stated that he would like to comment on two items that Ms. Hester brought up.
307 They were a road diet and streetscape project and since they are not transportation plan issues perhaps
308 the TAC could direct staff to work with the traffic department to address these issues.

309 Bill Bell clarified that Ms. Hester was concerned about the amount of growth in the corridor.
310 Ellen Reckhow stated staff needs to look at the circulators, including a circulator to serve Fayetteville
311 Road and NCCU, as part of the transit option.

312 Kevin Foy recommended removing the footnote on page 2-5. “(1) These revenue sources
313 require a local referendum.” Mr. Foy is in favor of revenue sources otherwise. The TAC confirmed that
314 they are in favor of pursuing these revenue options. The public comments were referred to staff to
315 address.

316 **FY 2011-2017 Transportation Improvement Program – Regional Priority List (Attachments 7, 7A, 7B,**
317 **7C, 7D, and 7E)**

318 Ellen Beckmann provided an introduction and update on the FY 2011-2017 Transportation
319 Improvement Program – Regional Priority List, along with the attachments.

320 For clarification, Mike Woodard asked if the project descriptions for (1) Homestead Road, (2)
321 Seawell School Road, (3) Franklin/Main/Brewer/Merritt Mill Intersection still need to be resolved and
322 Ellen Beckmann stated yes they still need to be resolved. Alice Gordon wants (6) Mount Carmel Church
323 Road to be looked at as well. Kevin Foy asked about the Mt. Carmel Church Road project, and Alice
324 Gordon clarified that one of the project descriptions included such things as sidewalks in the rural
325 buffer.
326

327 There will be a public hearing in January 2009 and the final list will be considered for approval in
328 February 2009. Staff and the TCC will work on resolving concerns with 1, 2, 3, and 6. The
329 recommendation by the TCC will then be brought back to the TAC for approval.

330 A motion was made by Becky Heron and seconded by Lydia Lavelle to release the staff list for
331 public comment which can be changed after staff resolves the issues discussed earlier and schedule a
332 public hearing on the regional priority list for January. The motion carried unanimously.

333 **FY 2008-2009 Unified Planning Work Program – Amendment #2 (Attachment 8)**

334 Felix Nwoko provided an introduction for the FY 2008-2009 Unified Planning Work Program –
335 Amendment #2.

336 A motion was made by Bill Bell and seconded by Mike Woodard to approve the resolution
337 adopting amendment #2 to the FY 2008-2009 Unified Planning Work Program. The motion carried
338 unanimously.

339 **Election of MPO Officers for 2009 – Appointment of Nominating Committee**

340 Alice Gordon appointed Becky Heron, Chair and Eric Hallman as the nominating committee.
341 They will report back at the December TAC meeting.

342 **Report from the TAC Chair**

343 Alice Gordon stated that the MPO Newsletter has been released. She noted that the
344 Newsletter, which the TAC members have received, concentrated on the LRTP. She thanked staff for
345 their work.

346 **Report from Staff (Attachment 11)**

347 The report from staff is attached for review.

348 **Report from the TCC Chair**

349 There was nothing to report from the TCC Chair.

350 **NCDOT Report (Attachment 13)**

351 The NCDOT report is attached for review.

352 **INFORMATIONAL ITEMS:**

353 **Recent News Articles and Updates (Attachment 14)**

354 The recent news articles and updates are attached.

355 **NCLM Newsletter Article on Road Financing (Attachment 15)**

356 The NCLM newsletter article on road financing is attached.

357 **Letter from Rep. David Price on Highway Trust Fund – October 10, 2008 (Attachment 16)**

358 The letter from Rep. David Price on highway trust fund – October 10, 2008 is attached.

359 **Adjournment**

360 There being no further business before the Transportation Advisory Committee, a motion was
361 made by Bill Bell and seconded by Mike Woodard to adjourn the meeting at 9:06 p.m. The motion
362 carried unanimously.



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

Member Governments:

**Town of Carrboro
Town of Chapel Hill
County of Chatham
City of Durham
County of Durham
Town of Hillsborough
N.C. Department of
Transportation
County of Orange**

Draft
2035 Long Range Transportation Plan
December 10, 2008

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2035 LRTP Introduction

What is the 2035 LRTP?

The 2035 Long-Range Transportation Plan (LRTP) is the guide for major transportation investments in the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO) area. The DCHC-MPO area covers the entire Durham County and the urbanized portions of Orange and Chatham Counties. The 2035 LRTP recommends major transportation projects, policies and strategies designed to maintain existing transportation systems and serve the region's future travel needs. The 2035 LRTP is also designed to support land use and air quality goals for the urban area, and must be prepared in accordance with Federal transportation and environmental requirements. Projects must be in the 2035 LRTP in order to receive state and federal transportation funding through the North Carolina Transportation Improvement Program (TIP).

What is the Next Step in the 2035 LRTP Process?

The next major step in the 2035 LRTP development process will be the review and approval of the draft 2035 LRTP at the Transportation Advisory Committee (TAC) meeting on December 10, 2008. The TAC is the policy board of the DCHC MPO and is composed mostly of elected officials from the counties and jurisdictions within the MPO's planning boundary. After approval, the 2035 LRTP will go through an evaluation and public input process to ensure that the Plan meets air quality conformity regulations. The table below lists the remaining steps in this process.

Remaining Steps/Actions in LRTP Process

| Action | Date |
|---|----------------|
| Public Comment period ends | 12/09/08 |
| 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 |

How Can Citizens Participate?

There have been dozens of public workshops, public hearings and local government reviews at the major steps in the 2035 LRTP development process such as the Socioeconomic Data, Alternatives Analysis, and Transportation Options. Citizens can speak to the TAC at the public

hearing for the Conformity Report (currently scheduled for March 11, 2009) or during the public comment period of any TAC meeting, which are held on the second Wednesday of each month. In addition, citizens can contact Andy Henry, (919) 560-4366, andrew.henry@durhamnc.gov, with any comments, concerns or requests for information, and they may refer to the DCHC MPO Web site for updated meeting information – www.dchcmopo.org.

Summary Description of Projects

The following paragraphs provide a summary of the projects and services included in the draft 2035 LRTP. This document has separate sections that provide detailed lists and maps of highway projects, transit services, bicycle facilities and sidewalk projects.

Highway Project Summary

- High Occupancy Vehicle/Toll (HOT) lanes on I-40 from Wake County to NC 54. These are lanes that can only be used by vehicles that pay a toll or have at least a specified number of passengers
- Triangle Expressway (i.e., extension south of Durham Freeway)
- US 15-501 freeway
- Highway Trust Fund “Loop” projects. These are highway projects designated in state legislation to receive special funding. These projects include:
 - East End Connector;
 - US 70 widening and freeway upgrade between Wake County and East End Connector;
 - I-85 widening in Durham County;
 - all three section of the Northern Durham Parkway; and,
 - North Roxboro Road widening.
- I-40 widening in Orange County, from US 15-501 to I-85
- I-85 widening in Orange County, from Durham County line to I-40.

Rail Transit Summary

- Light Rail service starts in 2023, and runs from UNC-Chapel Hill to the Durham Multimodal Center (in downtown Durham).
- Light Rail service starts in 2025, and runs from the Durham Multimodal Center to the Triangle Metro Center, and on to Wake County and Raleigh destinations.
- Passengers do not have to transfer – this is a seamless rail transit system from Chapel Hill, through Durham, and into Wake County.

Bus Transit Summary

- Local bus feeder service connects to the Light Rail Transit stations.
- Bus Rapid Transit (BRT) service in Chapel Hill. BRT provides very frequent service and often operate on a separate guideway or on a separate travel lane in the regular roadway.
- There is service expansion in local, express and regional bus routes.

1 - Introduction

- There are improved headways (e.g., bus frequency). Headway is the amount of time between the arrival of buses.
- There is circulator service in employment centers such as downtown Durham and Chapel Hill, and the Regional Triangle Park and RDU airport.

Other Transportation Projects

- Five hundred bicycle facility projects that total 796 miles in length.
- Almost four hundred sidewalk projects that total 247 miles in length.

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2035 LRTP Financial Plan

Introduction -- Fiscal Constraint

Federal regulations require the 2035 LRTP to be fiscally-constrained. This requirements means that the cost of the various highway, transit and other transportation facilities must be covered by the reasonably-expected state, federal, local and private transportation revenues. The Financial Plan provides a comparison of projected revenues and costs from 2009 through 2035 – this is a 27-year period – to demonstrate the balance between costs and revenues.

Costs

The costs for the draft 2035 LRTP categories are shown in the table on page 3 of this section and are displayed in “millions of dollars.” The costs are broken down into sub categories for Highway and Other, Bus Transit and Rail Transit, and include the total costs for the twenty-seven year planning horizon, which is from 2009 through 2035.

The costs for the bus transit and rail transit services are shown in greater detail in the table on page 4.

Revenues

The revenues are presented in the table on page 5 of this section and are displayed in “millions of dollars.” These are called “traditional” revenues because the figures are based on trends from the current transportation funding sources for the long range transportation plan.

New Revenue Sources

The table on page 6 of this section presents three new revenue sources that could be used to finance transportation projects: 1) increased sales tax; 2) increased car registration fee; and, 3) new state and federal transportation infrastructure program. In previous long range plans, these revenue sources have been called “non-traditional” revenues. The revenue totals assumes receipts from the starting year, 2009 or 2011 as indicated, through 2035. Table notes provide additional assumptions made for calculating the receipts.

It is important to note that these revenue options would require enabling legislation from the North Carolina General Assembly and/or the U.S. Congress. The DCHC MPO is not empowered to invoke these tax and revenue program changes.

Cost/Revenue Summary

The table on page 7 compares the key cost and revenue figures. As demonstrated, costs exceed traditional revenues by \$1.177 billion. The inclusion of nontraditional revenues reduces this negative balance to a point in which costs exceed all revenues by \$46.

2 - Financial Plan

| 2035 LRTP <u>Cost Forecast</u> | |
|--|-------------------------|
| (Years 2009 through 2035) | |
| Highways & Other | Amount (in millions \$) |
| Highways | \$ 2,002 |
| Maintenance | \$ 1,146 |
| Highway Trust Fund ("Loop" projects) | \$ 684 |
| Toll roadway | \$ 157 |
| Bicycle Projects | \$ 300 |
| Pedestrian Projects | \$ 68 |
| TDM/TSM/ITS | \$ 193 |
| Total Highway Capital and Maintenance | \$ 4,550 |
| | |
| | |
| Bus Transit | |
| Capital | \$ 219 |
| Operations & Maintenance | \$ 1,669 |
| Amenities/Park-n-Ride | \$ 47 |
| Total Bus Transit | \$ 1,935 |
| | |
| | |
| Rail Transit | |
| Capital | \$ 1,196 |
| Operations & Maintenance | \$ 141 |
| Debt Service | \$ 576 |
| Total Rail Transit | \$ 1,913 |
| | |
| | |
| Total Costs | \$ 8,397 |

2 - Financial Plan

| 2035 LRTP <u>Cost</u> Forecast | | |
|--|---------------------------|------------------------|
| Transit Service Breakdown | | |
| (Years 2009 through 2035) | | |
| | | |
| Bus Transit | Subtotal (in millions \$) | Total (in millions \$) |
| Durham Area Transit Authority (DATA) | | |
| Capital | \$ 63 | |
| Operating and Maintenance | \$ 568 | |
| DATA Total | | \$ 630 |
| Chapel Hill Transit (CHT) | | |
| Capital | \$ 96 | |
| Operating and Maintenance | \$ 653 | |
| CHT Total | | \$ 749 |
| Triangle Transit (TT) | | |
| Capital | \$ 39 | |
| Operating and Maintenance | \$ 274 | |
| TT Total | | \$ 312 |
| Duke University and Medical Center (Duke) | | |
| Capital | \$ 21 | |
| Operating and Maintenance | \$ 175 | |
| DukeTotal | | \$ 197 |
| | | |
| Total Bus Transit | | \$ 1,889 |
| | | |
| | | |
| Light Rail Transit | | |
| UNC-Chape Hill/Durham Multimodal Center | | |
| Capital | \$ 755 | |
| Operating and Maintenance | \$ 89 | |
| Debt Service | \$ 363 | |
| Segment Total | | \$ 1,207 |
| Durham Multimodal Center/Triangle Metro Center | | |
| Capital | \$ 441 | |
| Operating and Maintenance | \$ 52 | |
| Debt Service | \$ 212 | |
| Segment Total | | \$ 706 |
| | | |
| Total Light Rail Transit | | \$ 1,913 |
| | | |
| Total Bus and Light Rail Transit | | \$ 3,801 |

2 - Financial Plan

| 2035 LRTP Revenue Forecast | |
|--------------------------------------|-------------------------|
| Traditional Revenue | |
| (Years 2009 through 2035) | |
| | Amount (in millions \$) |
| Highways & Other | |
| Capital - Federal / State | \$ 1,937 |
| Maintenance -- Federal/State/Other | \$ 1,146 |
| Highway Trust Fund ("Loop" projects) | \$ 650 |
| Toll roadway | \$ 157 |
| Local (Capital Improvement Program) | \$ 230 |
| Private | \$ 150 |
| Total Highways | \$ 4,270 |
| | |
| Bus Transit | |
| Capital - Federal / State | \$ 384 |
| Op./Mtce./Planning.- Federal / State | \$ 445 |
| Local | \$ 346 |
| Fares | \$ 113 |
| Private - Capital (Duke and NCCU) | \$ 21 |
| Private - Operating (Duke and NCCU) | \$ 175 |
| Total Bus Transit | \$ 1,484 |
| | |
| Rail Transit | |
| Capital - Federal / State | \$ 694 |
| Op./Mtce./Planning.- Federal / State | \$ 25 |
| Local | \$ 100 |
| Fares | \$ 28 |
| Bond Proceeds | \$ 620 |
| Total Rail Transit | \$ 1,467 |
| | |
| Total Revenues | \$ 7,220 |

2 - Financial Plan

| 2035 LRTP Revenue Forecast | |
|--|-------------------------|
| New Revenue Sources | |
| (Receipts in years 2011 through 2035) | |
| | Amount (in millions \$) |
| Source | |
| Sales Tax (1) (Assumes: 1/2 cent increase in Durham and Orange counties, and 1/4 cent increase in Chatham County; from 2011 through 2035; and, revenue increases commensurate with population.) | \$ 755 |
| Car Registration Fee (1) (Assumes: \$10 car reg. fee in Chatham, Durham and Orange counties; from 2011 through 2035; and, revenue increases commensurate with population.) | \$ 107 |
| New State and Federal Transportation Infrastructure Program (2) (Assumes: \$10 million per year, from 2009 through 2035.) | 270 |
| Total New Revenue Source | \$ 1,132 |

(1) These revenue sources require legislation from the N.C. General Assembly

(2) This revenue source requires new State and federal legislation and appropriations.

2 - Financial Plan

| 2035 LRTP | |
|--|-------------------------|
| Cost/Revenue Summary | |
| (Years 2009 through 2035) | |
| Costs | Amount (in millions \$) |
| Total Highways and Other | \$ 4,550 |
| Total Bus Transit | \$ 1,935 |
| Total Rail Transit | \$ 1,913 |
| Total Costs | \$ 8,397 |
| Revenues | |
| Total Highways and Other | \$ 4,270 |
| Total Bus Transit | \$ 1,484 |
| Total Rail Transit | \$ 1,467 |
| Total Costs | \$ 7,220 |
| Difference (Revenues minus Costs) | \$ (1,177) |
| New Revenue Sources | |
| Total | \$ 1,132 |
| Difference | \$ (46) |
| (Revenues + Local Source Revenues) minus (Costs) | |

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2035 LRTP Highways Projects

Introduction

This section presents:

- a table and map of the highway projects;
- the corresponding attribute information, such as project cost and implementation year; and,
- a brief discussion on the criteria used for selecting these projects from the larger set of highway projects in the Alternatives and Transportation Options.

Project Selection for Transportation Projects

The 2035 LRTP process started with a large set of highway projects to be considered for inclusion in the Plan and methodically selected the most important projects through a series of evaluation steps. The Highway Intensive Alternative had 150 highway projects and these were narrowed down to 93 projects in the Transportation Options before concluding with this draft project set. Several factors were considered throughout this process in selecting these 74 projects, including:

1. Congestion (V/C) – The Triangle Regional Model (TRM) produces maps that show the level of congestion on the road segments – these maps are often called “volume over capacity” maps. Highway projects in corridors in which the forecast indicated high levels of congestion, and highway projects that were shown to help relieve that congestion, were given preference.
2. Fiscal Constraint – The revenues must cover the costs in the 2035 LRTP. The cost of the 93 projects in the Transportation Options exceeded the revenues by over \$1 billion. Thus, many highway projects were removed from that set of highway projects to produce the set of highway projects in the draft 2035 LRTP.
3. Environmental Impacts – Some proposed road widenings cross wetlands and other environmentally sensitive areas. It is difficult to increase the right-of-way of these existing roadways or add to negative impacts such as storm water runoff. The MPO proposes to implement capacity improvement that have less overall environmental impact, such as intersection capacity and design improvements, to meet these capacity improvements.
4. Local Support – In some cases, the board of local elected officials, a community organization or citizen has provided a clear indication during the Alternatives

Analysis and Transportation Options steps that they support or oppose a project or type of project (e.g., rail transit).

Highway projects that are expected to be completely constructed or funded (as stated in the current TIP – Transportation Improvement Program) before January 1, 2008 are not included. It is assumed that these projects will be completed and their fiscal impact occurs before the beginning of the 2035 LRTP planning horizon, which is January 1, 2009.

Projects in the Comprehensive Transportation Plan (CTP)

The DCHC MPO plans to start development of a Comprehensive Transportation Plan (CTP) by June 2009 and adopt the CTP by December 2009. Indeed, much of the analysis work required for the CTP is being completed in the 2035 LRTP process. Given that the CTP has a time horizon that extends beyond that of the 2035 LRTP, many of the projects from the Highway Intensive Alternative and Transportation Options that are not included in the 2035 LRTP will be part of the adopted CTP. Many of these projects are included in the 2035 LRTP highway table with a “2040” AQ Year designation.

Map and Tables

The map of the highway projects in the 2035 LRTP and many post year projects (i.e., air quality year, or implementation horizon, is 2040) is on page 4 of this section. A table that lists these projects and their attributes follows the map and a key to the attribute information is below.

Key Information in Project Table

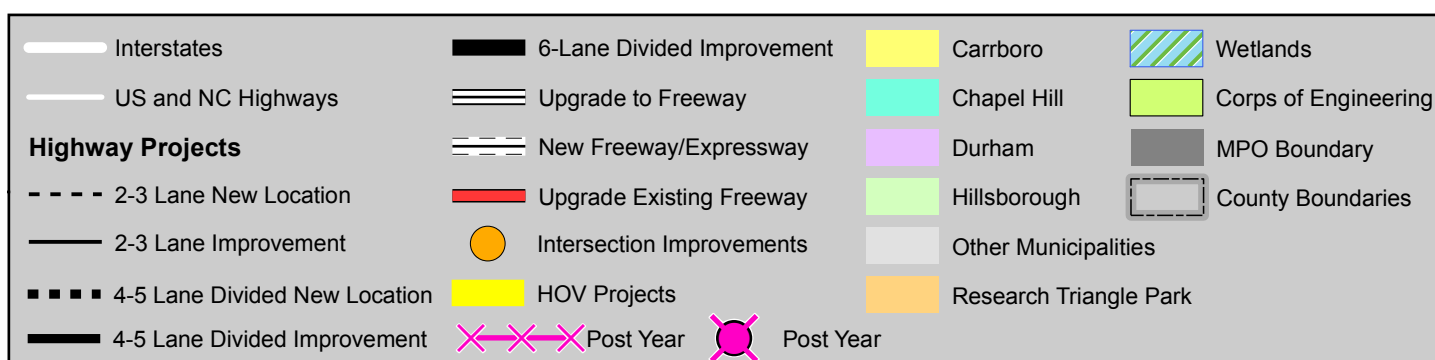
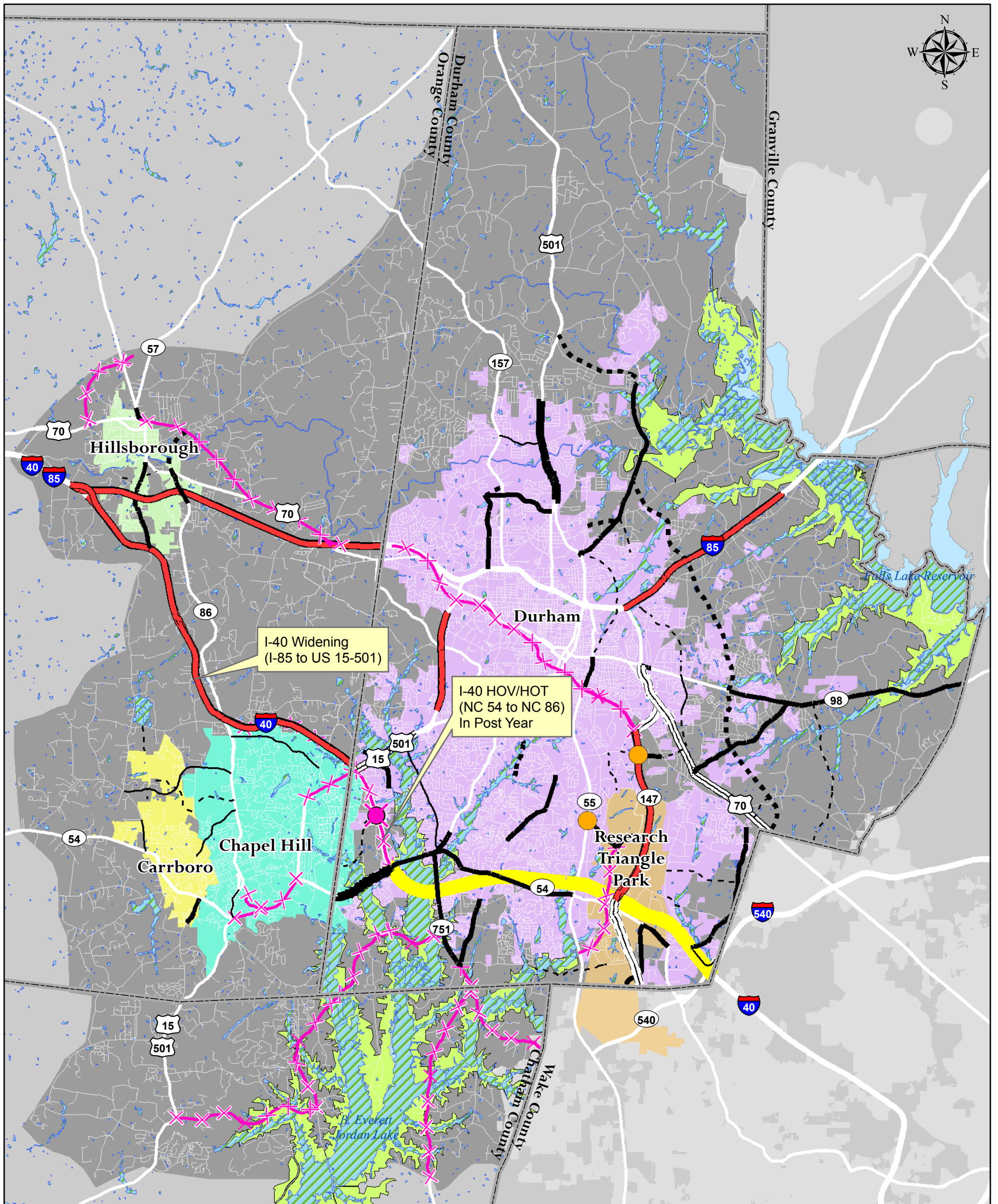
Each row in the table is a separate highway project. The attribute information for each project is presented by columns, and includes the following:

- New ID – This number facilitates the identification of projects in the long-range plan.
- Project – The project name is the name of the road.
- Project Limits – This usually identifies the name of the two road intersections between which the project is to be constructed.
- Existing Cross-Section – This identifies the number of current lanes. “0” indicates a new road alignment – in other words, there is no existing road.
- Proposed Cross-Section – This identifies the number of lanes proposed in the plan.
- County – This identifies the county location of the project.
- Length – This shows the length, in miles, of the project roadway.

- Total Cost – The total costs includes those estimated costs to be incurred between January 1, 2009 and December 31, 2035. Cost information from the current Transportation Improvement Program (TIP) and any related studies (e.g., I-40 HOV) was used to calculate costs for projects, when available, and a modified version of the current highway cost template from the NCDOT (North Carolina Department of Transportation) was used for the majority of projects. Projects with a “2040” AQ Year are post year projects that are not included in the 2035 LRTP and therefore the project cost is not in the Plan, as well.
- AQ Year – There are five Air Quality analyses thresholds – there are three periods, 2009 to 2015, 2016 to 2025, and 2026 to 2035, and two stand alone years, 2011 and 2017. The AQ Year indicates in which analysis period the particular project will be completed and in service. Projects designated as “2040” are not included in the 2035 LRTP but will be part of the upcoming Comprehensive Transportation Plan (CTP).
- Reg. Significant? – Regionally Significant projects provide access to and from the region, or to major destinations in the region. They are usually classified by the FHWA as interstate, freeway/expressway, urban principal arterial, rural interstate, or rural principal arterials. Note that the FHWA functional classifications serve a different purpose than the local functional classification used by the MPO, and as a result, the two classification systems are significantly different. Generally, the regionally significant designation includes interstate highways, U.S. highways, freeways, and North Carolina signed roads that are the primary road in a corridor. Rail transit facilities, which are described in a separate section, are considered regionally significant. The Regionally Significant designation is important – if a Regionally Significant project is changed (e.g., completion year, travel capacity) after the Air Quality Conformity Determination for the 2035 LRTP has been approved, then the Conformity Determination process might have to be done again.
- Exempt? – Some transportation projects are exempt from air quality conformity determination according to Title 40, Code of Federal Regulations (CFR), PART 93.126 and PART 93.127. The most important implication of this exemption is that the projects may proceed toward implementation in the absence of an approved and conforming Long Range Transportation Plan. These exempt projects tend to be transit services, and highway project that do not add overall roadway capacity but reduce travel delays, thereby reducing vehicle emissions.
- TIP No. – The TIP identification number is shown for those projects that are in the current Transportation Improvement Plan (TIP). Most of these projects are completely or partially funded in the TIP.
- Funding Source – The proposed funding sources for most projects are federal and/or state programs. In some cases, the local government or a private source is identified.

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Roadway Improvements in Draft 2035 LRTP



Transportation
Plan
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2035 LRTP -- Highway Projects -- Transportation Options

Shaded Cells = This information different from previous Transportation Options highway table.

| ID | Project | Project Limits | Existing Cross-Section | Proposed Cross-Section | County | Length (miles) | Total Cost (2008 dollars) | AQ Year | Reg. Significant? | Exempt? | TIP No. | Funding Source |
|-------|--|---|------------------------|------------------------|---------|----------------|---------------------------|---------|-------------------|---------|---------|--------------------------|
| 1 | Alexander Dr (T.W. Alexander) | Cornwallis Rd to NC 147 | 2 | 4 | Durham | 0.50 | \$8,900,000 | 2017 | No | No | U-3309 | State/Fed |
| 3 | Alexander Dr (T.W. Alexander) | NC 54 to NC 55 | 2 | 4 | Durham | 1.64 | \$25,083,066 | 2040 | No | No | | State/Fed/Private |
| 4 | Alexander Dr (T.W. Alexander) | NC 54 to Cornwallis Rd | 2 | 4 | Durham | 1.58 | \$24,204,905 | 2040 | No | No | | State/Fed/Private |
| 5 | Alston Ave Ext | Holloway St to Old Oxford/Roxboro | 0 | 2 | Durham | 3.49 | \$40,379,218 | 2035 | No | No | | State/Fed/Private |
| 8.11 | Briggs Ave Ext | So-Hi Dr to Riddle Rd | 0 | 2 | Durham | 1.08 | \$11,492,938 | 2035 | No | No | U-2831B | State/Fed |
| 9 | Carver Street Ext | Armfield St to Old Oxford Rd | 0 | 4 | Durham | 0.73 | \$7,660,000 | 2017 | No | No | CIP | Local |
| 10.11 | Chin Page Ext | Page Rd to Wake County Line | 0 | 2 | Durham | 0.20 | \$2,128,322 | 2025 | No | No | | State/Fed/Private |
| 12 | Cornwallis Rd | MLK to Alexander Dr | 2 | 4 | Durham | 0.79 | \$8,210,476 | 2025 | No | No | | State/Fed |
| 13.11 | Cornwallis Rd Ext | Miami Blvd to Chin Page Rd | 0 | 2 | Durham | 0.55 | \$5,852,885 | 2035 | No | No | | State/Fed |
| 15 | East End Connector (EEC) | NC 147 to US 70 E; US 70:EEC to NC 98 | 0 | 4 | Durham | 2.50 | \$155,401,000 | 2017 | Yes | No | U-0071 | State/Fed/Hwy Trust Fund |
| 16 | Elizabeth Brady Rd Ext | US 70 Business to St Mary's Rd | 0 | 4 | Orange | 1.30 | \$33,594,000 | 2017 | No | No | U-3808 | State/Fed |
| 16.1 | Eno Mountain Rd/Mayo Rd | Orange Grove Rd intersection realignment | 2 | 2 | Orange | 0.00 | \$5,000,000 | 2017 | No | Yes | U-3436 | State/Fed |
| 17 | Estes Dr | Greensboro Rd to NC 86 | 2 | 3 | Orange | 1.70 | \$6,600,000 | 2025 | No | No | U-2909 | State/Fed |
| 19 | Farrington Point/Old Farrington/Farrington Mill Rd | Lystra Rd to Durham Co. line | 2 | 4 | Chatham | 3.66 | \$38,038,409 | 2040 | No | No | | State/Fed |
| 20 | Farrington Mill Rd | Barbee Chapel Rd to Chatham Co. line | 2 | 4 | Durham | 2.04 | \$21,201,736 | 2040 | No | No | | State/Fed |
| 21 | Farrington Rd | Barbee Chapel Rd to Stagecoach Rd | 2 | 4 | Durham | 0.40 | \$4,157,203 | 2040 | No | No | | State/Fed |
| 22.1 | Fayetteville Rd | Renaissance Pkwy to NC 751 | 2 | 4 | Durham | 1.90 | \$20,826,715 | 2025 | No | No | | State/Fed |
| 23 | Fayetteville Rd | Woodcroft Pkwy to Cornwallis Rd | 2 | 4 | Durham | 2.31 | \$23,134,000 | 2017 | No | No | CIP | Local |
| 24.11 | Garrett Rd | NC 751 to US 15-501 | 2 | 3 | Durham | 3.09 | \$16,753,108 | 2025 | No | No | | State/Fed |
| 26.11 | Globe Rd Ext (Brier Creek Pkwy) | Miami Blvd. To Wake County Line | 0 | 2 | Durham | 2.18 | \$23,198,709 | 2035 | No | No | | State/Fed/Private |
| 27 | Glover Rd | Glover Rd/NC 147 interchange; 147 to Angier | 2 | 4 | Durham | 0.64 | \$33,231,525 | 2025 | No | No | | State/Fed/Private |
| 28.11 | Glover Rd | Angier to US 70 | 0 | 2 | Durham | 0.59 | \$6,278,550 | 2025 | No | No | | State/Fed/Private |
| 30 | Hillandale Rd | I-85 to Carver St | 2 | 4 | Durham | 0.62 | \$10,943,000 | 2011 | No | No | U-3804 | State/Fed |
| 31 | Hillandale Rd | Carver to Horton Rd | 2 | 4 | Durham | 1.38 | \$14,342,351 | 2025 | No | No | | State/Fed |
| 32 | Hillandale Rd Ext | Horton Rd to Guess Rd | 0 | 4 | Durham | 0.55 | \$9,094,040 | 2035 | No | No | | State/Fed/Private |
| 33 | Old Fayetteville Rd. | Strowd Ln to Old Fayetteville/NC 54 (bike, ped. & transit accommodations) | 2 | 2 | Orange | 0.85 | \$1,800,000 | 2025 | No | Yes | U-3100 | State/Fed |
| 35 | Homestead Rd | High School Rd to NC 86 | 2 | 3 | Orange | 1.58 | \$10,300,000 | 2025 | No | No | U-2805 | State/Fed |
| 36 | Homestead Rd | Old NC 86 to High School Rd | 2 | 3 | Orange | 1.74 | \$8,825,634 | 2025 | No | No | | State/Fed |
| 39 | Horton Rd | Duke St to Hillandale Rd | 2 | 4 | Durham | 1.94 | \$22,322,436 | 2035 | No | No | | State/Fed |

2035 LRTP -- Highway Projects -- Transportation Options

Shaded Cells = This information different from previous Transportation Options highway table.

| ID | Project | Project Limits | Existing Cross-Section | Proposed Cross-Section | County | Length (miles) | Total Cost (2008 dollars) | AQ Year | Reg. Signifant? | Exempt? | TIP No. | Funding Source |
|-------|--|---|------------------------|------------------------|---------|----------------|---------------------------|---------|-----------------|---------|---------|-------------------|
| 40 | (Horace Williams Network) Carolina North | Carolina North Campus (this is not an extension of Weaver Dairy Rd) | 0 | 2 | Orange | 1.14 | \$12,131,435 | 2020 | No | No | | Private |
| 41 | I-40/Farrington Rd interchange | I-40/Farrington Rd interchange | 0 | 1 | Durham | 0.20 | \$26,610,000 | 2040 | No | No | | State/Fed |
| 43 | I-40 (general purpose widening) | US 15-501 to NC 86 | 4 | 6 | Orange | 4.08 | \$43,790,031 | 2035 | Yes | No | I-3306 | State/Fed |
| 44 | I-40 (general purpose widening) | NC 86 to I-85 | 4 | 6 | Orange | 7.32 | \$77,277,997 | 2035 | Yes | No | I-3306 | State/Fed |
| 45 | I-40 HOV | Wake County Line to NC 54 | 0 | 2 | Durham | 10.63 | \$561,000,000 | 2035 | Yes | No | | State/Fed |
| 46 | I-540 | Ramp improvement: I-540 W to I-40 W | 1 | 2 | Durham | 0.86 | \$4,930,000 | 2011 | Yes | No | R-2000 | State/Fed |
| 48 | I-85 | I-40 to the Durham Co line | 4 | 6 | Orange | 8.35 | \$210,782,000 | 2025 | Yes | No | I-0305 | State/Fed |
| 49 | I-85 | US 70 to Redwood Rd | 4 | 6 | Durham | 5.25 | \$132,527,605 | 2025 | Yes | No | I-4743 | Hwy Trust Fund |
| 50.1 | Jack Bennett Rd/Lystra Rd | US 15/501 South to Farrington Pt. Rd | 3 | 4 | Chatham | 4.10 | \$13,837,500 | 2040 | No | No | | State/Fed/Private |
| 51 | Lake Hogan Farms Rd Ext | Lake Hogan Farms Rd to Eubanks Road | 0 | 2 | Orange | 0.96 | \$10,419,610 | 2020 | No | No | | Private |
| 52 | Latta Rd | Guess Rd to Roxboro Rd | 2 | 3 | Durham | 1.20 | \$5,409,315 | 2035 | No | No | | State/Fed |
| 54.11 | Leesville Rd Ext | Leesville Rd to US 70/Page Rd | 0 | 2 | Durham | 0.81 | \$9,587,110 | 2035 | No | No | | State/Fed/Private |
| 57 | Lynn Rd Ext | NC 98/Glover Rd Ext to Existing Lynn Rd | 0 | 2 | Durham | 0.86 | \$9,346,199 | 2035 | No | No | | State/Fed/Private |
| 60 | Midland Terrace | NC 98 to Geer St | 0 | 2 | Durham | 2.44 | \$17,207,959 | 2035 | No | No | | State/Fed |
| 61 | Midland Terrace | Dearborn to Old Oxford Rd/Hamlin Junction | 0 | 2 | Durham | 0.98 | \$17,862,527 | 2035 | No | No | | State/Fed/Private |
| 63 | MLK Pkwy (NC 55 interchange) | NC 55 to Cornwallis Rd connector | 0 | 4 | Durham | 0.28 | \$29,850,000 | 2035 | Yes | No | U-2405 | State/Fed |
| 64.11 | NC 147 General purpose widening | Alston Ave to East End Connector | 4 | 6 | Durham | 1.84 | \$25,497,857 | 2040 | Yes | No | | State/Fed |
| 64.12 | NC 147 General purpose widening | Alston Ave to I-85 | 4 | 6 | Durham | 6.73 | \$120,515,944 | 2040 | Yes | No | | State/Fed |
| 64.13 | NC 147 General purpose widening | East End Conn to I-40 | 4 | 6 | Durham | 4.78 | \$52,645,086 | 2035 | Yes | No | | State/Fed |
| 66 | NC 147 South Ext (Triangle Pkwy -toll) | I-40 to Wake County Line | 0 | 6 | Durham | 2.40 | \$156,700,000 | 2017 | Yes | No | U-4763B | State/Fed/Tolls |
| 69 | NC 54 | I-40 Interchange to NC 55 | 2 | 4 | Durham | 5.24 | \$36,357,032 | 2025 | No | No | | State/Fed |
| 70 | NC 54 | I-40 to Barbee Chapel Rd | 4 | 6 | Durham | 1.65 | \$34,540,862 | 2025 | Yes | No | | State/Fed |
| 73 | NC 54/US 15-501 Bypass | NC 54 to US 15-501 | 4 | 6 | Orange | 2.12 | \$22,372,618 | 2040 | Yes | No | | State/Fed |
| 75 | NC 55 (Alston Ave.) | NC 147 to NC 98 | 2 | 4 | Durham | 0.90 | \$23,320,000 | 2017 | No | No | U-3308 | State/Fed |
| 76 | NC 751 | US 64 to O'Kelly Chapel Rd | 2 | 4 | Chatham | 7.00 | \$44,130,000 | 2040 | No | No | | State/Fed |
| 77.1 | NC 751 | S Roxboro St to NC 54 | 2 | 4 | Durham | 0.70 | \$10,245,211 | 2025 | No | No | | State/Fed |
| 77.2 | NC 751 | NC 54 to Renaissance Pkwy | 2 | 4 | Durham | 1.23 | \$12,783,400 | 2025 | No | No | | State/Fed |
| 77.3 | NC 751 | Renaissance Pkwy to Fayetteville/Scott King Rd | 2 | 4 | Durham | 1.94 | \$20,162,436 | 2025 | No | No | | State/Fed |

2035 LRTP -- Highway Projects -- Transportation Options

Shaded Cells = This information different from previous Transportation Options highway table.

| ID | Project | Project Limits | Existing Cross-Section | Proposed Cross-Section | County | Length (miles) | Total Cost (2008 dollars) | AQ Year | Reg. Significant? | Exempt? | TIP No. | Funding Source |
|-------|--------------------------|---|------------------------|------------------------|---------|----------------|---------------------------|---------|-------------------|---------|---------|-------------------|
| 78 | NC 751 | O'Kelly Chapel Rd to Fayetteville/Scott King Rd | 2 | 4 | Durham | 0.74 | \$7,690,826 | 2040 | No | No | | State/Fed |
| 80 | NC 86 | Old NC 10 to US 70 Business | 2 | 4 | Orange | 0.90 | \$11,513,707 | 2025 | No | No | | State/Fed |
| 81 | NC 86 | US 70 Bypass to NC 57 | 2 | 4 | Orange | 0.34 | \$3,533,623 | 2025 | No | No | | State/Fed |
| 81.1 | NC 98 (Holloway St) | Wake County Line to Mineral Springs | 2 | 4 | Durham | 6.46 | \$68,218,832 | 2035 | No | No | | State/Fed |
| 83 | Northern Durham Pkwy | US 70 E to I-85 North | 0 | 4 | Durham | 8.07 | \$133,434,364 | 2025 | Yes | No | U-4721 | Hwy Trust Fund |
| 84 | Northern Durham Pkwy | I-85 North to Old Oxford Hwy | 0 | 4 | Durham | 3.80 | \$64,991,547 | 2025 | Yes | No | U-4721 | Hwy Trust Fund |
| 85 | Northern Durham Pkwy | Old Oxford Hwy to Roxboro Rd | 0 | 2 | Durham | 2.64 | \$28,093,849 | 2025 | No | No | U-4721 | Hwy Trust Fund |
| 85.2 | O'Kelly Chapel Rd | NC 751 to Wake County Line | 2 | 4 | Chatham | 2.90 | \$30,139,723 | 2040 | No | No | | State/Fed/Private |
| 86 | Old NC 86 | I-40 to Lafayette Dr. | 2 | 4 | Orange | 0.80 | \$6,176,000 | 2035 | No | No | R-2825 | State/Fed |
| 87 | Old NC 86 | Lafayette Dr to US 70 Business | 2 | 4 | Orange | 1.63 | \$13,124,000 | 2035 | No | No | R-2825 | State/Fed |
| 88 | Old Oxford Rd | Roxboro Rd to Snow Hill Rd | 2 | 4 | Durham | 2.57 | \$27,790,031 | 2025 | No | No | | State/Fed |
| 89 | Olive Branch Rd Ext | NC 98 to Wake County Line | 0 | 2 | Durham | 1.48 | \$16,869,085 | 2035 | No | No | | Private |
| 89.3 | Orange Grove Connector | Orange Grove Rd to US 70 | 0 | 2 | Orange | 0.40 | \$5,336,644 | 2017 | No | No | | State/Fed/Private |
| 90 | Page Rd | I-40 to Page Rd Ext | 2 | 4 | Durham | 3.88 | \$40,324,871 | 2035 | No | No | | State/Fed |
| 91 | Riddle Rd Extension | Ellis Rd to NC 147 | 0 | 2 | Durham | 0.49 | \$5,214,389 | 2025 | No | No | | State/Fed/Private |
| 92 | Roxboro Road (501N) | Duke Street to Goodwin Rd | 4 | 6 | Durham | 2.65 | \$40,962,074 | 2035 | Yes | No | U-4722 | Hwy Trust Fund |
| 94 | Roxboro St | Cornwallis Rd to MLK Pkwy | 0 | 4 | Durham | 1.29 | \$4,240,000 | 2025 | No | No | CIP | State/Fed |
| 95.11 | Scott King Rd | Grandale Dr to Hopson Rd | 0 | 2 | Durham | 1.15 | \$13,317,851 | 2035 | No | No | | State/Fed |
| 96 | Seawell School Connector | Lake Hogan Farms Rd to Seawell School Rd | 0 | 2 | Orange | 1.61 | \$17,132,991 | 2035 | No | No | Private | Private |
| 96.1 | Sherron Rd | US 70 to NC 98 | 2 | 4 | Durham | 3.25 | \$33,777,276 | 2035 | No | No | | State/Fed |
| 97 | Smith Level Rd | Rock Haven Rd to NC 54 bypass | 2 | 3 | Orange | 0.75 | \$5,400,000 | 2017 | No | No | U-2803 | State/Fed |
| 98 | South Columbia St | NC 54 to Manning Dr. | 0 | 2 | Orange | 0.86 | \$3,650,000 | 2017 | Yes | Yes | U-624 | State/Fed |
| 101 | Stagecoach Rd | Farrington Mill Rd to NC 751 | 2 | 4 | Durham | 1.96 | \$20,370,296 | 2040 | No | No | | State/Fed |
| 102 | SW Durham Dr | Meadowmont Dr to I-40 | 0 | 2 | Durham | 1.79 | \$21,208,481 | 2025 | No | No | | State/Fed/Private |
| 104 | SW Durham Dr. | Watkins Rd (Old Chapel Hill Rd to US 15-501) | 2 | 4 | Durham | 0.70 | \$10,245,211 | 2017 | No | No | | Private |
| 106 | SW Durham Dr. | US 15-501 to Mt. Moriah Rd | 0 | 4 | Durham | 0.35 | \$9,054,232 | 2025 | No | No | | Private |
| 108 | UNC Access to the Bypass | Manning Dr to 54/15-501 Bypass | 0 | 4 | Durham | 0.54 | \$13,904,714 | 2040 | No | No | | State/Fed |
| 111 | US 15-501 | I-40 to Franklin St | 4 | 6 | Orange | 1.40 | \$24,270,422 | 2040 | Yes | No | U-2807 | State/Fed |

Shaded Cells = This information different from previous
 Transportation Options highway table.

2035 LRTP -- Highway Projects -- Transportation Options

| ID | Project | Project Limits | Existing Cross-Section | Proposed Cross-Section | County | Length (miles) | Total Cost (2008 dollars) | AQ Year | Reg. Significant? | Exempt? | TIP No. | Funding Source |
|--|--------------------------------|------------------------------|------------------------|------------------------|--------|----------------|---------------------------|---------|-------------------|---------|---------|-------------------|
| 113 | US 15-501 (freeway conversion) | Bypass to I-40 | 4 | 6 | Durham | 1.88 | \$106,381,000 | 2035 | Yes | No | U-2807 | State/Fed |
| 114 | US 15-501 Bypass | Pickett Rd to Morreene Rd | 4 | 6 | Durham | 2.64 | \$35,386,491 | 2035 | Yes | No | | State/Fed |
| 116 | US 70 (freeway conversion) | Lynn Rd to Wake Co line | 4 | 6 | Durham | 4.08 | \$128,210,945 | 2025 | Yes | No | U-4720 | Hwy Trust Fund |
| 117 | US 70 Bypass | NC 86 to I-85 (exit 170) | 2 | 4 | Orange | 6.90 | \$102,068,510 | 2040 | No | No | | State/Fed |
| 119 | Weaver Dairy Rd | NC 86 to Erwin Rd | 2 | 3 | Orange | 2.65 | \$11,070,000 | 2017 | No | No | U3306 | State/Fed |
| 120 | Western Bypass | US 70 to NC 86 | 0 | 2 | Orange | 2.23 | \$23,730,789 | 2040 | No | No | R-3438 | State/Fed |
| 121 | Western Bypass | NC 86 to Stroud Creek Rd | 0 | 2 | Orange | 0.30 | \$3,192,483 | 2040 | No | No | R-3438 | State/Fed |
| 123.11 | Woodcroft Pkwy Ext | Garrett Rd to Hope Valley Rd | 0 | 2 | Durham | 0.25 | \$2,660,402 | 2025 | No | No | | State/Fed/Private |
| Highway Trust Fund Projects = | | | | | | | \$683,621,384 | | | | | |
| Toll highway project = | | | | | | | \$156,700,000 | | | | | |
| Other highway projects = | | | | | | | \$2,002,141,232 | | | | | |
| Total Highway Costs in 2035 LRTP = | | | | | | | \$2,842,462,617 | | | | | |
| Post Year Projects (AQ Year = 2040) | | | | | | | \$591,017,002 | | | | | |

2035 LRTP Transit Service

Summary

Transit service in the 2035 LRTP includes a variety of transit modes and lengthy lists and descriptions of the various routes and service types. A summary of the transit services includes:

- Light Rail service starts in 2023, and runs from UNC-Chapel Hill to the Durham Multimodal Center (in downtown Durham).
- Light Rail service starts in 2025, and runs from the Durham Multimodal Center to the Triangle Metro Center, and on to Wake County and Raleigh destinations.
- Passengers do not have to transfer – this is a seamless rail transit system from Chapel Hill, through Durham, and into Wake County.
- Local bus feeder service connects to the Rail stations.
- Bus Rapid Transit (BRT) service in Chapel Hill. BRT provides very frequent service and often operate on a separate guideway or on a separate travel lane in the regular roadway.
- There is service expansion in local, express and regional bus routes.
- There are improved headways (e.g., bus frequency). Headway is the amount of time between the arrival of buses.
- There is circulator service in employment centers such as downtown Durham and Chapel Hill, and the Regional Triangle Park and RDU airport.
- There is not any Commuter Rail service – this service was proposed in previous LRTP alternatives.

Light Rail Service

Financial and technical analyses find that light rail transit can be implemented from Chapel Hill, through Duke University and Medical Center and downtown Durham, and to the Research Triangle Park (RTP) by the year 2025. For transportation modeling and financial planning purposes, the 2035 LRTP assumes that the light rail service will be implemented in the two phases summarized in the previous paragraph. However, the actual implementation phasing might be modified based on the more detailed feasibility studies that will be required.

The light rail service will be a continuous service line and will not require transfers in downtown Durham as was true with previously proposed rail transit service (e.g., in 2030 LRTP). An additional advantage of light rail trains will be the capability, to some extent, to operate trains on streets that have regular vehicular traffic. This mixing capability offers the possibility to deviate the light rail service from the current railroad corridor to

serve nearby locations such as North Carolina Central University (NCCU) and Durham Technical Community College.

Transit Service Maps and Tables

A map of the transit service is presented on page 3 showing the light rail and bus transit routes and light rail stations. Tables that list the bus transit services for the four transit operators and their key attributes follows the map in the following order:

- Chapel Hill Transit (CHT)
- Durham Area Transit Authority (DATA)
- Duke University Transit
- Triangle Transit – Note that only 40% of the costs are assumed in the 2035 LRTP for Triangle Transit services that operate in both the DCHC MPO and Capital Area Metropolitan Planning Organization (CAMPO) planning areas.

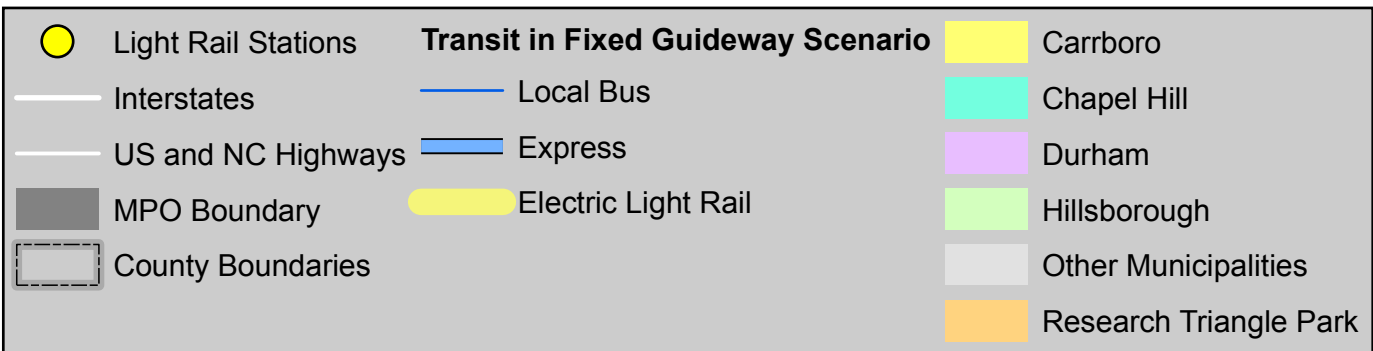
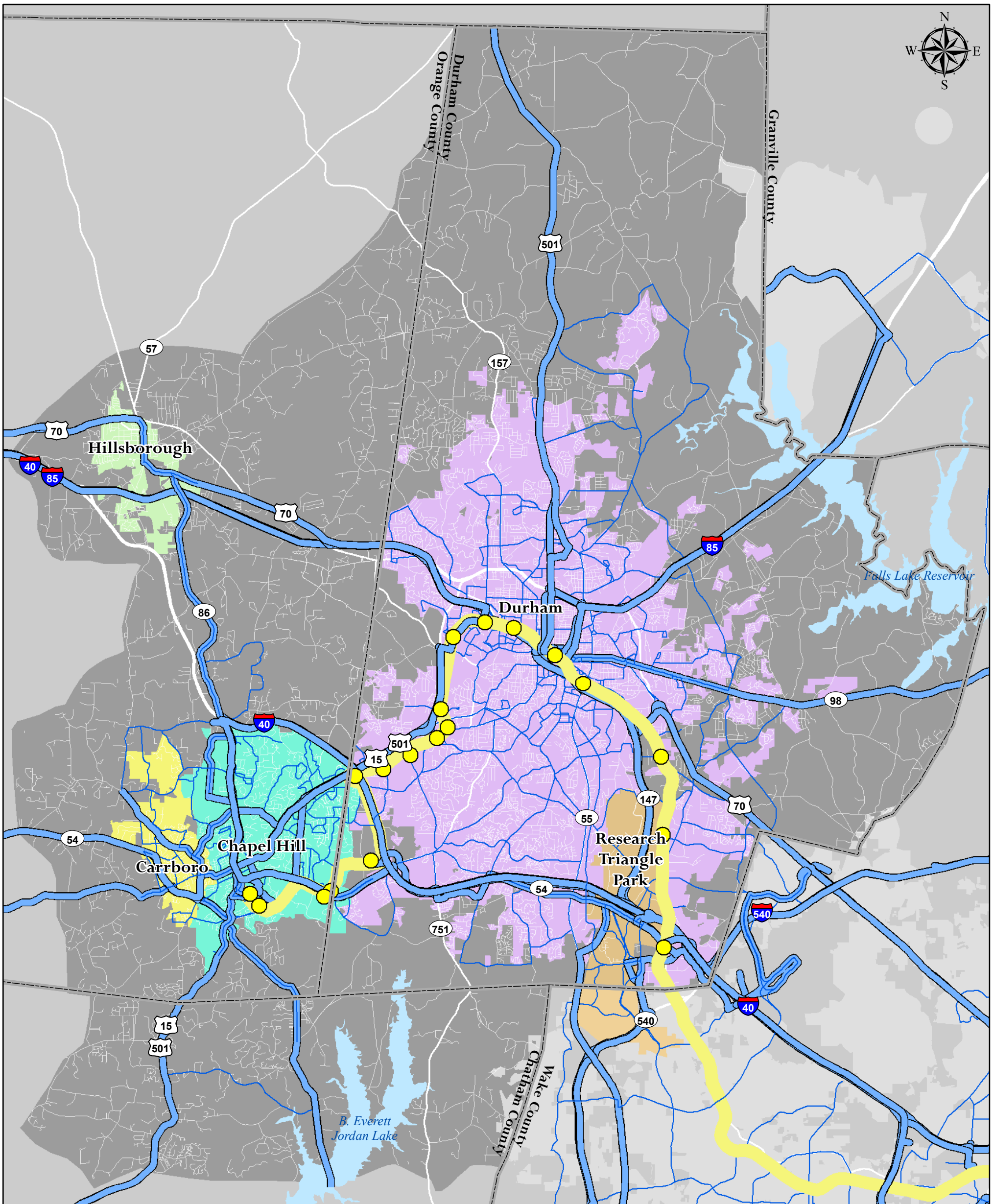
Key attributes include:

- Reg ID – This number, the regional identification number, facilitates the identification of projects in the various modeling and financial databases in the long-range plan.
- Route Name – This name provides information to help identify the transit system, local route identification information, and the destination points of the route.
- Service Type
 - Local Bus – standard fixed-route bus service with frequent stops.
 - Express Bus – express bus service that has only a few stops between major residential and employment centers, longer routes and faster operating speeds.
 - Circulator Service – very frequent bus service that operates in close proximity to the employment center that is being served.
- Start and Stop Years – Indicates the years in which the service will begin and end. In many cases, a service with a stop year that is before 2036 (January 1, 2036 -- which is the last year of the LRTP) will be shown in the next row with a subsequent start year but the headway has been improved. In some cases, a service will have a 2040 start year that indicates it is a post year project in which no costs are assumed in the 2035 LRTP.
- Capital Costs – Includes costs for vehicles, infrastructure, facilities and other fixed assets. State and federal grant funding is often designated specifically for capital or operating and maintenance costs.

- O&M Costs (Operating & Maintenance) – Includes vehicle maintenance, operator labor, fuel and other costs that are closely associated with the hours of service provided. State and federal grant funding is often designated specifically for capital or operating and maintenance costs.

DURHAM CHAPEL HILL CARRBORO METROPOLITAN PLANNING ORGANIZATION

Bus & Light Rail Transit Projects in Draft 2035 LRTP



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Draft 2035 L RTP

Bus Transit Service-- Chapel Hill Transit

| Reg ID | Route Name | Start Year | Stop Year | Srvctype | Service Pattern | Bus Total Operating Cost | Bus Total Capital Cost |
|-----------|--|------------|-----------|--------------|-----------------|--------------------------|------------------------|
| X.24.0 | ChapelHill Circulator EB | 2020 | 2036 | Local Bus | Daylight | \$13,172,480 | \$2,671,296 |
| X.24.0 | ChapelHill Circulator WB | 2020 | 2036 | Local Bus | Daylight | \$10,923,520 | \$2,003,472 |
| 3.79.0 | CHT NS IB:SVillage-Eubanks | 2009 | 2010 | Local Bus | Daylight | \$411,640 | \$667,824 |
| 3.79.0 | CHT NS OB:Eubanks-SVillage | 2009 | 2010 | Local Bus | Daylight | \$542,160 | \$667,824 |
| X.24.0 | ChapelHillCirculator NB | 2010 | 2036 | Local Bus | Daylight | \$17,750,720 | \$2,003,472 |
| X.24.0 | ChapelHillCirculator SB | 2010 | 2036 | Local Bus | Daylight | \$17,750,720 | \$2,003,472 |
| 3.54.0 | CHT A IB:Weiner-MLKBlvd | 2009 | 2036 | Local Bus | Daylight | \$14,638,320 | \$1,335,648 |
| 3.54.0 | CHT A OB:MLKBlvd-Weiner | 2009 | 2036 | Local Bus | Daylight | \$14,638,320 | \$1,335,648 |
| 3.46.0 | CHT Base 1 Carrboro N IB | 2010 | 2036 | Local Bus | Daylight | \$14,096,160 | \$1,335,648 |
| 3.46.0 | CHT Base 1 Carrboro N OB | 2010 | 2036 | Local Bus | Daylight | \$7,048,080 | \$667,824 |
| 3.17.0 | CHT Base 11 S Orange IB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| 3.17.0 | CHT Base 11 S Orange OB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| 3.44.0 | CHT Base 13 Hills. Exp IB | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| 3.44.0 | CHT Base 13 Hills. Exp OB | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| 3.42.0 | CHT Base 2 New Hope Commons IB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 3.42.0 | CHT Base 2 New Hope Commons OB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 3.50.0 | CHT Base 3 Estes-Carrboro IB | 2015 | 2036 | Local Bus | Daylight | \$8,644,440 | \$1,335,648 |
| 3.50.0 | CHT Base 3 Estes-Carrboro OB | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 3.48.0 | CHT Base 4 Laurel Hills IB (NC 54/Durham) | 2015 | 2036 | Local Bus | Daylight | \$11,385,360 | \$1,335,648 |
| 3.48.0 | CHT Base 4 Laurel Hills OB (NC 54/Durham) | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 3.40.0 | CHT Base 8 UNC Exp IB (Carolina North/Main Camp) | 2015 | 2036 | Circulator | Daylight | \$5,692,680 | \$1,302,174 |
| 3.40.0 | CHT Base 8 UNC Exp OB (Carolina North/Main Camp) | 2015 | 2036 | Circulator | Daylight | \$5,692,680 | \$1,302,174 |
| 3.38.0 | CHT Base 9 Mason Farm/Carolina North Exp IB | 2020 | 2036 | Express Bus | Daylight | \$4,337,280 | \$667,824 |
| 3.38.0 | CHT Base 9 Mason Farm/Carolina North Exp OB | 2020 | 2036 | Express Bus | Daylight | \$4,337,280 | \$667,824 |
| 3.97-1.0 | CHT BRT-1 I40-Rsmry-UNC IB | 2015 | 2036 | BRT Guideway | 18-Hour | \$15,180,480 | \$3,400,000 |
| 3.97-1.0 | CHT BRT-1 I40-Rsmry-UNC OB | 2015 | 2036 | BRT Guideway | 18-Hour | \$15,180,480 | \$3,400,000 |
| 3.99-1.0 | CHT BRT-3A I40-US15-UNC IB | 2020 | 2036 | BRT Guideway | 18-Hour | \$5,783,040 | \$1,700,000 |
| 3.99-1.0 | CHT BRT-3A I40-US15-UNC OB | 2020 | 2036 | BRT Guideway | 18-Hour | \$5,783,040 | \$1,700,000 |
| 3.101-1.0 | CHT BRT-3B I40-Elzbth-UNC IB | 2020 | 2036 | BRT Guideway | 18-Hour | \$5,783,040 | \$1,700,000 |
| 3.101-1.0 | CHT BRT-3B I40-Elzbth-UNC OB | 2020 | 2036 | BRT Guideway | 18-Hour | \$5,783,040 | \$1,700,000 |
| 3.103-1.0 | CHT BRT-3C I40-Carolina N IB | 2020 | 2036 | BRT Guideway | 18-Hour | \$5,783,040 | \$1,700,000 |
| 3.103-1.0 | CHT BRT-3C I40-Carolina N OB | 2020 | 2036 | BRT Guideway | 18-Hour | \$5,783,040 | \$1,700,000 |
| 3.105-1.0 | CHT BRT-5 I40 to UNC IB | 2025 | 2036 | BRT Guideway | 18-Hour | \$2,429,680 | \$0 |
| 3.105-1.0 | CHT BRT-5 I40 to UNC OB | 2025 | 2036 | BRT Guideway | 18-Hour | \$2,429,680 | \$0 |
| 3.107-1.0 | CHT BRT-6 from Carolina N/Ch/Or Lline OB | 2025 | 2036 | Express Bus | Daylight | \$2,981,880 | \$850,000 |
| 3.107-1.0 | CHT BRT-6 to Carolina N/Ch/Or Lline IB | 2025 | 2036 | Express Bus | Daylight | \$4,528,040 | \$1,700,000 |
| 3.110-1.0 | CHT BRT-7 from UNC/NW Carrboro OB | 2025 | 2036 | Express Bus | Daylight | \$2,981,880 | \$850,000 |
| 3.110-1.0 | CHT BRT-7 to UNC/NW Carrboro IB | 2025 | 2036 | Express Bus | Daylight | \$4,528,040 | \$1,700,000 |
| 3.109-1.0 | CHT BRT-7a from Carolina N/NW Carrboro OB | 2025 | 2036 | Express Bus | Daylight | \$2,981,880 | \$850,000 |

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Bus Transit Service-- Chapel Hill Transit

| Reg ID | Route Name | Start Year | Stop Year | Srvctype | Service Pattern | Bus Total Operating Cost | Bus Total Capital Cost |
|-----------|---|------------|-----------|-------------|-----------------|--------------------------|------------------------|
| 3.109-1.0 | CHT BRT-7a to Carolina N/NW Carrboro IB | 2025 | 2036 | Express Bus | Daylight | \$2,981,880 | \$850,000 |
| 3.113-1.0 | CHT BRT-8 from UNC/NC54/Carrboro OB | 2020 | 2036 | Express Bus | Daylight | \$4,337,280 | \$1,700,000 |
| 3.113-1.0 | CHT BRT-8 to UNC/NC54 Carrboro IB | 2020 | 2036 | Express Bus | Daylight | \$6,586,240 | \$3,400,000 |
| 3.115-1.0 | CHT BRT-8a from Carolina N/NC54 Carrboro OB | 2025 | 2036 | Express Bus | Daylight | \$2,981,880 | \$850,000 |
| 3.115-1.0 | CHT BRT-8a to Carolina N/NC 54 Carrboro IB | 2025 | 2036 | Express Bus | Daylight | \$4,528,040 | \$1,700,000 |
| 3.36.0 | CHT Carr 1A Feeder (changed to local svc.) | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 3.35.0 | CHT Carr 1B Feeder (changed to local svc) | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 3.15.0 | CHT CARR 2 Feeder (Jones Ferry/Dtwn Carrboro) | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 3.14.0 | CHT CH MODY | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 3.64.0 | CHT CL IB: WldnGrnflid-UNCHosp | 2009 | 2020 | Local Bus | Daylight | \$1,435,720 | \$0 |
| 3.64.0 | CHT CL IB: WldnGrnflid-UNCHosp | 2020 | 2036 | Local Bus | Daylight | \$4,337,280 | \$667,824 |
| 3.64.0 | CHT CL OB: UNCHosp-WldnGrnflid | 2009 | 2020 | Local Bus | Daylight | \$1,435,720 | \$0 |
| 3.64.0 | CHT CL OB: UNCHosp-WldnGrnflid | 2020 | 2036 | Local Bus | Daylight | \$4,337,280 | \$667,824 |
| 3.57.0 | CHT CM IB:FamPrac-JonesFerry | 2009 | 2020 | Local Bus | Daylight | \$1,435,720 | \$0 |
| 3.57.0 | CHT CM IB:FamPrac-JonesFerry | 2020 | 2036 | Local Bus | Daylight | \$4,337,280 | \$667,824 |
| 3.57.0 | CHT CM OB:JonesFerry-FamPrac | 2009 | 2020 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 3.57.0 | CHT CM OB:JonesFerry-FamPrac | 2020 | 2036 | Local Bus | Daylight | \$6,586,240 | \$1,335,648 |
| 3.60.0 | CHT CPX IB:UNC-CarrboroP&R | 2009 | 2020 | Express Bus | Daylight | \$1,435,720 | \$0 |
| 3.60.0 | CHT CPX IB:UNC-CarrboroP&R | 2020 | 2036 | Express Bus | Daylight | \$4,337,280 | \$667,824 |
| 3.60.0 | CHT CPX OB:CarrboroP&R-UNC | 2009 | 2020 | Express Bus | Daylight | \$1,435,720 | \$0 |
| 3.60.0 | CHT CPX OB:CarrboroP&R-UNC | 2020 | 2036 | Express Bus | Daylight | \$4,337,280 | \$667,824 |
| 3.56.0 | CHT CW IB:Ptsboro-JonesFerry | 2009 | 2020 | Local Bus | Daylight | \$1,435,720 | \$0 |
| 3.56.0 | CHT CW IB:Ptsboro-JonesFerry | 2020 | 2036 | Local Bus | Daylight | \$4,337,280 | \$667,824 |
| 3.56.0 | CHT CW OB:JonesFerry-Ptsboro | 2009 | 2020 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 3.56.0 | CHT CW OB:JonesFerry-Ptsboro | 2020 | 2036 | Local Bus | Daylight | \$6,586,240 | \$1,335,648 |
| 3.62.0 | CHT D IB:Prvdnce-SmithLevel | 2009 | 2020 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 3.62.0 | CHT D IB:Prvdnce-SmithLevel | 2020 | 2036 | Local Bus | Daylight | \$8,674,560 | \$1,335,648 |
| 3.62.0 | CHT D OB:SmithLevel-Provdnce | 2009 | 2020 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 3.62.0 | CHT D OB:SmithLevel-Provdnce | 2020 | 2036 | Local Bus | Daylight | \$6,586,240 | \$1,335,648 |
| 3.9.0 | CHT Eubanks Station/Whitfiled area 1A Feeder | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 3.8.0 | CHT Eubanks Station/Whitefiled 1B Feeder | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 3.34.0 | CHT EW Crosstown | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| 3.67.0 | CHT F IB:ColonyWds-McDougle | 2009 | 2036 | Local Bus | Daylight | \$14,638,320 | \$1,335,648 |
| 3.67.0 | CHT F OB:McDougle-ColonyWds | 2009 | 2036 | Local Bus | Daylight | \$14,638,320 | \$1,335,648 |
| 3.66.0 | CHT FCX IB:Pttstor-FridayCntr | 2010 | 2036 | Express Bus | Daylight | \$3,393,520 | \$0 |
| 3.66.0 | CHT FCX OB:FridayCntr-Pttstor | 2010 | 2036 | Express Bus | Daylight | \$3,393,520 | \$0 |
| 3.70.0 | CHT G IB:Briarcliff-BookerCrk | 2009 | 2036 | Local Bus | Daylight | \$18,433,440 | \$2,003,472 |
| 3.70.0 | CHT G OB:BookerCrk-Briarcliff | 2009 | 2036 | Local Bus | Daylight | \$18,433,440 | \$2,003,472 |
| 3.1-1.0 | CHT Gateway Feeder 1 | 2025 | 2036 | Local Bus | Daylight | \$1,435,720 | \$0 |

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Bus Transit Service-- Chapel Hill Transit

| Reg ID | Route Name | Start Year | Stop Year | Srvctype | Service Pattern | Bus Total Operating Cost | Bus Total Capital Cost |
|---------|----------------------------------|------------|-----------|-------------|-----------------|--------------------------|------------------------|
| 3.2-2.0 | CHT Gateway Feeder 2 | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 3.3-3.0 | CHT Gateway Feeder 3 | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 3.72.0 | CHT HS IB:VarsityTh-Hghsch | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 3.72.0 | CHT HS OB:Hghsch-VarsityTh | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 3.74.0 | CHT HUX IB:UNCHosp-HedrckBldg | 2009 | 2036 | Express Bus | Daylight | \$3,524,040 | \$0 |
| 3.74.0 | CHT HUX OB:HedrckBldg-UNCHosp | 2009 | 2036 | Express Bus | Daylight | \$7,319,160 | \$667,824 |
| 3.7-1.0 | CHT Carolina N 1A Feeder | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 3.6-1.0 | CHT Carolina N 1B Feeder | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 3.5-5.0 | CHT Carolina N 2A Feeder | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 3.4-4.0 | CHT Carolina N 2B Feeder | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 3.32.0 | CHT Carolina N 3 Feeder | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 3.76.0 | CHT J IB:SGrnsboro-RockCrkApt | 2009 | 2036 | Local Bus | Daylight | \$11,114,280 | \$1,335,648 |
| 3.76.0 | CHT J OB:RockCrkApt-SGrnsboro | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 3.78.0 | CHT JFX IB:Ptsboro-JonesFerry | 2009 | 2036 | Express Bus | Daylight | \$3,524,040 | \$0 |
| 3.78.0 | CHT JFX OB:JonesFerry-Ptsboro | 2009 | 2036 | Express Bus | Daylight | \$7,319,160 | \$667,824 |
| 3.92.0 | CHT M IB:UnivMall-CrestCole | 2009 | 2036 | Local Bus | Daylight | \$3,524,040 | \$0 |
| 3.92.0 | CHT M OB:CrestCole-UnivMall | 2009 | 2036 | Local Bus | Daylight | \$3,524,040 | \$0 |
| 3.25.0 | CHT Meadowmont Feeder 2 | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 3.24.0 | CHT Meadowmont Feeder 3 | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 3.13.0 | CHT Meadowmont Feeder IB | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 3.13.0 | CHT Meadowmont Feeder OB | 2023 | 2036 | Local Bus | Daylight | \$5,351,320 | \$1,335,648 |
| 3.23.0 | CHT MOD 1 IB (NC 54 E) | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 3.23.0 | CHT MOD 1 OB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 3.11.0 | CHT MOD 10 XPS IB (I-40 express) | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| 3.11.0 | CHT MOD 10 XPS OB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| 3.52.0 | CHT MOD 20 Pitt. Exp IB | 2010 | 2036 | Express Bus | Commuter | \$10,963,680 | \$2,003,472 |
| 3.52.0 | CHT MOD 20 Pitt. Exp OB | 2010 | 2036 | Express Bus | Commuter | \$7,309,120 | \$1,335,648 |
| 3.31.0 | CHT MOD 21 IB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 3.31.0 | CHT MOD 21 OB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 3.29.0 | CHT MOD 22 Exp IB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| 3.29.0 | CHT MOD 22 Exp OB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| 3.19.0 | CHT MOD 8 IB-1 (Gov. Club) | 2025 | 2036 | Local Bus | Daylight | \$7,509,920 | \$1,001,736 |
| 3.21.0 | CHT MOD 8 IB-2 (Gov. Club) | 2040 | 2040 | Express Bus | 18-Hour | \$0 | \$0 |
| 3.19.0 | CHT MOD 8 OB-1 | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 3.21.0 | CHT MOD 8 OB-2 | 2040 | 2040 | Express Bus | 18-Hour | \$0 | \$0 |
| 3.27.0 | CHT MODV IB | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 3.27.0 | CHT MODV OB | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 3.91.0 | CHT N IB:EstsParkApt-FamPract | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 3.91.0 | CHT N OB:FamPract-EstsPrkApt | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |

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Bus Transit Service-- Chapel Hill Transit

| Reg ID | Route Name | Start Year | Stop Year | Srvctype | Service Pattern | Bus Total Operating Cost | Bus Total Capital Cost |
|--------|--------------------------------|------------|-----------|-------------|-----------------|--------------------------|------------------------|
| 3.81.0 | CHT NUX IB:UNCHosp-PR Lot | 2009 | 2036 | Express Bus | Daylight | \$3,524,040 | \$0 |
| 3.81.0 | CHT NUX OB: PRLot-UNCHosp | 2009 | 2036 | Express Bus | Daylight | \$7,319,160 | \$667,824 |
| 3.87.0 | CHT RU LP:counter clock loop | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 3.96.0 | CHT S IB:UNCHosp-HedrickBldg | 2009 | 2036 | Local Bus | Daylight | \$3,524,040 | \$0 |
| 3.96.0 | CHT S OB:HedrickBldg-UNCHosp | 2009 | 2036 | Local Bus | Daylight | \$3,524,040 | \$0 |
| 3.83.0 | CHT T IB:UNCHosp-ECHHghSch | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 3.83.0 | CHT T OB:ECHHghSch-UNCHosp | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 3.85.0 | CHT U LP:clockwise loop | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 3.89.0 | CHT V IB:Meadowmont-SVillage | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 3.89.0 | CHT V OB:SVillage-Meadowmont | 2009 | 2036 | Local Bus | Daylight | \$11,114,280 | \$1,335,648 |
| X.18.0 | Pittsboro-ChapelHill NB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| X.18.0 | Pittsboro-ChapelHill SB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| 1.21.1 | DCHC B4a CH to Hillsborough OB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| 1.21.1 | DCHC B4b Hillsborough to CH IB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| 1.23.0 | DCHC B6a CH to Alamance OB | 2010 | 2036 | Express Bus | Commuter | \$3,654,560 | \$667,824 |
| 1.23.0 | DCHC B6b Alamance to CH IB | 2010 | 2036 | Express Bus | Commuter | \$3,654,560 | \$667,824 |
| 1.24.1 | DCHC B7a CH to Alamance OB | 2020 | 2036 | Express Bus | Commuter | \$2,248,960 | \$667,824 |
| 1.24.1 | DCHC B7b Alamance to CH IB | 2020 | 2036 | Express Bus | Commuter | \$2,248,960 | \$667,824 |
| 1.25.0 | DCHC B8a UNC to Pittsboro SB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 1.25.0 | DCHC B8b Pittsboro to UNC NB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| X.4.0 | UNC-CarolinaNorth NB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| X.4.0 | UNC-CarolinaNorth SB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| | Subtotal | | | | | \$652,760,640 | \$96,495,892 |
| | Grand Total | | | | | | \$749,256,532 |

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Bus Transit Service--Durham Area Transit Authority

| Reg ID | Route Name | Start Year | Stop Year | Srvctype | Service Pattern | Bus Total Operating Cost | Bus Total Capital Cost |
|--------|--------------------------------|------------|-----------|-------------|-----------------|--------------------------|------------------------|
| 4.91.0 | DATA 10-8:NewHopeCmn-DrhmTech | 2009 | 2016 | Local Bus | Daylight | \$4,779,040 | \$0 |
| 4.91.0 | DATA 10-8:NewHopeCmn-DrhmTech | 2016 | 2036 | Local Bus | Daylight | \$13,654,400 | \$1,001,736 |
| 4.78.0 | DATA 10-8:Woodcroft-DrhmTech | 2009 | 2016 | Local Bus | Daylight | \$4,779,040 | \$0 |
| 4.78.0 | DATA 10-8:Woodcroft-DrhmTech | 2016 | 2036 | Local Bus | Daylight | \$13,654,400 | \$1,001,736 |
| 4.91.0 | DATA 8-10:DrhmTech-NewHopeCmn | 2009 | 2016 | Local Bus | Daylight | \$2,881,480 | \$0 |
| 4.91.0 | DATA 8-10:DrhmTech-NewHopeCmn | 2016 | 2036 | Local Bus | Daylight | \$8,232,800 | \$667,824 |
| 4.78.0 | DATA 8-10:DrhmTech-Woodcroft | 2009 | 2016 | Local Bus | Daylight | \$2,881,480 | \$0 |
| 4.78.0 | DATA 8-10:DrhmTech-Woodcroft | 2016 | 2036 | Local Bus | Daylight | \$8,232,800 | \$667,824 |
| 4.76.0 | DATA 9-11:Bennett-DRHosp | 2009 | 2031 | Local Bus | Daylight | \$9,056,080 | \$667,824 |
| 4.76.0 | DATA 9-11:Bennett-DRHosp | 2031 | 2036 | Local Bus | Daylight | \$2,058,200 | \$0 |
| 4.76.0 | DATA 9-11:DRHosp-Bennett | 2009 | 2031 | Local Bus | Daylight | \$9,056,080 | \$667,824 |
| 4.76.0 | DATA 9-11:DRHosp-Bennett | 2031 | 2036 | Local Bus | Daylight | \$2,058,200 | \$0 |
| 4.83.0 | DATA 12 IB:TTATerm-Downtown | 2009 | 2014 | Local Bus | Commuter | \$702,800 | \$0 |
| 4.83.0 | DATA 12 IB:TTATerm-Downtown | 2014 | 2036 | Local Bus | Commuter | \$6,184,640 | \$1,001,736 |
| 4.83.0 | DATA 12 IB:TTATerm-Downtown | 2040 | 2040 | Local Bus | Commuter | \$0 | \$0 |
| 4.83.0 | DATA 12 OB:Downtown-TTATerm | 2009 | 2014 | Local Bus | Commuter | \$702,800 | \$0 |
| 4.83.0 | DATA 12 OB:Downtown-TTATerm | 2014 | 2036 | Local Bus | Commuter | \$6,184,640 | \$1,001,736 |
| 4.83.0 | DATA 12 OB:Downtown-TTATerm | 2040 | 2040 | Local Bus | Commuter | \$0 | \$0 |
| 4.59.0 | DATA 12X DTT-EPA IB | 2014 | 2025 | Express Bus | Commuter | \$3,092,320 | \$667,824 |
| 4.59.0 | DATA 12X DTT-EPA IB | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| 4.59.0 | DATA 12X DTT-EPA OB | 2014 | 2025 | Express Bus | Commuter | \$3,092,320 | \$667,824 |
| 4.59.0 | DATA 12X DTT-EPA OB | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| 4.65.0 | DATA 13 IB:Fayette-Birchwood | 2009 | 2031 | Local Bus | Daylight | \$5,963,760 | \$333,912 |
| 4.65.0 | DATA 13 IB:Fayette-Birchwood | 2031 | 2036 | Local Bus | Daylight | \$1,355,400 | \$0 |
| 4.65.0 | DATA 13 OB:Birchwood-Fayette | 2009 | 2031 | Local Bus | Daylight | \$5,963,760 | \$333,912 |
| 4.65.0 | DATA 13 OB:Birchwood-Fayette | 2031 | 2036 | Local Bus | Daylight | \$2,058,200 | \$333,912 |
| 4.64.0 | DATA 1-3:HillIndal-Guess-MdInd | 2009 | 2016 | Local Bus | Daylight | \$2,881,480 | \$0 |
| 4.64.0 | DATA 1-3:HillIndal-Guess-MdInd | 2016 | 2036 | Local Bus | Daylight | \$8,232,800 | \$667,824 |
| 4.90.0 | DATA 1-3:HillIndal-Point-MdInd | 2009 | 2016 | Local Bus | Daylight | \$2,881,480 | \$0 |
| 4.90.0 | DATA 1-3:HillIndal-Point-MdInd | 2016 | 2036 | Local Bus | Daylight | \$8,232,800 | \$667,824 |
| 4.69.0 | DATA 14 LP:NCCUShuttle | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$333,912 |
| 4.69.0 | DATA 14 LP:NCCUShuttle | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 4.75.0 | DATA 15 IB:BrierCreek-Dtn | 2009 | 2016 | Local Bus | Commuter | \$983,920 | \$0 |
| 4.75.0 | DATA 15 IB:BrierCreek-Dtn | 2016 | 2031 | Local Bus | Commuter | \$6,325,200 | \$1,669,560 |
| 4.75.0 | DATA 15 IB:BrierCreek-Dtn | 2031 | 2036 | Local Bus | Commuter | \$2,108,400 | \$0 |
| 4.75.0 | DATA 15 OB:Dtn-BrierCreek | 2009 | 2016 | Local Bus | Commuter | \$983,920 | \$0 |
| 4.75.0 | DATA 15 OB:Dtn-BrierCreek | 2016 | 2031 | Local Bus | Commuter | \$6,325,200 | \$1,669,560 |
| 4.75.0 | DATA 15 OB:Dtn-BrierCreek | 2031 | 2036 | Local Bus | Commuter | \$2,108,400 | \$0 |

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Bus Transit Service--Durham Area Transit Authority

| Reg ID | Route Name | Start Year | Stop Year | Srvctype | Service Pattern | Bus Total Operating Cost | Bus Total Capital Cost |
|--------|--|------------|-----------|-----------|-----------------|--------------------------|------------------------|
| 4.25.0 | DATA 15 Willowdale IB (new Riverside HS) | 2020 | 2036 | Local Bus | Daylight | \$4,337,280 | \$667,824 |
| 4.25.0 | DATA 15 Willowdale OB (new Riverside HS) | 2020 | 2036 | Local Bus | Daylight | \$4,337,280 | \$667,824 |
| 4.86.0 | DATA 16 IB:MineralSprng-Dtn | 2009 | 2016 | Local Bus | Daylight | \$1,897,560 | \$0 |
| 4.86.0 | DATA 16 IB:MineralSprng-Dtn | 2016 | 2036 | Local Bus | Daylight | \$5,421,600 | \$333,912 |
| 4.86.0 | DATA 16 OB:Dtn-MineralSprng | 2009 | 2016 | Local Bus | Daylight | \$1,897,560 | \$0 |
| 4.86.0 | DATA 16 OB:Dtn-MineralSprng | 2016 | 2036 | Local Bus | Daylight | \$5,421,600 | \$333,912 |
| 4.12.0 | DATA 17 Feeder Eno Loop | 2023 | 2036 | Local Bus | 18-Hour | \$4,698,720 | \$667,824 |
| 4.14.0 | DATA 17 Feeder IB | 2023 | 2036 | Local Bus | Daylight | \$3,524,040 | \$667,824 |
| 4.14.0 | DATA 17 Feeder OB | 2023 | 2036 | Local Bus | Daylight | \$3,524,040 | \$667,824 |
| 4.37.0 | DATA 17 Horton-Davinci NWB | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 4.37.0 | DATA 17 Horton-Davinci SEB | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 4.70.0 | DATA 17 IB:Treyburn-Horton | 2009 | 2031 | Local Bus | Daylight | \$5,963,760 | \$333,912 |
| 4.70.0 | DATA 17 IB:Treyburn-Horton | 2031 | 2036 | Local Bus | Daylight | \$2,058,200 | \$333,912 |
| 4.70.0 | DATA 17 OB:Horton-Treyburn | 2009 | 2031 | Local Bus | Daylight | \$5,963,760 | \$333,912 |
| 4.70.0 | DATA 17 OB:Horton-Treyburn | 2031 | 2036 | Local Bus | Daylight | \$2,058,200 | \$0 |
| 4.30.0 | DATA 17 Roxboro-Davinci NB | 2035 | 2036 | Local Bus | Commuter | \$140,560 | \$333,912 |
| 4.30.0 | DATA 17 Roxboro-Davinci SB | 2035 | 2036 | Local Bus | Commuter | \$140,560 | \$333,912 |
| 4.58.0 | DATA 18 Feeder IB | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 4.58.0 | DATA 18 Feeder OB | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 4.56.0 | DATA 19 Feeder IB | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 4.56.0 | DATA 19 Feeder OB | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 4.27.0 | DATA 20 UniDr-RTP IB | 2016 | 2020 | Local Bus | Daylight | \$1,646,560 | \$0 |
| 4.27.0 | DATA 20 UniDr-RTP IB | 2020 | 2036 | Local Bus | Daylight | \$6,586,240 | \$667,824 |
| 4.27.0 | DATA 20 UniDr-RTP OB | 2016 | 2020 | Local Bus | Daylight | \$1,646,560 | \$667,824 |
| 4.27.0 | DATA 20 UniDr-RTP OB | 2020 | 2036 | Local Bus | Daylight | \$6,586,240 | \$1,335,648 |
| 4.40.0 | DATA 21 Ngate-Spoint IB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 4.40.0 | DATA 21 Ngate-Spoint OB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 4.73.0 | DATA 2-4:Angier-Horton | 2009 | 2016 | Local Bus | Daylight | \$2,881,480 | \$0 |
| 4.73.0 | DATA 2-4:Angier-Horton | 2016 | 2036 | Local Bus | Daylight | \$8,232,800 | \$667,824 |
| 4.73.0 | DATA 2-4:Horton-Angier | 2009 | 2016 | Local Bus | Daylight | \$2,881,480 | \$0 |
| 4.73.0 | DATA 2-4:Horton-Angier | 2016 | 2036 | Local Bus | Daylight | \$8,232,800 | \$667,824 |
| 4.22.0 | DATA 25 DurReg-DukeMed IB | 2020 | 2036 | Local Bus | Daylight | \$4,337,280 | \$667,824 |
| 4.22.0 | DATA 25 DurReg-DukeMed OB | 2020 | 2036 | Local Bus | Daylight | \$4,337,280 | \$667,824 |
| 4.19.0 | DATA 27 Ngate-RTP W IB | 2014 | 2036 | Local Bus | Daylight | \$9,056,080 | \$1,335,648 |
| 4.19.0 | DATA 27 Ngate-RTP W OB | 2014 | 2036 | Local Bus | Daylight | \$9,056,080 | \$1,335,648 |
| 4.17.0 | DATA 28 RTP E IB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 4.17.0 | DATA 28 RTP E OB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| 4.15.0 | DATA 30 Duke Hospital IB | 2014 | 2036 | Local Bus | Daylight | \$5,963,760 | \$667,824 |

Draft 2035 L RTP

Bus Transit Service--Durham Area Transit Authority

| Reg ID | Route Name | Start Year | Stop Year | Srvctype | Service Pattern | Bus Total Operating Cost | Bus Total Capital Cost |
|---------|---|------------|-----------|-------------|-----------------|--------------------------|------------------------|
| 4.15.0 | DATA 30 Duke Hospital OB | 2014 | 2036 | Local Bus | Daylight | \$5,963,760 | \$667,824 |
| 4.64.0 | DATA 3-1:MdInd-Guess-Hillndal | 2009 | 2016 | Local Bus | Daylight | \$2,881,480 | \$0 |
| 4.64.0 | DATA 3-1:MdInd-Guess-Hillndal | 2016 | 2036 | Local Bus | Daylight | \$8,232,800 | \$667,824 |
| 4.90.0 | DATA 3-1:MdInd-Point-Hillndal | 2009 | 2016 | Local Bus | Daylight | \$2,881,480 | \$0 |
| 4.90.0 | DATA 3-1:MdInd-Point-Hillndal | 2016 | 2036 | Local Bus | Daylight | \$8,232,800 | \$667,824 |
| 4.80.0 | DATA 5-6:Emerald-HV-Cameron | 2009 | 2014 | Local Bus | Daylight | \$2,058,200 | \$0 |
| 4.80.0 | DATA 5-6:Emerald-HV-Cameron | 2014 | 2036 | Local Bus | Daylight | \$9,056,080 | \$667,824 |
| 4.92.0 | DATA 5-6:Emrld-Crnw-Cnstitutn | 2009 | 2014 | Local Bus | Daylight | \$2,058,200 | \$0 |
| 4.92.0 | DATA 5-6:Emrld-Crnw-Cnstitutn | 2014 | 2036 | Local Bus | Daylight | \$9,056,080 | \$667,824 |
| 4.80.0 | DATA 6-5:Cameron-HV-Emerald | 2009 | 2031 | Local Bus | Daylight | \$9,056,080 | \$667,824 |
| 4.80.0 | DATA 6-5:Cameron-HV-Emerald | 2031 | 2036 | Local Bus | Daylight | \$2,058,200 | \$0 |
| 4.92.0 | DATA 6-5:Cnstitutn-Crnw-Emrld | 2009 | 2031 | Local Bus | Daylight | \$9,056,080 | \$667,824 |
| 4.92.0 | DATA 6-5:Cnstitutn-Crnw-Emrld | 2031 | 2036 | Local Bus | Daylight | \$2,058,200 | \$0 |
| 4.84.0 | DATA 7 IB:Southpoint-Downtown | 2009 | 2016 | Local Bus | Daylight | \$2,881,480 | \$0 |
| 4.84.0 | DATA 7 IB:Southpoint-Downtown | 2016 | 2036 | Local Bus | Daylight | \$13,654,400 | \$1,001,736 |
| 4.84.0 | DATA 7 OB:Downtown-Southpoint | 2009 | 2016 | Local Bus | Daylight | \$2,881,480 | \$0 |
| 4.84.0 | DATA 7 OB:Downtown-Southpoint | 2016 | 2036 | Local Bus | Daylight | \$13,654,400 | \$1,001,736 |
| 4.61.0 | DATA 7SP Southpoint Mall IB | 2020 | 2036 | Local Bus | Commuter | \$2,248,960 | \$667,824 |
| 4.61.0 | DATA 7SP Southpoint Mall OB | 2020 | 2036 | Local Bus | Commuter | \$2,248,960 | \$667,824 |
| 4.35.0 | DATA Bethesda NB | 2020 | 2036 | Local Bus | Daylight | \$4,337,280 | \$667,824 |
| 4.35.0 | DATA Bethesda SB | 2020 | 2036 | Local Bus | Daylight | \$4,337,280 | \$667,824 |
| 4.47.0 | DATA Dtech-Snow IB | 2025 | 2036 | Local Bus | Daylight | \$4,528,040 | \$667,824 |
| 4.47.0 | DATA Dtech-Snow OB | 2025 | 2036 | Local Bus | Daylight | \$4,528,040 | \$667,824 |
| 4.51.0 | DATA Dtown Terminal Feeder IB | 2023 | 2036 | Local Bus | Daylight | \$3,524,040 | \$667,824 |
| 4.51.0 | DATA Dtown Terminal Feeder OB | 2023 | 2036 | Local Bus | Daylight | \$3,524,040 | \$667,824 |
| 4.49.0 | DATA Dtown Terminal Shuttle IB (circulator) | 2020 | 2036 | Local Bus | Daylight | \$6,586,240 | \$1,335,648 |
| 4.49.0 | DATA Dtown Terminal Shuttle OB (circulator) | 2020 | 2036 | Local Bus | Daylight | \$6,586,240 | \$1,335,648 |
| 4.31.0 | DATA Durham XT NWB | 2023 | 2036 | Local Bus | Daylight | \$3,524,040 | \$667,824 |
| 4.31.0 | DATA Durham XT SEB | 2023 | 2036 | Local Bus | Daylight | \$3,524,040 | \$667,824 |
| 4.53.0 | DATA EPA IB | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| 4.53.0 | DATA EPA OB | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| 4.42.0 | DATA Holoway/The Village IB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 4.42.0 | DATA Holoway/The Village OB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 4.6.0 | DATA Joyner-Club-Duke IB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 4.6.0 | DATA Joyner-Club-Duke OB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 4.93.0 | DATA L1 NDP: Carver to RDU NB | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 4.93.0 | DATA L1 NDP: Carver to RDU SB | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 4.101.0 | DATA L5 Mt Moriah-NC 54 EB | 2020 | 2036 | Local Bus | Daylight | \$4,337,280 | \$333,912 |

Bus Transit Service--Durham Area Transit Authority

| Reg ID | Route Name | Start Year | Stop Year | Srvctype | Service Pattern | Bus Total Operating Cost | Bus Total Capital Cost |
|---------------|----------------------------------|-------------------|------------------|-----------------|------------------------|---------------------------------|-------------------------------|
| 4.101.0 | DATA L5 Mt Morish-NC 54 WB | 2020 | 2036 | Local Bus | Daylight | \$4,337,280 | \$667,824 |
| 4.103.0 | DATA L6 Morehead-Cornwallis NB | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 4.103.0 | DATA L6 Morehead-Cornwallis SB | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 4.105.0 | DATA L7 Avondale-Chpl Hill St EB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 4.105.0 | DATA L7 Avondale-Chpl Hill St WB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 4.107.0 | DATA L8 Hillsbor N-Hillsbor S NB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 4.107.0 | DATA L8 Hillsbor N-Hillsbor S SB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 4.109.0 | DATA L9 Renaissance-Hopson EB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 4.109.0 | DATA L9 Renaissance-Hopson WB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 4.4.0 | DATA Meridian Pkwy Feeder IB | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 4.4.0 | DATA Meridian Pkwy Feeder OB | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 4.46.0 | DATA NC98 - US70 - Miami IB | 2013 | 2036 | Local Bus | Daylight | \$6,234,840 | \$667,824 |
| 4.46.0 | DATA NC98 - US70 - Miami OB | 2013 | 2036 | Local Bus | Daylight | \$6,234,840 | \$667,824 |
| 4.43.0 | DATA Riddle Station Feeder IB | 2023 | 2036 | Local Bus | Daylight | \$3,524,040 | \$667,824 |
| 4.43.0 | DATA Riddle Station Feeder OB | 2023 | 2036 | Local Bus | Daylight | \$3,524,040 | \$667,824 |
| 4.8.0 | DATA S Square Feeder IB | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 4.8.0 | DATA S Square Feeder OB | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 4.10.0 | DATA S Square Shuttle IB | 2012 | 2036 | Local Bus | Daylight | \$6,505,920 | \$667,824 |
| 4.10.0 | DATA S Square Shuttle OB | 2012 | 2036 | Local Bus | Daylight | \$6,505,920 | \$667,824 |
| 4.33.0 | DATA Treyburn NB | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 4.33.0 | DATA Treyburn SB | 2015 | 2036 | Local Bus | Daylight | \$5,692,680 | \$667,824 |
| 4.1.0 | DATA Treyburn Station Feeder | 2023 | 2036 | Local Bus | Daylight | \$5,351,320 | \$1,335,648 |
| 4.2.0 | DATA Woodcroft Feeder IB | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| 4.2.0 | DATA Woodcroft Feeder OB | 2025 | 2036 | Local Bus | Daylight | \$2,981,880 | \$333,912 |
| | Subtotal | | | | | \$567,681,680 | \$62,775,456 |
| | Grand Total | | | | | | \$630,457,136 |

Draft 2035 L RTP

Bus Transit Service--Duke University

| Reg ID | Route Name | Start Year | Stop Year | Srvctype | Service Pattern | Bus Total Operating Cost | Bus Total Capital Cost |
|--------|-------------------------------|------------|-----------|-----------|-----------------|--------------------------|------------------------|
| 6.33.0 | DUKE C1 OB:ECampus-WCampus | 2009 | 2036 | Local Bus | 18-Hour | \$9,758,880 | \$667,824 |
| 6.33.0 | DUKE C1 IB:WCampus-ECampus | 2009 | 2036 | Local Bus | 18-Hour | \$9,758,880 | \$667,824 |
| 6.18.0 | DUKE C2 OB:WCampus-ECampus | 2009 | 2036 | Local Bus | Daylight | \$11,114,280 | \$1,335,648 |
| 6.18.0 | DUKE C2 IB:ECampus-WCampus | 2009 | 2036 | Local Bus | Daylight | \$11,114,280 | \$1,335,648 |
| 6.20.0 | DUKE C3 OB:SciDr-EastCampus | 2009 | 2036 | Local Bus | Daylight | \$11,114,280 | \$1,335,648 |
| 6.20.0 | DUKE C3 IB:EastCampus-SciDr | 2009 | 2036 | Local Bus | Daylight | \$11,114,280 | \$1,335,648 |
| 6.21.0 | DUKE H1 OB:PG3-Entry11 | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 6.21.0 | DUKE H1 IB:Entry11-PG3 | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 6.23.0 | DUKE H2 OB:PG3-HospNorth | 2009 | 2036 | Local Bus | Commuter | \$3,795,120 | \$667,824 |
| 6.23.0 | DUKE H2 IB:HospNorth-PG3 | 2009 | 2036 | Local Bus | Commuter | \$3,795,120 | \$667,824 |
| 6.25.0 | DUKE H3 OB:HospN-HillsbghRd | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 6.25.0 | DUKE H3 IB:HillsbghRd-HospN | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 6.34.0 | DUKE H5 OB:MillBldg-HockPlaza | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 6.34.0 | DUKE H5 IB:HockPlaza-MillBldg | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 6.36.0 | DUKE H6 OB: LaSalleLot-Ent11 | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 6.36.0 | DUKE H6 IB:Ent11-LaSalleLot | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 6.27.0 | DUKE PR1 OB:BassettDr-Ent11 | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 6.27.0 | DUKE PR1 IB:Entry11-BassettDr | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 6.28.0 | DUKE C6 OB:Chapel-Ecampus | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 6.28.0 | DUKE C6 IB:Ecampus-Chapel | 2009 | 2036 | Local Bus | Daylight | \$7,319,160 | \$667,824 |
| 6.13.0 | Duke E/Cent./W EB | 2035 | 2036 | Local Bus | Commuter | \$281,120 | \$667,824 |
| 6.13.0 | Duke E/Cent./W WB | 2035 | 2036 | Local Bus | Commuter | \$281,120 | \$667,824 |
| 6.15.0 | Duke E/W EB | 2009 | 2036 | Local Bus | Evening | \$2,710,800 | \$0 |
| 6.15.0 | Duke E/W WB | 2009 | 2036 | Local Bus | Evening | \$2,710,800 | \$0 |
| 6.1.0 | Duke Med 1 EB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 6.1.0 | Duke Med 1 WB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 6.9.0 | Duke Med 3 NB | 2035 | 2036 | Local Bus | Commuter | \$140,560 | \$333,912 |
| 6.9.0 | Duke Med 3 SB | 2035 | 2036 | Local Bus | Commuter | \$140,560 | \$333,912 |
| 6.5.0 | Duke Med 4 EB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 6.5.0 | Duke Med 4 WB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 6.12.0 | Duke Science Loop CCW | 2035 | 2036 | Local Bus | Daylight | \$411,640 | \$667,824 |
| 6.11.0 | Duke Science Loop CW | 2035 | 2036 | Local Bus | Daylight | \$411,640 | \$667,824 |
| 6.7.0 | Duke Student Park EB | 2009 | 2036 | Local Bus | Midday | \$3,524,040 | \$0 |
| 6.7.0 | Duke Student Park WB | 2009 | 2036 | Local Bus | Midday | \$3,524,040 | \$0 |
| 6.3.0 | Duke Villa NB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 6.3.0 | Duke Villa SB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| | Subtotal | | | | | \$175,157,840 | \$21,370,368 |
| | Grand Total | | | | | | \$196,528,208 |

Bus Transit Service--Triangle Transit

| Reg ID | Route Name | Start Year | Stop Year | Srvctype | Service Pattern | Bus Total Operating Cost | Bus Total Capital Cost |
|--------|---------------------------------|------------|-----------|--------------|-----------------|--------------------------|------------------------|
| 1.27.0 | DCHC B10a Durham-Capital Blvd | 2035 | 2036 | Express Bus | Daylight | \$682,720 | \$1,470,000 |
| 1.27.0 | DCHC B10b Capital Blvd-Durham | 2035 | 2036 | Express Bus | Daylight | \$963,840 | \$2,450,000 |
| 1.28.1 | DCHC B11a Duke to N Raleigh EB | 2035 | 2036 | Local Bus | Daylight | \$411,640 | \$667,824 |
| 1.28.1 | DCHC B11b N Raleigh to Duke WB | 2035 | 2036 | Local Bus | Daylight | \$552,200 | \$1,001,736 |
| 1.29.0 | DCHC B12a Duke to W Wake fwy OB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 1.29.0 | DCHC B12b W Wake fwy to Duke IB | 2035 | 2036 | Local Bus | Daylight | \$271,080 | \$333,912 |
| 1.30.0 | DCHC B13a Durham to Apex OB | 2035 | 2036 | Local Bus | Daylight | \$823,280 | \$1,335,648 |
| 1.30.0 | DCHC B13b Apex to Durham IB | 2035 | 2036 | Local Bus | Daylight | \$823,280 | \$1,335,648 |
| 1.31.0 | DCHC B14a W Wake pkwy to US70 | 2035 | 2036 | Local Bus | Daylight | \$411,640 | \$667,824 |
| 1.31.0 | DCHC B14b US70 to W Wake pkwy | 2035 | 2036 | Local Bus | Daylight | \$411,640 | \$667,824 |
| 1.22.0 | DCHC B5a RDU to Hillsborough OB | 2035 | 2036 | Express Bus | Daylight | \$1,234,920 | \$2,940,000 |
| 1.22.0 | DCHC B5b Hillsborough to RDU IB | 2035 | 2036 | Express Bus | Daylight | \$1,234,920 | \$2,940,000 |
| X.21.0 | Raleigh-Durham via US70 EB | 2040 | 2040 | Regional Bus | Daylight | \$0 | \$0 |
| X.21.0 | Raleigh-Durham via US70 WB | 2040 | 2040 | Regional Bus | Daylight | \$0 | \$0 |
| 1.16.0 | TT 500 EB:Chap Hill-Raleigh | 2009 | 2040 | Express Bus | Daylight | \$34,236,400 | \$2,940,000 |
| 1.16.0 | TT 550 WB:Raleigh-Chap Hill | 2009 | 2040 | Express Bus | Daylight | \$34,236,400 | \$2,940,000 |
| 1.17.0 | TT 600 EB:Durham-Raleigh | 2009 | 2018 | Express Bus | Daylight | \$6,144,480 | \$0 |
| 1.17.0 | TT 650 WB:Raleigh-Durham | 2009 | 2018 | Express Bus | Daylight | \$6,144,480 | \$0 |
| 1.13.1 | TT US 70 EB | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| 1.13.1 | TT US 70 WB | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| | Subtotal | | | | | \$88,854,000 | \$22,024,328 |
| | 40% of Subtotal | | | | | \$35,541,600 | \$8,809,731 |
| | | | | | | | |
| 1.15.0 | TT 420 IB:Hillsb-Chap Hill | 2009 | 2036 | Regional Bus | Daylight | \$22,228,560 | \$1,335,648 |
| 1.15.0 | TT 420 OB:Hillsb-Chap Hill | 2009 | 2036 | Regional Bus | Daylight | \$22,228,560 | \$1,335,648 |
| 1.26.1 | TT ChapelHill-Durham-402/403 IB | 2009 | 2018 | Regional Bus | 18-Hour | \$9,036,000 | \$0 |
| 1.26.1 | TT ChapelHill-Durham-402-403 OB | 2009 | 2018 | Regional Bus | 18-Hour | \$9,036,000 | \$0 |
| 1.30.1 | TT ChapelHill-RTP-402-403 IB | 2009 | 2036 | Regional Bus | 18-Hour | \$13,554,000 | \$667,824 |
| 1.30.1 | TT ChapelHill-RTP-402-403 OB | 2009 | 2036 | Regional Bus | 18-Hour | \$13,554,000 | \$667,824 |
| 1.31.1 | TT ChapelHill-RTP-412/413 IB | 2009 | 2036 | Regional Bus | 18-Hour | \$13,554,000 | \$667,824 |
| 1.31.1 | TT ChapelHill-RTP-412/413 OB | 2009 | 2036 | Regional Bus | 18-Hour | \$13,554,000 | \$667,824 |
| 1.25.1 | TT Durham-RTP-412-413 IB | 2009 | 2018 | Regional Bus | 18-Hour | \$4,518,000 | \$0 |
| 1.25.1 | TT Durham-RTP-412-413 OB | 2009 | 2018 | Regional Bus | 18-Hour | \$4,518,000 | \$0 |
| 1.34.0 | TT 42 SH:Trans Ctr-IBM | 2009 | 2036 | Local Bus | Commuter | \$7,590,240 | \$667,824 |
| 1.35.0 | TT 45 SH:Trans Ctr-S RTP | 2009 | 2036 | Local Bus | Commuter | \$7,590,240 | \$667,824 |

Bus Transit Service--Triangle Transit

| Reg ID | Route Name | Start Year | Stop Year | Srvctype | Service Pattern | Bus Total Operating Cost | Bus Total Capital Cost |
|---------------|-------------------------------|-------------------|------------------|-----------------|------------------------|---------------------------------|-------------------------------|
| 1.36.0 | TT 46 SH:Trans Ctr-E RTP | 2009 | 2036 | Local Bus | Commuter | \$7,590,240 | \$667,824 |
| 1.37.0 | TT 48 SH:Trans Ctr-NE RTP | 2009 | 2036 | Local Bus | Commuter | \$7,590,240 | \$667,824 |
| 1.38.0 | TT 49 SH:Trans Ctr-S RTP | 2009 | 2036 | Local Bus | Commuter | \$7,590,240 | \$667,824 |
| 1.12.1 | TT PersonCo-Durham IB | 2012 | 2036 | Express Bus | Commuter | \$6,746,880 | \$1,960,000 |
| 1.12.1 | TT PersonCo-Durham OB | 2012 | 2036 | Express Bus | Commuter | \$6,746,880 | \$1,960,000 |
| 1.3.0 | TT Pittsboro-UNC | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| 1.6.1 | TT Burlington-Duke IB | 2012 | 2036 | Express Bus | Commuter | \$10,120,320 | \$2,940,000 |
| 1.6.1 | TT Burlington-Duke OB | 2012 | 2036 | Express Bus | Commuter | \$10,120,320 | \$2,940,000 |
| 1.11.1 | TT Burlington-UNC IB | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| 1.11.1 | TT Burlington-UNC OB | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| 1.9.1 | TT Butner-Durham IB | 2025 | 2036 | Express Bus | Commuter | \$3,092,320 | \$980,000 |
| 1.9.1 | TT Butner-Durham OB | 2025 | 2036 | Express Bus | Commuter | \$3,092,320 | \$980,000 |
| 1.11.1 | TT Burlington-UNC OB | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| 1.23.0 | DCHC B6b Alamance to CH IB | 2040 | 2040 | Express Bus | 18-Hour | \$0 | \$0 |
| 1.24.1 | DCHC B7a CH to Alamance OB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| 1.24.1 | DCHC B7b Alamance to CH IB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| 1.25.0 | DCHC B8a UNC to Pittsboro SB | 2035 | 2036 | Local Bus | Daylight | \$411,640 | \$667,824 |
| 1.25.0 | DCHC B8b Pittsboro to UNC NB | 2035 | 2036 | Local Bus | Daylight | \$552,200 | \$1,001,736 |
| X.25.0 | Durham Circulator NB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| X.25.0 | Durham Circulator SB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| X.6.0 | Hillsborough-CarolinaNorth NB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| X.6.0 | Hillsborough-CarolinaNorth SB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| X.26.0 | RTP Circulator CCW | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| X.26.0 | RTP Circulator CW | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| X.4.0 | UNC-CarolinaNorth NB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| X.4.0 | UNC-CarolinaNorth SB | 2040 | 2040 | Local Bus | Daylight | \$0 | \$0 |
| X.9.0 | Durham-Roxboro NB | 2025 | 2036 | Express Bus | Commuter | \$3,092,320 | \$980,000 |
| X.9.0 | Durham-Roxboro SB | 2025 | 2036 | Express Bus | Commuter | \$3,092,320 | \$980,000 |
| X.8.0 | NC147: TMC-Duke NB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| X.8.0 | NC147: TMC-Duke SB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| X.19.0 | TMC-ChapelHill(BRT) EB | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| X.19.0 | TMC-ChapelHill(BRT) WB | 2040 | 2040 | Express Bus | Commuter | \$0 | \$0 |
| 1.19.1 | DCHC B2a Durham-Butner OB | 2025 | 2036 | Express Bus | Daylight | \$4,528,040 | \$980,000 |
| 1.19.1 | DCHC B2b Butner-Durham IB | 2025 | 2036 | Express Bus | Daylight | \$4,528,040 | \$980,000 |
| 1.20.1 | DCHC B3a Duke-Mebane OB | 2025 | 2036 | Express Bus | Daylight | \$9,056,080 | \$1,960,000 |

Bus Transit Service--Triangle Transit

| Reg ID | Route Name | Start Year | Stop Year | SrvcType | Service Pattern | Bus Total Operating Cost | Bus Total Capital Cost |
|---------------|--------------------------------|-------------------|------------------|-----------------|------------------------|---------------------------------|-------------------------------|
| 1.20.1 | DCHC B3b Mebane-Duke IB | 2025 | 2036 | Express Bus | Daylight | \$9,056,080 | \$1,960,000 |
| 1.21.1 | DCHC B4a CH to Hillsborough OB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| 1.21.1 | DCHC B4b Hillsborough to CH IB | 2040 | 2040 | Express Bus | Daylight | \$0 | \$0 |
| | Subtotal | | | | | \$237,968,080 | \$29,951,272 |
| | Previous Subtotal | | | | | \$35,541,600 | \$8,809,731 |
| | Subtotals Combined | | | | | \$273,509,680 | \$38,761,003 |
| | Grand Total | | | | | | \$312,270,683 |

2035 LRTP Bicycle and Pedestrian Projects

Summary of Networks

In response to the increased popularity of bicycle and pedestrian travel, the MPO has set a goal to create...

“a pedestrian and bicycle system that provides an alternative means of transportation, allows greater access to public transit, and supports recreational opportunities.”

To best accomplish this goal, DCHC member governments coordinate planning efforts for bicycle and pedestrian routes. Most local governments in the region have adopted their own bicycle and pedestrian plans, and the regional plan is a composite of these local plans.

As part of the 2035 Long-Range Transportation Plan, the MPO has identified the following networks:

On-Road Bicycle Network – This network includes both local and regional bicycle routes. The regional routes provide links between major destinations and urban centers and serve as a backbone to a finer grained system of local bicycle routes in each jurisdiction.

Off-Road Bicycle Network – This network includes many trail networks that connect to the larger on-road bicycle network. Not all the off-road bicycle projects are eligible for transportation funding because an off-road facility must have a significant travel or commuter function to be considered transportation, as opposed to recreation. However, the entire off-road network is included in the long range transportation plan because the public, staff and elected officials must be mindful of the off-road connections when evaluating on-road bicycle and other transportation facilities.

Pedestrian Network – The DCHC MPO does not designate a specific pedestrian network of sidewalks and other pedestrian facilities. On a regional level, the Transportation Advisory Committee has adopted a policy of inclusion for pedestrian projects within the DCHC MPO boundary. Local county, town and city governments have instituted sidewalk requirements for new development, and sidewalk upgrades are generally included in roadway construction projects. All roadway projects in the highway section of the long range transportation plan are expected to provide appropriate accommodations for pedestrians, concurrent with roadway improvements. Missing links and gaps in the pedestrian networks will be constructed retroactively and subsidized with limited MPO funding. Priority

will be given to areas with heavy pedestrian traffic generators, such as schools, parks and business districts.

The table of proposed sidewalk projects included in this report represents those projects that have been identified by the municipalities for construction.

Maps and Tables

Maps

Maps of the On-Road Bicycle and the Off-Road Bicycle networks are shown on pages 4 and 5 of this section. The On-Road network includes both regional and local facilities.

Tables

Bicycle Projects

A table of the On-Road Bicycle projects begins on page 6 of this section, and includes the following attribute information:

ID – Provides a project identification number.

Facility Description – Identifies the roadway on which the facility is to be built.

Facility Type – Identifies the type of facility to be built, including:

- Bicycle Lane: Separately marked lane that is for bicycle use only.
- Paved Shoulder: Additional pavement, commonly at least 4 feet, that has been added to an existing road to more safely accommodate bicycles.
- Sharrows: These are markers that are painted on a lane in which motor vehicles and bicycles are to share, often used instead of installing bike route signs.
- Multi-use path: A path that is physically separated from motor vehicle traffic for use by bicycles and pedestrians.

Length – Length (in miles) of the facility.

Jurisdiction – Jurisdiction in which the facility is located.

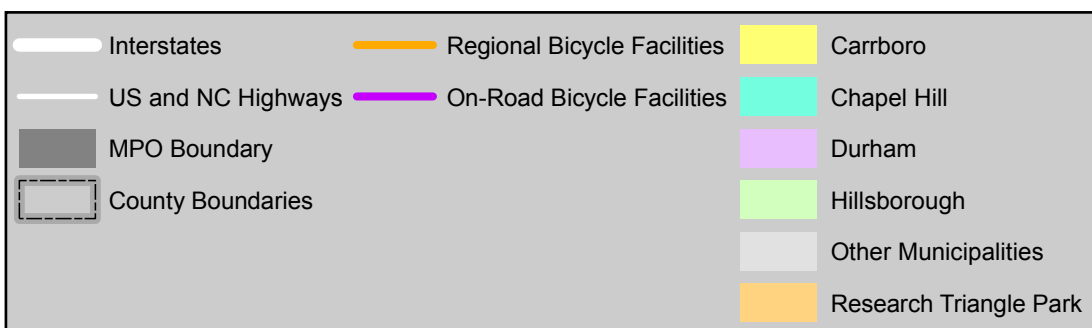
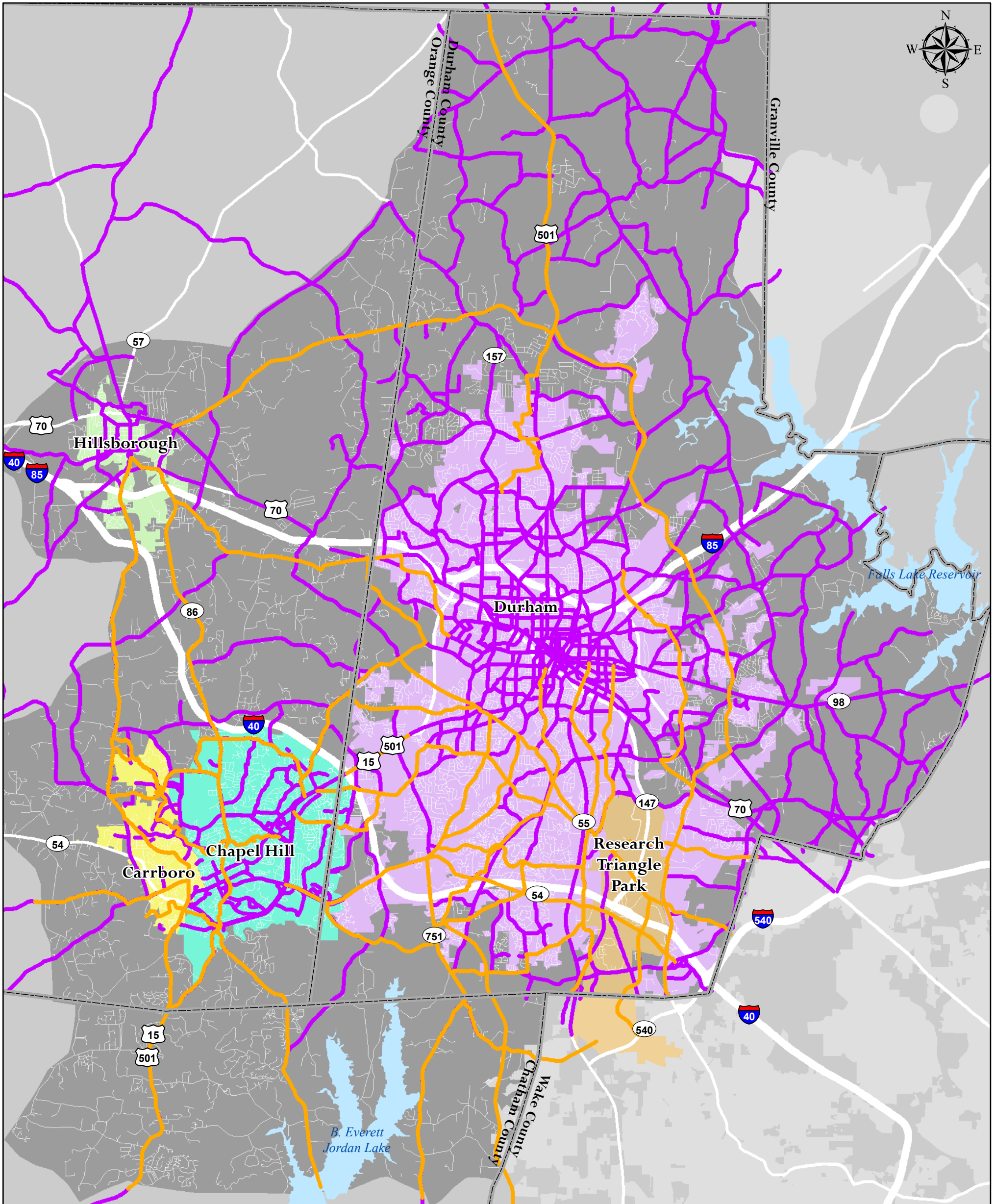
Total Cost – The expected cost of constructing the facility in year 2009 dollars. An asterisk indicates that the cost for the bicycle facility is assumed in a related highway project.

Sidewalk Projects

A table of the sidewalk projects begins on page 17 of this section and displays the key attribute information such as length and cost. The “Rank” field is only relevant for the Durham sidewalk projects – this field designates the project ranking in the City of Durham Pedestrian Plan, with the “A” designation being the highest priority projects.

DURHAM CHAPEL HILL CARRBORO METROPOLITAN PLANNING ORGANIZATION

On-Road Bicycle Facilities in Draft 2035 LRTP



Transportation
Plan
20 35

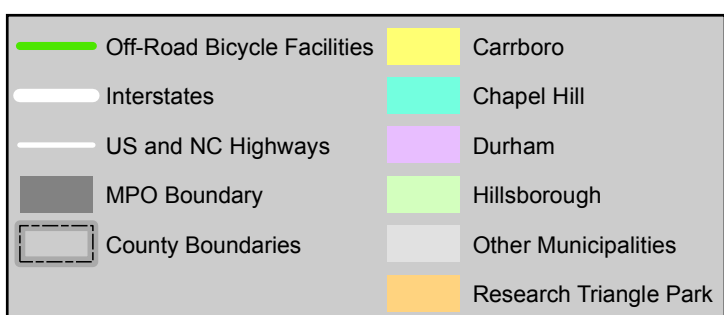
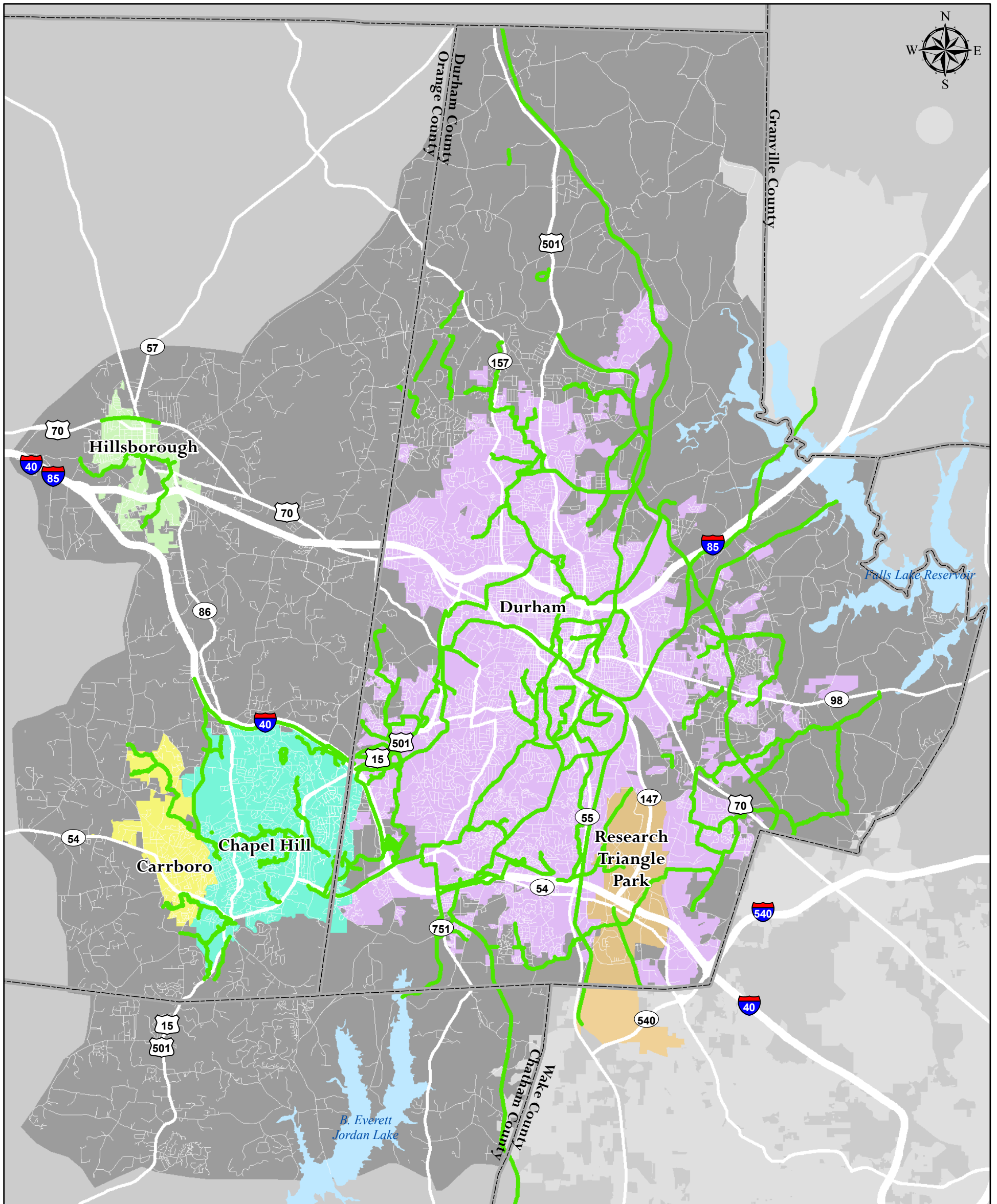
10.1.2008

0 1.25 2.5 5 Miles

5 - 4

DURHAM CHAPEL HILL CARRBORO METROPOLITAN PLANNING ORGANIZATION

Off-Road Bicycle Facilities in Draft 2035 LRTP



Transportation
Plan
20 35

10.1.2008

0 1.25 2.5 5 Miles

| ID | Facility Description | Facility Type | Length | Jurisdiction | Total Cost |
|-------------------------------|------------------------|----------------|--------|--------------------|------------|
| DURHAM CITY AND COUNTY | | | | | |
| 1 | Academy Rd | Bicycle Lane | 1.19 | Durham City-County | 595,000 |
| 2 | Academy Rd | Bicycle Lane | 0.51 | Durham City-County | * |
| 3 | Adcock Rd | Paved Shoulder | 0.92 | Durham City-County | 460,000 |
| 4 | Airport Rd | Bicycle Lane | 0.2 | Durham City-County | 100,000 |
| 5 | Albany St | Sharrows | 0.21 | Durham City-County | 546 |
| 6 | Alston Ave | Bicycle Lane | 10.8 | Durham City-County | * |
| 7 | Amber Pl | Sharrows | 0.07 | Durham City-County | 182 |
| 8 | American Dr | Sharrows | 1.86 | Durham City-County | 4,836 |
| 9 | American Tobacco Trail | Multi-Use Path | 4 | Durham City-County | 4,753,000 |
| 10 | Anderson St | Bicycle Lane | 1.76 | Durham City-County | 4,576 |
| 11 | Andrews Chapel Rd | Paved Shoulder | 1.23 | Durham City-County | 615,000 |
| 12 | Angier Ave | Bicycle Lane | 4.71 | Durham City-County | 2,355,000 |
| 13 | Archdale Dr | Bicycle Lane | 0.52 | Durham City-County | 260,000 |
| 14 | Avondale Dr | Bicycle Lane | 1.06 | Durham City-County | 2,756 |
| 15 | Bacon Rd | Paved Shoulder | 1.8 | Durham City-County | 900,000 |
| 16 | Bacon St | Bicycle Lane | 1.13 | Durham City-County | 2,938 |
| 17 | Bahama Rd | Paved Shoulder | 9.35 | Durham City-County | 4,675,000 |
| 18 | Ball Rd | Paved Shoulder | 2.38 | Durham City-County | 1,190,000 |
| 19 | Baptist Rd | Paved Shoulder | 4.07 | Durham City-County | 2,035,000 |
| 20 | Barbee Chapel Rd | Bicycle Lane | 1.75 | Durham City-County | 875,000 |
| 21 | Barbee Rd | Bicycle Lane | 2.84 | Durham City-County | 1,420,000 |
| 22 | Bennett Memorial Rd | Bicycle Lane | 0.67 | Durham City-County | 335,000 |
| 23 | Berini Dr | Sharrows | 1.14 | Durham City-County | 2,964 |
| 24 | Bill Poole Rd | Paved Shoulder | 3.19 | Durham City-County | 1,595,000 |
| 25 | Bivins Rd | Paved Shoulder | 3.64 | Durham City-County | 1,820,000 |
| 26 | Blackwell St | Sharrows | 0.56 | Durham City-County | 1,456 |
| 27 | Bowen Rd | Paved Shoulder | 1.05 | Durham City-County | 525,000 |
| 28 | Boyce Mill Rd | Paved Shoulder | 0.83 | Durham City-County | 415,000 |
| 29 | Briggs Ave | Bicycle Lane | 1.52 | Durham City-County | * |
| 30 | Broad St | Bicycle Lane | 2.37 | Durham City-County | 6,162 |
| 31 | Broad St | Sharrows | 0.33 | Durham City-County | 858 |
| 32 | Buchanan Blvd | Bicycle Lane | 1.48 | Durham City-County | 3,848 |
| 33 | Burton Rd | Paved Shoulder | 1.59 | Durham City-County | 795,000 |
| 34 | Camden Ave | Bicycle Lane | 1.99 | Durham City-County | 995,000 |
| 35 | Cameron Blvd | Bicycle Lane | 1.08 | Durham City-County | 2,808 |
| 36 | Cammie St | Bicycle Lane | 0.48 | Durham City-County | 1,248 |
| 37 | Campus Dr | Bicycle Lane | 0.25 | Durham City-County | * |
| 38 | Campus Dr | Bicycle Lane | 1.17 | Durham City-County | * |
| 39 | Campus Walk Ave | Bicycle Lane | 0.34 | Durham City-County | 170,000 |
| 40 | Capps St | Bicycle Lane | 0.32 | Durham City-County | 832 |
| 41 | Carolina Cir | Sharrows | 0.07 | Durham City-County | 182 |
| 42 | Carpenter Fletcher Rd | Bicycle Lane | 0.78 | Durham City-County | 390,000 |
| 43 | Carpenter Pond Rd | Paved Shoulder | 3.82 | Durham City-County | 1,910,000 |
| 44 | Carpenter Rd | Paved Shoulder | 1.12 | Durham City-County | 560,000 |
| 45 | Carver Rd | Paved Shoulder | 0.78 | Durham City-County | 390,000 |
| 46 | Carver St | Bicycle Lane | 0.73 | Durham City-County | * |
| 47 | Carver St | Bicycle Lane | 3.58 | Durham City-County | 9,308 |
| 48 | Cassam Rd | Paved Shoulder | 3.75 | Durham City-County | 1,875,000 |

* = Cost is assumed in the related highway project

| ID | Facility Description | Facility Type | Length | Jurisdiction | Total Cost |
|----|-------------------------|----------------|--------|--------------------|------------|
| 49 | Cecil St | Bicycle Lane | 0.36 | Durham City-County | 936 |
| 50 | Chandler Rd | Paved Shoulder | 0.96 | Durham City-County | 480,000 |
| 51 | Chapel Dr | Bicycle Lane | 0.32 | Durham City-County | * |
| 52 | Chapel Hill Rd | Bicycle Lane | 2.35 | Durham City-County | 6,110 |
| 53 | Chapel Hill St | Bicycle Lane | 0.89 | Durham City-County | 2,314 |
| 54 | Chapel Hill St | Sharrows | 0.4 | Durham City-County | 1,040 |
| 55 | Cheek Rd. | Bicycle Lane | 8.5 | Durham City-County | 4,250,000 |
| 56 | Chin Page Rd. | Bicycle Lane | 1.5 | Durham City-County | 750,000 |
| 57 | Church St | Sharrows | 0.13 | Durham City-County | 338 |
| 58 | Circuit Dr | Bicycle Lane | 0.5 | Durham City-County | * |
| 59 | Clayton Rd | Paved Shoulder | 1.84 | Durham City-County | 920,000 |
| 60 | Clermont Rd | Bicycle Lane | 0.76 | Durham City-County | 1,976 |
| 61 | Club Blvd. | Bicycle Lane | 3 | Durham City-County | 7,800 |
| 62 | Club Blvd. | Bicycle Lane | 2.33 | Durham City-County | 1,165,000 |
| 63 | Cole Mill Rd | Bicycle Lane | 1.4 | Durham City-County | 3,640 |
| 64 | Cole Mill Rd | Bicycle Lane | 2.33 | Durham City-County | 1,165,000 |
| 65 | Coley Rd | Paved Shoulder | 2.66 | Durham City-County | 1,330,000 |
| 66 | Colonial St | Sharrows | 0.15 | Durham City-County | 390 |
| 67 | Compton Pl | Sharrows | 0.11 | Durham City-County | 286 |
| 68 | Constitution Dr | Sharrows | 0.58 | Durham City-County | 1,508 |
| 69 | Cook Rd | Bicycle Lane | 1.69 | Durham City-County | 845,000 |
| 70 | Cooksbury Dr | Paved Shoulder | 0.59 | Durham City-County | 1,534 |
| 71 | Corcoran St | Sharrows | 0.18 | Durham City-County | 468 |
| 72 | Cornwallis Rd | Bicycle Lane | 4.5 | Durham City-County | * |
| 73 | Cornwallis Rd | Paved Shoulder | 3.12 | Durham City-County | 1,560,000 |
| 74 | Cornwallis Rd | Bicycle Lane | 4.35 | Durham City-County | 11,310 |
| 75 | Corporation St | Bicycle Lane | 0.82 | Durham City-County | 2,132 |
| 76 | Cothran Rd | Paved Shoulder | 0.91 | Durham City-County | 455,000 |
| 77 | Craig Rd | Paved Shoulder | 2.06 | Durham City-County | 1,030,000 |
| 78 | Cranford Rd | Sharrows | 0.44 | Durham City-County | 1,144 |
| 79 | Creech Rd | Paved Shoulder | 0.95 | Durham City-County | 475,000 |
| 80 | Danube Ln | Bicycle Lane | 1.56 | Durham City-County | 780,000 |
| 81 | Davis Dr. | Bicycle Lane | 2.8 | Durham City-County | * |
| 82 | Dearborn Dr. | Bicycle Lane | 1.6 | Durham City-County | 800,000 |
| 83 | Denfield St | Bicycle Lane | 0.69 | Durham City-County | 345,000 |
| 84 | Dillard St | Sharrows | 0.66 | Durham City-County | 1,716 |
| 85 | Dixon Rd | Bicycle Lane | 0.67 | Durham City-County | 335,000 |
| 86 | Doc Nichols Rd | Paved Shoulder | 1.9 | Durham City-County | 950,000 |
| 87 | Drew St | Bicycle Lane | 0.48 | Durham City-County | 240,000 |
| 88 | Driver St | Bicycle Lane | 0.19 | Durham City-County | 95,000 |
| 89 | Driver St | Sharrows | 1.15 | Durham City-County | 2,990 |
| 90 | Duke Homestead Rd | Bicycle Lane | 1.64 | Durham City-County | 820,000 |
| 91 | Duke St | Bicycle Lane | 4.87 | Durham City-County | 12,662 |
| 92 | Duke University Rd | Bicycle Lane | 1.13 | Durham City-County | * |
| 93 | Dunnegan Rd | Paved Shoulder | 0.42 | Durham City-County | 1,092 |
| 94 | Dunwoody Rd | Paved Shoulder | 1.83 | Durham City-County | 915,000 |
| 95 | Durham Trails | Multi-Use Path | 30 | Durham City-County | 18,000,000 |
| 96 | Durham-Chapel Hill Blvd | Bicycle Lane | 0.78 | Durham City-County | * |
| 97 | Durham-Chapel Hill Blvd | Sidepath | 5.1 | Durham City-County | * |

* = Cost is assumed in the related highway project

| ID | Facility Description | Facility Type | Length | Jurisdiction | Total Cost |
|-----|-----------------------------|----------------------|--------|--------------------|------------|
| 98 | East End Ave | Bicycle Lane | 0.5 | Durham City-County | * |
| 99 | Ebenezer Church Rd | Paved Shoulder | 0.8 | Durham City-County | 400,000 |
| 100 | Ed Cook Rd | Bicycle Lane | 0.9 | Durham City-County | 450,000 |
| 101 | Elizabeth St | Sharrows | 1.08 | Durham City-County | * |
| 102 | Ellis Chapel Rd | Paved Shoulder | 3.13 | Durham City-County | 1,565,000 |
| 103 | Ellis Rd | Bicycle Lane | 4.06 | Durham City-County | 2,030,000 |
| 104 | Emperor Boulevard (SR 2103) | Bicycle Lane | 1.1 | Durham City-County | 2,860 |
| 105 | Enterprise St | Sharrows | 0.4 | Durham City-County | 1,040 |
| 106 | Ephesus Church Rd | Bicycle Lane | 0.2 | Durham City-County | 100,000 |
| 107 | Erwin Rd. (SR 1306) | Bicycle Lane | 2.3 | Durham City-County | 1,150,000 |
| 108 | Erwin Rd. (SR 1320) | Bicycle Lane | 1.5 | Durham City-County | 750,000 |
| 109 | Falkirk Dr | Sharrows | 0.11 | Durham City-County | 286 |
| 110 | Farrington Mill Rd | Paved Shoulder | 2 | Durham City-County | 1,000,000 |
| 111 | Farrington Rd | Bicycle Lane | 4.2 | Durham City-County | * |
| 112 | Farrington Rd | Bicycle Lane | 0.4 | Durham City-County | 200,000 |
| 113 | Fayetteville St | Sharrows / Road Diet | 3.1 | Durham City-County | 8,060 |
| 114 | Fayetteville St | Bicycle Lane | 2.4 | Durham City-County | * |
| 115 | Fayetteville St | Bicycle Lane | 1.9 | Durham City-County | * |
| 116 | Fenwick Pkwy | Bicycle Lane | 0.49 | Durham City-County | 1,274 |
| 117 | Ferrand Rd | Sharrows | 0.16 | Durham City-County | 416 |
| 118 | Ferrell Rd | Paved Shoulder | 1.42 | Durham City-County | 710,000 |
| 119 | Fifteenth St | Bicycle Lane | 0.25 | Durham City-County | 650 |
| 120 | Fletchers Chapel Rd | Paved Shoulder | 1.61 | Durham City-County | 805,000 |
| 121 | Flowers Dr | Bicycle Lane | 0.73 | Durham City-County | * |
| 122 | Forest Hills Blvd | Sharrows | 0.55 | Durham City-County | 1,430 |
| 123 | Foster St | Bicycle Lane | 0.58 | Durham City-County | 1,508 |
| 124 | Foster St | Sharrows | 0.08 | Durham City-County | 208 |
| 125 | Fountain Ridge Rd | Sharrows | 0.7 | Durham City-County | 1,820 |
| 126 | Freeman Rd | Paved Shoulder | 0.92 | Durham City-County | 460,000 |
| 127 | Front St | Bicycle Lane | 0.62 | Durham City-County | 1,612 |
| 128 | Fulton St. | Bicycle Lane | 0.4 | Durham City-County | 1,040 |
| 129 | Garrett Rd. | Bicycle Lane | 4.1 | Durham City-County | * |
| 130 | Geer St | Bicycle Lane | 4.25 | Durham City-County | 11,050 |
| 131 | Geer St | Paved Shoulder | 3.38 | Durham City-County | 1,690,000 |
| 132 | Gibson Rd | Paved Shoulder | 0.84 | Durham City-County | 420,000 |
| 133 | Glendale Ave | Sharrows | 0.66 | Durham City-County | 1,716 |
| 134 | Glenn Rd | Paved Shoulder | 3.67 | Durham City-County | 1,835,000 |
| 135 | Glenn School Rd | Paved Shoulder | 0.83 | Durham City-County | 415,000 |
| 136 | Glover Rd | Bicycle Lane | 1.24 | Durham City-County | * |
| 137 | Goodwin Rd | Paved Shoulder | 2.28 | Durham City-County | 1,140,000 |
| 138 | Grandale Dr | Bicycle Lane | 2.81 | Durham City-County | 1,405,000 |
| 139 | Gray Ave | Bicycle Lane | 0.41 | Durham City-County | 1,066 |
| 140 | Great Jones St (Loop) | Bicycle Lane | 0.13 | Durham City-County | 338 |
| 141 | Greenhaven Dr | Paved Shoulder | 0.03 | Durham City-County | 15,000 |
| 142 | Gregson St | Bicycle Lane | 1.8 | Durham City-County | 4,680 |
| 143 | Guess Rd | Bicycle Lane | 7.43 | Durham City-County | 19,318 |
| 144 | Guess Rd | Paved Shoulder | 6.22 | Durham City-County | 3,110,000 |
| 145 | Gurley St | Sharrows | 0.14 | Durham City-County | 364 |
| 146 | Hale St | Sharrows | 0.03 | Durham City-County | 78 |

* = Cost is assumed in the related highway project

| ID | Facility Description | Facility Type | Length | Jurisdiction | Total Cost |
|-----|----------------------|----------------|--------|--------------------|------------|
| 147 | Hall Rd | Paved Shoulder | 1.47 | Durham City-County | 735,000 |
| 148 | Hamilton Way | Bicycle Lane | 0.13 | Durham City-County | 65,000 |
| 149 | Hamlin Rd | Paved Shoulder | 3.41 | Durham City-County | 1,705,000 |
| 150 | Hampton Rd | Paved Shoulder | 4.45 | Durham City-County | 2,225,000 |
| 151 | Hanover St | Bicycle Lane | 0.03 | Durham City-County | 15,000 |
| 152 | Hardee St | Bicycle Lane | 1.41 | Durham City-County | 705,000 |
| 153 | Heather Glen Rd | Sharrows | 0.25 | Durham City-County | 650 |
| 154 | Hebron Rd | Paved Shoulder | 1.57 | Durham City-County | 785,000 |
| 155 | Hereford Rd | Paved Shoulder | 0.63 | Durham City-County | 315,000 |
| 156 | Herndon Rd | Bicycle Lane | 2.57 | Durham City-County | 1,285,000 |
| 157 | Hillandale Rd | Bicycle Lane | 2 | Durham City-County | * |
| 158 | Hillandale Rd | Bicycle Lane | 1 | Durham City-County | 500,000 |
| 159 | Hillsborough Rd | Bicycle Lane | 4.32 | Durham City-County | 11,232 |
| 160 | Hillsborough Rd | Paved Shoulder | 0.95 | Durham City-County | 475,000 |
| 161 | Holloway St | Bicycle Lane | 3.86 | Durham City-County | 10,036 |
| 162 | Hope Valley Rd | Bicycle Lane | 3.61 | Durham City-County | 1,805,000 |
| 163 | Hopkins | Paved Shoulder | 3.17 | Durham City-County | 1,585,000 |
| 164 | Hopson Rd | Bicycle Lane | 2.29 | Durham City-County | * |
| 165 | Horton Rd | Bicycle Lane | 2.04 | Durham City-County | * |
| 166 | Humphrey St | Sharrows | 0.05 | Durham City-County | 130 |
| 167 | Hurley Rd | Paved Shoulder | 0.24 | Durham City-County | 624 |
| 168 | Hyde Park Ave | Sharrows | 1.02 | Durham City-County | 2,652 |
| 169 | Indian Trl | Sharrows | 0.44 | Durham City-County | 1,144 |
| 170 | Infinity Rd | Paved Shoulder | 2.76 | Durham City-County | 1,380,000 |
| 171 | Isham Chambers Rd | Paved Shoulder | 1.42 | Durham City-County | 710,000 |
| 172 | Jackie Robinson Dr | Bicycle Lane | 0.08 | Durham City-County | 208 |
| 173 | James St | Sharrows | 0.9 | Durham City-County | 2,340 |
| 174 | Jeffries Rd | Paved Shoulder | 1.22 | Durham City-County | 610,000 |
| 175 | Jock Rd | Paved Shoulder | 1.81 | Durham City-County | * |
| 176 | Joe Ellis Rd | Paved Shoulder | 0.81 | Durham City-County | 405,000 |
| 177 | John Jones Rd | Paved Shoulder | 2.16 | Durham City-County | 1,080,000 |
| 178 | Johnson Mill Rd | Paved Shoulder | 3.14 | Durham City-County | 1,570,000 |
| 179 | Juliette Dr | Bicycle Lane | 0.9 | Durham City-County | 2,340 |
| 180 | Junction Rd | Paved Shoulder | 2.92 | Durham City-County | 1,460,000 |
| 181 | Juniper St | Bicycle Lane | 0.7 | Durham City-County | 350,000 |
| 182 | Kelvin Dr | Paved Shoulder | 0.47 | Durham City-County | 235,000 |
| 183 | Kemp Rd | Paved Shoulder | 3.11 | Durham City-County | 1,555,000 |
| 184 | Kenan Rd | Sharrows | 0.38 | Durham City-County | 988 |
| 185 | Kenmore Rd | Bicycle Lane | 0.18 | Durham City-County | 90,000 |
| 186 | Kent St | Sharrows | 1.43 | Durham City-County | 3,718 |
| 187 | Kerley Rd | Paved Shoulder | 2.45 | Durham City-County | 1,225,000 |
| 188 | Kirkwood Dr | Bicycle Lane | 0.7 | Durham City-County | 350,000 |
| 189 | Kit Creek Rd | Bicycle Lane | 0.43 | Durham City-County | * |
| 190 | Knox St | Sharrows | 2.19 | Durham City-County | 5,694 |
| 191 | Lakeland St | Sharrows | 0.51 | Durham City-County | 1,326 |
| 192 | Lakewood Ave | Bicycle Lane | 1.66 | Durham City-County | 4,316 |
| 193 | Lasalle St | Bicycle Lane | 1.35 | Durham City-County | 675,000 |
| 194 | Latta Rd | Bicycle Lane | 1.2 | Durham City-County | * |
| 195 | Lawson St | Bicycle Lane | 1.76 | Durham City-County | 4,576 |

* = Cost is assumed in the related highway project

| ID | Facility Description | Facility Type | Length | Jurisdiction | Total Cost |
|-----|----------------------------|----------------|--------|--------------------|------------|
| 196 | League Way | Sharrows | 0.07 | Durham City-County | 182 |
| 197 | Leesville Rd | Paved Shoulder | 4.04 | Durham City-County | * |
| 198 | Legion Rd | Bicycle Lane | 0.13 | Durham City-County | 65,000 |
| 199 | Leon St. | Bicycle Lane | 0.6 | Durham City-County | * |
| 200 | Liberty St | Bicycle Lane | 2.01 | Durham City-County | 1,005,000 |
| 201 | Lumley Rd | Bicycle Lane | 2.55 | Durham City-County | 1,275,000 |
| 202 | Lynn Rd | Paved Shoulder | 1.8 | Durham City-County | * |
| 203 | Madden Ave | Paved Shoulder | 0.27 | Durham City-County | 135,000 |
| 204 | Main St | Bicycle Lane | 4.26 | Durham City-County | 11,076 |
| 205 | Main St | Sharrows | 0.47 | Durham City-County | 1,222 |
| 206 | Mangum St | Bicycle Lane | 1.81 | Durham City-County | 4,706 |
| 207 | Mangum-Roxboro Connector | Bicycle Lane | 0.11 | Durham City-County | 286 |
| 208 | Market St | Sharrows | 0.04 | Durham City-County | 104 |
| 209 | Markham Ave | Sharrows | 2 | Durham City-County | 5,200 |
| 210 | Martin Luther King Jr Pkwy | Bicycle Lane | 4.91 | Durham City-County | * |
| 211 | Maryland Ave | Sharrows | 0.6 | Durham City-County | 1,560 |
| 212 | Mason Rd | Paved Shoulder | 2.46 | Durham City-County | 1,230,000 |
| 213 | Massey Chapel Rd | Bicycle Lane | 1.84 | Durham City-County | 920,000 |
| 214 | Medford Rd | Bicycle Lane | 1.02 | Durham City-County | 2,652 |
| 215 | Miami Blvd | Bicycle Lane | 8.92 | Durham City-County | * |
| 216 | Midland Terrace | Bicycle Lane | 1.8 | Durham City-County | * |
| 217 | Mile Branch Rd | Paved Shoulder | 0.28 | Durham City-County | 140,000 |
| 218 | Milton Rd | Paved Shoulder | 2.48 | Durham City-County | 1,240,000 |
| 219 | Mineral Springs Rd | Paved Shoulder | 4.48 | Durham City-County | 2,240,000 |
| 220 | Moore's Mill Rd | Paved Shoulder | 3.54 | Durham City-County | 1,770,000 |
| 221 | Morehead Ave | Bicycle Lane | 1.52 | Durham City-County | 3,952 |
| 222 | Morgan St | Sharrows | 0.47 | Durham City-County | 1,222 |
| 223 | Morgan St (Loop) | Bicycle Lane | 0.44 | Durham City-County | 1,144 |
| 224 | Moriah Rd | Paved Shoulder | 1.33 | Durham City-County | 665,000 |
| 225 | Morning Glory Ave | Sharrows | 0.05 | Durham City-County | 130 |
| 226 | Morreene Rd | Bicycle Lane | 1.52 | Durham City-County | 760,000 |
| 227 | Morris St | Bicycle Lane | 0.35 | Durham City-County | 910 |
| 228 | Morris St | Sharrows | 0.08 | Durham City-County | 208 |
| 229 | Mt Herman Rd | Paved Shoulder | 1.01 | Durham City-County | 505,000 |
| 230 | Mt Hermon Church Rd | Paved Shoulder | 1.76 | Durham City-County | 880,000 |
| 231 | Mt Moriah Rd | Bicycle Lane | 1.84 | Durham City-County | 920,000 |
| 232 | Mt Sinai Rd | Paved Shoulder | 0.73 | Durham City-County | 365,000 |
| 233 | NC 54 | Bicycle Lane | 10.6 | Durham City-County | * |
| 234 | NC 55 | Bicycle Lane | 3.4 | Durham City-County | 8,840 |
| 235 | NC 751 | Bicycle Lane | 3.1 | Durham City-County | * |
| 236 | NC 751 | Bicycle Lane | 0.7 | Durham City-County | 350,000 |
| 237 | NC 98 - Wake Forest Hwy | Bicycle Lane | 2.89 | Durham City-County | * |
| 238 | NC 98 - Wake Forest Hwy | Paved Shoulder | 4.94 | Durham City-County | * |
| 239 | Neal Rd | Bicycle Lane | 1.24 | Durham City-County | 620,000 |
| 240 | Nichols Farm Dr | Sharrows | 0.32 | Durham City-County | 832 |
| 241 | Ninth St | Sharrows | 0.76 | Durham City-County | 1,976 |
| 242 | Northeast Creek Pkwy | Bicycle Lane | 1.3 | Durham City-County | * |
| 243 | Northern Durham Pkwy | Bicycle Lane | 12.1 | Durham City-County | * |
| 244 | Northlake Dr | Sharrows | 0.41 | Durham City-County | 1,066 |

* = Cost is assumed in the related highway project

| ID | Facility Description | Facility Type | Length | Jurisdiction | Total Cost |
|-----|----------------------------|-------------------|--------|--------------------|------------|
| 245 | O'Kelly Chapel Rd | Paved Shoulder | 1.02 | Durham City-County | 510,000 |
| 246 | Oakland Ave | Sharrows | 0.65 | Durham City-County | 1,690 |
| 247 | Old Creedmoor Rd | Paved Shoulder | 0.11 | Durham City-County | 55,000 |
| 248 | Old Durham/Chapel Hill Rd. | Bicycle Lane | 3.4 | Durham City-County | * |
| 249 | Old NC 10 | Paved Shoulder | 1.47 | Durham City-County | 735,000 |
| 250 | Old Oxford Hwy | Paved Shoulder | 2.57 | Durham City-County | * |
| 251 | Old Oxford Hwy | Paved Shoulder | 6.78 | Durham City-County | 3,390,000 |
| 252 | Olive Branch Rd | Paved Shoulder | 3.84 | Durham City-County | * |
| 253 | Olympic Ave. | Bicycle Lane | 0.3 | Durham City-County | 780 |
| 254 | Orange Factory Rd | Paved Shoulder | 2.85 | Durham City-County | 1,425,000 |
| 255 | Page Rd | Bicycle Lane | 4.94 | Durham City-County | * |
| 256 | Parrish St | Sharrows | 0.28 | Durham City-County | 728 |
| 257 | Pat Tilley Rd | Paved Shoulder | 1.05 | Durham City-County | 525,000 |
| 258 | Patrick Rd | Paved Shoulder | 1 | Durham City-County | 500,000 |
| 259 | Patterson Rd | Paved Shoulder | 3.53 | Durham City-County | 1,765,000 |
| 260 | Pervis Rd | Paved Shoulder | 0.46 | Durham City-County | 1,196 |
| 261 | Pettigrew St | Bicycle Lane | 2.87 | Durham City-County | 7,462 |
| 262 | Pickett Rd | Bicycle Lane | 3.76 | Durham City-County | 1,880,000 |
| 263 | Pleasant Dr | Paved Shoulder | 1.33 | Durham City-County | 665,000 |
| 264 | Plum St | Sharrows | 0.18 | Durham City-County | 468 |
| 265 | Pope Rd | Bicycle Lane | 0.88 | Durham City-County | 440,000 |
| 266 | Preston Andrews Rd | Paved Shoulder | 0.86 | Durham City-County | 430,000 |
| 267 | Preston Ave | Bicycle Lane | 0.14 | Durham City-County | 70,000 |
| 268 | Quail Roost Farm Rd | Paved Shoulder | 1.28 | Durham City-County | 640,000 |
| 269 | Quail Roost Rd | Paved Shoulder | 2.47 | Durham City-County | 1,235,000 |
| 270 | Quincemoore Rd | Sharrows | 0.38 | Durham City-County | 988 |
| 271 | Ramseur St (Loop) | Bicycle Lane | 0.58 | Durham City-County | 1,508 |
| 272 | Range Rd | Paved Shoulder | 6.1 | Durham City-County | 3,050,000 |
| 273 | Red Mill Rd | Paved Shoulder | 3.88 | Durham City-County | 1,940,000 |
| 274 | Red Mountain Rd | Paved Shoulder | 2.6 | Durham City-County | 1,300,000 |
| 275 | Redpine Rd | Paved Shoulder | 0.24 | Durham City-County | 120,000 |
| 276 | Redwood Rd | Paved Shoulder | 5.2 | Durham City-County | 2,600,000 |
| 277 | Renaissance Pkwy | Existing Sidepath | 1.22 | Durham City-County | * |
| 278 | Research Dr | Bicycle Lane | 0.21 | Durham City-County | * |
| 279 | Revere Rd | Bicycle Lane | 1.38 | Durham City-County | * |
| 280 | Riddle Rd | Bicycle Lane | 1.91 | Durham City-County | 4,966 |
| 281 | Rigsbee Ave | Bicycle Lane | 0.39 | Durham City-County | 1,014 |
| 282 | Rigsbee Ave | Sharrows | 0.08 | Durham City-County | 208 |
| 283 | Rivermont Rd | Paved Shoulder | 1.17 | Durham City-County | * |
| 284 | Rocky Springs Rd | Sharrows | 0.35 | Durham City-County | 910 |
| 285 | Rogers Rd | Paved Shoulder | 1.02 | Durham City-County | 510,000 |
| 286 | Rose of Sharon Rd | Bicycle Lane | 2.53 | Durham City-County | 1,265,000 |
| 287 | Ross Rd | Paved Shoulder | 1.03 | Durham City-County | 515,000 |
| 288 | Rougemont Rd | Paved Shoulder | 2.66 | Durham City-County | 1,330,000 |
| 289 | Rowena Ave | Bicycle Lane | 0.33 | Durham City-County | * |
| 290 | Roxboro St | Bicycle Lane | 1.29 | Durham City-County | * |
| 291 | Roxboro St | Bicycle Lane | 2.65 | Durham City-County | * |
| 292 | Roxboro St | Bicycle Lane | 13.96 | Durham City-County | 36,296 |
| 293 | Russell Rd | Paved Shoulder | 3.81 | Durham City-County | 1,905,000 |

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| ID | Facility Description | Facility Type | Length | Jurisdiction | Total Cost |
|-----|---------------------------|----------------|--------|--------------------|------------|
| 294 | Safeway St | Bicycle Lane | 0.07 | Durham City-County | 182 |
| 295 | Saint Marys Rd | Paved Shoulder | 2.36 | Durham City-County | 1,180,000 |
| 296 | Scarlett Dr | Bicycle Lane | 0.2 | Durham City-County | 100,000 |
| 297 | Science Dr | Bicycle Lane | 0.66 | Durham City-County | * |
| 298 | Scott King Rd | Bicycle Lane | 1.95 | Durham City-County | 975,000 |
| 299 | Sedwick Rd | Bicycle Lane | 1.5 | Durham City-County | 750,000 |
| 300 | Shady Grove Rd | Paved Shoulder | 1.1 | Durham City-County | 550,000 |
| 301 | Shannon Rd | Bicycle Lane | 0.6 | Durham City-County | 300,000 |
| 302 | Sherron Rd | Paved Shoulder | 3.25 | Durham City-County | * |
| 303 | Slater Rd | Bicycle Lane | 0.66 | Durham City-County | 330,000 |
| 304 | Snow Hill Rd | Paved Shoulder | 4.55 | Durham City-County | * |
| 305 | So Hi Dr | Bicycle Lane | 0.72 | Durham City-County | 360,000 |
| 306 | South Lowell Rd | Paved Shoulder | 4.95 | Durham City-County | 2,475,000 |
| 307 | South St | Bicycle Lane | 0.84 | Durham City-County | 2,184 |
| 308 | Southview Rd | Paved Shoulder | 2.41 | Durham City-County | 1,205,000 |
| 309 | Southwest Durham Dr | Bicycle Lane | 0.12 | Durham City-County | * |
| 310 | Sowell St | Sharrows | 0.07 | Durham City-County | 182 |
| 311 | Sparger Rd | Bicycle Lane | 1.78 | Durham City-County | 890,000 |
| 312 | Sprunt Ave | Sharrows | 1.06 | Durham City-County | 2,756 |
| 313 | St. Mary's Rd. | Bicycle Lane | 4.5 | Durham City-County | 2,250,000 |
| 314 | Stadium Dr | Bicycle Lane | 2.71 | Durham City-County | 7,046 |
| 315 | Stagecoach Rd | Bicycle Lane | 1.62 | Durham City-County | 810,000 |
| 316 | Stagville Rd | Paved Shoulder | 3.78 | Durham City-County | 1,890,000 |
| 317 | Stallings Rd | Paved Shoulder | 1.86 | Durham City-County | 930,000 |
| 318 | State Forest Rd | Paved Shoulder | 2.23 | Durham City-County | * |
| 319 | Summit St | Bicycle Lane | 0.4 | Durham City-County | 1,040 |
| 320 | Swift Ave | Bicycle Lane | 0.51 | Durham City-County | 1,326 |
| 321 | Swing Rd | Paved Shoulder | 0.15 | Durham City-County | 75,000 |
| 322 | T W Alexander Dr | Bicycle Lane | 3.9 | Durham City-County | 1,950,000 |
| 323 | T W Alexander Dr | Bicycle Lane | 1.1 | Durham City-County | * |
| 324 | T W Alexander Dr | Bicycle Lane | 3.1 | Durham City-County | 1,550,000 |
| 325 | Tavistock Dr | Sharrows | 0.21 | Durham City-County | 546 |
| 326 | Taylor St | Bicycle Lane | 1.43 | Durham City-County | 3,718 |
| 327 | Teknika Pkwy | Paved Shoulder | 0.68 | Durham City-County | 340,000 |
| 328 | Third Fork Creek Greenway | Multi-Use Path | 3.3 | Durham City-County | * |
| 329 | Tom Clark Rd | Paved Shoulder | 0.73 | Durham City-County | 365,000 |
| 330 | Tom Wilkinson Rd | Paved Shoulder | 0.23 | Durham City-County | 115,000 |
| 331 | Towerview Rd | Bicycle Lane | 1.01 | Durham City-County | * |
| 332 | Trent Dr | Sharrows | 0.21 | Durham City-County | 546 |
| 333 | Tri Center Boulevard | Bicycle Lane | 0.6 | Durham City-County | 1,560 |
| 334 | Trinity Ave | Bicycle Lane | 1.15 | Durham City-County | 2,990 |
| 335 | Trinity Ave | Sharrows | 0.38 | Durham City-County | 988 |
| 336 | Umstead Rd | Paved Shoulder | 3.41 | Durham City-County | 1,705,000 |
| 337 | University Dr | Bicycle Lane | 1.5 | Durham City-County | 3,900 |
| 338 | University Dr | Bicycle Lane | 0.5 | Durham City-County | 250,000 |
| 339 | University Dr | Bicycle Lane | 2.5 | Durham City-County | 6,500 |
| 340 | US 15/501 | Bicycle Lane | 4.9 | Durham City-County | * |
| 341 | US 70 | Bicycle Lane | 1.2 | Durham City-County | 600,000 |
| 342 | Valley Springs Rd | Paved Shoulder | 0.44 | Durham City-County | 1,144 |

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| ID | Facility Description | Facility Type | Length | Jurisdiction | Total Cost |
|--------------------|--|----------------|------------|--------------------|-----------------------|
| 343 | Vickers Ave | Bicycle Lane | 0.83 | Durham City-County | 2,158 |
| 344 | Virgil Rd | Paved Shoulder | 2.36 | Durham City-County | 1,180,000 |
| 345 | Ward St | Sharrows | 0.77 | Durham City-County | 2,002 |
| 346 | Washington St | Bicycle Lane | 1.43 | Durham City-County | 3,718 |
| 347 | Watkins Rd | Bicycle Lane | 0.87 | Durham City-County | * |
| 348 | Wiley Mangum Rd | Paved Shoulder | 1.37 | Durham City-County | 685,000 |
| 349 | Wilkins Rd | Paved Shoulder | 2.98 | Durham City-County | 1,490,000 |
| 350 | Willard St | Bicycle Lane | 0.37 | Durham City-County | 962 |
| 351 | Woodcroft Pkwy | Bicycle Lane | 1.8 | Durham City-County | 900,000 |
| 352 | Woodcroft Pkwy | Bicycle Lane | 2 | Durham City-County | 5,200 |
| | Durham City/County Totals | | 658 | | \$ 183,718,804 |
| CHAPEL HILL | | | | | |
| 1 | Bolin Creek Bikeway | Bike lanes | 1.1 | CH | * |
| 2 | Booker Creek Rd | Bike lanes | 0.4 | CH | \$200,000 |
| 3 | Boundary St. | Bike lanes | 0.4 | CH | \$200,000 |
| 4 | Burning Tree Dr./Pinehurst Dr. | Bike lanes | 2 | CH | \$5,200 |
| 5 | Cameron Ave. | Bike lanes | 0.5 | CH | \$250,000 |
| 6 | Caswell Rd./Curtis Rd./N. Lakeshore Dr./Honeysuckle Rd./Sedgefield Dr. | Bike lanes | 2.5 | CH | \$1,250,000 |
| 7 | Culbreth Rd. | Bike lanes | 1.1 | CH | \$550,000 |
| 8 | Elliott Rd. | Bike lanes | 0.7 | CH | \$350,000 |
| 9 | Ephesus Church Rd. | Bike lanes | 0.4 | CH | \$200,000 |
| 10 | Erwin Rd. | Bike lanes | 0.9 | CH | \$450,000 |
| 11 | Estes Dr./Estes Dr. Extension | Bike lanes | 3.7 | CH | * |
| 12 | Eubanks Rd. | Bike lanes | 2.6 | CH | \$1,300,000 |
| 13 | Finley GC/Mason Farm Rds. | Bike lanes | 1.4 | CH | \$700,000 |
| 14 | Fordham Blvd./Chapel Hill Blvd. | Bike lanes | 5.1 | CH | \$2,550,000 |
| 15 | Franklin St. (E. Franklin St.) | Bike lanes | 2.9 | CH | \$1,450,000 |
| 16 | Homestead Rd. | Bike lanes | 3.3 | CH | * |
| 17 | Manning Dr. | Bike lanes | 1.2 | CH | \$600,000 |
| 18 | Mason Farm Rd. | Bike lanes | 1.2 | CH | \$600,000 |
| 19 | Merritt Mill Rd./ S. Greensboro St. | Bike lanes | 0.8 | CH | \$400,000 |
| 20 | Mt. Carmel Church Rd. | Bike lanes | 2.5 | CH | \$1,250,000 |
| 21 | NC 86/Airport Rd. | Bike lanes | 4.3 | CH | \$2,150,000 |
| 22 | Old Durham Rd. | Bike lanes | 0.6 | CH | * |
| 23 | Old Oxford Rd. | Bike lanes | 0.4 | CH | \$200,000 |
| 24 | Piney Mtn. Rd./Emily Rd./Partin St./Kingston Dr./Cedar Hills Cr. | Bike lanes | 2.2 | CH | \$1,100,000 |
| 25 | Pittsboro St. | Bike lanes | 0.4 | CH | \$200,000 |
| 26 | Rogers Rd. | Bike lanes | 1.2 | CH | \$600,000 |
| 27 | Rosemary St. | Bike lanes | 1.4 | CH | \$3,640 |
| 28 | Seawell School Rd. | Bike lanes | 1.5 | CH | \$750,000 |
| 29 | South Columbia St. | Bike lanes | 0.2 | CH | \$100,000 |
| 30 | Raleigh Rd. (NC 54) | Bike lanes | 1.9 | CH | \$950,000 |
| 31 | Smith Middle School Greenway | Multi-Use Path | 0.5 | CH | \$300,000 |
| 32 | South Rd. | Bike lanes | 0.6 | CH | \$300,000 |

* = Cost is assumed in the related highway project

| ID | Facility Description | Facility Type | Length | Jurisdiction | Total Cost |
|----------------------------|--|----------------|-----------|--------------|---------------------|
| 33 | Sunrise Rd. | Bike lanes | 1.3 | CH | \$650,000 |
| 34 | Umstead Dr. | Bike lanes | 1 | CH | \$500,000 |
| 35 | US 15-501 Corridor | Bike lanes | 0.3 | CH | * |
| 36 | US 15-501 South | Bike lanes | 0.5 | CH | * |
| 37 | Weaver Dairy Rd. | Bike lanes | 0.4 | CH | * |
| 38 | Weaver Dairy Rd. Ext. | Bike lanes | 1.3 | CH | * |
| Chapel Hill Totals | | | 55 | | \$20,108,840 |
| HILLSBOROUGH | | | | | |
| 1 | Hillsborough Marked Bike Route (Calvin St./Oconeechee St./Margaret Ln./Cameron St./E. Corbin St.) | Signage | 1.7 | Hillsborough | \$2,000 |
| 2 | Cates Creek Greenway | Multi-Use Path | 2 | Hillsborough | \$1,200,000 |
| 3 | Eno Mt. Rd./Allison St. | 4' shoulders | 0.8 | Hillsborough | \$400,000 |
| 4 | NC 751/US 70/Old NC 10 | 4' shoulders | 6.6 | Hillsborough | * |
| 5 | NC 86 | 4' shoulders | 7.1 | Hillsborough | * |
| 6 | NC 86 N | 4' shoulders | 3.3 | Hillsborough | * |
| 7 | Oakdale Dr. | 4' shoulders | 1.1 | Hillsborough | \$550,000 |
| 8 | Orange Grove Rd. | 4' shoulders | 3.2 | Hillsborough | \$1,600,000 |
| 9 | Riverwalk (future phases) | Multi-Use Path | 1.6 | Hillsborough | \$960,000 |
| 10 | South Churton Street/Old NC 86 | 4' shoulders | 1.9 | Hillsborough | * |
| 11 | St. Mary's Rd. | 4' shoulders | 1.2 | Hillsborough | \$600,000 |
| 12 | US 70 | 4' shoulders | 1.45 | Hillsborough | \$725,000 |
| 13 | US 70 Business (partially on new alignment) | shared | 2 | Hillsborough | \$5,200 |
| Hillsborough Totals | | | 30 | | \$6,042,200 |
| ORANGE COUNTY | | | | | |
| 1 | Ben Johnston Rd./US 70/I-85 Connector/West Ten Rd. | 4' shoulders | 7.2 | Orange Co. | \$3,600,000 |
| 2 | Buckhorn Rd./Orange Grove Rd./Dairyland Rd. | 4' shoulders | 13.5 | Orange Co. | \$6,750,000 |
| 3 | Cornwallis Rd./Mt. Herman Ch. Rd. | 4' shoulders | 3.4 | Orange Co. | \$1,700,000 |
| 4 | Dimmocks Mill Rd./Orange Grove Rd./Dodsons Crossroads/Butler Rd./White Cross Rd. | 4' shoulders | 14.7 | Orange Co. | \$7,350,000 |
| 5 | Faucette Mill Rd./Frank Perry Rd./Coleman Loop | 4' shoulders | 3.8 | Orange Co. | \$1,900,000 |
| 6 | Highland Farm Rd./Efland-Cedar Grove Rd. | 4' shoulders | 4.7 | Orange Co. | \$2,350,000 |
| 7 | Jones Ferry Rd. | 4' shoulders | 4.1 | Orange Co. | \$2,050,000 |
| 8 | Lawrence Rd. | 4' shoulders | 2.8 | Orange Co. | \$1,400,000 |
| 9 | Lebanon Rd./Brookhollow Rd./Forrest Ave./Mt. Willing Rd. | 4' shoulders | 6.5 | Orange Co. | \$3,250,000 |
| 10 | Mt. Sinai Rd. | 4' shoulders | 4.9 | Orange Co. | \$2,450,000 |
| 11 | NC 751/US 70/Old NC 10 | 4' shoulders | 6.6 | Orange Co. | \$3,300,000 |
| 12 | NC 86 | 4' shoulders | 7.1 | Orange Co. | \$3,550,000 |
| 13 | NC 86/Walnut Grv. Ch. Rd. | 4' shoulders | 7.97 | Orange Co. | \$3,985,000 |
| 14 | New Hope Church Rd. | 4' shoulders | 4.1 | Orange Co. | \$2,050,000 |

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| ID | Facility Description | Facility Type | Length | Jurisdiction | Total Cost |
|-----------------|---|----------------|------------|--------------|---------------------|
| 15 | Old Greensboro Rd. | 4' shoulders | 9.6 | Orange Co. | \$4,800,000 |
| 16 | Old NC 86 | 4' shoulders | 4.9 | Orange Co. | \$2,450,000 |
| 17 | Old NC 86 | 4' shoulders | 0.8 | Orange Co. | * |
| 18 | Pleasant Green Rd./Schley Rd. | 4' shoulders | 15.6 | Orange Co. | \$7,800,000 |
| 19 | Sawmill Rd./Carr Store Rd. | 4' shoulders | 8.5 | Orange Co. | \$4,250,000 |
| 20 | St. Mary's Rd./New Sharon Church Rd. | 4' shoulders | 8.6 | Orange Co. | \$4,300,000 |
| 21 | US 70 Bypass | 4' shoulders | 6.5 | Orange Co. | \$3,250,000 |
| 22 | Whitfield Rd. | 4' shoulders | 3.4 | Orange Co. | \$1,700,000 |
| | Orange County Totals | | 149 | | \$74,235,000 |
| CARRBORO | | | | | |
| 1 | Bolin Creek Greenway Trail | Multi-Use Path | 2.3 | Carrboro | \$1,380,000 |
| 2 | Bolin Creek Greenway Trail | Multi-Use Path | 1 | Carrboro | * |
| 3 | Bolin Creek Greenway Trail | Multi-Use Path | 0.2 | Carrboro | \$120,000 |
| 4 | BPW Club Rd / Tar Hill Dr./Rock Haven Connector | Bike Lanes | 0.2 | Carrboro | * |
| 5 | Dairyland Road | Bike Lanes | 0.6 | Carrboro | \$300,000 |
| 6 | Davie Rd. | Bike Lanes | 0.6 | Carrboro | \$300,000 |
| 7 | Farm House/Tramore Connector | Bike Lanes | 0.1 | Carrboro | * |
| 8 | Jones Ferry Road | Bike Lanes | 0.7 | Carrboro | \$350,000 |
| 9 | Morgan Creek Greenway Trail | Multi-Use Path | 1.7 | Carrboro | \$1,020,000 |
| 10 | N. Lake Hogan Farm Extension | Bike Lanes | 1 | Carrboro | * |
| 11 | Old Fayetteville Road | Bike Lanes | 1.6 | Carrboro | \$800,000 |
| 12 | Old Greensboro Road | 4' shoulders | 0.4 | Carrboro | \$200,000 |
| 13 | Old NC 86 | Bike Lanes | 2.3 | Carrboro | \$1,150,000 |
| 14 | Pathway Drive | Bike Lanes | 1.2 | Carrboro | * |
| 15 | Quail Roost Drive | Sharrow | 0.3 | Carrboro | \$780 |
| 16 | Roberson Place Bikepath | Multi-Use Path | 0.4 | Carrboro | * |
| 17 | S. Lake Hogan Farm Road | Bike Lanes | 0.3 | Carrboro | * |
| 18 | Seawell School Connector | Bike Lanes | 1.7 | Carrboro | * |
| 19 | Smith Level Road | Bike Lanes | 0.7 | Carrboro | * |
| 20 | Strowd Lane | Sharrow | 0.3 | Carrboro | \$780 |
| 21 | Tripp Farm Road | Multi-Use Path | 0.5 | Carrboro | \$300,000 |
| 22 | Tripp Farm Road | Bike Lanes | 0.3 | Carrboro | * |
| 23 | Smith Level Rd | 4' shoulders | 2.2 | Carrboro | * |
| 24 | Damascus Church Rd. | 4' shoulders | 0.6 | Carrboro | \$300,000 |
| 25 | Pathway Drive | Multi-Use Path | 0.2 | Carrboro | \$120,000 |
| 26 | W. Main | Bike Lanes | 0.3 | Carrboro | \$150,000 |
| 27 | Weaver st. | Bike Lanes | 0.1 | Carrboro | \$50,000 |
| 28 | E Main St. | Bike Lanes | 0.3 | Carrboro | \$150,000 |
| 29 | Bolin Creek Greenway Trail | Multi-Use Path | 1.8 | Carrboro | \$1,080,000 |
| 30 | Estes spur trail | Multi-Use Path | 0.2 | Carrboro | \$120,000 |
| 31 | Jones Creek Trail | Multi-Use Path | 0.9 | Carrboro | \$540,000 |
| 32 | Old Fayetteville Rd. | Bike Lanes | 0.15 | Carrboro | \$75,000 |
| 33 | Old Fayetteville Rd. | Bike Lanes | 0.25 | Carrboro | \$125,000 |
| 34 | Old Pittsboro Rd. | Sharrow | 0.4 | Carrboro | \$1,040 |
| 35 | Carr St. | Sharrow | 0.2 | Carrboro | \$520 |

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| ID | Facility Description | Facility Type | Length | Jurisdiction | Total Cost |
|-----------------------|---|---------------|------------|--------------|----------------------|
| 36 | Roberson St. | Sharrow | 0.2 | Carrboro | \$520 |
| 37 | Sweet Bay Pl. | Sharrow | 0.3 | Carrboro | \$780 |
| 38 | Red Sunset | Sharrow | 0.07 | Carrboro | \$182 |
| 39 | Purple Leaf | Sharrow | 0.08 | Carrboro | \$208 |
| 40 | Rand | Sharrow | 0.07 | Carrboro | \$182 |
| 41 | Brewer Ln. | Sharrow | 0.2 | Carrboro | \$520 |
| 42 | Greensboro St. | Sharrow | 0.3 | Carrboro | \$780 |
| 43 | Pleasant St. | Sharrow | 0.2 | Carrboro | \$520 |
| 44 | Shelton St. | Sharrow | 0.4 | Carrboro | \$1,040 |
| 45 | Elm St. | Sharrow | 0.2 | Carrboro | \$520 |
| 46 | Cobblestone | Sharrow | 0.4 | Carrboro | \$1,040 |
| 47 | Colfax | Sharrow | 0.5 | Carrboro | \$1,300 |
| 48 | Barrington Hills | Sharrow | 0.1 | Carrboro | \$260 |
| 49 | Rock Garden | Sharrow | 0.3 | Carrboro | \$780 |
| 50 | Horne | Sharrow | 0.2 | Carrboro | \$520 |
| 51 | James St. | Sharrow | 0.6 | Carrboro | \$1,560 |
| 52 | Carol | Sharrow | 0.6 | Carrboro | \$1,560 |
| 53 | Lorraine | Sharrow | 0.35 | Carrboro | \$910 |
| 54 | Pine St. | Sharrow | 0.3 | Carrboro | \$780 |
| 55 | Williams St. | Sharrow | 0.15 | Carrboro | \$390 |
| 56 | Bolin Creek Dr. | Sharrow | 0.5 | Carrboro | \$1,300 |
| 57 | Bolin Forest | Sharrow | 0.3 | Carrboro | \$780 |
| 58 | Camilla | Sharrow | 0.6 | Carrboro | \$1,560 |
| 59 | Talley Ho | Sharrow | 1.3 | Carrboro | \$3,380 |
| | Carrboro Totals | | 34 | | \$8,654,492 |
| CHATHAM COUNTY | | | | | |
| 1 | American Tobacco Trail | Bike Path | 5.2 | County | * |
| 2 | Mt. Carmel Church Road | Bike lanes | 1.2 | County | \$600,000 |
| 3 | NC 751 | Bike lanes | 3.2 | County | \$1,600,000 |
| 4 | Farrington Point / Pld Farrington / Farrington Mill Rd | Bike lanes | 3.66 | County | \$1,830,000 |
| 5 | O'Kelly Chapel Road | Bike Lanes | 2.9 | County | \$1,450,000 |
| 6 | US 15-501 South | Bike lanes | 3.2 | County | \$1,600,000 |
| | Chatham County Totals | | 19 | | \$7,080,000 |
| | TOTAL BICYCLE FACILITIES | | 796 | | \$299,839,336 |

* = Cost is assumed in the related highway project

2035 LRTP

Sidewalk Projects

| No. | Project Name | From | To | Rank | Length (Miles) | Municipality | Cost |
|---------------------------------|--------------------|--------------------|--------------------|------|----------------|--------------|-----------|
| Durham Sidewalk Projects | | | | | | | |
| D-1 | Academy1 | Duke University | Cornwallis | B | 1.00 | Durham City | \$223,946 |
| D-2 | Academy2 | Cornwallis | University | B | 0.71 | Durham City | \$158,341 |
| D-3 | Acadia | Knox | Markham | C | 0.19 | Durham City | \$43,392 |
| D-4 | Albany | Sprunt | Indian | C | 0.21 | Durham City | \$47,797 |
| D-5 | AlstonA1 | Trinity | Holloway | B | 0.96 | Durham City | \$214,906 |
| D-6 | AlstonA2 | Holloway | NC 147 | B | 0.94 | Durham City | \$209,999 |
| D-7 | AlstonA3 | Cecil | Riddle | B | 1.23 | Durham City | \$275,507 |
| D-8 | AlstonA4 | Riddle | Cornwallis | C | 1.82 | Durham City | \$408,924 |
| D-9 | AlstonA5 | Cornwallis | Carpenter Fletcher | B | 1.09 | Durham City | \$244,111 |
| D-10 | AlstonA6 | Carpenter Fletcher | Sedwick | A | 1.45 | Durham City | \$325,098 |
| D-11 | AlstonA7 | Sedwick | TW Alexander | C | 0.96 | Durham City | \$215,197 |
| D-12 | Ancroft | Delray | Riddle | C | 0.16 | Durham City | \$35,855 |
| D-13 | Ancroft2 | Ancroft | ATT | C | 0.20 | Durham City | \$44,546 |
| D-14 | Anderson2 | Lewis | Campus | B | 0.25 | Durham City | \$56,860 |
| D-15 | AndersonA1 | Lewis | Yearby | B | 0.10 | Durham City | \$23,202 |
| D-16 | AngierPW | Hoover | Midway | B | 1.04 | Durham City | \$232,343 |
| D-17 | Archdale1 | Old Chapel Hill | Hope Valley | C | 0.77 | Durham City | \$173,839 |
| D-18 | Archdale2 | Alpine | Oak Ridge | C | 0.32 | Durham City | \$71,891 |
| D-19 | Avondale | Roxboro | Geer | A | 1.06 | Durham City | \$238,589 |
| D-20 | Barbee | Fayetteville | Herndon | B | 2.84 | Durham City | \$637,912 |
| D-21 | Briggs | Holloway | Main | C | 0.54 | Durham City | \$120,783 |
| D-22 | Broad1 | Durham Freeway | F Street | B | 0.17 | Durham City | \$38,264 |
| D-23 | Broad2 | F Street | North Pointe | B | 0.69 | Durham City | \$153,927 |
| D-24 | Broad3 | Eatondale | Carver | C | 0.51 | Durham City | \$113,853 |
| D-25 | Buchanan1 | Old Chapel Hill | Butler | C | 0.21 | Durham City | \$47,168 |
| D-26 | Buchanan2 | Yancey | Main | C | 0.59 | Durham City | \$132,824 |
| D-27 | Buchanan3 | Trinity | Club | B | 0.29 | Durham City | \$64,234 |
| D-28 | Cameron | Erwin | Duke University | A | 0.84 | Durham City | \$188,073 |
| D-29 | Campus Walk | Morrene | LaSalle | A | 0.34 | Durham City | \$76,989 |
| D-30 | Canal | Roxboro | Gearwood | C | 0.37 | Durham City | \$83,620 |
| D-31 | Carpenter Fletcher | E Woodcroft Pkwy | Alston | B | 0.78 | Durham City | \$174,177 |
| D-32 | Casa | Valley | Horton | C | 0.27 | Durham City | \$59,843 |
| D-33 | Chapel Hill1 | Kent | Carroll | C | 0.10 | Durham City | \$21,735 |
| D-34 | Chapel Hill2 | Maplewood | Lakewood | C | 0.74 | Durham City | \$167,054 |
| D-35 | Chapel Hill3 | Prince | Huron | C | 0.19 | Durham City | \$43,138 |

2035 LRTP**Sidewalk Projects**

| No. | Project Name | From | To | Rank | Length (Miles) | Municipality | Cost |
|------|------------------------|---------------|---------------|------|----------------|--------------|-----------|
| D-36 | Chapel Hill4 | Huron | Anderson | C | 0.07 | Durham City | \$16,113 |
| D-37 | Chapel Hill5 | Vesson | University | B | 1.06 | Durham City | \$237,388 |
| D-38 | Cheek | Hoover | Junction | B | 1.03 | Durham City | \$232,061 |
| D-39 | CheekPW2 | Geer | Hardee | A | 0.48 | Durham City | \$108,636 |
| D-40 | Club1 | Ruffin | Ambridge | A | 1.19 | Durham City | \$267,582 |
| D-41 | Club2 | Ambridge | Dearborn | B | 0.84 | Durham City | \$188,958 |
| D-42 | Cobb | Carroll | Duke | B | 0.38 | Durham City | \$84,349 |
| D-43 | Cole Mill | Sparger | Hillsborough | C | 2.65 | Durham City | \$595,468 |
| D-44 | Cook - Juliette | Fayetteville | Fayetteville | B | 2.51 | Durham City | \$563,737 |
| D-45 | Cornwallis1 | Erwin | Chapel Hill | B | 2.52 | Durham City | \$566,138 |
| D-46 | Cornwallis3 | Fayetteville | TW Alexander | B | 2.58 | Durham City | \$577,830 |
| D-47 | CornwallisA1 | 15-501 | Roxboro | A | 1.17 | Durham City | \$262,852 |
| D-48 | CornwallisA2 | Roxboro | Fayetteville | C | 0.66 | Durham City | \$147,067 |
| D-49 | Corporation1 | Duke | Rigsbee | C | 0.36 | Durham City | \$80,894 |
| D-50 | Corporation2 | Rigsbee | Mangum | C | 0.27 | Durham City | \$61,030 |
| D-51 | Dacian | Buchanan | Watts | C | 0.06 | Durham City | \$13,181 |
| D-52 | DearbornA1 | Old Oxford | Ruth | A | 0.75 | Durham City | \$168,187 |
| D-53 | DearbornA2 | Ruth | Club | B | 0.85 | Durham City | \$189,990 |
| D-54 | Dixon | University | Archdale | C | 0.67 | Durham City | \$151,155 |
| D-55 | Duke Homestead | Carver | Guess | C | 0.86 | Durham City | \$192,920 |
| D-56 | Duke2 | Leon | Club | B | 0.60 | Durham City | \$134,178 |
| D-57 | Duke3 | Club | Minerva | C | 0.86 | Durham City | \$192,698 |
| D-58 | Duke4 | Peabody | Memorial | B | 0.05 | Durham City | \$10,782 |
| D-59 | Duke6 | Cobb | Lakewood | B | 0.16 | Durham City | \$36,359 |
| D-60 | DukeA1 | Roxboro | Carver | B | 1.09 | Durham City | \$244,724 |
| D-61 | DukeA2 | Carver | Murray | B | 0.79 | Durham City | \$176,305 |
| D-62 | Durham - Chapel HillA1 | I-40 | 15-501 | B | 2.62 | Durham City | \$588,455 |
| D-63 | Durham - Chapel HillA2 | 15-501 | Cornwallis | B | 1.51 | Durham City | \$338,069 |
| D-64 | Durham - Chapel HillA3 | Cornwallis | University | B | 0.78 | Durham City | \$175,815 |
| D-65 | Englewood | Watts | Ruffin | C | 0.44 | Durham City | \$98,555 |
| D-66 | Erwin1B | Kerley | Mt. Sinai | B | 0.40 | Durham City | \$89,069 |
| D-67 | Erwin2 | Cameron | LaSalle | B | 0.81 | Durham City | \$182,210 |
| D-68 | Erwin3 | Flowers | Pettigrew | B | 0.63 | Durham City | \$142,100 |
| D-69 | Everett | Arbor | Edgevale | C | 0.17 | Durham City | \$38,010 |
| D-70 | FayettevilleA1 | Massey Chapel | Crooked Creek | B | 1.13 | Durham City | \$254,262 |
| D-71 | FayettevilleA2 | Woodcroft | MLK | A | 1.64 | Durham City | \$368,239 |

2035 L RTP**Sidewalk Projects**

| No. | Project Name | From | To | Rank | Length (Miles) | Municipality | Cost |
|-------|----------------|-----------------|-----------------|------|----------------|--------------|-----------|
| D-72 | FayettevilleA3 | MLK | Buxton | B | 0.73 | Durham City | \$163,473 |
| D-73 | FayettevilleA4 | Buxton | Pilot | B | 1.13 | Durham City | \$253,258 |
| D-74 | FayettevilleA5 | Nelson | Pekoe | B | 0.15 | Durham City | \$33,835 |
| D-75 | Fern | Calvin | Driver | C | 0.33 | Durham City | \$73,219 |
| D-76 | Forestview | Forest Hills | Lakewood | C | 0.25 | Durham City | \$56,785 |
| D-77 | Formosa | Pekoe | Concord | C | 0.16 | Durham City | \$36,373 |
| D-78 | Foster | Hunt | Monmouth | C | 0.08 | Durham City | \$17,599 |
| D-79 | Freeman | Clayton | Valmet | B | 1.18 | Durham City | \$265,364 |
| D-80 | GarrettA1 | Hope Valley | Swarthmore | A | 1.02 | Durham City | \$229,071 |
| D-81 | GarrettA2 | Swarthmore | Old Chapel Hill | B | 1.05 | Durham City | \$235,263 |
| D-82 | GarrettA3 | Old Chapel Hill | 15-501 | B | 1.02 | Durham City | \$228,437 |
| D-83 | GarrettA4 | 15-501 | Pickett | B | 1.00 | Durham City | \$223,986 |
| D-84 | Geer1 | Washington | Foster | C | 0.09 | Durham City | \$21,199 |
| D-85 | Geer3 | Elizabeth | Miami | B | 0.70 | Durham City | \$157,969 |
| D-86 | Geer4 | Miami | Club | B | 2.42 | Durham City | \$543,367 |
| D-87 | Georgia | Hillsborough | Club | C | 0.18 | Durham City | \$39,791 |
| D-88 | Gibson | Lynn | Mineral Springs | C | 0.84 | Durham City | \$187,697 |
| D-89 | Glendale1 | Leon | Lavender | C | 0.45 | Durham City | \$100,952 |
| D-90 | Glendale2 | I-85 | Corporation | C | 1.04 | Durham City | \$232,944 |
| D-91 | Grandale | Barbee | Scott King | C | 2.06 | Durham City | \$461,529 |
| D-92 | Green1 | Oakland | Carolina | C | 0.20 | Durham City | \$44,559 |
| D-93 | Green2 | Carolina | Ninth | C | 0.21 | Durham City | \$47,491 |
| D-94 | Green3 | Ninth | Broad | C | 0.14 | Durham City | \$30,477 |
| D-95 | Green4 | Watts | Glendale | C | 0.84 | Durham City | \$189,273 |
| D-96 | Gregson1 | Duke | Club | C | 0.27 | Durham City | \$60,256 |
| D-97 | Gregson2 | Club | Markham | B | 0.48 | Durham City | \$107,972 |
| D-98 | Guess1 | Bramble | Redmond | C | 0.78 | Durham City | \$175,109 |
| D-99 | GuessA1 | Hillcrest | Carver | B | 1.14 | Durham City | \$255,445 |
| D-100 | GuessA2 | Carver | Horton | B | 1.36 | Durham City | \$304,481 |
| D-101 | Hammond | Farthing | Roxboro | C | 0.16 | Durham City | \$36,609 |
| D-102 | HardeepPW | Holloway | Cheek | B | 0.96 | Durham City | \$215,460 |
| D-103 | Hart | Maple | Harvard | C | 0.52 | Durham City | \$117,000 |
| D-104 | Herndon | Barbee | Ainsley | C | 0.46 | Durham City | \$104,081 |
| D-105 | Hillandale1 | Rose of Sharon | Peppertree | B | 0.83 | Durham City | \$187,118 |
| D-106 | HillandaleA1 | Peppertree | Carver | A | 1.21 | Durham City | \$271,278 |
| D-107 | HillandaleA2 | Carver | I-85 | A | 0.65 | Durham City | \$145,362 |

2035 LRTP**Sidewalk Projects**

| No. | Project Name | From | To | Rank | Length (Miles) | Municipality | Cost |
|-------|---------------|----------------|----------------|------|----------------|--------------|-----------|
| D-108 | Hillsborough1 | Sparger | LaSalle | B | 2.43 | Durham City | \$546,325 |
| D-109 | Hillsborough2 | LaSalle | Ninth | C | 1.50 | Durham City | \$337,158 |
| D-110 | HollowayA1 | Guthrie | Miami | B | 0.36 | Durham City | \$81,042 |
| D-111 | HollowayA2 | Miami | Junction | B | 0.65 | Durham City | \$145,253 |
| D-112 | HollowayA3 | Junction | Chandler | B | 1.05 | Durham City | \$236,541 |
| D-113 | Holt School | Valley | Duke | C | 0.35 | Durham City | \$79,216 |
| D-114 | Hope ValleyA1 | HWY 54 | Swarthmore | A | 1.16 | Durham City | \$260,595 |
| D-115 | Hope ValleyA2 | Swarthmore | Surrey | C | 1.09 | Durham City | \$245,162 |
| D-116 | Hope ValleyA3 | Surrey | Archdale | B | 0.90 | Durham City | \$202,007 |
| D-117 | Hope ValleyA4 | Archdale | 15-501 | A | 1.13 | Durham City | \$254,662 |
| D-118 | HortonA1 | Hillandale | Stadium | B | 1.06 | Durham City | \$237,297 |
| D-119 | HortonA2 | Stadium | Roxboro | B | 0.88 | Durham City | \$197,729 |
| D-120 | HWY 54 PW2 | Alston | Miami | B | 2.57 | Durham City | \$577,269 |
| D-121 | HWY 54 PW3 | Highgate | Fayetteville | B | 0.63 | Durham City | \$142,024 |
| D-122 | HWY54A1 | Fayetteville | Barbee | B | 1.04 | Durham City | \$233,422 |
| D-123 | HWY54A2 | Barbee | NC55 | B | 1.25 | Durham City | \$280,713 |
| D-124 | HWY54A3 | NC 55 | Alston | B | 0.40 | Durham City | \$88,737 |
| D-125 | Hyde Park | Fern | Drew | C | 0.38 | Durham City | \$85,522 |
| D-126 | Indian | Hillandale | Albany | C | 0.44 | Durham City | \$97,781 |
| D-127 | James | Lakewood | University | C | 0.90 | Durham City | \$201,108 |
| D-128 | Jester | Alston | end | C | 0.23 | Durham City | \$51,084 |
| D-129 | Juniper | Hanover | Miami | B | 0.77 | Durham City | \$173,276 |
| D-130 | Kenan | Duke Homestead | Carver | C | 0.38 | Durham City | \$85,406 |
| D-131 | Kent1 | Morehead | Lakewood | C | 0.38 | Durham City | \$85,697 |
| D-132 | Kent2 | Lakewood | University | B | 0.68 | Durham City | \$153,548 |
| D-133 | Knox1 | Watts | Vista | C | 1.29 | Durham City | \$289,276 |
| D-134 | Lakewood1 | Chapel Hill | University | B | 1.03 | Durham City | \$231,479 |
| D-135 | Lakewood2 | University | Blackwell | B | 0.14 | Durham City | \$31,111 |
| D-136 | LasalleA1 | Kangaroo | Erwin | A | 0.44 | Durham City | \$99,242 |
| D-137 | LasalleA2 | Sprunt | Kangaroo | B | 0.69 | Durham City | \$154,324 |
| D-138 | Latta | Guess | Roxboro | B | 1.20 | Durham City | \$269,762 |
| D-139 | Lebanon | Guess | Guess | B | 0.57 | Durham City | \$128,123 |
| D-140 | Leon | Duke | Glendale | B | 0.43 | Durham City | \$96,508 |
| D-141 | Liberty1 | Dillard | Alston | B | 0.50 | Durham City | \$112,279 |
| D-142 | Liberty2 | Park | Miami | B | 0.59 | Durham City | \$133,422 |
| D-143 | Luther | Rose of Sharon | Rose of Sharon | C | 0.93 | Durham City | \$209,692 |

2035 LRTP**Sidewalk Projects**

| No. | Project Name | From | To | Rank | Length (Miles) | Municipality | Cost |
|-------|--------------------|--------------------|---------------|------|----------------|--------------|-----------|
| D-144 | Lynn | Gibson | Miami | C | 0.50 | Durham City | \$112,359 |
| D-145 | Main | Briggs | Gary | B | 0.22 | Durham City | \$49,073 |
| D-146 | Maple1 | Liberty | Taylor | C | 0.25 | Durham City | \$56,942 |
| D-147 | Maple2 | Taylor | Angier | C | 0.40 | Durham City | \$89,126 |
| D-148 | Markham1 | Ninth | Washington | B | 1.25 | Durham City | \$281,535 |
| D-149 | Markham2 | Washington | Avondale | A | 1.11 | Durham City | \$249,794 |
| D-150 | Martin Luther King | Yorktown | HWY 55 | C | 0.23 | Durham City | \$52,673 |
| D-151 | Maryland | Guess | Club | C | 0.60 | Durham City | \$135,122 |
| D-152 | Masondale | Roxboro | Formosa | C | 0.20 | Durham City | \$44,219 |
| D-153 | Mathison | Ridgeway | End | C | 0.23 | Durham City | \$51,647 |
| D-154 | Merrimac | Morehead | House | C | 0.06 | Durham City | \$12,568 |
| D-155 | Miami | Angier | Stirrup Creek | B | 1.99 | Durham City | \$446,662 |
| D-156 | MidlandPW | Cheek | Geer | B | 0.69 | Durham City | \$155,000 |
| D-157 | Milton | Tom Wilkinson | Roxboro | B | 0.68 | Durham City | \$153,161 |
| D-158 | Morehead1 | Anderson | Shepherd | C | 1.11 | Durham City | \$249,463 |
| D-159 | Morehead3 | Duke | Roxboro | B | 0.70 | Durham City | \$156,817 |
| D-160 | Morreene1 | Neal | Campus Walk | B | 0.97 | Durham City | \$218,743 |
| D-161 | Morreene2 | Campus Walk | Erwin | B | 0.55 | Durham City | \$122,743 |
| D-162 | Murray | Broad | Roxboro | B | 1.32 | Durham City | \$297,120 |
| D-163 | Newby | Horton | Holt School | C | 0.31 | Durham City | \$70,111 |
| D-164 | Ninth | Club | Pettigrew | C | 0.03 | Durham City | \$5,674 |
| D-165 | North Bend | Carpenter Fletcher | Meridian | C | 0.10 | Durham City | \$22,671 |
| D-166 | North Pointe | Woodmont | Broad | B | 0.85 | Durham City | \$191,064 |
| D-167 | Oakland | Sprunt | Green | C | 0.65 | Durham City | \$146,955 |
| D-168 | Old Chapel Hill A1 | Pope | Garrett | B | 1.66 | Durham City | \$372,817 |
| D-169 | Old Chapel Hill A2 | University | Archdale | C | 1.28 | Durham City | \$288,218 |
| D-170 | Old Chapel Hill A3 | Archdale | University | C | 0.63 | Durham City | \$140,910 |
| D-171 | Old Oxford | Roxboro | Dearborn | B | 0.52 | Durham City | \$117,388 |
| D-172 | Pettigrew | Fayetteville | Briggs | B | 1.39 | Durham City | \$310,902 |
| D-173 | Pinecrest | Academy | Marion | C | 0.44 | Durham City | \$99,594 |
| D-174 | Randolph | Solterra Way | Pickett | B | 0.58 | Durham City | \$130,225 |
| D-175 | RaynorPW | Miami | Hardee | B | 0.34 | Durham City | \$77,344 |
| D-176 | RiddleA1 | Fayetteville | HWY 55 | B | 0.84 | Durham City | \$187,869 |
| D-177 | RiddleA2 | HWY 55 | Ellis | B | 1.08 | Durham City | \$242,047 |
| D-178 | Ridgeway | Mathison | Lakeland | C | 0.26 | Durham City | \$57,702 |
| D-179 | Rose of Sharon | Cole Mill | Guess | C | 2.53 | Durham City | \$567,872 |

2035 LRTP**Sidewalk Projects**

| No. | Project Name | From | To | Rank | Length (Miles) | Municipality | Cost |
|----------------------|---------------|--------------------|-----------------|------|----------------|--------------|---------------------|
| D-180 | Roxboro2 | Pacific | Murray | A | 1.40 | Durham City | \$315,281 |
| D-181 | Roxboro3 | Davidson | Knox | B | 0.39 | Durham City | \$88,132 |
| D-182 | Roxboro5 | Holloway | Liberty | B | 0.05 | Durham City | \$11,157 |
| D-183 | Roxboro6 | Enterprise | Cornwallis | A | 1.66 | Durham City | \$371,781 |
| D-184 | Roxboro7 | Cornwallis | Oak Ridge | C | 0.52 | Durham City | \$116,455 |
| D-185 | Roxboro8 | Juliette | Hope Valley | C | 1.64 | Durham City | \$368,553 |
| D-186 | RoxboroA1 | Pacific | Monk | B | 0.91 | Durham City | \$204,989 |
| D-187 | RoxboroA2 | Monk | Infinity | B | 1.33 | Durham City | \$297,342 |
| D-188 | RoxboroA3 | Infinity | Tom Wilkinson | B | 1.23 | Durham City | \$274,977 |
| D-189 | Seaton | Revere | Wenonah | C | 0.41 | Durham City | \$92,964 |
| D-190 | Sedwick | Grandale | Alston | B | 1.76 | Durham City | \$394,742 |
| D-191 | Shannon | Durham-Chapel Hill | Old Chapel Hill | B | 1.04 | Durham City | \$232,581 |
| D-192 | Shoreham | University | Stuart | C | 0.13 | Durham City | \$28,242 |
| D-193 | Solitude | Whisperwood | Sedwick | C | 0.25 | Durham City | \$56,581 |
| D-194 | Sparger | Cole Mill | Stafford | C | 1.96 | Durham City | \$439,969 |
| D-195 | Swarthmore | end | Hope Valley | C | 1.18 | Durham City | \$264,026 |
| D-196 | Swift | Duke University | Durham Freeway | B | 0.51 | Durham City | \$113,756 |
| D-197 | Taylor1 | Elizabeth | Alston | B | 0.39 | Durham City | \$86,646 |
| D-198 | Taylor3 | Guthrie | Gary | B | 0.31 | Durham City | \$69,368 |
| D-199 | Tom Wilkinson | Milton | Roxboro | C | 0.23 | Durham City | \$51,821 |
| D-200 | Trinity2 | Rosetta | Edgar | B | 0.50 | Durham City | \$111,881 |
| D-201 | Umstead1 | Scout | Merrick | B | 0.40 | Durham City | \$88,687 |
| D-202 | Umstead2 | Riverdale | Guess | C | 1.31 | Durham City | \$294,160 |
| D-203 | University1 | Old Chapel Hill | Ivy Creek | B | 0.68 | Durham City | \$152,521 |
| D-204 | University2 | Martin Luther King | Old Chapel Hill | B | 1.01 | Durham City | \$226,761 |
| D-205 | University3 | Old Chapel Hill | Hope Valley | A | 0.77 | Durham City | \$173,870 |
| D-206 | University4 | Hope Valley | Forest Hills | B | 1.23 | Durham City | \$274,998 |
| D-207 | University5 | Forest Hills | Lakewood | B | 0.64 | Durham City | \$143,420 |
| D-208 | Urban | Buchanan | Washington | C | 0.58 | Durham City | \$130,908 |
| D-209 | Valley | Casa | Holt School | C | 0.36 | Durham City | \$80,115 |
| D-210 | Vickers | Proctor | University | C | 0.45 | Durham City | \$100,198 |
| D-211 | Wabash | end | Plum | C | 0.47 | Durham City | \$105,760 |
| D-212 | Ward | Chapel Hill | Forest Hills | C | 0.86 | Durham City | \$191,883 |
| D-213 | Washington | Glendale | Urban | B | 1.01 | Durham City | \$226,317 |
| D-214 | Watts | Green | Englewood | C | 0.38 | Durham City | \$84,998 |
| Durham Totals | | | | | 170 | | \$38,061,140 |

2035 LRTP

Sidewalk Projects

| No. | Project Name | From | To | Rank | Length (Miles) | Municipality | Cost |
|-----|--------------|------|----|------|----------------|--------------|------|
|-----|--------------|------|----|------|----------------|--------------|------|

| Chapel Hill Sidewalk Projects | | | | | | | |
|-------------------------------|------------------------------|------------------------------|------------------------------|--|------|-------------|-----------|
| CH-1 | Barbee Chapel Rd (west) | NC 54 | Downing Creek Pkwy. | | 0.72 | Chapel Hill | \$161,500 |
| CH-2 | Barbee Chapel Rd (west) # 2 | Finley Forest Dr. | Downing Creek Pkwy | | 0.53 | Chapel Hill | \$119,000 |
| CH-3 | Barbee Chapel Rd (west) #1 | Finley forest | NC 54 | | 0.34 | Chapel Hill | \$42,500 |
| CH-4 | Bennett Road (south) | 15-501 S | fire Station #5 entrance | | 0.04 | Chapel Hill | \$8,500 |
| CH-5 | Booker Creek Rd | Entire length | Entire length | | 0.34 | Chapel Hill | \$76,500 |
| CH-6 | Brookview Dr. | Entire length | Entire length | | 0.47 | Chapel Hill | \$106,250 |
| CH-7 | Burning Tree Drive (west) | NC 54 | Pinehurst Dr | | 0.86 | Chapel Hill | \$192,313 |
| CH-8 | Cameron Ave (south) | SE corner at Merritt Mill Rd | SE corner at Merritt Mill Rd | | 0.05 | Chapel Hill | \$10,625 |
| CH-9 | Cameron Ave(north) | NE corner at Merritt Mill Rd | NE corner at Merritt Mill Rd | | 0.05 | Chapel Hill | \$10,625 |
| CH-10 | Caswell Road (north) | Entire length | Entire length | | 0.62 | Chapel Hill | \$138,975 |
| CH-11 | Cedar Hills Dr. | Weaver Dairy Rd. | Partin St. | | 0.57 | Chapel Hill | \$127,500 |
| CH-12 | Church St (east) | W.Rosemary St | Caldwell St | | 0.32 | Chapel Hill | \$72,250 |
| CH-13 | Churchill Dr. | Longleaf Dr. | LeClair St. | | 0.19 | Chapel Hill | \$42,500 |
| CH-14 | Churchill Dr. | Entire length | Entire length | | 0.95 | Chapel Hill | \$212,500 |
| CH-15 | Cleland Drive (south) | Entire length | Entire length | | 0.76 | Chapel Hill | \$170,000 |
| CH-16 | Craig St (south) | Gomains Ave | Bynum St | | 0.13 | Chapel Hill | \$28,475 |
| CH-17 | Culbreth Rd (north) | Adam Way | Smith Level Rd. | | 0.38 | Chapel Hill | \$85,000 |
| CH-18 | Culbreth Rd (south) | Btw Cobble Ridge and Rossum | Btw Cobble Ridge and Rossum | | 0.09 | Chapel Hill | \$21,250 |
| CH-19 | Cynthia Dr | Dixie Dr | Seminole Dr | | 0.42 | Chapel Hill | \$93,500 |
| CH-20 | Cypress Rd/Spruce St/Eden La | Entire length | Entire length | | 0.63 | Chapel Hill | \$140,250 |
| CH-21 | Dixie Dr | Stateside Dr | Cynthia Dr | | 0.38 | Chapel Hill | \$85,000 |
| CH-22 | Dixie La | Entire length | Entire length | | 0.11 | Chapel Hill | \$25,500 |
| CH-23 | Dobbins Dr. (north) | Dobbins Dr. | Dobbins Dr. | | 0.23 | Chapel Hill | \$51,000 |
| CH-24 | Eastwood Rd | north side at Shady Lawn Dr. | north side at Shady Lawn Dr. | | 0.02 | Chapel Hill | \$4,250 |
| CH-25 | Elizabeth Street (north) | Penny Ln | East Franklin St | | 0.08 | Chapel Hill | \$17,255 |
| CH-26 | Emory Dr | Entire length | Entire length | | 1.33 | Chapel Hill | \$297,500 |
| CH-27 | Ephesus Ch Rd #1 (south) | Eden Dr | 15-501 Bypass | | 0.57 | Chapel Hill | \$127,500 |
| CH-28 | Ephesus Ch Rd #2 (north) | Colony Woods Dr | Pope Rd | | 0.30 | Chapel Hill | \$66,938 |
| CH-29 | Ephesus Ch Rd #2 (north) | Colony Woods Dr | Pope Rd | | 0.30 | Chapel Hill | \$66,938 |
| CH-30 | Estes Dr. Ext. | Seawell School Rd | west town limits | | 0.51 | Chapel Hill | \$114,750 |
| CH-31 | Estes Drive #1 (north) | MLK Jr. Blvd. | Estes Elementary School | | 0.76 | Chapel Hill | \$170,000 |
| CH-32 | Estes Drive (south) | Caswell | Franklin St | | 0.61 | Chapel Hill | \$136,000 |
| CH-33 | Estes Drive Ext #3 (south) | Seawell School Rd | MLK Jr. Blvd. | | 0.78 | Chapel Hill | \$174,250 |

2035 LRTP**Sidewalk Projects**

| No. | Project Name | From | To | Rank | Length (Miles) | Municipality | Cost |
|-------|------------------------------|--------------------------|--------------------------|------|----------------|--------------|-----------|
| CH-34 | Europa Dr. (west) | Europa Dr. | Europa Dr. | | 0.09 | Chapel Hill | \$21,250 |
| CH-35 | Ferrell Rd | Entire length | Entire length | | 0.44 | Chapel Hill | \$97,750 |
| CH-36 | Finley Golf Course Rd (west) | NC 54 | Old Mason Farm Rd | | 0.65 | Chapel Hill | \$146,625 |
| CH-37 | Flemington Rd | Hamilton Rd | Hayes Rd | | 0.11 | Chapel Hill | \$25,500 |
| CH-38 | Fordham Blvd #1 (north) | Manning Dr | Carmichael St | | 0.25 | Chapel Hill | \$55,250 |
| CH-39 | Fordham Blvd #2 (west) | Ephesus Church Rd | Elliott Rd | | 0.21 | Chapel Hill | \$46,325 |
| CH-40 | Fordham Blvd (north) | Elliot Rd | Estes Drive | | 0.23 | Chapel Hill | \$51,000 |
| CH-41 | Forest Hills Rd | Lake Ellen Dr | Seminole Dr | | 0.15 | Chapel Hill | \$34,000 |
| CH-42 | Fountain Ridge Rd. | Entire length | Entire length | | 0.91 | Chapel Hill | \$204,000 |
| CH-43 | Francis St | Entire length | Entire length | | 0.28 | Chapel Hill | \$63,750 |
| CH-44 | Gimghoul Rd | Entire length north side | Entire length north side | | 0.28 | Chapel Hill | \$63,750 |
| CH-45 | Gimghoul Rd | Entire length south side | Entire length south side | | 0.23 | Chapel Hill | \$51,000 |
| CH-46 | Hamilton Rd (east) | Cleland Dr | Flemington Rd. | | 0.15 | Chapel Hill | \$34,000 |
| CH-47 | Hillsborough St. (east) | Rosemary Street | Mill Race Dr. | | 0.21 | Chapel Hill | \$46,750 |
| CH-48 | Homestead Rd | Homestead Rd | Homestead Rd | | 0.03 | Chapel Hill | \$6,375 |
| CH-49 | Homestead Rd #1(north) | Homestead Rd #1(north) | Homestead Rd #1(north) | | 0.30 | Chapel Hill | \$68,000 |
| CH-50 | Homestead Rd #2 (south) | Homestead Rd #2 (south) | Homestead Rd #2 (south) | | 0.30 | Chapel Hill | \$68,000 |
| CH-51 | Homestead Rd #3 (north) | Homestead Rd #3 (north) | Homestead Rd #3 (north) | | 0.34 | Chapel Hill | \$76,500 |
| CH-52 | Homestead Rd #4 (south) | Homestead Rd #4 (south) | Homestead Rd #4 (south) | | 0.30 | Chapel Hill | \$68,000 |
| CH-53 | Honeysuckle Rd | Honeysuckle Rd | Honeysuckle Rd | | 0.49 | Chapel Hill | \$110,500 |
| CH-54 | Kenmore Rd | Kenmore Rd | Kenmore Rd | | 0.11 | Chapel Hill | \$25,500 |
| CH-55 | Lake Ellen Dr. East | Lake Ellen Dr. East | Lake Ellen Dr. East | | 0.04 | Chapel Hill | \$8,500 |
| CH-56 | Lakeview Dr. East | Lakeview Dr. East | Lakeview Dr. East | | 0.25 | Chapel Hill | \$55,250 |
| CH-57 | Landerwood La | Landerwood La | Landerwood La | | 0.53 | Chapel Hill | \$119,000 |
| CH-58 | LeClair St. | LeClair St. | LeClair St. | | 0.38 | Chapel Hill | \$85,000 |
| CH-59 | Longleaf Dr. Phase 1 | Longleaf Dr. Phase 1 | Longleaf Dr. Phase 1 | | 0.25 | Chapel Hill | \$55,250 |
| CH-60 | Longleaf Dr. Phase 2 | Longleaf Dr. Phase 2 | Longleaf Dr. Phase 2 | | 0.32 | Chapel Hill | \$72,250 |
| CH-61 | Mallette Street (west) | Mallette Street (west) | Mallette Street (west) | | 0.18 | Chapel Hill | \$40,375 |
| CH-62 | Manly St. | Manly St. | Manly St. | | 0.08 | Chapel Hill | \$17,000 |
| CH-63 | Manning Dr. (north) | Manning Dr. (north) | Manning Dr. (north) | | 0.55 | Chapel Hill | \$123,250 |
| CH-64 | McCauley St. (north) | McCauley St. (north) | McCauley St. (north) | | 0.06 | Chapel Hill | \$12,750 |
| CH-65 | McMasters St (south) | McMasters St (south) | McMasters St (south) | | 0.10 | Chapel Hill | \$22,525 |
| CH-66 | MLK Jr. Blvd. (west) | Estes Dr | Critz Dr. | | 0.68 | Chapel Hill | \$153,000 |
| CH-67 | MLK Jr. Blvd. (west) | Weaver Dairy Rd. | Northwood Dr.. | | 0.06 | Chapel Hill | \$12,750 |
| CH-68 | MLK Jr. Blvd. (east) | Timber Hollow Ct | Homestead Rd | | 0.35 | Chapel Hill | \$78,625 |
| CH-69 | NC 54 | East of Barbee Chapel Rd | Town Limits | | 0.38 | Chapel Hill | \$85,000 |

2035 LRTP

Sidewalk Projects

| No. | Project Name | From | To | Rank | Length (Miles) | Municipality | Cost |
|--------|-----------------------------|---|---|------|----------------|--------------|-----------|
| CH-70 | NC 54(south) | Missing Section west of Finley Golf Course Rd | Missing Section west of Finley Golf Course Rd | | 0.04 | Chapel Hill | \$8,500 |
| CH-71 | North Street (north) | MLK Jr. Blvd. | Henderson St | | 0.13 | Chapel Hill | \$29,750 |
| CH-72 | Old Drhm-Chpl Hill Rd (s) | Durham Co line | Blue Cross | | 0.40 | Chapel Hill | \$89,250 |
| CH-73 | Old Mason Farm Rd (north) | Finley Golf Course | US 15-501 | | 0.73 | Chapel Hill | \$163,625 |
| CH-74 | Old Oxford Rd | Erwin Rd | Bolin Creek Rd | | 0.15 | Chapel Hill | \$34,000 |
| CH-75 | Piney Mtn Rd (north) | Forest Creek Dr. | Priestly Cricle Dr. | | | Chapel Hill | \$0 |
| CH-76 | Plant Road (south) | Park/Rec facility | Franklin St | | 0.10 | Chapel Hill | \$22,100 |
| CH-77 | Pope Road (west) | Ephesus Church Rd | Old Durham Rd | | 1.02 | Chapel Hill | \$229,500 |
| CH-78 | Rigsbee Rd. | Piney Mtn Rd | Brookview Dr. | | 0.17 | Chapel Hill | \$38,250 |
| CH-79 | Rogers Rd (east) | Homestead Rd | Sylvan Wy. | | 0.09 | Chapel Hill | \$21,250 |
| CH-80 | Rolling Road (south) | South Lakeshore Dr | Ridgecrest Dr | | 0.37 | Chapel Hill | \$82,025 |
| CH-81 | Roosevelt Drive (east) | Entire length | Entire length | | 0.47 | Chapel Hill | \$105,400 |
| CH-82 | Rosemary St (north) | west of Church St | west of Church St | | 0.03 | Chapel Hill | \$7,650 |
| CH-83 | Rosemary St (north) | east of Church St | east of Church St | | 0.05 | Chapel Hill | \$10,625 |
| CH-84 | Rosemary Street #2 (north) | 157 E. Rosemary St | Henderson St | | 0.04 | Chapel Hill | \$8,500 |
| CH-85 | Rosemary Street #3 (north) | Pickard St | Boundary St | | 0.15 | Chapel Hill | \$34,000 |
| CH-86 | Rosemary Street #4 (north) | east of intersection with Mitchell La | east of intersection with Mitchell La. | | 0.02 | Chapel Hill | \$4,250 |
| CH-87 | Sage Rd | west side south of Coleridge Dr. | west side south of Coleridge Dr. | | 0.08 | Chapel Hill | \$17,000 |
| CH-88 | Seawell School Rd #1 (west) | Seawell Elementary | Hanover Pl | | 0.83 | Chapel Hill | \$187,000 |
| CH-89 | Seawell School Rd #2 (west) | Homestead Rd | High School Road | | 0.25 | Chapel Hill | \$55,250 |
| CH-90 | Seminole Dr | Entire length | Entire length | | 0.21 | Chapel Hill | \$46,750 |
| CH-91 | Shady Lawn Road (north) | Eastwood Rd | Lakeshore Dr | | 0.97 | Chapel Hill | \$216,750 |
| CH-92 | Stateside Dr | MLK Jr. Blvd. | Dixie Dr. | | 0.11 | Chapel Hill | \$25,500 |
| CH-93 | Stephens St (west) | Martin Luther King, Jr. Blvd | N.Columbia St | | N/A | Chapel Hill | \$0 |
| CH-94 | Sunrise Rd (east) | Sweeten Cir. Dr. | Sweeten Cir. Dr. | | 0.32 | Chapel Hill | \$72,250 |
| CH-95 | Thornwood Rd | Entire length | Entire length | | 0.38 | Chapel Hill | \$85,000 |
| CH-96 | University Drive (north) | Pittsboro St | Ransom St | | 0.08 | Chapel Hill | \$18,913 |
| CH-97 | University Mall entrns | S. Estes Dr. (2 locations west side) | S. Estes Dr. (2 locations west side) | | 0.06 | Chapel Hill | \$12,750 |
| CH-98 | University Mall north entr. | Willow Dr. | Willow Dr. | | 0.15 | Chapel Hill | \$34,000 |
| CH-99 | US 15-501 South (east) | Mount Carmel Church Rd | S. Columbia St | | 0.21 | Chapel Hill | \$46,750 |
| CH-100 | Weaver Dairy Rd (east) | Erwin Rd | Arcadia Place | | 0.53 | Chapel Hill | \$119,000 |
| CH-101 | Weaver Dairy Rd (west) | Erwin Rd | Arcadia Place | | 0.53 | Chapel Hill | \$119,000 |
| CH-102 | West University Dr (south) | Ransom St | Westwood Dr | | 0.28 | Chapel Hill | \$62,815 |
| CH-103 | Willow Dr. | west side south of Conner Dr | west side south of Conner Dr | | 0.06 | Chapel Hill | \$12,750 |
| CH-104 | Willow Dr. | Longleaf Dr. | Emory Dr. | | 0.34 | Chapel Hill | \$42,500 |

2035 L RTP**Sidewalk Projects**

| No. | Project Name | From | To | Rank | Length (Miles) | Municipality | Cost |
|---------------------------|--------------|------|----|------|----------------|--------------|--------------------|
| Chapel Hill Totals | | | | | 34 | | \$7,563,895 |

| Carrboro Sidewalk Projects | | | | | | | |
|-----------------------------------|------------------|------------------|--------------------|--|------|----------|--------------|
| C-1 | Culbreth | Smith Level Rd | town limits | | 0.20 | Carrboro | \$ 104,300 |
| C-2 | Davie | Jones Ferry Rd | Main St | | 0.49 | Carrboro | \$ 258,000 |
| C-3 | Estes Dr. Ext | N. Greensboro | town limits | | 0.91 | Carrboro | \$ 480,000 |
| C-4 | S. Greensboro | Old Pittsboro | NC 54 | | 0.43 | Carrboro | \$ 228,900 |
| C-5 | Old Fayetteville | NC54 | Carrboro Plaza P&R | | 0.36 | Carrboro | \$ 189,700 |
| C-6 | Parker | N. Greensboro | Lloyd | | 0.15 | Carrboro | \$ 80,000 |
| C-7 | Pathway | Bolin Forest | Seawell School Rd | | 0.42 | Carrboro | \$ 220,000 |
| C-8 | Seawell Rd. Ext. | Seawell | Homestead | | 0.57 | Carrboro | \$ 300,000 |
| C-9 | Shelton | Oak | Elm | | 0.13 | Carrboro | \$ 67,000 |
| C-10 | Simpson | Main | Hillsborough | | 0.40 | Carrboro | \$ 210,000 |
| C-11 | Smith Level Rd | NC54 bridge 88 | Woodcrest | | 0.82 | Carrboro | \$ 432,100 |
| C-12 | Strowd Ln | Old Fayetteville | Anderson Park | | 0.18 | Carrboro | \$ 95,000 |
| C-13 | Tripp Farm Rd | Hillsborough | Tripp Farm Rd | | 0.30 | Carrboro | \$ 160,000 |
| C-14 | Tripp Farm Rd | Tripp Farm Rd | Seawell School Rd | | 0.55 | Carrboro | \$ 290,000 |
| C-15 | Homestead Rd | Old NC 86 | Claremont | | 1.76 | Carrboro | \$ 930,200 |
| C-16 | Rogers Road | Homestead | town limits | | 1.09 | Carrboro | \$ 575,700 |
| C-17 | Old NC 86 | Hillsborough | Eubanks | | 5.86 | Carrboro | \$ 3,096,200 |
| C-18 | Pine | Hillsborough | N. Greensboro | | 0.49 | Carrboro | \$ 259,200 |
| C-19 | Elm | Weaver | Shelton | | 0.19 | Carrboro | \$ 102,600 |
| C-20 | Ashe | Weaver | Shelton | | 0.14 | Carrboro | \$ 75,100 |
| C-21 | Bim | Jones Ferry Rd | Fidelity | | 0.21 | Carrboro | \$ 111,400 |
| C-22 | Old Fayetteville | NC54 | McDougle | | 0.50 | Carrboro | \$ 266,300 |
| C-23 | Carol | Old Fayetteville | Lorraine | | 0.60 | Carrboro | \$ 315,800 |
| C-24 | Jones Ferry | Main | Alabama | | 0.59 | Carrboro | \$ 310,500 |
| C-25 | Lindsay | Weaver | Shelton | | 0.19 | Carrboro | \$ 102,800 |
| C-26 | Main | Fidelity | Poplar | | 0.06 | Carrboro | \$ 30,000 |
| C-27 | Oak St | Hillsborough | Greensboro | | 0.32 | Carrboro | \$ 166,600 |
| C-28 | Rainbow | Lisa | Hillsborough | | 0.35 | Carrboro | \$ 183,000 |
| C-29 | Fowler | Lloyd | Broad | | 0.07 | Carrboro | \$ 34,900 |
| C-30 | NC 54 | Main | Old Fayetteville | | 0.32 | Carrboro | \$ 166,900 |
| C-31 | Carr | Greensboro | Maple | | 0.08 | Carrboro | \$ 41,300 |

2035 LRTP**Sidewalk Projects**

| No. | Project Name | From | To | Rank | Length (Miles) | Municipality | Cost |
|------------------------|------------------|------------------|--------------|------|----------------|--------------|----------------------|
| C-32 | Carr | Greensboro | end | | 0.14 | Carrboro | \$ 72,800 |
| C-33 | Center | Weaver | Short | | 0.06 | Carrboro | \$ 30,000 |
| C-34 | Gary | Poplar | Keith | | 0.25 | Carrboro | \$ 131,300 |
| C-35 | High | Main | Hillsborough | | 0.23 | Carrboro | \$ 123,800 |
| C-36 | Hill | Lloyd | Broad | | 0.07 | Carrboro | \$ 34,600 |
| C-37 | Laurel | Jones Ferry | end | | 0.19 | Carrboro | \$ 98,400 |
| C-38 | Laurel | Town Parking Lot | Jones Ferry | | 0.11 | Carrboro | \$ 57,300 |
| C-39 | Lorraine | Hillsborough | James | | 0.36 | Carrboro | \$ 190,800 |
| C-40 | Maple | Carr | end | | 0.18 | Carrboro | \$ 96,200 |
| C-41 | Milton | Cheek | Greensboro | | 0.16 | Carrboro | \$ 85,700 |
| C-42 | Oleander | NC 54 | Gary | | 0.22 | Carrboro | \$ 118,600 |
| C-43 | Roberson | Greensboro | Sweet Bay | | 0.11 | Carrboro | \$ 56,600 |
| C-44 | Short | Center | Greensboro | | 0.05 | Carrboro | \$ 25,000 |
| C-45 | Autumn | Barrington Hills | Stratford | | 0.15 | Carrboro | \$ 81,700 |
| C-46 | Bolin Creek | Wild Oak | end | | 0.49 | Carrboro | \$ 257,100 |
| C-47 | Eugene | Wesley | end | | 0.10 | Carrboro | \$ 53,300 |
| C-48 | Maple | Carr | Roberson | | 0.04 | Carrboro | \$ 20,000 |
| C-49 | Phipps | Lorraine | Simpson | | 0.15 | Carrboro | \$ 81,300 |
| C-50 | Spring Valley | Morningside | Pathway | | 0.29 | Carrboro | \$ 153,100 |
| C-51 | Merritt Mill | Cameron | Brewer | | 0.19 | Carrboro | \$ 101,200 |
| C-52 | Barnes | Jones Ferry | King | | 0.26 | Carrboro | \$ 135,000 |
| C-53 | Bel Arbor Path | Bel Arbor | Simpson | | 0.10 | Carrboro | \$ 67,100 |
| C-54 | King | Allen | Barnes | | 0.13 | Carrboro | \$ 68,600 |
| C-55 | Prince | King | end | | 0.20 | Carrboro | \$ 105,000 |
| C-56 | Wild Oak | Bolin Creek | Pathway | | 0.07 | Carrboro | \$ 37,600 |
| C-57 | Queen | Barnes | Prince | | 0.06 | Carrboro | \$ 32,400 |
| C-58 | Barrington Hills | Hillsborough | Autumn | | 0.23 | Carrboro | \$ 121,200 |
| Carrboro Totals | | | | | 23 | | \$ 12,319,200 |

| Hillsborough Sidewalk Projects | | | | | | | |
|---------------------------------------|--------------------------------|----------------|-----------------------------|--|-------|--------------|--------------|
| H-1 | US 70 Bypass | I-85 Collector | St. Mary's Rd. | | 11.00 | Hillsborough | \$ 5,808,000 |
| H-2 | Elizabeth Brady Road Extension | US 70A | US 70 Bypass/St. Mary's Rd. | | 1.50 | Hillsborough | \$ 792,000 |
| H-3 | S. Churton St. | Lafayette Dr. | Margaret Ln. | | 1.90 | Hillsborough | \$ 1,003,200 |
| H-4 | Nash Street Sidewalk | US 70 | Eno St. | | 1.80 | Hillsborough | \$ 679,233 |

2035 LRTP**Sidewalk Projects**

| No. | Project Name | From | To | Rank | Length (Miles) | Municipality | Cost |
|----------------------------|---------------------------|----------------|-------------------------------|------|----------------|--------------|----------------------|
| H-5 | Riverwalk (Future Phases) | S. Cameron St. | Allison St. | | 1.60 | Hillsborough | \$ 844,800 |
| H-6 | Cates Creek Greenway | Old NC 86 | US70A/NC86 South Intersection | | 2.00 | Hillsborough | \$ 1,060,000 |
| Hillsborough Totals | | | | | 20 | | \$ 10,187,233 |

| | | | | | | | |
|-----------------------|--|--|--|--|--|--|----------------------|
| DCHC MPO Total | | | | | | | \$ 68,131,468 |
|-----------------------|--|--|--|--|--|--|----------------------|

2035 LRTP

Other Transportation Projects

Introduction

The proposed sets of highway, transit, bicycle and pedestrian projects cannot offer an efficient and effective transportation system by themselves. There are many other types of transportation projects that help to increase the efficiency of the system and offer travel alternatives to the public. These projects are often relatively inexpensive compared to building and widening roadways and operating public transportation, and often provide cost effective solutions that can be implemented relatively quick.

This section provides a summary list of these other transportation projects, and the Cost table in the Financial Plan designates \$193,306,300 (under the title “TDM/TSM/ITS”) to finance these types of projects.

Project Lists

The following list identifies the types of projects that are expected to be implemented through the long range transportation plan. This list is not expected to be exhaustive because the solutions and technologies will continue to evolve with the specific challenges of our transportation system and the advance of transportation technology.

Intelligent Transportation Systems (ITS)

Intelligent Transportation Systems (ITS) is a set of diverse technologies, such as information processing, communications, control systems, and electronics that make the existing transportation infrastructure more efficient and safer. These technology systems tend to be region wide because of the interconnection among our road systems and our travel patterns. Examples include:

- Freeway Management
- Arterial Management (signal systems)
- Rail Operation Information Network
- Electronic Toll/Smart Cards
- Commercial Vehicle ITS
- Incident Management
- Public Transportation technology
- Advance Traveler Info. System
- ITS regional data warehouse
- Transit signal priority system

Travel Demand Management (TDM)

Transportation Demand Management (TDM) includes strategies and actions that reduce SOV (Single Occupancy Vehicle – i.e., driving alone) trips, spread traffic volumes away from peak travel periods, and improve traffic flow. TDM basically eases the demand on the highway system by providing travel options and making more efficient use of existing transportation facilities. Examples include:

6 - Other Transportation Projects

- Flexible and staggered work hours
- TDM coordinators
- HOV/HOT facilities in I-40 corridor
- Transit fare reduction/elimination
- Vanpools/carpools startups
- Targeted parking fee increases

Transportation System Management (TSM)

Transportation System Management solutions increase efficiency and safety by allowing the current transportation network to operate with fewer travel delays and increased capacity. Examples include:

- Widening of approach widths for key intersections
- Installation and/or adjustment of traffic signals, including dynamic signal timing coordination
- Provision of left and/or right turn lanes
- Limitation or prohibition of driveways, turning movements, trucks, and on-street parking
- Installation of traffic calming devices for residential neighborhoods
- Planning for traffic circles and roundabouts at appropriate intersections.

2035 LRTP – Transportation Options Evaluation Measures

Purpose of Evaluation Measures

Evaluation Measures provide a general indicator of a transportation system from a variety of perspectives such as mobility, travel time, congestion, mode choice, air quality, and financial. The measures are not specific to a particular travel corridor but instead cover the entire transportation system, and therefore are useful for comparing the efficiency and effectiveness of the different transportation options. Most of the data used for calculating the Evaluation Measures comes from the Triangle Regional Model, which is a travel demand model that forecasts future travel statistics based on a set of assumptions concerning the highway network, transit service and other transportation facilities.

Evaluation Measures Table

The table in this section presents the Evaluation Measures for the Existing plus Committed network and the Draft 2035 LRTP network, and compares the two transportation networks.

The column in the table designated as E+C indicates Existing plus Committed. The E+C is composed of a transportation network of the existing and committed highway and transit facilities, and the 2035 socioeconomic data (i.e., population and employment in the year 2035). Thus, the E+C serves as a benchmark for comparing how much the performance measures improve with the transportation investments in the different options.

7 - Evaluation Measures

DCHC MPO Draft 2035 LRTP

Evaluation Measures -- Draft LRTP vs. E+C

| | Measures | 2035 E+C | Draft LRTP | % Change from E+C |
|----------|--|------------|------------|-------------------|
| 1 | Performance Measures | | | |
| 1.1 | Total VMT (daily) | 17,397,077 | 17,441,504 | 0% |
| 1.2 | Total VHT (daily) | 459,072 | 405,368 | -12% |
| 1.3 | Average Speed by Facility (miles/hour) | | | |
| 1.3.1 | - Freeway | 57 | 61 | 6% |
| 1.3.2 | - Arterial | 36 | 38 | 8% |
| 1.3.3 | - All Facility | 45 | 49 | 10% |
| 1.4 | Peak Average Speed by Facility (miles/hour) | | | |
| 1.4.1 | - Freeway | 54 | 59 | 9% |
| 1.4.2 | - Arterial | 34 | 37 | 10% |
| 1.4.3 | - All Facility | 42 | 47 | 12% |
| 1.5 | Average Travel Time - All Trips | 17 | 16 | -5% |
| 1.6 | Average Travel Time - Work Trips | 26 | 23 | -11% |
| 1.7 | Peak Average Travel Time - All Trips | 21 | 19 | -9% |
| 1.8 | Hours of Delay (daily) | 112,862 | 68,228 | -40% |
| 1.8.1 | CV Hours of Delay (daily) | 4,580 | 2,954 | -36% |
| 1.9 | Percent of VMT experiencing congestion - All Day | | | |
| 1.9.1 | - Freeway | 6% | 2% | -69% |
| 1.9.2 | - Arterial | 9% | 4% | -59% |
| 1.9.3 | - All Facility | 6% | 2% | -63% |
| 1.10. | Percent of VMT experiencing congestion - Peak | | | |
| 1.10.1 | - Freeway | 11% | 3% | -72% |
| 1.10.2 | - Arterial | 14% | 6% | -57% |
| 1.10.3 | - All Facility | 10% | 4% | -64% |
| 1.10.4 | Degree of congestion (V/C >1) on designated truck routes | 8% | 3% | -60% |
| 1.10.5 | Degree of congestion (V/C >1) on facilities w/bus routes | 9% | 2% | -72% |
| 2 | Mode Share Measures | | | |
| 2.1 | Number Mode Choice - <u>All Trips</u> | | | |
| 2.1.1 | - Drive alone (single occupant vehicle -SOV) | 1,660,787 | 1,636,250 | -1% |
| 2.1.2 | - Carpool (Share ride) | 1,095,943 | 1,094,468 | 0% |
| 2.1.3 | - Bus | 69,664 | 87,147 | 25% |
| 2.1.4 | - Rail | 0 | 14,557 | NA |
| 2.1.5 | - Non-Motorized (Bike and Walk) | 206,552 | 210,169 | 2% |
| 2.2 | Number Mode Choice - <u>Peak Hours</u> | | | |
| 2.2.1 | - Drive alone (single occupant vehicle -SOV) | 834,496 | 824,700 | -1% |
| 2.2.2 | - Carpool (Share ride) | 550,209 | 551,586 | 0% |
| 2.2.3 | - Bus | 35,228 | 44,878 | 27% |
| 2.2.4 | - Rail | 0 | 8,699 | NA |
| 2.2.5 | - Non-Motorized (Bike and Walk) | N/A | N/A | NA |
| 2.3 | Number Mode Choice - <u>Non Work Trips</u> | | | |
| 2.3.1 | - Drive alone (single occupant vehicle -SOV) | 1,098,746 | 1,079,781 | -2% |
| 2.3.2 | - Carpool (Share ride) | 998,378 | 999,255 | 0% |
| 2.3.3 | - Bus | 53,261 | 61,354 | 15% |
| 2.3.4 | - Rail | - | 11,067 | NA |
| 2.3.5 | - Non-Motorized (Bike and Walk) | 199,646 | 203,186 | 2% |
| 2.4 | Daily Bicycle and Pedestrian Trips | 206,552 | 210,169 | 2% |
| 3 | Transit Measures | | | |
| 3.1 | Average Weekday Transit Ridership (Whole region) | | | |
| 3.1.1 | - TTA (Including Rail) | 4,900 | 32,574 | 565% |
| 3.1.2 | - CAT | 22,874 | 32,773 | 43% |
| 3.1.3 | - CHT | 44,990 | 63,005 | 40% |
| 3.1.4 | - DATA | 23,312 | 55,923 | 140% |
| 3.1.5 | - NCSU | 20,080 | 16,232 | -19% |
| 3.1.6 | - DUKE | 14,642 | 10,790 | -26% |
| 3.1.7 | - OPT | 0 | 0 | 0% |
| 3.1.8 | - C-Tran | 1,557 | 4,476 | 187% |
| 3.1.9 | Total Bus | 132,358 | 215,773 | 63% |
| 3.2 | Total Rail | | 20,991 | |
| 4 | Demographics Measures | | | |
| 4.1 | Population | 551,362 | 551,362 | 0% |
| 4.2 | Employment | 389,249 | 389,249 | 0% |
| 4.3 | Total Daily Trips | 3,032,947 | 3,042,593 | 0% |
| 4.4 | Total Daily Work Trips | 682,913 | 687,947 | 1% |
| 4.5 | Total Daily Non-Work Trips | 2,350,033 | 2,354,646 | 0% |

2035 LRTP Congestion Maps (V/C maps)

Use of Congestion Maps

The Performance Measures provide a general indicator of the overall transportation system. On the other hand, the Congestion Maps show the forecasted level of service on specific road segments and corridors based on the afternoon peak hour. The afternoon peak hour is used because that period traditionally experiences the greatest travel demand. These maps are sometimes called “V/C” maps (V over C maps) because the level of service, or existence of congestion, is derived by dividing the traffic volume by the traffic capacity of the road segment. For example, a volume of 9,000 vehicles on a road that is capable of carrying 10,000 vehicles will produce a V/C of 0.9. A V/C of 1.0 is equal to a Level of Service (LOS) of “E”, which can be described as:

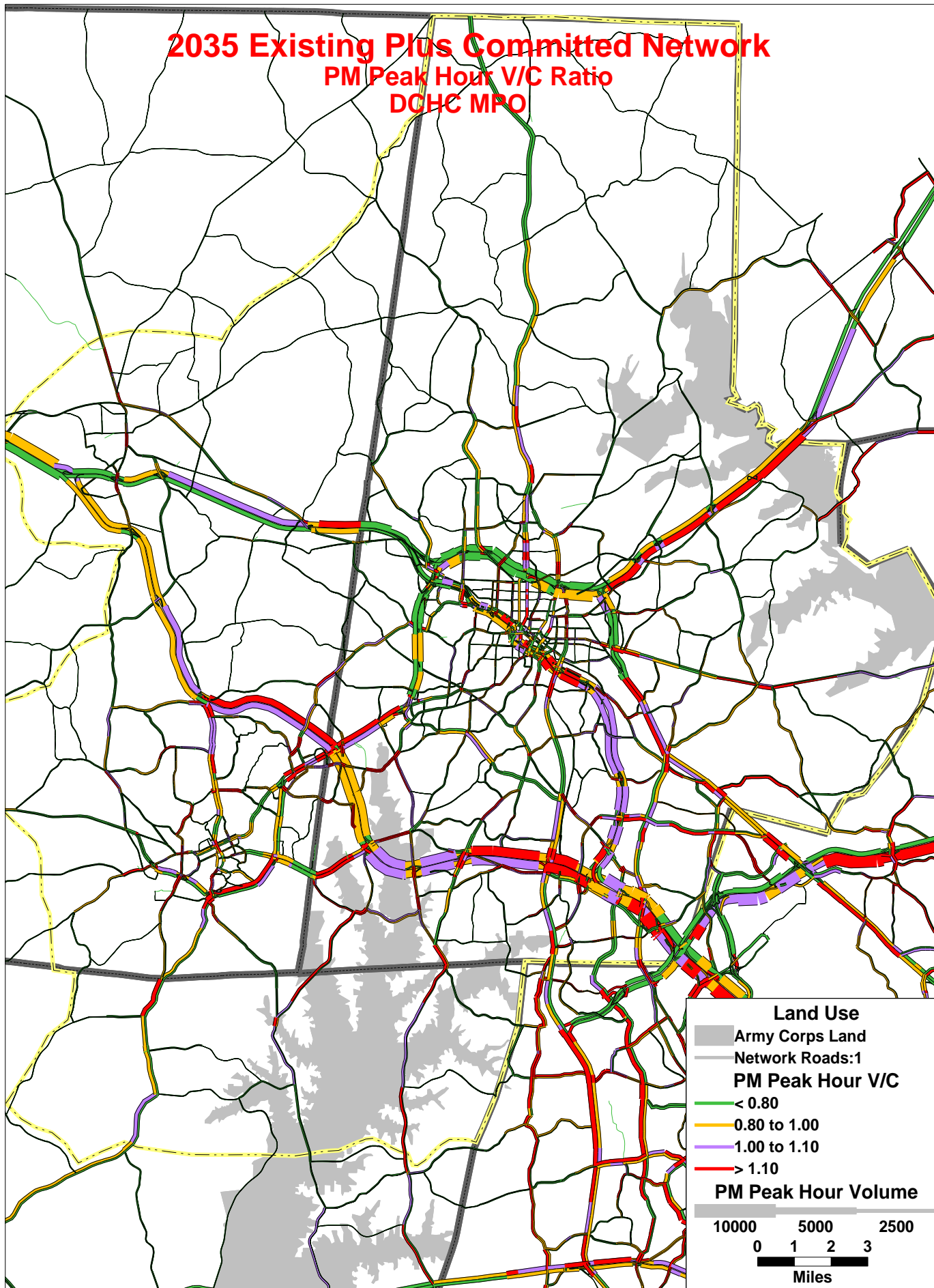
Limit of acceptable delay, unstable flow, poor signal progression,
traffic near roadway capacity, frequent cycle failures.

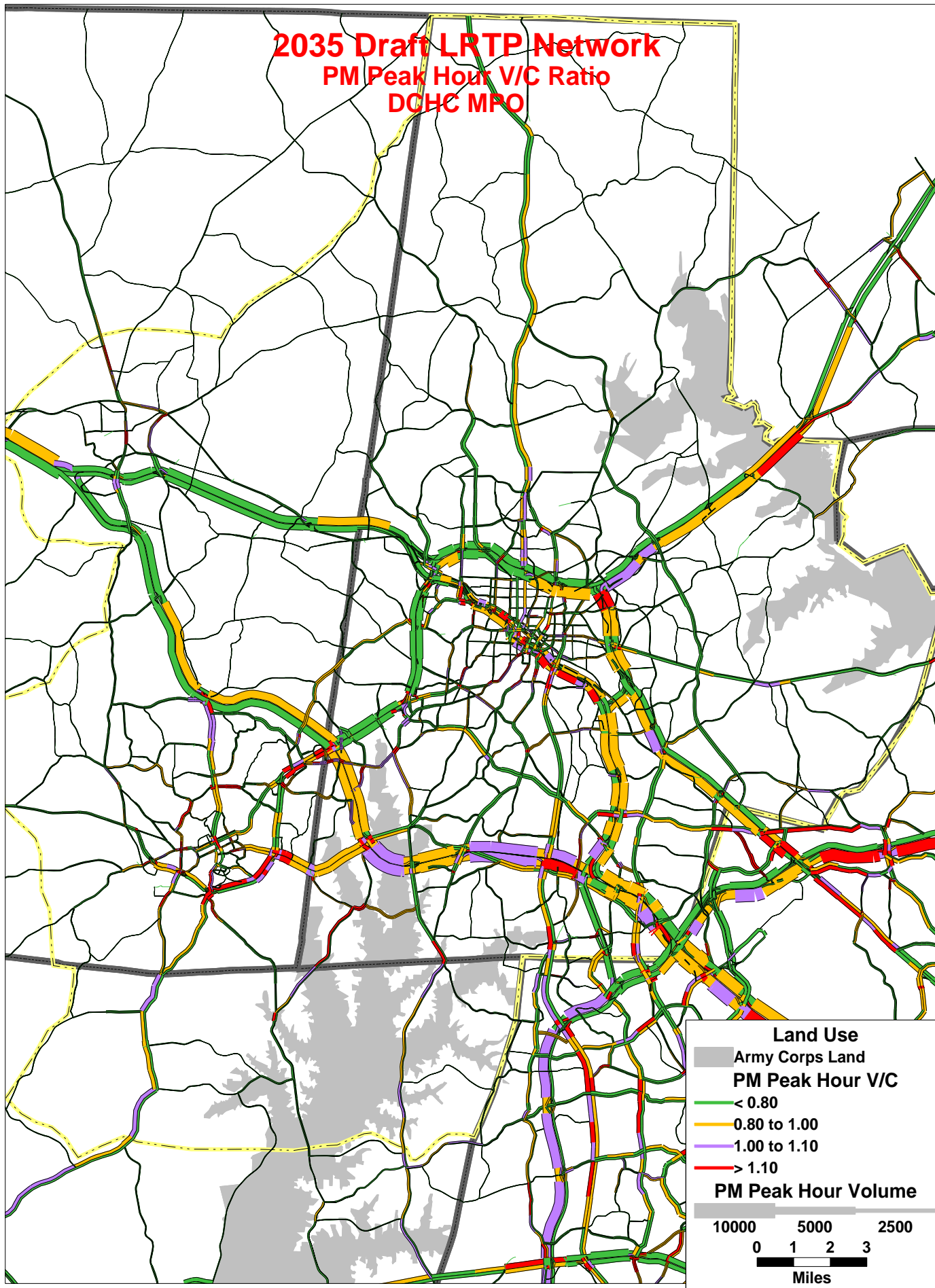
Although the term traffic congestion is subjective in that it means different levels of delay to different people, it can be said that any road segment approaching a V/C of 1.0, which is indicated on the maps with an **orange color**, experiences some delays. A V/C greater than 1.0, which is indicated on the maps by the **purple color**, means frequent delays for motorists, and a V/C greater than 1.1, which is indicated by the **red color** on the maps, translates into unacceptable travel delays.

The Triangle Regional Model (the travel demand model for the Triangle Region) uses travel behavior data for the Triangle Region, future transportation system networks, and future population and employment data, to forecast the volume and capacity values needed to produce these maps. The forecasts are for the year 2035.

Review and comparison of the Congestion Maps for the various transportation options will show how well a particular option addresses travel demand on the key roadway segments and corridors in the MPO planning area.

Of particular importance is the comparison of the **Draft 2035 LRTP map** with the **E+C map** (Existing plus Committed – used as a benchmark) on the next two pages. The E+C map uses a transportation network with the current roadways and transit services plus any others that have been committed to being implemented, and the Socioeconomic Data (i.e., population and employment) for the year 2035. This map shows the level of service to be experienced if no additional roadway improvements or transit services are implemented, and thus helps to answer the question, “When we make our next transportation investment decision, where do we need to focus our investment?” Furthermore, by comparing the E+C Congestion Map with the Draft 2035 LRTP, you can see how well the transportation investments in that option address the congestion in the E+C.



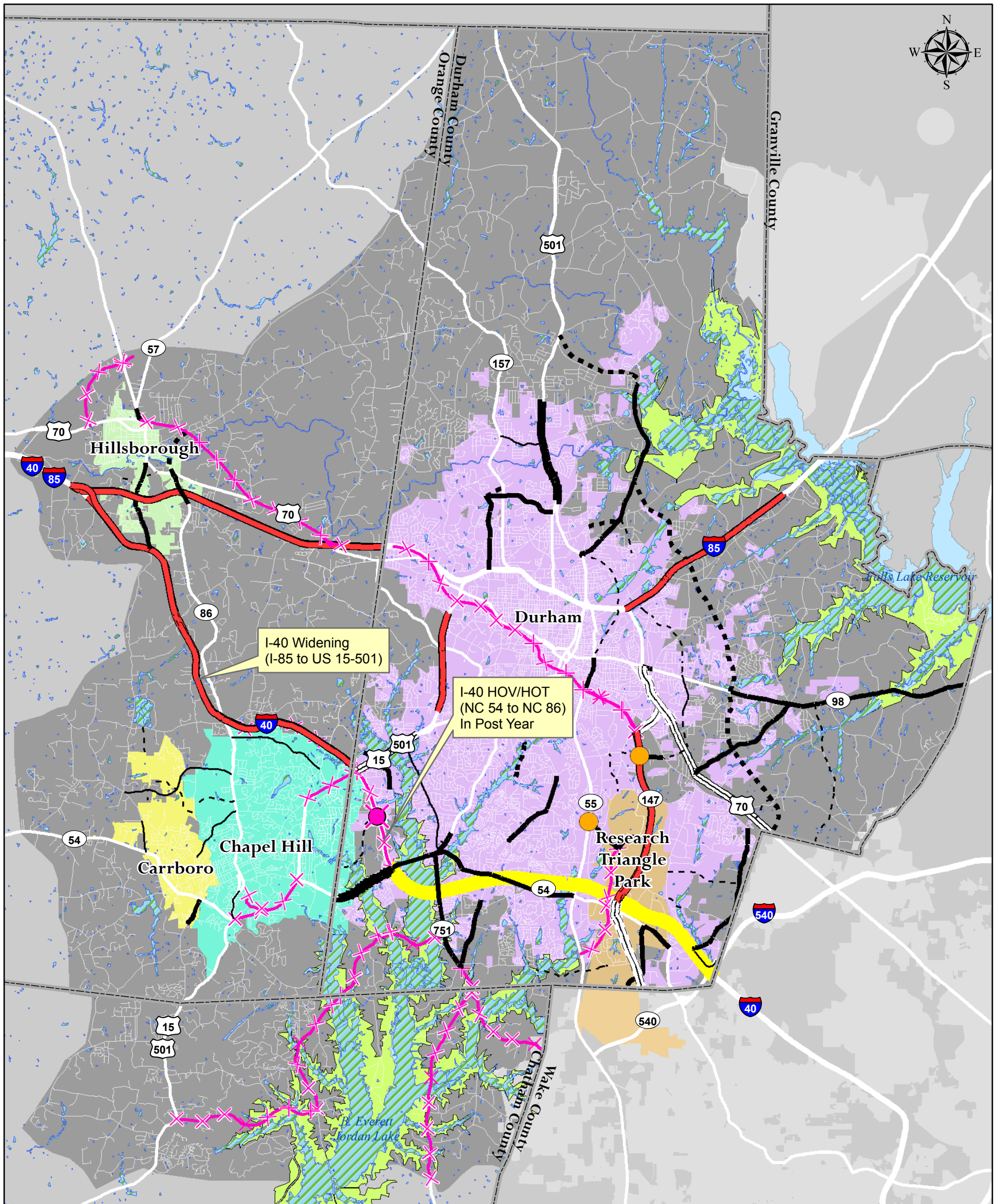


DCHC MPO
2035 LRTP Highway Projects to be Moved to CTP (to year 2040)

| ID | Project | Project Limits | Existing X-Section | Proposed X-Section | County | Length (miles) | Cost Impact (2008 dollars) | Cost Impact by group | Reason for Deletion |
|-------|--|---|--------------------|--------------------|---------------|----------------|----------------------------|----------------------|---|
| 64.11 | NC 147 General purpose widening | Alston Ave to East End Connector | 4 | 6 | Durham | 1.84 | \$25,497,857 | | Deleted due to the potential community impacts and existence of a parallel route (EEC/US 70/I-85). |
| 64.12 | NC 147 General purpose widening | Alston Ave to I-85 | 4 | 6 | Durham | 6.73 | \$120,515,944 | \$146,013,801 | Deleted due to the potential community impacts and existence of a parallel route (EEC/US 70/I-85). |
| 45 | I-40 HOV | Wake County to NC 54 (Take out NC 54 to NC 86 segment from draft 2035 LRTP) | 0 | 2 | Durham/Orange | 16.63 | \$43,500,000 | \$43,500,000 | Deleted this section due to lack of congestion on this section of I-40. |
| 3 | Alexander Dr (T.W. Alexander) | NC 54 to NC 55 | 2 | 4 | Durham | 1.64 | \$25,083,066 | | Deleted due to lack of congestion and existence of parallel routes (NC 55, Triangle Parkway). |
| 4 | Alexander Dr (T.W. Alexander) | NC 54 to Cornwallis Rd | 2 | 4 | Durham | 1.58 | \$24,204,905 | \$49,287,972 | Deleted due to existence of parallel routes (NC 55, Triangle Parkway). |
| 41 | I-40/Farrington Rd interchange | I-40/Farrington Rd interchange | 0 | 1 | Durham | 0.20 | \$26,610,000 | \$26,610,000 | Deleted due to potential community impacts |
| 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 | Downsized due to lack of congestion and potential community impacts. |
| 19 | Farrington Point/Old Farrington/Farrington Mill Rd | Lystra Rd to Durham Co. line | 2 | 4 | Chatham | 3.66 | \$38,038,409 | | Deleted due to environmental impacts on Jordan Lake and to maintain rural character. |
| 20 | Farrington Mill Rd | Barbee Chapel Rd to Chatham Co. line | 2 | 4 | Durham | 2.04 | \$21,201,736 | | Deleted due to environmental impacts on Jordan Lake and to maintain rural character. |
| 21 | Farrington Rd | Barbee Chapel Rd to Stagecoach Rd | 2 | 4 | Durham | 0.40 | \$4,157,203 | | Deleted due to environmental impacts on Jordan Lake and to maintain rural character. |
| 50.1 | Jack Bennett Rd/Lystra Rd | US 15/501 South to Farrington Pt. Rd | 3 | 4 | Chatham | 4.10 | \$13,837,500 | | Deleted due to environmental impacts on Jordan Lake, lack of congestion, and to maintain rural character. |
| 76 | NC 751 | US 64 to O'Kelly Chapel Rd | 2 | 4 | Chatham | 7.00 | \$44,130,000 | | Deleted due to environmental impacts on Jordan Lake, lack of congestion, existence of parallel routes (NC 55, Triangle Parkway), and to maintain rural character. |
| 78 | NC 751 | O'Kelly Chapel Rd to Fayetteville/Scott King Rd | 2 | 4 | Durham | 0.74 | \$7,690,826 | | Deleted due to existence of parallel routes (NC 55, Triangle Parkway) and to maintain rural character. |
| 85.2 | O'Kelly Chapel Rd | NC 751 to Wake County Line | 2 | 4 | Chatham | 2.90 | \$30,139,723 | | Deleted due to lack of congestion and to maintain rural character. |
| 101 | Stagecoach Rd | Farrington Mill Rd to NC 751 | 2 | 4 | Durham | 1.96 | \$20,370,296 | \$179,565,694 | Deleted due to environmental impacts on Jordan Lake, lack of congestion, and to maintain rural character. |
| 108 | UNC Access to the Bypass | Manning Dr to 54/15-501 Bypass | 0 | 4 | Durham | 0.54 | \$13,904,714 | | Deleted due to lack of local support and potential community impacts. |
| 73 | NC 54/US 15-501 Bypass | NC 54 to US 15-501 | 4 | 6 | Orange | 2.12 | \$22,372,618 | | Deleted due to lack of local support. |
| 111 | US 15-501 | I-40 to Franklin St | 4 | 6 | Orange | 1.40 | \$24,270,422 | \$60,547,754 | Deleted due to lack of local support. |
| 117 | US 70 Bypass | NC 86 to I-85 (exit 170) | 2 | 4 | Orange | 6.90 | \$102,068,510 | | Deleted due to lack of congestion. |
| 120 | Western Bypass | US 70 to NC 86 | 0 | 2 | Orange | 2.23 | \$23,730,789 | | Deleted due to lack of congestion. |
| 121 | Western Bypass | NC 86 to Stroud Creek Rd | 0 | 2 | Orange | 0.30 | \$3,192,483 | \$128,991,783 | Deleted due to lack of congestion. |
| | Totals | | | | | | \$658,323,601 | \$658,323,601 | |

DURHAM CHAPEL HILL CARRBORO METROPOLITAN PLANNING ORGANIZATION

Roadway Improvements in Draft 2035 LRTP



| | | | |
|---------------------------------|------------------------------|--------------------------|------------------------|
| — Interstates | — 6-Lane Divided Improvement | ■ Carrboro | ▨ Wetlands |
| — US and NC Highways | — Upgrade to Freeway | ■ Chapel Hill | ▨ Corps of Engineering |
| Highway Projects | — New Freeway/Expressway | ■ Durham | ▨ MPO Boundary |
| - - - 2-3 Lane New Location | — Upgrade Existing Freeway | ■ Hillsborough | ▨ County Boundaries |
| — 2-3 Lane Improvement | ● Intersection Improvements | ■ Other Municipalities | |
| ■ 4-5 Lane Divided New Location | ■ HOV Projects | ■ Research Triangle Park | |
| — 4-5 Lane Divided Improvement | ✂ Post Year | ● Post Year | |

Transportation
Plan
20 35

12.1.2008



Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Member Governments:

**Town of Carrboro
Town of Chapel Hill
County of Chatham
City of Durham
County of Durham
Town of Hillsborough
N.C. Department of
Transportation
County of Orange**

2035 Long Range Transportation Plan

Public Comments on Options

(Compilation as of December 3, 2008)

Direct Questions and Comments to:

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

www.dchcmpo.org

2035 LRTP Options – Public Comments

Introduction

The public comments have been compiled in this document in their original form. This document is a compilation of comments via email, public workshops on poster board and comment forms, as well as local governments. This document is organized in the following order:

1. Summary of all public comments
2. Local government comments
3. Citizen comments provided at the public hearing
4. Citizen and local organization comments sent to staff by email and phone
5. Citizen comments provided at public workshops

Public Comments Summary

This document is a summary of the public comments that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) has received during the public commenting period for the 2035 LRTP Options. This list is intended to highlight the most significant and common comments.

Main Points

- MPO-wide support for bicycle facilities.
- MPO-wide support for bus service improvements – in particular reduced headways and express routes.
- MPO-wide support for the light rail transit option.
- MPO-wide support for building multi-modal facilities.
- Carrboro and Orange County support extending light rail to Carrboro.
- Carrboro and Orange County support commuter rail in addition to the light rail.
- Chapel Hill and many citizens expressed opposition to the I-40 Farrington Road interchange. One citizen was in favor of the interchange.
- Chapel Hill and citizens expressed opposition to the Mason Farm Road realignment.
- Citizens supported improving transportation options for the elderly and disabled.
- Citizens preferred connecting Southwest Durham Drive to George King Road before Southwest Durham Drive is connected to Meadowmont Lane.
- Chatham County residents expressed support for transit connections to Chapel Hill and RTP and for road widening to address growth.

Additional Points

- Carrboro does not support any road widening except for transit and bicycle accommodations.
- Orange County supports including private transportation providers more in the process.
- Orange County supports concentrating congestion relief efforts at “hotspots” not general road widening.
- Chapel Hill opposes widening Fordham Boulevard and US 15-501.
- The Regional Transportation Alliance supports addressing congestion on I-40 and the Special Transit Advisory Commission’s transit recommendations.
- Citizens expressed concern over publicity of the public hearing.
- A business-owner expressed opposition to limiting access at NC 54 and Farrington Road.
- A citizen expressed a concern that the socio-economic projections in the Fayetteville Street corridor were too low and that as a result the plan would not accommodate the growth in this corridor.
- A citizen expressed concern over the intersection of Roxboro Road / Latta Road / Infinity Road.
- A citizen wants a new interchange at Sparger Road and I-85.
- A citizen wants Northern Durham Parkway to be built as 4-lanes.
- A citizen expressed support for wide outside lanes and accommodations for cyclists on public transit.

- A citizen expressed support for improving bus service in the short-term to build ridership for rail when it is eventually built.
- Citizens expressed support for local revenue sources including the sales tax, vehicle fees, vehicle miles traveled taxes, and tax increment financing in a special tax district near rail lines.



TOWN OF CARRBORO
NORTH CAROLINA

TAC 12/10/08 Attachment 6B

The following resolution was introduced by Alderman Dan Coleman and duly seconded by Alderman Lydia Lavelle.

**A RESOLUTION PROVIDING COMMENTS ON THE
2035 LONG RANGE TRANSPORTATION PLAN *TRANSPORTATION OPTIONS*
Resolution No. 50/2008-09**

WHEREAS, the Town of Carrboro participates in the development of the 2035 Long Range Transportation Plan as a member of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization; and

WHEREAS, the Transportation Advisory Board, Planning Board, and Environmental Advisory Board have reviewed the *Options* report and provided comments for consideration by the Board of Aldermen.

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the Aldermen refer the following comments on the *2035 Long Range Transportation Plan: Transportation Options* to the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization.

1. Support light rail from downtown Durham to UNC-Chapel Hill and extend light rail from UNC-Chapel Hill to downtown Carrboro.
2. Support commuter rail service on the North Carolina Railroad corridor.
3. Restrict all highway expansion funding to lanes and facilities for express buses and bicycle improvements. Target freed up funding in support of public transit options.
4. Improved bus headways and local bus service
5. Improved bicycle facilities

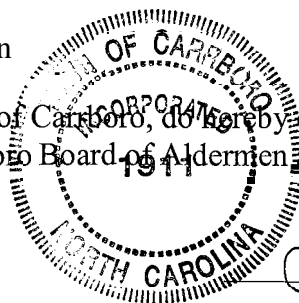
The foregoing resolution having been submitted to a vote received the following vote and was duly adopted this 2nd day of December 2008:

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

Noes: None

Absent or Excused: John Herrera, Joal Hall Broun

I, Sarah C. Williamson, Town Clerk of the Town of Carrboro, 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 December 2, 2008.



Sarah C. Williamson
Town Clerk

Town of Carrboro Environmental Advisory Board



RECOMMENDATION
November 20, 2008



MEMORANDUM

Date: November 20, 2008
 To: Board of Aldermen, Planning Board, DCHC MPO
 From: Environmental Advisory Board (EAB)
 Through: Randy Dodd, Environmental Planner
 Copy: Adena Messinger, Transportation Planner
 Patricia McGuire, Planning Administrator
 Subject: Long Range Transportation Plan

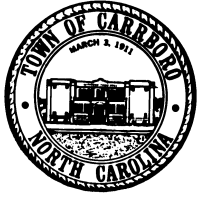
The EAB recommends that the DCHC MPO consider the urgency and challenges associated with Peak Oil and Climate Change and related necessary and inevitable changes in transportation paradigms in finalizing the Long Range Transportation Plan and in drafting future plans. New fundamental evaluation criteria will be required. The EAB believes that these realities radically alter the long range transportation planning perspective and approaches taken to develop plans. The EAB recognizes adopting this perspective will take time. In light of the above and in recognition of the immediate task at hand, the EAB does provide these specific recommendations.

- (1) The EAB prioritizes bicycle and commuter rail as transportation modes
- (2) The EAB only supports road widening to accomodate bicycles and not for motor vehicles

VOTE: AYES (4); Bob Taylor; Jennifer Winston; Andreas Hay; Dana Stidham; NOES (0);
 ABSENT (2) Lynn Weller, Tom Mullen

Bob Taylor, Chair





Planning Board

301 West Main Street, Carrboro, North Carolina 27510

R E C O M M E N D A T I O N

NOVEMBER 20, 2008

2035 Long Range Transportation Plan (LRTP): Options

The Planning Board recommends that the Board of Aldermen offer the following comments to the Transportation Advisory Committee (TAC) of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO):

1. Support light rail from downtown Durham to UNC (Chapel Hill) and extend light rail from UNC to downtown Carrboro and Carolina North.
2. Support commuter rail service on the North Carolina Railroad corridor.
3. Confine all highway expansion funding to lanes and facilities for express buses and bicycle improvements.

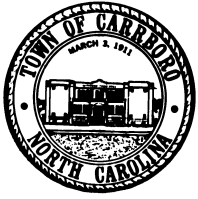
Motion: Clinton; Second: Barton.

VOTE: AYES (8) Barton, Carnahan, Clinton, Cook, Fritz, Poulton, Seils, Warner; NOES: (0);
ABSENT/EXCUSED: (2) Bell, Paulsen; ABSTENTIONS: (0)

November 24, 2008

(Signed)

(Date)



Transportation Advisory Board

301 West Main Street, Carrboro, North Carolina 27510

R E C O M M E N D A T I O N

NOVEMBER 20, 2008

2035 Long Range Transportation Plan (LRTP): Options

Daniel Amoni moved and seconded by Heidi Perry that the Board of Aldermen consider the following in offering their comments to the Transportation Advisory Committee of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (MPO):

That the Transportation Advisory Board supports the following elements of the 2035 LRTP:

- HOV/HOT lanes
- Light rail extending into Carrboro (not currently shown on any of the transit maps)
- Improved transit access to Durham
- Improved bus headways and local bus service
- Improved bicycle facilities

VOTE: AYES: (6) Heidi Perry, Charlie Hileman, Dave Deming, Katie Schwing, Daniel Amoni, Austin Brown; NOES: (0); ABSENT/EXCUSED: (0); ABSTENTIONS: (0)

| | |
|----------|----------|
| | 11/20/08 |
| (Signed) | (Date) |

ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS

A RESOLUTION TO PROVIDE COMMENTS TO THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION ADVISORY COMMITTEE REGARDING OPTIONS FOR DEVELOPING THE DRAFT 2035 LONG-RANGE TRANSPORTATION PLAN

WHEREAS, Orange County has participated in regional transportation planning as a member of the Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO); and

WHEREAS, the Durham-Chapel Hill-Carrboro Transportation Advisory Committee is preparing a Long-Range Transportation Plan, and has released the Options for developing the Preferred Option for the Draft DCHC 2035 Long-Range Transportation Plan (LRTP) for public comment; and

WHEREAS, Orange County seeks ample opportunities to review and comment on regional transportation plans and policies; and

WHEREAS, the Orange Unified Transportation Board has submitted comments regarding the Preferred Option for the Draft 2035 LRTP; and

WHEREAS, the Orange County Board of Commissioners has submitted comments regarding the Alternatives Analysis for the 2035 LRTP and has reviewed the Options for the Preferred Option for the Draft 2035 LRTP;

NOW, THEREFORE BE IT RESOLVED the Orange County Board of Commissioners recommends to the Transportation Advisory Committee that the 2035 Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Long Range Transportation Plan give priority to projects that encourage alternatives to automobile travel, avoid adverse impacts on the natural environment and cultural sites, and foster economic development in designated economic development districts.

BE IT FURTHER RESOLVED the Orange County Board of Commissioners recommends that the following approaches be considered in the Draft 2035 Long Range Transportation Plan:

- Support rail transportation including commuter rail service between Burlington and Raleigh that would serve Orange County, as well as light rail to serve the Triangle area;
- Consider extending light rail proposed from Durham to the University of North Carolina at Chapel Hill westerly to Carrboro to connect to potential north-south commuter rail that would extend northeasterly from Carrboro to University Station along the rail spur that intersects (at University Station) potential regional east-west commuter rail;
- Support enhanced local bus and express bus service with shorter delays;
- Ensure good connectivity of services that feed larger transit systems;
- Include private transportation providers in the process, especially with respect to provision of services to transportation terminals and areas on fringe of service routes;

- Concentrate limited resources for multi-modal facilities and not just expanding highway capacity; and
- Invest in engineering solutions for roadway “hotspots” and intersection improvements instead of overall roadway widening.

Upon motion of Commissioner _____, seconded by Commissioner _____, the foregoing resolution was adopted this the _____ day of _____, 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 September 16, 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 _____ day of _____, 2008

Clerk to the Board of Commissioners

**A RESOLUTION PROVIDING THE DURHAM-CHAPEL HILL-CARRBORO
TRANSPORTATION ADVISORY COMMITTEE WITH RECOMMENDATIONS ON
THE 2035 LONG RANGE TRANSPORTATION PLAN PREFERRED ALTERNATIVES
(2008-11-10/R-8)**

WHEREAS, the Durham-Chapel Hill-Carrboro Transportation Advisory Committee has released the analysis of the 2035 Long Range Transportation Plan Preferred Alternatives, and;

WHEREAS, the Transportation Advisory Committee has requested public comment on the 2035 Preferred Alternatives, and:

WHEREAS, the Town of Chapel Hill has reviewed the 2035 Preferred Alternatives.

NOW, THEREFORE BE IT RESOLVED, by the Council of the Town of Chapel Hill that the following recommendations be provided to the Durham-Chapel Hill-Carrboro Transportation Advisory Committee.

- That Alternative R3 be used as the transit network for the 2035 Long Range Transportation Plan.
- That if fiscal limitations result in only partial implementation of the proposed light rail corridor between Chapel Hill and Raleigh that Alternatives R3A or R3B be included in the 2035 Plan.
- That the Highway element of the 2035 Plan remove the following projects.
 - Fordham Boulevard: NC54 to US 15-501 South, widen to 6 lanes.
 - US 15-501: I-40 to Franklin Street, widen to 6 lanes.
 - Mason Farm Road Realignment.
 - Proposed Farrington Road/I-40 Interchange.

This the 10th day of November, 2008.

Revised 11-11-2008 sjk

Compilation of Public Comments Provided at the November 12, 2008 Public Hearing

Tammy Carter, a resident of 4207 Taylor Hall Place, spoke regarding the Plan. Ms. Carter stated if the interchange at Farrington Road and I-40 is added that will be seven exits in nine miles. This interchange would be within one-tenth of a mile from Ephesus Church Road which takes you directly to Creekside Elementary. The interchange would be less than four-tenths of a mile from Creekside Elementary. I-40 is already backed up and she feels it would only complicate things because there would be people trying to get off I-40 and people trying to get on I-40.

Karima Das, a resident of 4209 Taylor Hall Place, spoke regarding the Plan. Ms. Das spoke regarding the publicity of the public hearing. She stated that only two people in the Trenton neighborhood knew about the meeting. Prescott Place, Glenview Park, Creekside Elementary School, and the Piedmont Wildlife Center were not informed by any official notice. This seems very unfair when such a large decision is going to be made that will have such a large impact.

Jim Herndon, a resident of 105 Yale Lane, spoke regarding the Plan. Mr. Herndon is also a resident of the Trenton Homeowners Association which would be impacted by an interchange at I-40 and Farrington Road. As president of the homeowners association, he has tried to communicate to the neighborhood what was going on. Over the weekend, Mr. Herndon spoke with the president of the Prescott Place neighborhood. His reaction was he thought the issue was dead and was surprised to hear it was still an issue. Mr. Herndon expressed a concern that some of the neighborhoods still aren't being notified.

Daily Derr spoke on behalf of Topps Petroleum in regards to the Plan. They own the Shell convenience store/gas station at Farrington Road and NC 54. At one time NCDOT was talking about limiting some of the access at that intersection and we want to encourage the intersection to remain open as it is now for traffic in all directions. It would have a significant impact on the access to the convenience store if it was limited where you could not cross NC 54. The residents also spoke about the fire trucks as well. We want to restate our position that we would like it to remain as it is now. Bill Wicker, the Vice President of Topps Petroleum is also in attendance; but did not have anything to add.

Eric Teagarden, a resident of 710 Meadowmont Lane, spoke regarding the Plan. He would like staff to use George King Road as a connector to NC 54. There is a school on Meadowmont Lane, a retirement community which connects on Meadowmont Lane, and a quiet pedestrian community. The Meadowmont community has no problem with connectivity or fixed guideway but would ask that you consider having the first connectivity of Southwest Durham Parkway stay on the east side of the Corps lands, use George King Road to connect NC 54 and then consider later on building a bridge over the wetlands. Again, his focus is use George King Road for the initial connectivity for NC 54.

See additional comments submitted in writing on the following sheets.

DEBBIE MCCARTHY

From: "DEBBIE MCCARTHY" <augustineproject@msn.com>
To: <andrew.henry@durham.gov>
Cc: <jbyrne94@gmail.com>; <ellenm@marykay.com>; "David and Debbie McCarthy" <augustineproject@msn.com>; <mkellen@mindspring.com>; "Kim Aitken" <kim.roitman@alumni.duke.edu>; "Jackie Alford" <jalford@stlh.com>; "Lemuel and Harriet Allen" <harrietalen1@verizon.net>; "Cia Barbash" <ciab@nc.rr.com>; "Nancy Bartolome" <nancy.bartolome@hotmail.com>; "Jorge Bartolome Sr" <jorgebartolome@aol.com>; "Cornelius Battle" <cbattle15@nc.rr.com>; "David Bell" <ncdave@gmail.com>; "Tara Bell" <tarabelden@hotmail.com>; "Susan Branion" <sbranion@yahoo.com>; "Dorinda Brews" <dorindabrews@mindspring.com>; "Marshall Burkes" <MarshallBurkes@msn.com>; "Tami Carter" <tcarter27@earthlink.net>; "Enzo Cellini" <ecellini@nc.rr.com>; "Hayley A. Cepeda" <jazzerhay@gmail.com>; "Jackie Crayton" <j_yellott@hotmail.com>; "Joe Crayton" <joeccray@yahoo.com>; "Karima Das" <das3141@nc.rr.com>; "Russ and Lora Deans" <rdeans@earthlink.net>; "Lynn Dikolli" <ldikolli@gmail.com>; "Steven and Cynthia Drysdale" <stevendrysdale@cs.com>; "Mary Elkins" <marymelkins@nc.rr.com>; <gabriela_miklos@yahoo.com>; "Charlotte Gilbert" <gilbe009@mc.duke.edu>; "Andy Hamberg" <andy.hamberg@mac.com>; "Julie Hamberg" <julie_hamberg@mac.com>; "Allison Hart" <aphart@unch.unc.edu>; "James Herndon" <james.herndon@duke.edu>; "James E Herndon" <hernd001@mc.duke.edu>; "Eric and Rebecca Horowitz Orendorff" <rebecca1999eric@yahoo.com>; "Terry Jeffries" <terryjeffries@msn.com>; "Mike Kelly" <mkelly@lvbrands.com>; "Cherreka Kiel" <ckiel@eliterealtygrp.com>; "Warren Lieuallen" <lieuallen@yahoo.com>; "Colleen Lieuallen" <colleen.lieuallen@gmail.com>; "Lauren Mangili" <lmangili@email.unc.edu>; "Mike Mangili" <jellymann@aol.com>; "David and Lisa Marconi" <dmarconi2000@yahoo.com>; "Diane McElroy" <uncwho@earthlink.net>; "Mauro Milchteim" <milchteim@nc.rr.com>; "Nixie Miller" <mmiller54@nc.rr.com>; <mjeffries@duaa.duke.edu>; "Bill and Felicia Mundy" <wmundy@nc.rr.com>; "Darla Phillips" <darlaphillips@nc.rr.com>; "Bill Pitts" <bill_pitts@unc.edu>; "Kerrie Powell" <kerrie_powell@mindspring.com>; "Ram and Kasturi Puranam" <puranam07@hotmail.com>; "Kyle Richardson" <kyle.m.richardson@gmail.com>; "Roger Rohweder" <rogerrohwer@yahoo.com>; "Lynne Rohweder" <lynnrohwer@yahoo.com>; "James and June Sansom" <bellacat@nc.rr.com>; "Viviree Scotton" <vscotton@verizon.net>; "Duncan Smith" <duncan@epnet.com>; "Juli Spring" <juli.spring@gmail.com>; "De Washington" <dewash@us.ibm.com>; "Suzi Waters" <sww@email.unc.edu>; "Derek Wildman" <wildman1@rocketmail.com>; "Tricia Wildman" <triciawildman@yahoo.com>; "Xiao Xiao" <xxiao@email.unc.edu>; "Leah Yeager" <yeager_leah@hotmail.com>
Sent: Monday, September 08, 2008 10:01 AM
Subject: Farrington - I-40 Interchange

Dear Mr. Henry,

With respect to the 2035 Transportation Plan, I am writing on behalf of the Farrington HARP and Trenton Rd. homeowners associations to express our strong opposition to the widening of Farrington Rd. (between I-40 and Old Chapel Hill Rd.) and to a proposed interchange at Farrington Rd. and I-40. This "deathstar" proposal was a bad idea when it was introduced in the 1980's; it is even more inappropriate today. Among our objections are the following:

1) Farrington Rd. remains a low density residential greenbelt with 5 sites on the Durham Inventory of Cultural and Natural Resources. The adjacent New Hope Creek Corridor is anchored by historic and environmentally sensitive Leigh Farm Park, preserved by a public private coalition including the Jr. League, Preservation NC, Durham Parks and Rec, Triangle Land Conservancy, DUTAG, DOST, Historic Preservation of Durham and others. It now hosts the Piedmont Wildlife Center, SEEDS, a spring bluegrass festival and popular camps (summer and after school) for school aged children. This resource is a gem in Southwest Durham that should be protected and nurtured, not drowned in asphalt and traffic noise.

9/9/2008

- 2) The abysmal traffic conditions at Farrington and NC 54 would only be exacerbated by adding lanes to Farrington and funneling more cars to that destination. Allowing an additional connection with I-40 between 54 and 15-501 (two hot spots of congestion) is poor planning indeed. So is the notion of expanding lanes on one portion of Farrington while leaving the rest two lanes. ALL of Farrington should remain 2 lanes. It is one neighborhood. Let's be consistent.
- 3) Federal Highway guidelines stipulate that interchanges on interstate highways must be 2 miles apart...this interchange violates that standard completely by proposing 3 interchanges in 2 miles. Also interstates are intended to carry INTER-STATE travelers, not local drivers.
- 4) The land along Farrington at I-40 has been fully developed into Prescott Place and Glenview Park neighborhoods. The building of an interchange there is not possible without razing many of these new homes. Obviously the map draw-ers do not visit the actual locations to see what havoc their circles would wreak "on the ground."
- 5) The deathstar had two original sources: Michael Waldroup, who is turning the vast acreage between Old Chapel Hill Rd and 15-501 (Patterson Place) into asphalt, and the town of Chapel Hill who pushed their outer belt loop, the Laurel Hill Parkway, from Sage Rd. to Pope Rd to Farrington Rd. in an ever eastward progression over the past 25 years. While Chapel Hill simply says no to roads, remaining green and pristine, the traffic, pollution, noise and congestion of Chapel Hill drivers and the intense development that accompanies major thoroughfares flows into Southwest Durham. Durham needs to take a page from Chapel Hill's playbook and say "NO!" to the ruination of Farrington Rd.
- 6) If any road is 4 laned, it should be Old Chapel Hill Rd, which along with Watkins Rd., Mt. Moriah and 15-501, circumscribes the bastion of overdevelopment known as Patterson Place. Let the traffic it engenders stay within those confines...do not invite it down Farrington Rd. by adding lanes ACROSS Old Chapel Hill Rd.
- 7) Traffic projections and models should be reevaluated in light of \$4/ gallon gasoline. Car use will likely fall in the future, not rise astronomically as the 2035 Plan assumes.
- 8) A transit station was once listed on the planning maps near Farrington and I-40. Concerns about Creekside School and inappropriate densities in a low residential area wisely led to its removal. With its removal, the adjacent land use should be RETURNED to low density...and the notion of an interchange put to rest once and for all.
- 9) The deathstar on a transportation map would serve as a bulls-eye for intense development..."activity centers" spring up wherever interchanges with interstates occur. According to Durham's own planning documents, such activity centers should be at least a mile apart...violated here...and they certainly do not belong in areas of low density residential land use.
- 10) To alleviate congestion at Farrington and 54, pave and expand George Kind Rd. and build the connector to Meadowmont Parkway...it SHOULD link with Pope Rd, but if Farrington is the choice, stick with a two lane proposal throughout.

Thank you for taking these issues into consideration. I would appreciate your providing this information to Durham's elected officials who currently serve on the TAC.

Sincerely,
Debbie McCarthy
President, Farrington HARP

9/9/2008

Outline Public Forum :Long Range Transportation Plan in the Triangle
Nov. 12,2008

Hillary Honig Ensminger
705 Shepherd St.
Durham ,NC 27701
919-599-3503

I have been using public transportation in and around the Triangle since 1980 due to a degenerative eye condition which makes me unable to drive. That was 28years ago I can say with confidence that I have a lot of first hand knowledge about the system, its history and insight as to what needs to be done to make the system work effectively .

So much has changed since 1980 that the initial plans drafted to manage transportation in the Triangle are in many ways obsolete or outdated . As a result the needs of the people ,the environment and the economy are not being met .

What the populous wants is a viable and accessible unified Triangle wide transportation system that works effectively affordably and efficiently . A system which will provide the rider with a vastly needed wholistic and modern approach beyond that of the outmoded commuter .

Expensive feasibility studies are helpful but they are academic and pedantic . Just ask the people , the students , the ridership and they can tell you exactly how they want their tax dollars spent ,what changes need to be made and exactly what the problems are .

The time is NOW for us to ask for subsidies for the latest most environmentally correct and efficient and comprehensive public transportation system .

Our new Presidential Administration are strong advocates of the development of environment and public transportation .

We need :

1A unified rail system that runs 7days a week and 24 hours a day . Cutting back o off peak hours.

Option 4 comes closest .. but needs to be reviewed to see if obsolete ... technologywise.

2 The system needs to service the entire Triangle and include the Airport .

3 There needs to be a unification of the governing Boards ...not many but one.The propriotory approach needs to go out the window and the needs of the people need to come first.

4 The Decision making bodies need to include at least 50percent representation from the general public and at least 25percent must be regular full time users.

5A committee to oversee the environment , and review the latest technologies.



Hillary Honig Ensminger

RE: MASON FARM ROAD REALIGNMENT (ID 58)
2035 LONG RANGE TRANSPORTATION PLAN – PREFERRED OPTION
11/12/2008

1. The Mason Farm Road Realignment (ID 58) is a proposed \$23M+ roadway plan that would widen Mason Farm Road between US15-501 and S. Columbia Street.
2. A major provision of this plan is the diversion onto Mason Farm Road of an estimated 13,200 vehicles per day entering and leaving the UNC campus at the intersection of Manning Drive and US15-501 by the year 2035 (FS-0307A).
3. The reduction of vehicular traffic along that part of Manning Drive would reduce campus traffic congestion and traffic hazards to residents in student dormitories on that roadway.
4. In doing so, it would shift those same problems to the eastern end of Mason Farm Road, along which more than 150 children under the age of 10 live in UNC family housing or attend three preschools on Mason Farm Road.
5. It would also wedge the Mason Farm – Whitehead Circle neighborhood between two four-lane roadways (US15-501 and the widened Mason Farm Road).
6. Furthermore, the recommended superstreet intersection at Mason Farm Road and US15-501 (Alternative 2 of FS-0307A) would be rated LOS F during the P.M. Peak, even if US15-501 were widened to 6 lanes from its current 4 lanes.
7. By adding a signalized superstreet intersection where no signal now exists, the plan would also exacerbate the already significant delays in thru traffic along US15-501 caused by signals at and north of Manning Drive during the A.M. and P.M. Peak periods.
8. Altogether, these changes represent an effort to alleviate on-campus traffic problems by creating even greater problems for its near neighbors.
9. I question the wisdom and expense of this proposed roadway plan, when UNC is unwilling, but not unable, to manage its traffic problems on its own property.

David L. McIlwain
8 Gooseneck Road
Chapel Hill, NC 27514

Denise Hester Comments

2035 Long Range Transportation Plan Public Hearing ▪ Nov. 12, 2008

Good evening, my name is Denise Hester and I live at 3526 Abercromby Drive in Durham. I am here representing the Fayetteville Street Planning Group (FSPG). The FSPG routinely reviews various plans affecting the residents and businesses throughout the Fayetteville Street corridor and its surrounding neighborhoods. A review of the long-range plan along with the underlying growth projections for population, employment, households and university beds, has yielded several concerns.

- Very little growth is shown in the transportation plan's numbers in the section of Fayetteville Street from NC 147 to Cornwallis Road -- despite the approval of or announcement of several massive new redevelopment projects by local and state governments. These include Heritage Square, Rolling Hills, Southside, Fayette Place and the NCCU Master Plan. There is something wrong when the potential traffic from these massive developments hardly triggers any additional traffic in your forecasting models. Prudent planning would keep unbridled growth from overtaking an area that we feel lacks the capacity to shoulder the load. The proliferation of all these plans along Fayetteville Street is cause for concern because the cumulative effects have not yet been quantified -- so that community residents and business owners understand if our neighborhood streets, turn lanes, intersections, highway access roads, street lights can handle the increased traffic and other impacts -- and at what cost to taxpayers. We want to know why the load from these redevelopments are not reflected in your projections.
- One example. NCCU's master plan has projected an increase in its student enrollment from approx. 8,000 students to 13,500 students over the next decade -- but your plan only projects an increase of 424 beds through 2035 (288 in the main campus traffic analysis zone + 136 on the west campus traffic analysis zone) -- where the bed population is defined as "university students in dormitories". One student = one bed. Other projections suffer from this same inconsistency.
- It would be once again tragic that these cumulative impacts, if underestimated or never calculated, could create severe negative impacts on the surrounding communities. We are interested in knowing whether these redevelopment projects are on-hold, delayed in some manner or non-existent and how these projections were derived.
- Our community also requests traffic and environmental impact analyses be completed on the entire area (census tracts 12.01, 12.02, 13.01, 13.03, 13.04 and 14) before any other projects or rezonings are approved along Alston Avenue, Fayetteville Street or S. Roxboro Street. Prudent planning would require that capacity be determined long before the actual growth became a reality -- or people, businesses and communities may be put in jeopardy from adverse impacts.
- We have concerns about the proposed "road diet" on Fayetteville Street south of Burlington Avenue. We would like to see the right-of-way used to allow on-street parking on the west side of Fayetteville Street to support the neighborhood business districts in our community. We question the road-diet's only supporting bike lanes when the additional on-street parking would support business growth and the hiring of more local people -- providing a greater economic stimulus to our community. We feel the need for jobs and economic growth in this particular community far outweighs than the need for bike lanes.
- And finally, we'd like to see greater coordination between local and state transportation people -- particularly on the proposed streetscape for Fayetteville Street. We have yet to have one NCDOT administrator at any of our meetings and these meetings have been going on for at least a year. Besides that, the NCCU master plan is in direct conflict with the streetscape in several locations -- but no one is providing any sort of written evaluation in a coherent format that we feel the public is entitled to. We don't want a repeat of the roundabout surprise from 2006 where citizens were the last to know.

Added

November 10th
September 10th, 2008

Dear Durham – Chapel Hill – Carboro Metropolitan Planning Organization
Transportation Advisory Committee Members,

I am here to inquire about the reasoning for the continued consideration of an interchange at I-40 and Farrington Road as part of the preferred option for the 2035 Long Range Transportation Plans.

Such an interchange has me concerned for a few reasons:

Environmentally:

- It will jeopardize the environmentally sensitive New Hope Creek Federal Wetlands.

Socially:

- This interchange will be located very close to Creekside Elementary School and Githens Middle School. Such an interchange would put our children at risk. This risk is unnecessary and avoidable. *Senior Citizen Community and Seniors*

Historically:

- Markham Memorial Gardens Cemetery is located at the proposed site for this interchange. Currently, it is nestled among trees, not a congested interchange. To place a highway interchange adjacent to this resting place, I think is disrespectful.
- During these current historic times and presidential elections, to build an interchange this close to the historic Leigh Farm Park has me very concerned. These lands are a tie to the history of plantation farming, emancipation, and the Civil War. It already has exits 273, 273A, and 273B to gain access to this historic park. It does not need another interchange to threaten its preservation.

Lastly, I am concerned that any plan that includes an interchange at I-40 and Farrington Road will draw critical appraisal by environmental groups, civil rights groups, and child advocates. When this proposal gets this type of scrutiny I am concerned about what conclusion would be drawn about the priorities of this committee, our community, and our use of over \$26 million of federal funds.

Are there no better options? What is this committee goal with an interchange of I-40 at Farrington?

Thank you for hearing my concerns and addressing my questions,

Eric Horowitz

Compilation of Public Comments Sent by Phone or Email

[Comment #1]

From: todd.patton@kodak.com
Sent: Friday, October 03, 2008 3:49 PM
To: Henry, Andrew
Subject: 2035 LRTP Comments

I would like to make three suggestions regarding the 2035 Long Range Transportation Plan.

- The intersection of Roxboro Street (US 501) with Latta Road / Infinity Road operates poorly due to heavy traffic, especially at rush hour. Although I recognize that widening this entire stretch of US 501 is in the LRTP and is very expensive, I encourage you to consider making intersection improvements at this one location a separate, higher priority project. The 5-lane road north and south of the intersection is adequate, but this intersection badly needs additional turn lanes and improved signals so that this entire stretch of road would work more efficiently.

- Hillsborough Road (US 70 Business) is a choke point in western Durham, funneling traffic between the Durham Freeway, US 15-501 and northwest Durham. I would like to suggest adding an interchange at I-85 and Sparger Road, which would allow traffic from northwest Durham direct freeway access to both NC 147 and US 15-501, relieving some traffic from crowded Hillsborough Road. The grade separation and Sparger Road bridge already exist, making the design and engineering fairly straightforward.

-I would like to see many more bicycle projects given a higher priority in the LRTP, especially on narrow 2-lane roads where the speed limit is 35 or 45 mph. The speed differential between cars and bicycles, combined with narrow (formerly rural) 2-lane roads, is a real safety hazard and discourages people from using bicycles.

Thank you for considering my comments.

Sincerely,

Todd Patton
 4512 Bracada Dr
 Durham, NC 27705
 919-382-2464

[Comment #2]

From: Clarence Rogers [cj_rogers_2000@yahoo.com]
Sent: Wednesday, October 15, 2008 4:45 PM
To: Henry, Andrew
Subject: Preferred Option of the 2035 DCHC Plan

As a resident in northern Durham I feel that the Northern Durham Parkway in is full length, from US 70 in the south to US 501 Roxboro Road in the north, should be four lanes. According to the Preferred

option the stretch for Old Oxford Highway to US 501 is to be two lanes on a four lane right of way. When you factor in inflation, it will be more expensive to build the highway with two lanes, the come back at some future date to add the other two lanes. So why not just build all four lanes whenever it is first constructed

[Comment #3]

From: Bill Freeman [bfreeman@meadowmont.com]
Sent: Wednesday, October 29, 2008 12:21 PM
To: Henry, Andrew
Subject: FW: 2035 LRTP

Andrew, I forgot to mention that I live on Springdale Way off Meadowmont Lane in SW Durham. My input is as a resident impacted by the extension and as a real estate broker with a personal and professional interest.

Andrew, thank you for the opportunity to provide input. Overall I believe the plan is OK and I like the various mass transit and bike options. On the road plan, for all the reasons discussed and presented by taxpayers at the meetings on the connector streets, I would prefer the Meadowmont Lane to I-40 portion of the SW Durham Drive extension planned for completion between 2018 and 2025 be rerouted down George King Road to 54. I also believe that continually including Meadowmont Lane connectivity to a new interchange on I-40 in the LRTP creates unnecessary tension and hurts property values along and near the proposed extension, especially the property on and just off Meadowmont Lane in the Durham part of Meadowmont. At this time it looks like the proposed extension has hurt home values by 10 – 25%, with many lots in that area sitting vacant for the last 2 years and, because of the propose connection, little or no interest for building. It is my personal belief that given the fiscal crisis the US will face during this period that the very low cost/ benefit ratio will prevent this extension from occurring. I recommend the extension be dropped or rerouted down George King.

Bill Freeman
 Broker /Owner
 Freeman Realty Group, LLC
 1201 Raleigh Road, Suite 209
 Chapel Hill, NC 27517
 cell: 919-951-9661
 office: 919-338-0788
 fax: 919-338-8171
www.billfreemanrealtor.com

[Comment #4]

From: Dave Anna [da@buildwithresolute.com]
Sent: Wednesday, October 29, 2008 5:08 PM
To: Henry, Andrew
Subject: RE: Public Input for draft Regional Long Range Transportation Plan

Andrew –

I made an honest attempt to review this by going to the referenced website, but I got overwhelmed and lost...

Please be reminded that I own 20 acres on the west side of George King Road, south of the Blenheim Woods subdivision and Reg Moore's property. I have tracked developments related to the Southwest Durham Drive connector in the past. Is there anything I should be aware of now with regards to the DRLRTP ? If you can direct me to specific places on the website or other websites, I will be happy to go look and read for myself.

Thanks.

Dave Anna

RESOLUTE

Resolute Building Company
P.O. Box 3656, Chapel Hill, NC 27515
Ph.: 919.933.1000 Fax: 919.493.3333

[Comment #5]

From: Rebecca Board [becca@cyberlily.com]
Sent: Wednesday, October 29, 2008 1:18 PM
To: Henry, Andrew
Subject: Re: Public Input for draft Regional Long Range Transportation Plan

Thank you so much for taking the time to answer my questions on the phone. Please add me to your mailing list for any corridor studies in the Hwy 54 area, or anything else that you think might affect Downing Creek. I'll let my neighborhood know about the MPO Workshops so hopefully you will see some of us then.

Rebecca Board,
property manager and member of the board
for the Downing Creek Community Association

[Comment #6]

From: annprospero@gmail.com on behalf of Ann Prospero [ann67p@gmail.com]
Sent: Sunday, November 02, 2008 11:23 AM
To: Henry, Andrew
Subject: Transit planning comment

Mr. Henry,
I wish to comment how necessary it is to plan carefully for the disabled, including plenty of parking spaces, ramps, and elevators. As for me, it is extremely difficult for me to walk and if I travel alone I'm dependent on my walker. Steps and long distances are blockages to accessible spaces for me.

Sincerely,
Ann Prospero

--

Ann Prospero
919-489-8087
919-824-5175 cell
annprospero@gmail.com
Prospero's Kitchen
www.prosperokitchen.typepad.com

[Comment #7]

From: Peter Hollis [houndsnest@gmail.com]
Sent: Monday, November 10, 2008 8:36 AM
To: Henry, Andrew
Subject: Bikes as Transportation in Orange

Dear Mr. Henry,

Adrian Hands of the NC Tarwheels, a local bicycle club has aptly made cyclists case for road improvements and funding to encourage bikes as transportation. I heartily agree with Adrian. Thanks for your attention to these issues.

Peter Hollis
Hillsborough, NC

To Reiterate:

Road Widening

Widening roadways to add lanes, especially beyond two in each direction, is a "more of the same" approach that is proving ineffective.

I do support widening outside LANES to reduce friction between motorized and bicycle traffic. The NCDOT standard for a wide outside lane as a bicycle facility is 14 feet.

Funding

A half-cent sales tax seems to have worked well to build up Charlotte's transit system, including light rail.

Bicycle Plan

On the on-road bicycle route map, some of the important intra-city connections to CAMPO cities seem to be lacking:

* O'Kelly Chp Rd needs to be recognized as a regional (orange) route all the way from 751 to 55. Currently there is a gap between the American Tobacco Trail and 751.

O'Kelly Chp Rd is a key regional road for travelling between Chapel Hill/Carrboro and Morrisville/Cary/Raleigh.

* Mt Carmel, Farrington Fill and Farrington should be designated all the way south to the DCHCMPO border at Jordan Lake

* Culbreth and Mt Carmel should be recognized as a regional (orange) route, as they are part of a NC-DOT designated cross-state bicycle route.

* Chin Page Rd needs to be recognized as a regional (orange) route, as it connects Durham and RTP to the RDU airport.

Suggested Policy Improvements

1. Fixed guideway plans need to commit to bicycles on-board all trains at all times, including peak hours, as does Charlotte's new commuter rail.

2. The bus system needs to find ways to accommodate more bikes on-board. e.g.: triple bike racks, bike racks front and rear (like in San Luis Obispo, Calif.), bikes in the wheelchair space, etc..

3. Construction needs to be started on the Old CH / Old Durham Rd improvements between Chapel Hill and Durham

4. Currently, the best route from Chapel Hill to Raleigh is 54, Barbee CH, Farington, Stagecoach, 751, O'Kelly, 55, Carpenter Firestation, Davis, Morrisville Pkwy, 54. Most of this is inside DCHCMPO jurisdiction and needs improvement. Especially, the left turn from 751 southbound on to O'Kelly CHP Rd where poor visibility poses a problem for all users, not just cyclists.

5. A ban on raised medians should be instituted on roads with less than two travel lanes in each direction as raised medians create unsafe and congested conditions by putting the squeeze on motorists attempting to overtake cyclists

6. Cary's policy of asymmetrically restriping all multilane roads to create wider curb lanes is a very low cost and effective way to decrease motorists/cyclist friction and should be adopted regionally.

The NCDOT standard for a wide outside lane as a bicycle facility is 14 feet. The Town of Cary will apply this standard to all new thoroughfares. (For example, NW Cary Parkway from Evans Road to High House Road is a designated bicycle route with a 14' wide outside lane.) For existing thoroughfares, the Town will begin restriping outside lanes of multi-lane roads (at least two lanes in each direction) to create a 13-foot outside lane and an 11-foot inside line. This will create additional width for bicycles

7. RDU airport access for bicycles needs improvement

8. Amtrak/DOT's roll-on unboxed bike program should be expanded to include the Carolinian train (Charlotte-NYC, via Durham, Richmond and DC) and adding a spare bike rack-equipped combine car.

9. The "Zip Car" program should be expanded to include citizens who are not associated with UNC. In addition to encouraging economizing of car trips, car sharing dramatically relieves demand for increased land devoted to car parking.

10. DATA and TTA bus systems need to be modernized to add mobile web and kiosk GPS tracking & eta as is currently available on Chapel Hill Transit & Wolfline. This does not have to be done through NextBus--the Wolfline implementation demonstrates that it can be done with local talent.

11. TTA's GoTriangle trip planner needs to add "bicycling" option (currently just "walking") and better identification of bus stop locations (Google/Yahoo/Mapquest maps integration)

[Comment #8]

RE: MASON FARM ROAD REALIGNMENT (ID 58)
2035 LONG RANGE TRANSPORTATION PLAN – PREFERRED OPTION
11/12/2008

1. The Mason Farm Road Realignment (ID 58) is a proposed \$23M+ roadway plan that would widen Mason Farm Road between US15-501 and S. Columbia Street.
2. A major provision of this plan is the diversion onto Mason Farm Road of an estimated 13,200 vehicles per day entering and leaving the UNC campus at the intersection of Manning Drive and US15-501 by the year 2035 (FS-0307A).
3. The reduction of vehicular traffic along that part of Manning Drive would reduce campus traffic congestion and traffic hazards to residents in student dormitories on that roadway.
4. In doing so, it would shift those same problems to the eastern end of Mason Farm Road, along which more than 150 children under the age of 10 live in UNC family housing or attend three preschools on Mason Farm Road.
5. It would also wedge the Mason Farm – Whitehead Circle neighborhood between two four-lane roadways (US15-501 and the widened Mason Farm Road).
6. Furthermore, the recommended superstreet intersection at Mason Farm Road and US15-501 (Alternative 2 of FS-0307A) would be rated LOS F during the P.M. Peak, even if US15-501 were widened to 6 lanes from its current 4 lanes.
7. By adding a signalized superstreet intersection where no signal now exists, the plan would also exacerbate the already significant delays in thru traffic along US15-501 caused by signals at and north of Manning Drive during the A.M. and P.M. Peak periods.
8. Altogether, these changes represent an effort to alleviate on-campus traffic problems by creating even greater problems for its near neighbors.
9. I question the wisdom and expense of this proposed roadway plan, when UNC is unwilling, but not unable, to manage its traffic problems on its own property.

David L. McIlwain
8 Gooseneck Road
Chapel Hill, NC 27514

[Comment #9]

From: Kerrie Powell [kerrie_powell@mindspring.com]
Sent: Wednesday, November 12, 2008 11:10 AM
To: Henry, Andrew
Subject: Opposition to Interchange at I-40 and Farrington Road

Dear Mr. Henry,

Though unable to attend tonight's public hearing, my husband and I would like to express that we are strongly opposed to the proposed interchange at Farrington Road and I-40. When I attended the initial hearing held in September a great many people both through writing and in person expressed their concern with this proposed exit. The committee as well expressed their strong opposition to this proposal. This being said I am unclear how a proposal with such strong opposition from the public and from elected officials from multiple towns, cities and counties could become part of the preferred option transportation plan. I find it necessary, therefore, to reiterate the objections expressed during that meeting. They are as follows:

1. Federal highway guidelines state that interchanges on interstate highways must be 2 miles apart. Creating one at Farrington Road would mean that there would be 3 interchanges within 2 miles. The proposed exit would therefore, violate federal law.
2. Farrington Road is zoned as a low density residential greenbelt and is home to five sites on the Durham Inventory of Cultural and Natural Resources. Creating a interchange here would, therefore, violate the zoning ordinances.
3. Durham planning documents state that activity centers should be at least a mile apart. Adding an interchange at Farrington Road would create an additional activity center less than a mile from the one at 54 and Farrington Road. The proposed exit, therefore, violates Durham public policy.
4. The creation of the additional interchange in this low density area would create dangerous congestion for the numerous residents in the area and for the children attending both public and private schools in the immediate vicinity. This proposed interchange would be within feet of a large cemetery, within yards of the newly constructed Creekside elementary school and within a couple of miles of Githens Middle School. The addition of this exit would, therefore, create adverse and possibly perilous situations for the residents of Durham and Chapel Hill and their children.

I appreciate your time and attention to this urgent and important matter.

Sincerely,
 Kerrie and Richard Powell

[Comment #10]

From: Warren Lieuallen [lieuallen@yahoo.com]
Sent: Thursday, November 13, 2008 11:55 AM
To: Henry, Andrew
Subject: New Interchange at I-40 and Farrington Road

My name is Warren Lieuallen, and I live in the very vocal Trenton neighborhood off of Trenton Road. Lately there has been a flurry of activity concerning a proposed interchange at I-40 and Farrington Road.

I would like to add my support for this interchange. I commute on I-40 every work day, and this interchange would simplify my life and ease the congestion at Farrington and 54. Our neighborhood is at least 1/2 mile away from I-40, and those who argue about increased noise or safety concerns are over-reacting, in my opinion.

So, in tallying the votes against this plan, please know that the opposition is NOT unanimous!

Warren Lieuallen
4203 Taylor Hall Place
Chapel Hill, NC 27517

[Comment #11]

From: gmdlmcilwain [gmdlmcilwain@bellsouth.net]
Sent: Friday, November 14, 2008 12:12 PM
To: Henry, Andrew
Cc: Edward C. Harrison; dbonk@townofchapelhill.org; Kevin Foy; billstrom@nc.rr.com
Subject: Project #108 - 2035 LRTP

Dear Mr. Henry,

I have discovered that highway project #108 of the 2035 LRTP Transportation Options (TAC 11/12/08, Attachment 6) discussed at last Wednesday night's DCHC TAC public hearing differs from the project I addressed at that meeting.

Project #108 is entitled "UNC Access to the Bypass," described as Manning Dr to 54/15-501 Bypass, is 0.54 miles long, priced at \$13.9M, and is to be State/Fed funded.

At Wednesday's public hearing and in my email message to you earlier that day, I addressed project #58, described in the 2035 LRTP - Preferred Options (Attachment 5, TCC 10/22/08). That is the document the Chapel Hill Town Council considered at its business meeting on Nov. 10, 2008. Project #58 is entitled "Mason Farm Road Realignment," is 0.63 miles long, priced at \$23.26M, and is to be privately funded. This project matches that described in Feasibility Study 0307A.

Would you kindly provide me with a more complete description of the exact location of Project #108 (UNC Access to the Bypass) and its relationship, if any, to Project #58 above?

If Project #108 is a version of the Mason Farm Road Realignment project, then my comments to the TAC at Wednesday night's public hearing are also germane to Project #108.

Thanks very much.

David L. McIlwain

8 Gooseneck Road
Chapel Hill, NC 27514

[Comment #12]

From: Mitchell Virchick [mvirch@bellsouth.net]
Sent: Friday, November 14, 2008 7:51 PM
To: Henry, Andrew
Subject: DCHC Public Comment

Dear Mr. Henry,

I received the DCHC newsletter in today's mail, and am excited about the regional metro planning organization—I didn't even know this group existed, and yet I have been wondering lately why there wasn't one, so the newsletter couldn't arrived at a more timely moment, were it not for the fact that it came 2 days *after* the public hearing.

The extensive system of planned bike routes & trails shown in the newsletter is significant in that it implies a real commitment to non-motorized "green" transportation. Obviously, your organization must develop some strategies for meeting your objectives over time, and to prioritize the development of some parts of the system over others. Ideally, you'd like to get the most "bang for the buck" wherever you can.

I would like to know what this organization thinks about proposing a short (approx. ½ mile) bike lane system connecting the Stancell Drive/Downing Creek Parkway intersection with the George King Rd./Nelson Hwy intersection further east along NC 54. I believe this type of "low-hanging fruit" would not only be far less expensive to develop, but would also provide a badly needed avenue for commuting bicyclists to be able to reach the office parks which currently exist on all 4 corners of NC 54 and I-40. Logistically, it requires conveying bicycle traffic across either the existing NC 54 bridge that traverses the intervening wetlands—or would require a separate bicycle/pedestrian bridge to segregate motorized traffic from bicycles. The office parks in this area employ thousands of workers, many of whom commute from Chapel Hill & Carrboro.

I had assumed that one of the reasons such a bike lane system might not be developed would be Durham's lack of motivation in assisting Chapel Hill bike commuters into Durham County—hence my excitement about finding out about your organization.

Please let me know if there is someone I could speak to further about this.

Thanks,

Mitchell Virchick
Carrboro
mvirch@bellsouth.net

[Comment #13]

From: Milazzo II, Joe [mailto:Joe@letsgetmoving.org]
Sent: Thursday, November 20, 2008 12:06 AM
To: Ahrendsden, Mark; ahenry@durhamnc.gov
Cc: jim.captain@csfb.com; Kirsten Weeks (kiweeks); fred.burchett@kimley-horn.com
Subject: RTA comments on LRTP -- summary

Mark and Andy,

Good seeing you both on Wednesday!

The Regional Transportation Alliance would like to offer comments for consideration in the Long Range Transportation Plan:

*** Support for study of both near-term and longer-term solutions for I-40**

- Electronic version of letter from our chair, Jim Captain **attached** to this message
- Hardcopy of letter will be provided to Mark Ahrendsden for MPO records

*** Support for Special Transit Advisory Commission (STAC) vision for transit**

- Remarks provided at April 2008 joint MPO meeting
- RTA position on STAC vision has not changed since April 2008 and we ask that those remarks be considered as comments for the LRTP

- Electronic version of RTA support for STAC vision is available here:

<http://www.letsgetmoving.org/pdfs/STAC.statement.pdf>

Please reply or call with any questions. Thank you for the opportunity to comment on the Long-Range Transportation Plan!

Take care,
Joe

cc Alliance chair Jim Captain, Alliance policy chair Kirsten Weeks, Alliance multimodal chair Fred Burchett

Joe Milazzo II, PE
Executive Director

Regional Transportation Alliance
800 South Salisbury Street
Raleigh, NC 27601

Direct: 919.664-7065
Main: 919.664-7062
Fax: 919.664-7097
joe@letsgetmoving.org
www.letsgetmoving.org

November 19, 2008

Dear: **Chairman Joe Bryan, Capital Area MPO**
Chairman Alice Gordon, Durham-Chapel Hill-Carrboro MPO
Secretary Lyndo Tippett, NC Department of Transportation

We all know that Interstate 40 is our "Main Street" in that it directly connects Chapel Hill, Durham, Research Triangle Park, RDU Airport, Cary, and Raleigh, along with several other communities. With the projections for growth in this market exceeding one million people over the next few decades, it is clear that additional capacity for this corridor will be required in order to avoid gridlock on the highway link that ties the region together.

We understand that a managed lane study of I-40 was completed a few years ago. We encourage the region's transportation partners to initiate a follow-up study of I-40 and parallel / reliever routes (e.g., US 70, TW Alexander Drive, NC 54) between Durham and Raleigh with a focus on near-term relief, as well as potentially longer-term "ultimate" solutions for the corridor. In light of the region's ongoing focus on multimodal transportation options, the study should also consider opportunities to support the region's efforts to implement the Special Transit Advisory Commission vision of enhanced transit for our region.

The downturn in the economy has bought us some time, but the growth in jobs and traffic will return and the problem of congestion will not resolve itself. Attention now to solutions for I-40 will pay dividends for years to come by helping to ensure effective highway travel between our largest communities and to Research Triangle Park, "the reason for the region".

Of course, the Alliance stands ready to assist your shared efforts to keep the Triangle moving. Thank you for your consideration of this request.

Let's get moving!



Jim Captain
2009 Chair, Regional Transportation Alliance

cc NCDOT Area Board members Ken Spaulding and Nina Szlosberg
NCDOT Division Engineer Wally Bowman
MPO Directors Mark Ahrendsen and Ed Johnson
RTA Executive Director Joe Milazzo II

Regional Transportation Alliance
Statement on final Special Transit Advisory Commission (STAC) regional transit vision
Friday, April 25, 2008

The Regional Transportation Alliance supports the overall three-pronged STAC regional transit vision consisting of the following prioritized sequence of investments:

1. **Enhanced regional and local bus service**, including express bus corridors – must precede other, more capital-intensive investments to provide visible improvements in our regional transit system, build transit ridership, and grow public support for transit across the region;
2. **Several subregional transit circulators**, serving Chapel Hill, Cary, Durham, Raleigh, and the RTP-RDU area – all initially bus, with some becoming light rail/trolley – must be next in sequence to create focused segments where enhanced land use and mobility options are possible; and
3. **A 56-mile regional rail system** touching Chapel Hill, Downtown Durham, RTP, Downtown Cary, Downtown Raleigh, and North Raleigh – perhaps preceded by commuter rail, with potential commuter rail extensions to outlying areas – will complete the future regional transit vision.

The Alliance recognizes that a robust local funding source is essential for realizing our region's transit vision, and the Alliance supports the STAC's recommendations of a substantial local option funding source (½-cent sales tax or equivalent) as a primary funding mechanism, with State funding complementing the local share.

The Alliance believes the following two principles are critical for establishing and consolidating support for the prioritized sequence of regional transit investments described above:

- **New governance model and public accountability required for support and success.**
 - Governance remains our biggest concern because the specifics of how the program will be managed are essential to gaining voter approval for the vision throughout the region
 - The overall package of projects – including the proposed local funding source(s), the associated financial plan, the breakdowns by transit mode, and local vs. regional splits – must be authorized by individual boards of county commissioners and approved by a vote of the people in participating counties
 - Implementation of the regional transit vision, including spending and prioritization decisions within an overall framework outlined by the authorizing counties, should be overseen by a regional board of trustees comprised entirely of local elected officials that represent the various taxpayer bases across the region
- **Detailed study of technology, project sequencing, land use integration and pedestrian-bicycle connectivity options to maximize the quality of life return on our investments.**
 - A variety of bus technology options should be considered to minimize energy consumption and environmental impacts while providing an attractive, state-of-the-art flexible route transit experience befitting our high tech region
 - While the circulators can begin using bus technology, the region should examine light rail/trolley options for each corridor, given the potential land use and ridership benefits
 - The region should evaluate potential short-term commuter rail options to and through the Triangle that may emerge from the ongoing NC Railroad study
 - The region should initiate a more detailed study of regional rail propulsion options for the regional rail corridor, given the inherent tradeoffs among costs, safety, flexibility, grade separation viability and environmental impact
 - All major capital investment studies must include up-to-date ridership and cost-effectiveness data that inform the selection of investment priorities
 - The region should examine and pursue opportunities to improve pedestrian-bicycle connectivity to the various elements of the regional transit vision
 - Local governments should seek opportunities to encourage and harmonize transit-supportive land use policies for property adjacent to future rail and trolley stations

The Alliance urges that the necessary governance changes and detailed studies be initiated as soon as possible in order to speed the realization of the region's transit future.

September 19, 2008

Andy Henry
City of Durham – Transportation Division
101 City Hall Plaza
Durham, NC 27701

LET THERE BE TRAINS: Bring Rail Transit to Orange County and Durham!

Dear Mr. Andy Henry,

I support light rail transit between Orange County and Durham. Of the several alternatives presented in the 2035 Long Range Transportation Plan for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization, the light rail transit option – as shown in the “fixed guideway” scenario – provides the most opportunities for the region. Here’s why:

1. Light rail was recommended as the best transit investment possible for linking Carolina North, Carrboro, downtown Chapel Hill, and downtown Durham by the Special Transit Advisory Commission. This is the most heavily traveled corridor in the MPO, connecting residents to job locations, medical care and cultural institutions and providing access to shopping opportunities in between.
2. Light rail is superior to bus rapid transit because it has a proven track record of influencing land use and shaping growth. This is because rail transit provides a sense of permanency that is attractive to developers. In our own state, Charlotte will realize more than \$1.86 billion in private-sector investments in the light rail corridor by 2011, including restaurants, housing, and office space. (*Raleigh News and Observer, Jan 26, 2008*)
3. Rail transit generally achieves better operating cost efficiencies and savings than buses because they are less labor intensive to operate. As passenger demand increases, more cars can be added without needing additional operational staff.
4. Light rail is powered by electricity, which reduces our dependence on foreign oil and can be powered by renewables such as solar or wind. Electric light rail would free us from the rising costs of diesel fuel as well.
5. People like rail transit! Ridership projections for the first year of the Charlotte LYNX system projected 9,100 weekday trips. In June, the LYNX blue line averaged over 16,000 weekday trips!

Here are some other reasons why I support light rail transit in Orange County and Durham:

Let there be trains between Orange County and Durham!

Name: Frederic W. Schroeder Jr.
 Address: 604 Emory Dr.
Chapel Hill NC 27517

September 19, 2008

Andy Henry
City of Durham – Transportation Division
101 City Hall Plaza
Durham, NC 27701

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Here are some other reasons why I support light rail transit in Orange County and Durham:

Let there be trains between Orange County and Durham!

Name: Suzanne B Schroeder
 Address: 604 Emory Drive
Chapel Hill NC 27517

September 19, 2008

Andy Henry
City of Durham – Transportation Division
101 City Hall Plaza
Durham, NC 27701

011 152

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Here are some other reasons why I support light rail transit in Orange County and Durham:

Let there be trains between Orange County and Durham!

Name: Edward Kudwing

Address: 1026 Highland Woods Rd
Chapel Hill, NC 27517

September 19, 2008

TAC 12/10/08 Attachment 6B

Andy Henry
City of Durham – Transportation Division
101 City Hall Plaza
Durham, NC 27701

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Here are some other reasons why I support light rail transit in Orange County and Durham:

Let there be trains between Orange County and Durham!

Name:

Helen A. Ludwig

Address:

1026 Highland Woods Road
Chapel Hill NC 27517

September 19, 2008

Andy Henry
City of Durham -- Transportation Division
101 City Hall Plaza
Durham, NC 27701

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Here are some other reasons why I support light rail transit in Orange County and Durham:

And convenient links to RDU from Durham, Chapel Hill, and Raleigh should be an essential element of a light rail system.

Let there be trains between Orange County and Durham!

Name: Karl Peterson
Address: 2719 Joyel Perry Road
Chapel Hill, NC 27516

September 19, 2008

Andy Henry
City of Durham – Transportation Division
101 City Hall Plaza
Durham, NC 27701

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Here are some other reasons why I support light rail transit in Orange County and Durham:

Light rail is the fair thing to provide. We agree with all the reasons stated above. At a time we reached out to young and old, the disabled, all economic groups, we are behind the times. There are folks among us who have no way to get to the store, medical appts, etc. Light rail is the civilized solution to provide

Let there be trains between Orange County and Durham!

Name:

Address:

Bryna Pilgze / Robert A. Gilson
204 Collinson Drive
Chapel Hill, N.C. 27514

Compilation of Public Comments Provided at Public Workshops

October 28, 2008 Workshop in Durham – Northern HS

Comments received include:

1. Support for transit and bicycling.

October 30, 2008 Workshop in Durham – Jordan HS

Comments received include:

1. Opposition to the I-40 Farrington Road interchange.
2. Support for light rail transit, bicycling, and pedestrian modes.

November 13, 2008 Workshop in Chatham County

Comments received include:

1. Support for transit from Pittsboro to Chapel Hill.
2. Support for road widening projects.
3. ATT in Chatham does not show up on the bike map (need to include ATT and other off road bike projects in Chatham).
4. Coordination with RPO to show continuity of other proposed projects out the MPO MAB
5. Support for the Light Rail option
6. Strong support of the transit from Chatham to Chapel Hill and RTP
7. LRTP should reflect local bus from Pittsboro to Chapel Hill scheduled to commence early next year
8. Strong support of all proposed roadway widening in the preferred option – needed badly to address growth

November 25, 2008 Workshop in Hillsborough

Comments received include:

1. Support for increasing walkability in Hillsborough.

December 2, 2008 Workshop in Chapel Hill

Comments received include:

1. Support for expanding the bus system in addition to rail service. The bus system should be expanded first to build ridership for rail when it is eventually built similar to what Charlotte has done.
2. Concern over the connection of Southwest Durham Drive to Meadowmont Lane. The connection to George King Road should be completed first.
3. Support for light rail transit and commuter rail transit. Suggest using decorative vehicles for trains.

December 3, 2008 Workshop in Durham – Main Library

Comments received include:

1. General support for the plan.
2. Support for light rail transit, including the need for a local revenue source. Prefer using a vehicle miles traveled tax and tax increment financing in a special tax district along the rail line. Also prefer a transit route along the NCR corridor to Hillsborough and Chapel Hill instead of 15-501 to Chapel Hill.
3. Support prioritizing bike routes that connect neighborhoods to Duke.

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Lead Planning Agency

DATE: December 10, 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 and the anticipated FY 2009 funds are 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 expect 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 recommends the following schedule for the 2009 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 for FY 2007 funds
- 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. The TAC approved a PMP on December 12, 2007, and submitted it to FTA (Attachment 7B). The PMP was approved by FTA on July 30, 2008.

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 Lapsed |
| | 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.

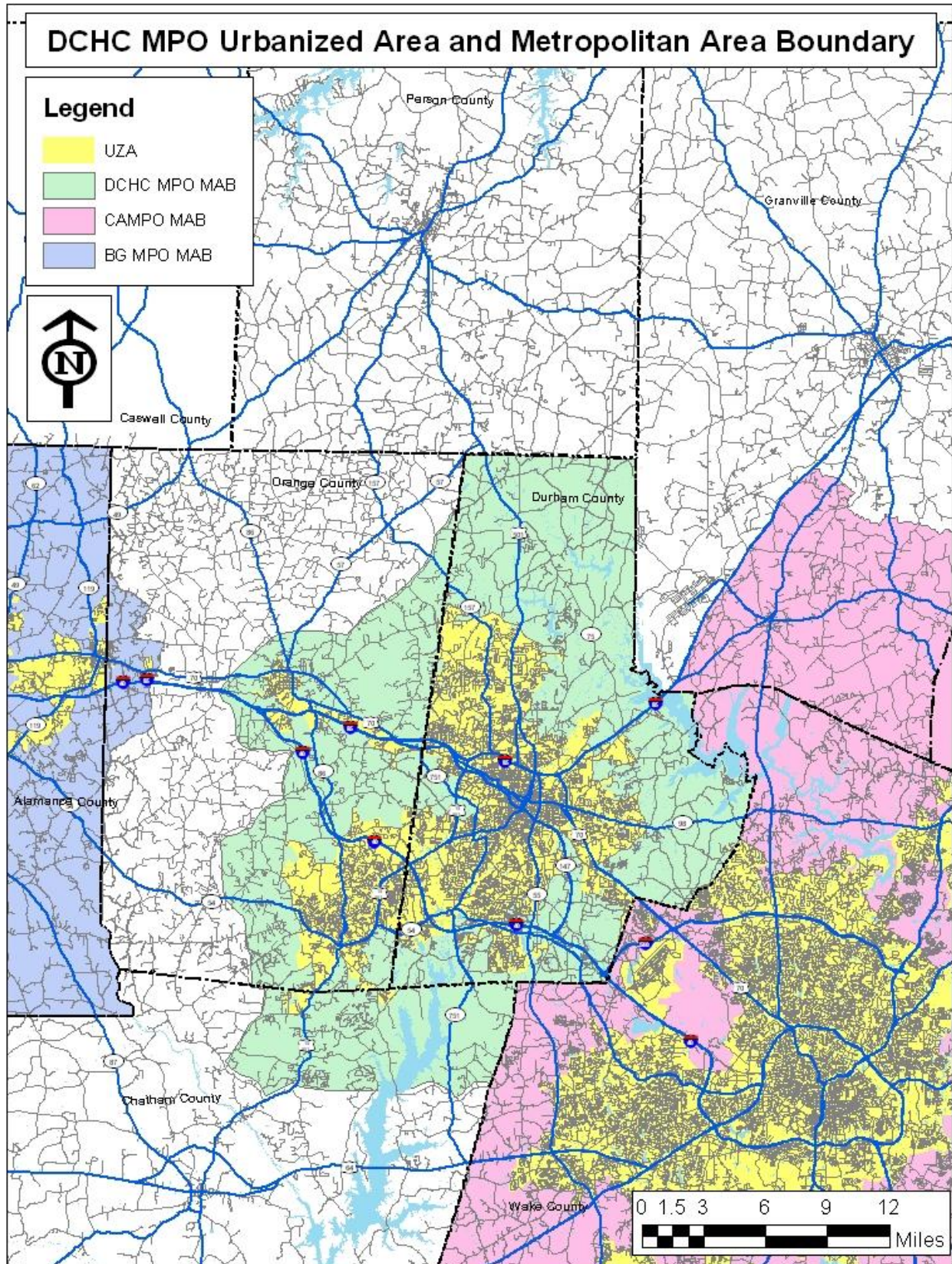
Eligible Use of Program Funds:

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.dchcmpo.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:

**DURHAM-CHAPEL HILL- CARRBORO METROPOLITAN PLANNING
ORGANIZATION (DCHC MPO) PROGRAM MANAGEMENT PLAN (PMP)
FOR JOB ACCESS REVERSE COMMUTE (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).

The goal of the Job Access and Reverse Commute Program (Section 5316) is intended to fund services designed to provide transportation to welfare recipients and eligible low-income individuals to and from employment and activities related to employment, and to transport residents of urbanized areas regardless of income level, to suburban employment opportunities.

The objectives of the program are:

- a. To increase access to job as a result of geographic or temporal coverage; and,
- b. To increase the number of rides provided

The goal of the New Freedom Program (Section 5317) 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 objectives of the program are:

- To increase or enhance geographic coverage, service quality and/or service times that impact availability of transportation services for individuals with disabilities;

- To add or change environmental infrastructure (e.g. transportation facilities, sidewalks, etc.), technology, and vehicles that impact availability of transportation services; and
- To increase the number of rides provided for individuals with disabilities

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 serves the needs of all our customers, but particularly those who have traditionally been transportation-disadvantaged.

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

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

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.

The City of Durham will strive to provide sufficient time for prospective applicants to develop their project ideas and prepare their project applications; for evaluation panels to review and score project applications and develop the proposed program of projects; for staff to discuss with the various relevant working groups the results of the evaluation process and present the proposed program of projects; and for staff to present the proposed program of projects for approval by the Transportation Advisory Committee (TAC). In total, the process is expected to take about four to six months from the time the call for projects is issued to TAC's adoption of the program of projects. The detailed timeline for each call for projects will be issued along with the program guidelines. The adopted program of projects will be made available to the public on the DCHC MPO web site.

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 10% 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. In the course of administering projects for sub-recipients, the designated recipient, the LPA (City of Durham Transportation) may include up to 10% of the net application project amount to fund program administration costs including administration, planning, and technical assistance. Allowable administrative costs may include, but are not limited to, general administrative and overhead costs, staff salaries, office supplies, and development of specifications for vehicles and equipment. Guidance on eligible costs can be found in the Office of Management and Budget (OMB) Circular A-87.

The City of Durham, as the designated will assists in determining needs within service areas for elderly persons and persons with disabilities. This assistance includes an inventory of existing public transportation services, the total estimated demand for elderly persons and persons with disabilities transportation and the estimated number of vehicles of a given capacity to satisfy the unmet demand.

The City of Durham will offer to provide technical assistance to local groups or organizations that plan to provide transportation services to elderly persons and persons with disabilities. Based on the number of trips, by trip purpose, and the locations of shopping areas, medical facilities, nutrition sites, social services locations, and recreation

areas, the estimated number of vehicles and sizes needed to provide the transportation are determined. Data compiled the on existing transportation services available in the area will be used and an analysis will be made as to whether or not the existing services are insufficient, inadequate or inappropriate to meet the need.

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. The competitive selection process is open and public. Notices will be sent to every member of the JARC-NF committee and other health and human services agencies within the MPO. Additionally, notices for funding and call for project will be advertise in the newspapers as well as mail out to partners and stakeholders on the MPO Coordinated Human Services mailing lists.

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.

FTA measures required to be reported for the JARC program:

- Actual or estimated number of jobs that can be accessed as a result of geographic or temporal coverage of JARC projects implemented in the current reporting year.
- Actual or estimated number of rides (as measured by 1- way trips) provided as a result of the JARC projects implemented in the current reporting year.

FTA measures required to be reported for the New Freedom Program:

- Increases or enhancements related to geographic coverage, service quality and/or service times that impact availability of transportation services for individuals with disabilities as a result of the New Freedom projects implemented in the current reporting year.
- Additions or changes to environmental infrastructure (e.g., transportation facilities, side walks, etc), technology, and vehicles that impact availability of transportation services as a result of the New Freedom projects implemented in the current reporting year.
- c. Actual or estimated number of rides (as measured by one- way trips)
- provided for individuals with disabilities as a result of the New Freedom
- projects implemented in the current reporting year

Designated Recipient Program Management

The City of Durham will be is responsible for ensuring certain reports are provided to FTA each year or as needed. In order to provide these reports for services provided by the the City and its subrecipients, it will be necessary for The City of Durham to collect certain data from each subrecipient. The reports that City of Durham will provide to FTA each year are:

- Annual Program of Projects (POP) Status Reports – The City of Durham will submit quarterly status reports that include an updated POP for each approved grant that contains active projects. The updated POP reflects project descriptions, changes in projects from one category to another, and adjustments if applicable.
- Significant civil rights compliance - Issues occurring during the year (such as Title VI, Equal Employment Opportunity (EEO), or Disadvantaged Business Enterprise (DBE) Program complaints against the designated recipient, the City of Durham or subrecipients will be addressed in the annual status report. The City of Durham will also report notable accomplishments or problems involving JARC or NF subrecipients.
- Milestone Activity Reports - For activity line items (ALIs) for which milestones were required at the time of the recipient application (for example, for vehicle procurements, construction projects, and program reserve), The City of Durham will provide revised milestone dates as part of the report. If the estimated completion date for the grant has changed, the revised date will be provided with an explanation as to why the date has changed

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 City 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 City of Durham 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.

The City of Durham will monitor subrecipients' compliance with federal requirements and program guidance. The City of Durham will use a checklist and provide a summary of each visit, which it will keep on file and make available to FTA during any federal program management reviews

Certifications

Certifications are required for all federal grant recipients, subrecipients, contractors, and subcontractors with grants or contracts exceeding \$100,000. For DCHC MPO transit operators, the certification is part of the Annual List of Certifications and Assurances that they submits to the FTA. Transit operators are required to include the lobbying clause in its FTA-funded agreements, including subrecipient agreements, third party contracts, and subcontracts exceeding \$100,000. Signed certifications must be obtained by the City of Durham from all subrecipients.

Subrecipient Agreement

The City of Durham will develop and execute subrecipient agreements with all subrecipients awarded funding under the JARC or New Freedom Programs. The subrecipient agreements for capital projects will detail the scope of work of the project. Agreements for operating assistance will outline the type of service provided by the subrecipient, the time period covered by the agreement, and the service area. All subrecipient agreements will include the funding amounts awarded. Any expenses incurred in excess of the budgeted amounts are the sole responsibility of the subrecipient

Reporting Requirements

Subrecipients are required to report on various items with each quarterly invoice. In addition to the measures mentioned above under the section "Program Measures", the

following performance measures shall be reported to the designated recipient with the submittal of each quarterly invoice where applicable:

- Passengers per day
- Average passenger revenue
- Net Cost per passenger
- Annual vehicle miles traveled
- Revenue service hours provided.

A brief narrative of quarterly activities shall also be submitted by the grantee (with invoices) to the Designated Recipient (DR). Information included in the narrative would contain such items as coordination efforts with employers or other transportation providers, marketing or public awareness efforts, service or schedule revisions made during the period.

Performance Standards

All subrecipients are required to report performance on a quarterly basis. Comparisons will be made among services based on the above reporting requirements. Since JARC and New Freedom services may vary widely in trip length and by time of day, it is recognized that some types of services will always be less financially productive but none the less important for access to jobs by those who rely on them.

Project Monitoring and Reviews

The City of Durham shall monitor subrecipients' compliance with Federal requirements through:

- Careful scrutiny of plans, reports, and certifications submitted to
- The City of Durham under the provisions of those regulations, and discussion with subrecipients to clarify all requirements.
- Review of quarterly and final reports and invoices sent for payment of costs incurred.
- Bi-annual meetings with grant recipients, one of which may be a site visit.
- Reviewing and approving, prior to issuance, any materials developed by subrecipients in connection with their project. This shall include but is not limited to any Request for Proposals (RFPs) and 3rd party contractual agreements related to the project.

The City of Durham shall retain records of all meetings, visits and contacts with subrecipients. Throughout the project's progress, the City shall offer subrecipients program guidance and provide or arrange for technical assistance, should this be needed.

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, Maintenance Records and ADA Accessibility

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 Accessibility
- 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.

Recipients and subrecipients shall be maintain vehicle and lift equipment maintenance and inspection records for equipment procured with JARC and NF funds. In the owner’s manual and the lift equipment manual that is included with each vehicle, there is a complete vehicle maintenance schedule. The schedules list the service functions and the service time intervals, in months or miles or cycles. Recipients will be required to service the vehicle(s) and lift equipment, at a minimum, in accordance with the maintenance schedules, and to keep records to show that service was completed. During an annual inspection, the City of Durham will ask to review the maintenance records. The City of Durham will randomly pick maintenance reports to review. In addition, each recipient will submit certification that service is completed at least as scheduled per the owner’s manuals. Request for certification will be sent out annually by the City of Durham.

Recipients and subrecipients shall maintain ADA accessibility records and checklist. The DR shall provide a checklist for maintenance and ADA Accessibility features such as lift, voice annunciation, etc. Subrecipients will be record to provided their daily log of their maintenance and ADA accessibility checklist to the City of Durham

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 designated recipient, the City of Durham 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 makes appropriate certifications of compliance with Federal requirements. The designated recipient, the City of Durham will cite language regarding these Federal requirements in its contracts with subrecipients and requires each subrecipient to execute a certification of compliance with the relevant Federal requirements. Subrecipient certifications are required of the subrecipient prior to the execution of a contract by the City of Durham. In addition to monitoring subrecipient’s adherence to Title VI requirements, all other applicable federal requirements and certifications will be monitored under the City of Durham JARC-NF compliance program currently under development.

Buy America

Under the Buy America provision applicable to FTA grants, FTA funds may not be obligated unless steel, iron, and manufactured products used in FTA-funded projects are produced in the United States. Rolling stock (including train control, traction power and communication equipment) must be assembled in the United States and have a 60 percent domestic content to be considered a United States product. The DCHC MPO, in accordance with FTA regulations, requires as a condition of responsiveness, that a bidder submit with its bid a completed Buy America certificate. Subrecipients that purchase rolling stock for use in JARC or New Freedom projects, must conduct pre-award and post delivery reviews to ensure compliance with specifications and Buy America requirements. Subrecipients will be required to have signed Buy America certificates for any qualifying procurements

Environmental Protection

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.

Drug and Alcohol Testing

The DCHC MPO transit operators, in accordance with 49 CFR Part 655, have a drug and alcohol testing program in place for all safety sensitive employees. The City will require private sector subrecipients to adhere to the FTA mandated drug and alcohol testing program. The FTA-mandated drug and alcohol testing program is separate from and in addition to the provisions of the Drug-Free Workplace Act. The City of Durham must require its contractors and subcontractors with safety sensitive employees to have a drug and alcohol testing program. Subrecipients will be required to submit their drug and alcohol policy to the City of Durham upon receipt of a JARC or New Freedom grant. This procedure will be reviewed and approved by the City of Durham. The City will monitor the subrecipient’s drug and alcohol program proactively over the course of the subrecipient agreement. At a minimum, the FTA recommends that each contractor be required to provide a copy of its policy; employee and supervisor training documentation; name and location of the collection site, laboratory, MRO, SAP; a description of its random selection process; quarterly management reports summarizing test results; and annual MIS reports. The information that the City of Durham requires will be clearly defined in the contract documents issued by the City of Durham and a conformed copy of the contract, including the specifications, maintained by the City of Durham.

Davis Bacon Wage Rates

The Davis-Bacon Act is applicable to all federally funded construction contracts in excess of \$2,000. This Act requires that each contract for the construction, alteration, or repair (including painting and decorating) of public buildings or public works within the United States shall contain a clause that no laborer or mechanic employed directly upon the site of the work shall receive less than the prevailing wage rate as determined by the U.S. Secretary of Labor. The minimum wages (including fringe benefits) are those determined by the Secretary of Labor to be prevailing for the laborers and mechanics

employed on projects of a similar character in the area in which the work is to be performed. Recipients and Subrecipients will be required to include the prevailing wage rates in contracts for construction in excess of \$2000. Additional guidance can be found in 29 CFR parts 1, 3 and 5.

Prohibition on Exclusive School Transportation: Subrecipients may not provide school bus transportation. School bus transportation is defined by FTA as transportation exclusively for school students or personnel. Subrecipients are required to certify compliance. An exception will be the transportation of students with disabilities who are eligible passengers. The Applicant and subrecipients understand that a violation of this agreement may require corrective measures and the imposition of penalties, including debarment from the receipt of further Federal assistance for transportation.

Program of Projects – Durham JARC and NFP August 2008

A summary of the projects that were selected and why they were selected follows:

In 2007:

JARC

1. DATA - Application for Expansion of the DATA Night Service Hours from 6:00 pm to 7:00 pm – \$100,000 – Financial support to increase service frequency on several routes leaving downtown Durham after 6pm. Selected to provide better access to jobs in Durham. Met priority need “Evening service (6pm – 10pm) and late night service (10pm – midnight)”.
2. Chapel Hill Transit – Application for Evening Service Extension – \$50,549 – Financial support to extend service hours on two routes that connect downtown Chapel Hill/UNC to north Chapel Hill and east Chapel Hill. Selected to provide better access to jobs in Chapel Hill. Met priority need “Evening service (6pm – 10pm) and late night service (10pm – midnight)”.

New Freedom

1. DATA, Chapel Hill Transit, and TTA (lead agency is DATA) - Funding for a Unified Paratransit Functional Assessment Provider — \$17,500 – Financial support to develop a unified paratransit functional assessment provider for three transit agencies in the MPO. Met priority need “A unified regional paratransit application and eligibility determination and certification process needs to be created that it is streamlined, clarified, and consistent across agencies.”

In 2008:

JARC

1. Chapel Hill Transit – HS Route Expansion (service to Rogers Rd.) - \$84,968 - Financial support to expand the HS route to introduce new service to the Rogers Road community and midday service throughout the route. Service would provide transit to a low income neighborhood currently not served and improve access to transit along the current HS route. Selected to provide access to jobs at UNC and downtown Chapel Hill for a low income neighborhood. Met priority need “Evening service (6pm – 10pm) and late night service (10pm – midnight)”. The application included a strong implementation plan.
2. DATA - Weeknights, Sunday, and Holiday Service to New Hope Commons - \$72,993 - Funding to operate expanded route 10 evening services. The hours of service would be extended to 12 am. The proposed extended hours of service will meet the needs for passengers, employees and employers at New Hope Commons. Selected to provide access to jobs at a local shopping center. Met priority need “Evening service (6pm – 10pm) and late night service (10pm – midnight)”

3. DATA - Route 12B Service Extension to Silver Line Windows - \$36,918 - Funding to operate and publicize expanded route 12B service. The proposed extended service will meet the needs of employees of Silver Line Windows. Selected to provide access to jobs at a local business. Met priority need "Evening service (6pm – 10pm) and late night service (10pm – midnight)". The application included an innovative partnership with the local business.

New Freedom

1. Chapel Hill Transit and Orange Public Transit - New Coordinated Service to the Elderly and Handicapped - \$48,800 - Financial support to provide feeder service to the elderly population. Selected to provide access to a senior center and other local destinations. Met priority need "Intra-county and cross-county services connecting rural areas to urban areas"

**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 |
| | | 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 |

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 | | | | | |
|------------------|---------------------------------------|------------------------------------|-------------------------------|-------------|--------------------------------|-------------|----------------|-----------------|
| Task Description | | | Original | | Proposed | | Difference | |
| | | | 2008-09 UPWP 4/09/2008 TAC | | Amendment #3 12/10/2008 TAC | | (Change) | |
| | | | 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 | ? | \$807,500 | \$0 | | | | \$56,000 | | \$590,000 | \$161,500 | Carrboro |
| 18 | E-4828 | Carrboro | Design | \$650,000 | \$0 | | | \$45,600 | \$40,000 | \$480,000 | | \$130,000 | Carrboro |
| 19 | E-4008 | Carrboro | Complete | \$168,695 | \$0 | | | \$89,356 | | | | \$79,339 | Carrboro |
| 20 | TD-4711C | Chapel Hill | Complete | \$4,788,330 | \$0 | \$560,000 | \$1,600,000 | \$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 | ? | \$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 | \$63,750 | \$0 | | | | \$50,000 | \$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 | No Activity | \$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 88) | 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 | 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 | \$6,389,478 | \$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 |

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: December 10, 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 – November 12, 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 - winter 2008

NCDOT PROJECTS UNDER CONSTRUCTION IN DURHAM COUNTY - 12/2/2008

| 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 | 100% | 99.0% | 12/10/2008 |
| 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% | 77.3% | 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 | 52.5% | 69.1% | 11/1/2009 |
| DURHAM | B-3169 | RIVERMONT- ROAD | BRIDGE 168 ON RIVERMONT ROAD (SR-1402) | \$ 539,350.84 | 0.067 miles | SMITH-ROWE, INC. | Chad Hinnant | (919) 220-4680 | 4/10/2008 | -100% | 98.9% | COMPLETE |
| 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 | 26.2% | 24.9% | 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 | 47.3% | 56.8% | 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 | 78.9% | 55.5% | 12/15/2008 |
| 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 | 95.0% | 88.3% | 12/15/2008 |

NCDOT PROJECTS FOR LET NEXT 12 MONTHS IN DURHAM COUNTY - 12/2/2008

| 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 | 12/15/2008 |
| 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/traffictravel/progloc/>

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHMPO 12/4/2008 Attachment 14

| County | WBS # | Route | Location Description | Amount | Status |
|--------|---------------------------------|--|--|-----------------|--|
| Orange | 36945 | SR 1010 (Franklin St.) @ Mallette St. | Upgrade traffic signal and install pedestrian signal heads REVISION: Install mast arm | \$110,000.00 | Proposal being advertised for bid opening 12/9/08 |
| Orange | 41488 | US 15-501 @ SR 1900 (Old Mason Farm Road) | Extend the left turn lane on northbound US 15-501 , revise the signal and add a right turn lane at SR 1900 | \$147,500.00 | FA const. complete 10/23/08 ; UNC-CH to install ped heads & crosswalks by M.A. |
| Orange | 41593 | Union Street | Construct 750 feet of sidewalk and a crosswalk to connect Hillsborough Elementary School to SR 1156 (Nash St.) | \$32,000.00 | Town to include as part of large STP-DA sidewalk contract for Nash St.-Enc. Agreement under review |
| Orange | 42037 | SR 1939 (Damascus Ch. Rd.) 0.8 mi. west of SR 1919 (Smith Level Rd.) | Install guardrail at Pipe# 89 | \$17,000 | Req. by OWASA; installation complete |
| Orange | 42040 | SR 1006 (Orange Grove Rd.) 0.3 mi. south of SR 1177 (Orange Grove-Calvander Rd.) | Install guardrail at the culvert | \$24,000 | Installation pending utility relocation |
| Orange | 42486 | SR 1008 (Mt. Carmel Ch. Rd.) @ SR 1913 (Bennett Rd.) | Install solar powered flashers at both approaches to the intersection | \$10,000 | FA const. |
| Orange | B-4218 | SR 1730 (Turkey Farm Rd.) | Replace Bridge # 108 over New Hope Creek | \$750,000.00 | Dane Const., Inc. =Pre-const. held 10/22/08 |
| Orange | 42170 SS-4907 T 42204.2 42204.1 | SR 1710 (Old NC 10) @ NC 86 | Construct a right turn lane on SR 1710 and install a traffic signal | \$215,000 | Design pending survey |

| | | | | | |
|--|-------------------------------------|---|--|------------------------|--|
| Orange | 42171 SS-4907 U 42205.2 42205.1 | SR 1710 (Old NC 10) @ SR 1713 (Mt. Herman Church Road) | Improve sight distance on SR 1710 by lowering the crest vertical curve on the westbound approach to the intersection | \$300,000 | Design pending survey |
| Orange | 42423.3 42423.1 SS -4907V | SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.) | Realign intersection | \$165,000 | Design pending field review and survey |
| Orange | 7CR.10681.14 7CR.20681.14 7C.068081 | 4 sections of NC 54 and ramps and 5 sections of secondary roads | Milling, resurfacing, pavement markings, and shoulder reconstruction | | S.T. Wooten Corp.=99.95% complete |
| Orange | SF-4907 B 41699.3 C 41699.1 PE | US 70 (Hillsborough Rd.) and NC 751 near Durham | Install a right turn lane for traffic travelling east on US 70 and turning right onto NC 751 | \$90,000 C \$35,000 PE | Barrett, Irvin & Jordan complete 11/7/08 |
| NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST | | | | | |
| County | TIP # | Route | Location Description | TIP Est. | Est. Let Date |
| Orange | I-4716 | I-40 | Grind and reseal joints on I-40 from I-85 to Durham Co. (Scope may be revised) | \$1.05 million | Sept. 15, 2009 |
| Orange | B-4592 | SR 1561 (Lawrence Rd.) | Replace Bridge # 64 over the Eno River | \$1.6 million | Jan. 20, 2009 |
| Orange | U-0624 | NC 86 (S. Columbia St.) | Corridor upgrade including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.) | \$4.40 million | July 21, 2009 |
| Orange | U-4704 | Chapel Hill-Carrboro | Computerized Traffic Signal System | \$5.0 million | April 21, 2009 |

Hit the road, Jack? Nope

Drop in taxes keeps N.C. from road work, transit systems

Bruce Siceloff, Staff Writer

This might be a good time for North Carolina to spend money on badly needed roads and transit systems -- if only it had the money to spend.

Highway contractors are desperately underbidding each other for work. Interest rates are low, and prices are falling for fuel, asphalt and concrete.

But tax collections on gas and car sales are dropping even faster, forcing the state Department of Transportation to cut spending.

As a statewide advisory panel met Wednesday to sift through unpleasant options for raising new transportation taxes, DOT was enjoying deep discounts on a modest batch of road and bridge projects.

DOT engineers had figured the state Board of Transportation would spend about \$73 million on 11 contracts due to be awarded today. Instead, the lowest bids came in at a combined \$58 million.

DOT was benefiting -- for a change -- from the sour economic conditions that have added urgency to the 21st Century Transportation Committee's quest for transportation money.

For one project alone, an estimated \$39.4 million upgrade to U.S. 1 in Richmond and Moore counties, Charlotte-based Blythe Construction offered to do the job for \$33.4 million.

Five contractors from three states were more competitive. Goodson Construction of Darlington, S.C., was the apparent low bidder at \$26.6 million -- a 32 percent savings for North Carolina taxpayers.

"People are starving for work," said Berry Jenkins of Carolinas AGC, a construction trade group. "We've had people laying off workers. I think some of them are bidding work below their costs, just to keep the work force intact."

Brad Wilson of Raleigh chairs the 21st Century panel, charged with finding \$1 billion a year in new sources of transportation money.

He asked panel members to start choosing from a daunting menu of new taxes, tolls and fees to replace North Carolina's reliance on dwindling tax collections. Auto sales eventually will improve after the nation's economic picture improves, but gas tax revenues keep falling as drivers choose more fuel-efficient cars.

"It is a failed strategy to continue our dependence on a declining revenue stream," Wilson said. "It's going to have to be replaced with something fundamentally comprehensive if we want to sustain or increase funding for transportation in North Carolina."

None of the new revenue options drew hearty cheers. Each idea raised its own questions.

The state could assess a per-mile tax based on yearly odometer readings, for example. But how could it charge for miles that North Carolinians drive in other states?

Another option: North Carolina could collect tolls on existing interstates and urban loops to pay for improvements. But would that be fair for drivers on freeways their taxes have already paid for?

"I don't like tolling the existing Outer Loop just so we can fund loops in other cities," said state Sen. Richard Stevens of Wake County, a committee member. "Clearly there needs to be more revenues for highways and transit, but the challenge is to get a balanced package that's doable in this economy."

State Sen. Clark Jenkins of Edgecombe County agreed that it might be tough to find support for more road spending.

"But on the flip side of this thing -- the longer we wait, the more it's going to cost us," Jenkins said. "Right now you've got cheap money and you've got some eager contractors.

"Now would be a good time to take advantage of that -- if you had the money to take advantage of it. And that's a great, big 'if.'"

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Lifting gas-tax cap could help DOT funding woes

Posted: Nov. 6 6:32 p.m.

Updated: Nov. 6 10:11 p.m.

North Carolina transportation officials say removing the cap on the state's gas tax could help a projected shortfall this coming year.

Mark Foster, the Department of Transportation's chief financial officer, says the state agency lost \$179 million over the past two years because of the cap.

Its projected loss for this budget year is \$412 million, he said.

"A bridge replacement probably costs \$2 million. That's a lot of bridges we could have repaired or replaced with that \$400 million," Foster said.

Instead, the DOT, he says, is forced to absorb construction costs, which have doubled in the past six years.

Without the cap, which is set to expire in July 2009, the DOT says it would have collected an additional 5 cents a gallon during the first half of this year and 10 cents more during the second half.

"Obviously, none of us want to pay more, but the reality is without that money to repair our roads and keep our roads safe, we all suffer," Foster said.

North Carolina's gas tax is 29.9 cents per gallon – 12 cents above the national average, and other charges are added to that. A portion of the tax is a flat rate and another portion depends on the wholesale price of gasoline. The cap limits the total tax per gallon to 30.15 cents.

Foster acknowledges the gas tax is higher than other states, but says motorists are actually taxed less because there are fewer fees and other taxes that go to funding transportation needs.

"When you take into consideration all the revenue sources that we collect, we're actually one of the lowest," he said.

The DOT is projecting an 11 percent to 12 percent budget shortfall for the next fiscal year, and Foster says a \$900 million to \$1 billion shortfall is possible in the state's three-year spending plan.

The statewide 21st Century Transportation Committee – charged by the governor to reduce congestion and improve efficiency – is expected to submit its funding recommendations next month to the General Assembly.

Among the options it has before it is removing the gas tax cap, increasing vehicle registration fees and taxes associated with buying vehicles and implementing an annual fee based on the number of miles traveled.

Reporter: [Bruce Mildwurf](#)
Web Editor: [Kelly Gardner](#)

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Road Worrier:
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Modified: Nov 11, 2008 05:39 AM

\$700 billion plan offers tidbits to bike commuters

Bruce Sicheloff, Staff Writer

When Congress put together a \$700 billion bonanza for big people who ride limos to work on Wall Street, it threw in a \$20 tidbit for little people who ride bikes to work on Main Street.

Millions of commuters already enjoy tasty tax breaks for taking the bus to work, or for driving their cars and parking there.

Starting in January, bicycle commuters will qualify for crumbs from the same cake.

The legislation is less generous than some bikers hoped when they read in The New York Times about a "cycling tax credit" that would give them up to \$20 a month to spend on bikes, helmets and other bike expenses.

"They have incentives already for people who van pool or take the bus, so we're going to do everything in our power to get this implemented here," said Pablo Torres, who heads a cycling club at RTI International in Research Triangle Park.

The new law turns out to be more of a tax deduction than a tax credit. It allows bikers -- if they qualify, and if their employers agree -- to forgo taxes on up to \$20 of their monthly wages.

That's worth just \$6 a month or \$72 a year in tax savings for the average worker, who pays 30 percent in state, federal and FICA taxes, according to Mario Flores of Charlotte-based Flores & Associates, which administers employee benefit programs. Employers will also save the 7.65 percent FICA tax they pay on the same wages.

"Unfortunately, the \$20 cap they put on it is almost minuscule," Flores said.

For years, Congress has let American workers skip taxes on part of their wages spent for parking at work or commuting by bus and van pools. Under a similar program, workers can also set up a flexible spending account with "pre-tax" pay for medical and child care expenses. According to inflation-indexed rates set to rise in January, commuters qualify for monthly tax-free reimbursements of up to \$120 for van pools and transit passes, and up to \$230 for parking.

Congress added the \$20 bicycle provision to the \$700 billion Wall Street rescue package approved in September. It was one of several unrelated items added as sweeteners to win more House and Senate votes.

The new bicycle benefit is available only to workers who do not enjoy other commuter perks.

"If your employer is subsidizing your parking or your mass transit, or you're paying for them on a pre-tax basis, you cannot use the cycling reimbursement," Flores said.

The Internal Revenue Service has not announced rules for bike commuters. Flores expects the program to work something like this:

The employee would say in an affidavit that he or she regularly travels to work by bike. Up to \$20 a month in pre-tax pay would be diverted to a special account -- like the flexible spending accounts some workers use for child-care costs.

Later, the employee would seek reimbursement from this account for bike repairs, equipment and other expenses.

There are plenty of questions to be answered. How often must you bike to work to qualify? Must you keep receipts for every expenditure?

"You have to be really a pure bicycle commuter for it to make sense for you," said John Tallmadge, commuter resources director for Triangle Transit.

A \$20 monthly allowance for bike commuters isn't much, he said, but it's a start.

"This gets a foot in the door for bicycle commuting," Tallmadge said, "to acknowledge, if someone is commuting by bike, that there are expenses associated with that."

Published: Nov 04, 2008 12:30 AM

Modified: Nov 04, 2008 09:11 AM



Police investigate a man's death on Capital Boulevard last month. Authorities said he was killed when he tried to cross the road without using a crosswalk.
Staff Photo by Shawn Rocco

Pedestrian deaths increase in Triangle

Bruce Siceloff, Staff Writer

It is not a figment of Andrew Sleeth's imagination. We really have read too many sad stories in the past two weeks about pedestrians who lost their lives on Triangle streets and highways.

A North Raleigh shopper walking from one auto parts store to another -- on opposite sides of Capital Boulevard.

A woman struck by a bus as it turned a corner in Chapel Hill.

Men walking along or across Poole Road in eastern Wake County, Chapel Hill Boulevard in Durham and Interstate 540 near Research Triangle Park.

"Did someone declare open season on Triangle pedestrians?" Sleeth, 48, asked the Road Worrier.

He lives in downtown Raleigh and works at N.C. State University. He got rid of his car a year ago.

Now he gets around by bus, by bike and by shoe. No wonder this news makes him feel vulnerable.

Safety experts say the grim statistics of pedestrian deaths go up and down.

Overall traffic fatalities are down this year -- 928 reported across North Carolina by the Highway Patrol so far this year, compared with 1,123 in the same period last year. That's partly because we're driving less, with the economy down.

But pedestrian deaths are up in the Triangle, and it's not clear why.

The state Department of Transportation says 17 pedestrians died from January through September this year in Wake, Durham and Orange counties -- a figure that does not include the five late-October deaths mentioned above. The Triangle counties recorded 11 pedestrian fatalities in all of 2005, 27 in 2006 and 17 in 2007.

Each death occurred under a different combination of road conditions and the actions of driver and pedestrian.

Walking across I-540 is dangerous under any conditions -- and it's illegal.

At least 10 pedestrians have died since 2002 on broad and busy Capital Boulevard, where crosswalks and signals are far apart. Two people have died in front of Chapel Hill buses this year.

From his sidewalk vantage point, Sleeth sees a lot of unsafe behavior by car and bus drivers.

They don't notice him stepping into the crosswalk. Sometimes the drivers fiddle with their phones when they should watch the road. Or they aren't willing to give him the right of way.

"Just last week I had a driver honk at me -- mad because I was in the crosswalk and he had to stop for me as he was turning a corner," Sleeth said.

Tom Norman, who heads the state DOT bike and pedestrian division, worries about how to make streets and people safer. He works with road planners to suggest countdown crossing signals and pedestrian refuge islands in the medians of seven-lane thoroughfares.

But it's mostly up to the people on foot and the people in cars to watch out for each other. Hillsborough Street in Raleigh has crossing signals at several spots near the NCSU campus. But they don't help people who refuse to use them.

"You still see people crossing mid-block from one side of the street to the other," Norman said.

"You can fall back on more education for drivers and more education for pedestrians, but it is awfully hard to get them to actually follow through.

"People are texting messages as they drive. What can I say?"

Enlighten the Road Worrier: blogs.newsobserver.com/crosstown or 919-829-4527 or bruce.siceloff@newsobserver.com. Comments, questions and tips welcome. Pleas

Walking safely

Both drivers and pedestrians should take care to avoid accidents.

DRIVERS

BE ALERT because pedestrians can be hard to see -- especially at night, in bad weather and where there are parked cars.

DON'T DRIVE WHEN IMPAIRED or distracted, and don't use your phone while driving.

USE EXTRA CAUTION NEAR CHILDREN playing, near older pedestrians that may not see or hear you and around schools and residential neighborhoods

YIELD TO PEDESTRIANS in crosswalks and when you are turning.

PEDESTRIANS

BE PREDICTABLE.

WEAR BRIGHT CLOTHES and reflective materials. Cross in a well-lighted area. Stand clear of buses, parked cars and other obstacles.

LOOK BOTH WAYS and cross only at corners and crosswalks.

WALK ON THE SIDEWALK or facing traffic.

STAY OFF FREEWAYS and take extra care on high-speed, multiple-lane streets.

NEVER ASSUME A DRIVER SEES YOU and will stop for you, even when you have the right-of-way.

SOURCE: WWW.WALKINGINFO.ORG

DATA may add new fare-free route

By Ray Gronberg : The Herald-Sun
gronberg@heraldsun.com
Nov 13, 2008

DURHAM -- Provided its oversight board approves, the Durham Area Transit Authority will launch a new, fare-free route that will circle the southern portion of downtown every 10 minutes during the day.

The move would coincide with the opening of the new Durham Station at the corner of West Chapel Hill and West Pettigrew streets, Transit Administrator Steve Mancuso said.

Work on the station is moving swiftly toward completion, and DATA will be ready to move in any time from early February on, Mancuso said.

The so-called downtown circulator would serve a relatively compact area, but the idea behind it is to help people to get around more quickly than they otherwise might, he said.

"We have consistently had it in our plans that when Durham Station opened, this is what the downtown and the community as a whole needed," he said.

The new route will cost a bit under \$300,000. Federal grant money will cover 80 percent of that for the first two years of the service. There's money for the city's share in Durham's fiscal 2008-09 budget.

DATA trustees will discuss the plan on Dec. 3. The actual routing is still "a work in progress," but officials think it will make sort of a clockwise circle, Mancuso said.

Leaving the station, the bus would turn right onto Jackson Street, then head north on Duke Street, turn right again onto West Main Street, and then bear left onto East Chapel Hill Street after crossing the downtown loop, he said.

After bisecting the heart of downtown on East Chapel Hill Street, the bus would turn right onto Mangum Street, make another right onto Jackie Robinson Place, pass the Durham Bulls Athletic Park, turn right onto Blackwell Street, pass the American Tobacco complex, and head back to the station with a left onto West Pettigrew.

DATA will initially assign a diesel-powered bus to the route, but will replace it after taking delivery of new hybrid-drive buses. The assigned coach will receive a special wrap with colors and a logo that sets it apart from other DATA buses.

Planners believe they need just one bus to maintain a 10-minute loop during the day. They'll cut back to a 30-minute loop after 7 p.m. and keep running it until midnight.

City officials also are working with Duke University on a second route linking West Campus to downtown.

If they can agree -- and so far, talks are incomplete -- the Duke route would likely shuttle along Erwin Road, West Main Street and the downtown loop every 20 minutes.

It would either cut back to a 30-minute cycle after 7 p.m. or shut down at that time in favor of extending the city shuttle west, Mancuso said.

DATA's move comes only months after a regional study group said a Triangle-wide transit system should include in-town circulators in Durham, Chapel Hill, RTP, Cary and Raleigh.

The authority's plan isn't everything that report called for, "but that's not to say it couldn't change" over time, city Transportation Manager Mark Ahrendsen said.

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Editorial:

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Get going

To stimulate the economy and improve America's infrastructure, turning to transportation investments would be smart

This looks to be a serious recession. It calls for a serious response. Bailing out the country's financial sector -- and so far we can only hope we're getting some bang for the billions of bucks forked over to banks and Wall Street -- is not the full answer. Even if the federal cash frees up more money for loans, the downward-spiraling economy offers poor prospects to lenders and borrowers alike.

America needs increased economic activity, and one way or another Congress is likely to appropriate more billions to spur it.

So let's get this right. Earlier this year Uncle Sam tried sending out checks, to little effect. This time let's spend the money on something of lasting value.

Let's upgrade our national mobility.

Repair decrepit roads and bridges, and get started on building new ones. Improve the flow of traffic with the latest electronic aids. Buy the rights-of-way needed for high-speed rail corridors connecting cities, and begin to catch up with the rest of the rail-connected world.

In short, put working people to work creating a durable and useful legacy.

There are precedents, after all. FDR's New Deal invested in public works of many types -- roads, bridges, parks, schools. The Blue Ridge Parkway in our state's mountains is a permanent reminder of what bold vision and job-creation funds can produce. Think of the rewards -- spiritual and in cold hard cash -- that the parkway (which is sorely in need of renewed investment) has given Americans in the decades since the first dirt was moved at Cumberland Knob in 1935.

More mundane projects, such as easing traffic congestion, would surely pay off. New York Times columnist David Brooks, who among others is proposing a National Mobility Project to stimulate the economy, notes that by one estimate Americans spend 3.5 billion hours a year stuck in traffic. That sheer waste of time is expected to double by 2020.

Part of the solution is to cut down on commuting, with the Internet's help, but the basic need isn't going to go away just because the economy is in the tank. Now is the time to make improvements. Contractors are hungry for the work; costs won't be lower in the future. And federal pump-priming would be a big help to states, including North Carolina, where revenue from gas and car sales taxes is way down, imperiling projects.

In past recessions, economists have cautioned Congress about spending on infrastructure projects because, typically, the downturn corrects itself before the stimulus can kick in. Better, they say, to focus on shorter-term relief.

Such as all those tax-rebate checks earlier this year? That gesture was appreciated by its recipients, but it generated little if anything in the way of a recovery.

No, this time public works are the way to go. The American Association of State Highway and Transportation Officials has identified more than 3,000 road and bridge construction and repair projects that could be under way within 90 days once funding becomes available. That covers the short term.

For the longer haul, ramp up planning for new construction and expedite the contract process. Brooks suggests a commission like the one that recommends closings of military bases to organize federal priorities and push them through.

And if it turns out that this recession recedes before the work is done, well, there's an answered prayer. Right now, though, it looks as if America could use the work.

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Editorial:

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... on a fast track

Considerations of economic stimulus aside, there are plenty of reasons why pumping more money into the country's rail network makes a boxcarful of sense. And fortunately, members of Congress appear to be on track toward figuring that out.

Yes, this year's spike in gasoline prices -- now mercifully abated -- must have helped concentrate the lawmakers' minds. But the logic for more investment in rail is strong even with pump prices now (temporarily?) down to more manageable levels. For many kinds of goods and products, shipment by rail makes the most sense -- or would, if antiquated, overloaded American rail systems were upgraded to make proper use of rail's potential.

On the passenger side, travelers have been choosing trains in increasing numbers. Will some revert to cars now that gas no longer costs \$4 a gallon? Certainly. But so long as driving entails taking one's chances on crowded highways, and with air travel becoming more and more of an ordeal, demand for seats on intercity trains can be expected to remain solid.

Congress recently acted to help meet that demand, passing a bill that targets a \$13 billion outlay for Amtrack over the next five years. Amtrack has had its critics, of course -- among them President Bush -- who view passenger rail mainly as a perk for the congested Northeast. But Bush signed the bill, and in fact the idea would be to spread the money around.

Let's hope some is spread in North Carolina's direction. The state's rail corridors now handle a crowded mix of freight and passenger trains. More track needs to be laid, bridges need to be reconfigured, road crossings need to be upgraded or eliminated with overpasses or viaducts.

High-speed service, now being planned between Washington and Charlotte through Raleigh and Durham, will require a major cash infusion, but the payoff would be an attractive long-distance travel option. Making these improvements stands to benefit the economy while giving travelers more choices and shippers and their customers better service. Full throttle!

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Under the Dome:

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Road money tumbling

State transportation officials expect road construction money to continue decreasing in the next two years.

The department's revenue from gas and car sales taxes is down 11 percent, or \$317 million, from what was budgeted in July, according to Mark Foster, the department's chief financial officer.

"We're not anticipating a rebound over the next couple of years," Foster told the Joint Legislative Transportation Oversight Committee Thursday.

Foster said the department expects a similar decline in the budget that runs from July 2009 to June 2010. Prices for construction materials have skyrocketed, especially on petroleum-based asphalt, while gas and car sales taxes have fallen because of fewer car purchases and less driving. The gas tax also was capped at 29.9 cents two years ago instead of rising with gas prices to pay for similar rises in asphalt prices.

The current dip in gas prices and lower construction bids have helped, Foster said, and could speed construction.

"We're not sure where this story ends," Foster said.

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By Washington correspondent Barbara Barrett and staff writers Mark Johnson and Ryan Teague Beckwith.

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Coast thought clear for light rail

By Ray Gronberg : The Herald-Sun

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Nov 17, 2008

DURHAM -- Officials on both sides of the Triangle are now thinking a future rail-based transit system here can use lightweight coaches and engines over its entire 56-mile length, rather than the heavyweight units they once envisioned.

The potential change in approach comes because managers of the N.C. Railroad Co. signaled last month that they believe the region's main east-west rail corridor is plenty wide enough for it.

Not only can the 200-foot-wide right of way accommodate a stop-and-go light-rail system for local traffic, railroad officials think they also can fit in heavier commuter trains for people arriving here from places as far afield as Greensboro and Goldsboro.

And all that could share the corridor with the Norfolk Southern and CSX freight trains that will continue rumbling through the area, planners say.

"It's been done elsewhere," Durham Transportation Manager Mark Ahrendsen said. "Definitely not on the same tracks, but on the same right of way."

By opening the door for light rail, the railroad's stance is allowing officials to rethink the former Triangle Transit Authority's old scheme of running heavyweight, diesel-powered passenger trains on the existing rail corridor from Raleigh to Cary to Durham, and light rail or buses on a new corridor from Durham to Chapel Hill.

So far, they're enthusiastic about the possibility of running light rail throughout the system because it could do away with the need for passengers traveling to or from Chapel Hill to change from one line or another near Duke University.

Long seen as a flaw of the old TTA plan, that break in the system was considered likely to cost it riders.

And because streetcar-like light-rail trains are, well, lighter, less bulky and more nimble than their

mainline-style cousins, planners could route them to places off the existing corridor such as N.C. Central University and parts of RTP, Ahrendsen and Triangle Transit General Manager David King said.

Light rail is also in some ways easier to build because bridges, roadbeds and other structures don't have to be as heavily reinforced as those that carry mainline traffic, King said.

But planners don't think that would translate into cost savings. Unlike the trains in the old TTA plan, light rail would run on electricity and likely draw power from overhead wires.

Those and their support structures could very well make a light-rail system slightly more expensive than a heavy one, Ahrendsen said.

King said a key problem planners would face early on is convincing federal railroad regulators that light rail could share the corridor with freight trains safely.

They'd likely have to leave lots of space between tracks, and figure on installing devices on the light-rail trains that would warn operators if a freight derailment has blocked the corridor, King said.

Regulators would demand such concessions because "when a relatively light vehicle in terms of structure is cheek and jowl with a locomotive that weighs many times more, if the two were to collide, you know who wins that battle," King said. "It's like a Mini Cooper hitting an 18-wheeler."

Separate transportation planning groups based in Durham and Raleigh are in the midst of rewriting their long-range wish lists for road and transit construction. The light rail option has emerged as a contender for addition to them, Ahrendsen said.

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Gas prices fall, but bus riders keep seats

Bruce Sicheloff, Staff Writer

Gas prices have dropped to about half of what we paid during the worst of the summer, but local buses still do a pretty good business.

So this is a good time to mention the next round of improvements in regional transit service -- highlighted by a new inter-city express from Pittsboro to Chapel Hill, and a new inner-city loop in downtown Raleigh.

Thousands of Triangle commuters parked their cars this year and picked up bus schedules after prices at the pump rose from \$3 a gallon for regular in February to \$4 in July and again in September.

Now the local average price has fallen to \$2.095 as of Monday -- and bargain hunters are finding regular for less than \$1.90. The cost of driving hasn't been this low in three years.

Still, even though gas prices fell every day during October, it was the busiest month ever on Triangle Transit buses. And the daily rider count on Raleigh's Capital Area Transit buses this year is running 20 percent higher than it was last year.

"If [ridership] is coming down at all, it's coming down slowly," said David Eatman, Raleigh transit administrator.

He believes that, even with the drop in gas prices, some Raleigh residents are sticking with the bus as a way to keep household expenses down.

Starting in early 2009, CAT will boost the bus frequency on some of its busiest routes and add a "circulator" bus on a loop around downtown Raleigh.

Draft plans call for a circulator bus every 10 minutes from 7 a.m. to either 11 p.m. or 2 a.m. most days, with shorter hours on Sunday. The route is a downtown loop that takes in Glenwood South, the state government complex and the Convention Center.

Newcomers who move here from metropolitan areas around the world know that public transit is not a Triangle selling point. But as bad as our bus service has been, it clearly is getting better.

The bedroom towns of Hillsborough and Wake Forest have popular new express buses to Triangle job centers.

Triangle Transit frequently had more than 30 riders on its 25-seat express bus from Hillsborough to Chapel Hill. The little bus was not equipped for strap-hangers, so the overflow crowd sprawled on the narrow floor. Chapel Hill Transit came to the rescue this month with a bus that seats up to 40 for the route.

And starting next year, Pittsboro will become the third outlying town with a daily express. Chapel Hill Transit is working on three morning and three afternoon runs.

About 13 percent of workers at UNC-Chapel Hill and UNC Hospitals drive to Chapel Hill on U.S. 15-501 from Pittsboro.

"There's been an increasing demand from university and town employees to receive bus service in this area," said Brian Litchfield, assistant director of Chapel Hill Transit.

A state grant will cover up to half the operating costs for two years, with Pittsboro and Chatham County kicking in a share. The Pittsboro express fare has not been set.

Next stops

In the next few years, Chapel Hill Transit is looking to extend service west on N.C. 54 for commuters who live in Alamance County -- if local governments there will help share the cost.

Triangle Transit and Capital Area Transit are looking east from Raleigh toward Knightdale, Wendell and Zebulon, and south from Raleigh to Johnston County and Fuquay-Varina.

Stay tuned.

Enlighten the Road Worrier: blogs.newsobserver.com/crosstown or 919-829-4527 or bruce.siceloff@newsobserver.com. Comments, questions and tips welcome.

SHAPE BUS PLANS

You can help decide when the buses will run and where they will stop. Share your ideas with local transit officials at upcoming public meetings:

Pittsboro-Chapel Hill Express to start in early 2009.

7-8:30 p.m. Thursday

Chatham County Courthouse Annex
District Courtroom, 2nd floor
12 East St., Pittsboro
7-8:30 p.m. Dec. 4
Chatham Agriculture Building Auditorium
45 South St., Pittsboro
Or send comments to Chapel Hill Transit: chtransit@townofchapelhill.org or 969-4900

Raleigh Downtown Circulator to start in early 2009.

3:30-7:30 p.m. Thursday
Raleigh Municipal Building
Conference Room 303

POINT OF VIEW:

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Give counties more taxing options

Meg Gray

RALEIGH - North Carolina's counties are under the gun. Fast-growing areas are struggling to build schools as construction costs escalate. Water and sewer systems in rural counties have reached a dangerous point of disrepair.

At the same time, state lawmakers are increasingly transferring to local governments the responsibility for road maintenance and construction -- costs the state has traditionally paid. And counties are trying to meet growing demand for public transportation.

This is happening as the souring economy has increased needs and decreased revenue. But counties' hands are tied, because the legislature has failed to provide them with a slate of options for raising the revenue needed in a way that works for their communities.

Moreover, in 2007 the state began requiring county officials to hold referendums on new sales taxes and real estate transfer taxes.

On Nov. 4, 16 counties held tax referendums, and all failed. Overall, 23 counties have held referendums on the real estate transfer tax; all have failed. In the 50 counties that held public votes on sales taxes, only eight have passed.

|||

DURHAM MAYOR BILL BELL RECENTLY SUGGESTED that the state should give counties permission to levy an additional tax to support public transportation without using the referendum process. In his words, "At some point, when issues are big enough and important enough, elected officials ought to be trusted to carry [them] out."

He is absolutely right -- local leaders need a slate of revenue options they can implement without using the referendum process.

They, after all, are the community's elected representatives and should have the power to make taxation and investment decisions -- for which their constituents will hold them accountable. If each county had a variety of tax

options, it could customize a system that would generate adequate revenue to meet needs and be fair in distributing the responsibility for paying taxes.

For example, a local income tax would be relatively stable during these tough times. Plus, income taxes are fairer than sales taxes, because they require wealthier residents to pay more, while low-income families may not have to pay the income tax at all.

This may be a good option for rural counties that don't want to increase property taxes for fear of how that would affect farm owners, and that don't want to increase the sales tax because it would hurt low-income families.

Or, what if counties had a way to tax road use to help pay for construction and maintenance?

A vehicle utility fee would enable local governments to tax property owners and renters based on how much traffic their properties generate.

Homes generate a little; shopping malls a lot. Such a system would use the same data civil engineers now collect to monitor traffic patterns, so getting it up and running wouldn't be overly complicated. Then, counties would have a dedicated source for roads and public transit.

|||

THEN THERE'S THE MUCH-MALIGNED REAL ESTATE TRANSFER FEE, which can be a smart option for fast-growing counties. In recent elections, county leaders were at a tremendous disadvantage when it came to selling the idea to voters. While opponents (in particular, the N.C. Realtors Association and the N.C. Homebuilders Association) were free to raise and spend unlimited money, run ads and send out mailings, county leaders were allowed only limited engagement in their support for the referendums.

Ads portending the downfall of the local housing market and personal financial Armageddon were ubiquitous. Leaders tried to make their case in the news and at community meetings, but they were often drowned out.

The vast majority of voters in these elections heard only one side of the story -- and it was a side that didn't feel compelled to stick to the facts. The referendum process cannot work when one side is at such a tremendous disadvantage. It also robs county leaders of the ability to do their jobs.

A more sensible plan would be to allow county leaders to create a tax structure they believe works for their community, and then let voters hold them accountable for how they choose to raise and spend the money.

By giving counties a slate of tax options, county leaders could make better decisions and better serve their constituents. And all of our counties could better manage the new responsibilities they face.

It's time for the state to untie the hands of local elected officials and let them make revenue and spending decisions.

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Mayors join forces, oppose move to localize roads

By Ray Gronberg : The Herald-Sun
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Nov 19, 2008

DURHAM -- Mayors of 26 of North Carolina's largest towns have signed a letter opposing the idea of the state's assigning responsibility to their governments for maintaining some roads that now belong to the N.C. Department of Transportation.

Triangle mayors were heavily represented.

Raleigh Mayor Charles Meeker, Durham Mayor Bill Bell, Cary Mayor Harold Weinbrecht, Chapel Hill Mayor Kevin Foy, Carrboro Mayor Mark Chilton and Apex Mayor Keith Weatherly all signed.

They and the other mayors called the transfer idea, floated this fall by officials involved with a state study committee, "simply a proposal to shift costs away from the state to cities."

They also signaled skepticism about any initial subsidy or cost-sharing legislators might offer as a sweetener to get cities to support a roads transfer.

Such offers would "provide little comfort" because the General Assembly could pull back the money whenever it wants, they said, adding that the state's record in handling existing maintenance subsidies has done little to build trust.

The mayors belong to the N.C. Metropolitan Coalition, a lobbying group for the state's largest cities.

The letter went out Friday to members of the "21st Century Transportation Committee," a study panel formed last year by N.C. House Speaker Joe Hackney, D-Orange, and N.C. Senate President Pro Tem Marc Basnight, D-Dare

Officials tied to the panel floated the idea of shifting 5,000 miles of state-maintained road to city ownership to free up money for DOT to spend on maintaining or building main roads.

Legislative aides have argued that cities can afford the burden because they can raise property tax rates that are lower than the national average.

The mayors' view largely echoed that voiced last month by city managers around the state.

The issue should come to a head today, when the study panel gathers in Raleigh to discuss what changes they might recommend to the General Assembly.

Metropolitan Coalition Director Julie White e-mailed mayors on Monday to say she thinks the panel won't go through with the transfer idea.

Instead, she thinks it will call for "a better partnership between DOT and local government, tying land-use planning to transportation and having cities and counties working with the [General Assembly] and DOT to deliver transportation services cooperatively and efficiently."

It is not clear, however, whether such a move by the panel would offer cities a long-term reprieve.

The state legislator most closely identified with the transfer idea, Sen. Clark Jenkins, D-Edgecombe, has surfaced as a potential candidate to become transportation secretary under incoming Gov. Beverly Perdue.

Perdue herself has advocated asking local governments to pay more to support some state programs, most notably in the criminal-justice arena.

She criticized her opponent in the governor's race, Charlotte Mayor Pat McCrory, for having advocated the 2001 creation of the Metropolitan Coalition.

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Busy intersection to get a lot more crowded

BY DANIEL GOLDBERG : The Herald-Sun

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Nov 19, 2008

CHAPEL HILL -- Drivers in every direction at the intersection of Columbia Street and Cameron Avenue will see red beginning Thursday. Don't get angry -- it's by design.

The Town of Chapel Hill and N.C. Department of Transportation are testing what is known as an exclusive pedestrian phase at the busy intersection, a coordination of traffic signals and pedestrian "walk" displays that will allow those on foot to cross in all directions at once, including diagonally across the street.

Kumar Neppalli, engineering services manager for the town, said drivers in three directions still will be able to make a right turn on the red light, but they must yield to pedestrians. He first asked DOT to try this system a few years ago and when the agency warmed to the idea, the intersection of Columbia and Cameron was recommended because of the regular conflict there among vehicle, pedestrian and bicycle traffic.

"This is one of the main entrances to the campus and a main intersection of the campus," Neppalli said.

The test phase will last approximately four to six months. Traffic will be monitored during the peak hours of student class attendance and high traffic periods, particularly in late afternoon. If the town and DOT determine that the new phase is helpful to pedestrians, it may be implemented at other high traffic intersections.

Neppalli said the town would establish guidelines for selecting exclusive pedestrian phase locations in Chapel Hill. He named the intersection of Franklin and Columbia streets, South Road and Columbia and other areas near campus with high pedestrian volumes as likely candidates.

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State road upkeep shelved, for now

By Ray Gronberg : The Herald-Sun

gronberg@heraldsun.com

Nov 20, 2008

RALEIGH -- A study group has shelved, for now, the idea of advising the General Assembly to make cities take responsibility for maintaining 5,000 miles of state-owned roads.

But members of the "21st Century Transportation Committee" agreed Wednesday that legislators, N.C. Department of Transportation officials and key lobbying groups for city and county governments should

stay in touch and perhaps renew discussion of the idea.

State and local governments alike need to find ways to make road maintenance more efficient, they said.

And one of the legislative staffers who's been advising the committee said he still believes the transfer has merit, despite the protests it triggered from city officials around the state.

"My personal assessment is that it's still a good potential action to pursue, but there's a lot of issues there," said Jim Trogdon, who's also an adviser to state Sen. Clark Jenkins, D-Edgecombe.

Those include the obvious lack of trust city officials have in state government, he said, as members of one of the study group's subcommittees put the finishing touches on the pullback.

"Because there hasn't been a tight relationship between DOT, the [governor's office] and municipalities, there's right now some concerns and a lack of confidence that any agreement today, especially when it comes to funds, could be depended on in the future," Trogdon said.

His audience agreed that the political groundwork for a maintenance handoff is lacking.

"You know the problem: We just don't have enough money," said Rep. Lorene Coates, D-Rowan. "The proposal that came out about the municipalities came out without any input from this committee. Of course it upset the cities, as it should have."

The transfer idea, when it surfaced, provoked a flurry of condemnatory e-mails from city managers around the state. One, Greensboro City Manager Mitch Johnson, suggested answering the proposal with a message saying, "Hell no, strong letter to follow."

Mayors of 26 of the state's largest cities did in fact send the study group a letter on Friday.

Omitting Johnson's tongue-in-cheek "hell no," it said mayors see the idea as "simply a proposal to shift costs away from the state to cities." It also voiced skepticism that any repair subsidies legislators might offer as a sweetener would last.

Winston-Salem Mayor Allen Joines, a Senate appointee to the study panel, underscored that point Wednesday for other committee members.

"We recognize we're in the transportation issue together, but the issue was why, if the state was able to maintain those [roads] now, we'd transfer them to the cities," Joines said. "The concern was that funding would be totally inadequate and it would become an unfunded mandate."

Jenkins -- a rumored candidate to become incoming Gov. Beverly Perdue's transportation secretary -- was absent from Wednesday's meeting.

Trogdon -- a former DOT division engineer who's worked with the senator at least since Jenkins was his old division's Board of Transportation delegate -- relayed the transfer proposal to the N.C. Metropolitan Coalition in mid-October.

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Tolls are off the table, but in tax terms, that's it

By Ray Gronberg : The Herald-Sun
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Nov 20, 2008

RALEIGH -- Motorists likely will face a variety of new or higher taxes if state officials decide to try raising almost \$1 billion more per year for road and transit work, a study group says.

But one thing that's off the table, for now, is the idea of setting up toll booths on existing "urban loops" like Interstate 540 or new ones like the Durham Freeway.

Members of the "21st Century Transportation Committee" agreed Wednesday that they won't suggest to the General Assembly that the state collect tolls from motorists for use of the loops.

The group did say it's likely to urge legislators to convert the entire length of Interstate 95 and the portion of Interstate 77 from the South Carolina line to Statesville into toll roads. The money would pay for widening those highways.

Members also think it's worth thinking about making Interstate 85's Yadkin River bridge, near Spencer, a toll crossing. The existing bridge is due for a replacement that could cost about \$400 million.

Another idea worth sending to legislators, panel members said, is asking the federal government for permission to set up toll booths at the state line on all interstate highways crossing into North Carolina.

At present, the only toll-road projects planned in the state are those the N.C. Turnpike Authority is orchestrating. They include the so-called Triangle Expressway, an extension of I-540 from Durham's Research Triangle Park to Holly Springs.

Other revenue-raisers the study panel favors including raising the state's vehicle-registration fees in \$10 increments in each of the next three years. The move, it said, could raise about \$190 million a year.

Members also want the General Assembly to look into charging higher registration fees for the use of heavier vehicles, a practice officials in Florida already use.

Yet another possibility, one urged by state Sen. Richard Stevens, R-Wake, is charging a higher per-gallon fuel tax for diesel than for the use of gasoline. The move would target the trucking industry.

Members favor giving local governments power to levy 1 percent local-option sales-tax surcharges for road or transit work, with voter approval.

The group's most esoteric proposal calls for further study of a "vehicle miles traveled" fee that would collect a penny from motorists for every two or four miles they drive. Officials would collect mileage reports when vehicles come due for inspection.

Members are interested because they expect high fuel prices, federal fuel-efficiency mandates and the growing popularity of alternate fuels and hybrid-drive vehicles to erode collections of the existing gas tax over time.

The N.C. Department of Transportation needs more money to maintain the state's existing roads and fast-track new ones like some of the still-unfinished loop projects, members said.

N.C. House Speaker Joe Hackney, D-Orange and N.C. Senate President Pro Tem Marc Basnight, D-Dare, formed the panel last year to advise the General Assembly on a strategy for improving the state's transportation infrastructure.

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Road chief's hometown gets millions

Other N.C. cities protest the \$270 million going to Fayetteville for its highway loop. A \$270 million allocation to complete the Fayetteville Loop is protested by other N.C. cities

Mark Johnson, Staff Writer

RALEIGH - The N.C. Board of Transportation is pumping \$270 million in road money into Fayetteville, the hometown of Transportation Secretary Lyndo Tippet and of a key legislative ally, weeks before Tippet leaves office.

At meetings in October and November, the board approved the money for work on a highway loop around Fayetteville, as road money has been drying up and cash for loops around the state's other cities has been delayed.

The funding comes in the waning weeks of the terms of Gov. Mike Easley, a Democrat, and Tippet, his appointee. Tippet is also a close friend of Senate Majority Leader Tony Rand, a Fayetteville Democrat who pushed for the loop money.

The move has officials in other cities up in arms.

"I don't know what their personal roles are," Raleigh Mayor Charles Meeker said, "but I know what the end result is."

Meeker, also a Democrat, said highway money has flowed to Fayetteville in recent years as most large cities in the state have received little.

Rep. Becky Carney, a Charlotte Democrat and a co-chairwoman of a legislative committee that oversees transportation, said approval of the Fayetteville project leapfrogs the state's larger cities and drains a large portion of the money available for the entire state.

"That would be a travesty," Carney said, "if the bulk of our loop money went for one project."

Tippet shrugged off the criticism, saying whoever doesn't get money is bound to complain. The Fayetteville project has been in the works for years, he said, and it's more important now that the Army's Fort Bragg is expanding.

"Those people who are going to the front lines are entitled to a safe commute," Tippet said, "as much as those going to their banking and industrial jobs."

Nina Szlosberg, a member of the transportation board from Raleigh, said Gov.-elect Beverly Perdue and her administration will have a depleted bank account for transportation projects when they take office in January.

"It's important for the new administration to have the opportunity to determine where best to put our transportation dollars," she said.

Perdue campaigned on a pledge to change the board of transportation into a policy-making group instead of one that approves specific road projects.

"Governor-elect Perdue's goal is to prevent these types of disputes," said Perdue spokesman David Kochman, "by transforming the Department of Transportation, including prohibiting DOT board members from voting on specific projects."

Local officials across the state point out that the general pot of road money follows a set -- though much-criticized -- formula designed to make sure every region gets a fair share. But no such equation determines where loop money is spent. Those decisions are made by transportation officials in Raleigh.

Allocation rules needed

Nancy Dunn, a transportation board member from Winston-Salem, said clear decision-making steps should be established. "There should be some known process on how the money is allocated on loops," she said.

Construction was supposed to start this year on a 12-mile section of Raleigh's Outer Loop, I-540, in western Wake County. In 2005, the transportation department postponed construction by at least four years and said it might take until 2030 to finish the entire loop.

Last year, Charlotte's unfinished I-485 loop was pushed back by two years and now isn't expected to be completed for a decade.

But Fayetteville's loop was kept on schedule. The first leg opened three years ago and is handling about 9,000 cars a day. The southern leg of Charlotte's loop handles 120,000 cars a day.

When the state created a separate pot of money for urban loop projects in 1989, most of the money initially went to Charlotte.

The state has spent nearly \$1 billion on Charlotte's Outer Loop, I-485, since 1990. Mecklenburg County's share of the state loop money has diminished in recent years as Raleigh, Greensboro and other cities have built or expanded loops.

"You've got the same amount of money with far more competition for the funding," Tippet said. "Nine communities would like their loops finished now."

Fayetteville was not included in the original list of cities for loops, but was added in 2003. Officials from other cities and some board members complain that it has now jumped to the head of the line.

Rand, the Senate majority leader, said Fayetteville was at the end of the line and the money has finally reached there.

"It's our turn now," Rand said.

Tippet argued that the military base closing and realignment process in 2005 shifted a major new command to Fort Bragg and the likelihood of additional jobs. Base commanders asked for various road improvements.

At the same time, the state was paying hundreds of millions of dollars in incentives to companies such as Dell and Google to move to the state and create new jobs.

"Spending \$200 or \$300 million in Fort Bragg infrastructure improvements seemed to be a deal at the time," Tippet said.

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Steve Harrison of the Charlotte Observer and Bruce Siceloff of The News & Observer contributed to this report.; --
Bruce Siceloff

WHERE RALEIGH'S I-540 LOOP STANDS

The 31-mile northern arc of the 540 Outer Loop, from Research Triangle Park to Knightdale, was finished in 2007.

Construction has been delayed on 12 miles in western Wake, from Research Triangle Park to Holly Springs. Work was pushed back to at least 2012, and it could take until 2030 or longer to finish the 540 loop. The N.C. Turnpike Authority is turning the western leg into a toll road.

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Gasoline tax limit means \$600M lost for NC

By GARY D. ROBERTSON : Associated Press Writer
The Associated Press
Nov 23, 2008

RALEIGH, N.C. -- When the Legislature capped North Carolina's gasoline tax in 2006, it gave politicians something to crow about at election time to show they cared about voters' pain at the pump.

While motorists currently save about a nickel for each gallon they buy because of the cap, its loss for the state Transportation Department is much greater: \$600 million.

That's about how much less the department will have taken in cumulatively by the time the cap is scheduled to expire next June 30, compared to the amount that would have been collected had there been no cap, according to state estimates.

The department and General Assembly researchers estimate more than half of that money would have been collected this fiscal year, when record gas prices combined with the state's variable gas tax formula would have brought in more than \$400 million extra.

Lawmakers returning to Raleigh in January must decide whether to let the cap expire or extend it and find money elsewhere to pay for road construction and repair. There's an estimated \$65 billion gap between transportation revenues and needs in North Carolina through 2030, the Department of Transportation has said.

"Politically to some it would be better not to touch" the cap, said Rep. Becky Carney, D-Mecklenburg, a member of a blue-ribbon transportation funding committee meeting last week. "But there's no money. We're going to have to find it somewhere and it's going to have to be in the form of a tax or fee."

The extra money could have been used to reduce a road-building backlog that now stretches for decades. This year's uncollected money would have been enough to cover the \$316 million shortfall now projected for the Highway Trust Fund and Highway Fund this fiscal year.

The gasoline tax and a tax on car sales are the primary sources for the two dedicated building funds that receive nearly \$3 billion annually. Both have fallen off because people are driving less and buying fewer vehicles.

Salisbury attorney Bill Graham, who led a 2006 petition drive to lower the gasoline tax, said the uncollected taxes have meant more money in the wallets of working families and businesses reliant on fuel. The state's gasoline tax was among the highest in the country.

"While the revenue was not generated, that also meant there was a savings to the general driving public at a time when some people are losing their jobs," said Graham, who ran unsuccessfully for the Republican nomination for governor this year.

The state's gasoline tax is automatically adjusted twice annually based on the average wholesale price of a gallon.

The adjustments, based on a six-month average for gas, were designed to keep the tax's value from eroding. Until recently, the material cost for building roads had doubled in price compared to 2003, said Mark Foster, the chief financial officer for the Department of Transportation.

"The cap was intended to be a recovery of inflationary costs, so obviously we lost \$400 million of opportunity to cover increases in fuel and construction materials," Foster said.

The Legislature agreed to limit the tax to no more than 29.9 cents per gallon starting in mid-2006 after complaints when it rose by roughly 3 cents because gas prices had surged in the aftermath of Katrina and Hurricane Rita. Transportation advocates didn't like the idea. Gov. Mike Easley initially was cool to it but later signed a budget bill with the cap.

Without the cap, the Legislature's Fiscal Research Division says the tax now would have been 34.8 cents per gallon and soared to 41 cents the first of next year.

"I still believe that the cap on the gas tax was the right thing to do," Graham said.

The sheer size of the lost revenue can't be overlooked.

The \$600 million exceeds the value of all road-building contracts approved by the Board of Transportation at monthly meetings from July through November. Replacing the aging, narrow Yadkin River Bridge along Interstate 85 could cost \$400 million, Foster said.

With the struggling economy forcing contractors to bid less to highway projects and recent lower oil prices reducing the cost of construction materials, the extra cash could have helped accelerate work.

"We would've had the money in the bank to do these kind of things, and capitalize on the (bad) economy," said Rep. Nelson Cole, D-Rockingham, co-chairman of the Legislature's transportation oversight committee. "It would have multiplied our efforts considerably."

The Legislature might let the cap expire in a non-election year. The public may forgive lawmakers, too, if gas prices are still at their current \$2 per gallon.

Graham said the cap should be extended and no new road revenue sources authorized until DOT and Gov.-elect Beverly Perdue makes the agency more efficient.

Rep. Bill McGee, R-Forsyth, another blue-ribbon panel member, said voters would prefer to have a flat tax rate that doesn't change. But McGee acknowledged that fixing the gas tax won't change the larger problem.

"The gas tax is not going to raise the amount of money that we need," he said.

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 DURHAM • CHAPEL HILL • CARRBORO METROPOLITAN PLANNING ORGANIZATION

Member Governments

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

November 18, 2008

Mr. J. Bradley Wilson, Chair
 21st Century Transportation Committee
 308 Legislative Office Building
 300 N. Salisbury St.
 Raleigh, NC 27603

Dear Mr. Wilson,

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is very concerned with the current state of transportation funding in North Carolina and recognizes the importance of the work of the 21st Century Committee in addressing the State's transportation needs. The DCHC MPO consists of Durham County, most of Orange County, and northeast Chatham County. Our area is growing rapidly and current levels of transportation funding have been unable to keep up with the population and employment growth.

The Transportation Advisory Committee of the DCHC MPO approved the attached Resolution of Support for Triangle Regional Priorities for the 21st Century Transportation Committee at its meeting on October 8, 2008. We appreciate the Committee's attention to the needs of the Triangle region and other urbanized areas of the State. Please consider our MPO's position on the priorities described in this resolution when developing recommendations. We look forward to working with the Committee, the Governor, and the General Assembly to implement these priorities to address local, regional, and statewide multi-modal transportation needs.

Sincerely,

Mark Ahrendsen, Chair
 Technical Coordinating Committee

Cc: Larry Goode

**RESOLUTION OF SUPPORT FOR TRIANGLE REGIONAL PRIORITIES FOR
THE 21ST CENTURY TRANSPORTATION COMMITTEE**

A motion was made by TAC Member Mike Woodard and seconded by TAC Member William V. "Bill" Bell for the adoption of the following resolution, upon being put to a vote, was duly adopted.

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

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

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

WHEREAS, the State Transportation Plan identifies state roads as either Tier 1 – Statewide, Tier 2 – Regional, or Tier 3 – Sub-regional; and

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

WHEREAS, relatively small projects have the ability to significantly improve the efficiency of the existing transportation system; and

WHEREAS, the current highway division structure – with funding allocated by highway division and with MPOs often located in two or more highway divisions – complicates the metropolitan transportation planning process; and

WHEREAS, traditional transportation funding sources have proved inadequate to address the multi-modal transportation needs of the State, especially transit, bicycle, and pedestrian facilities and the congestion relief needed in urban areas; and

WHEREAS, the needs of pedestrians, bicyclists, and transit, as well as automobiles and trucks, should be considered in all transportation projects; and

WHEREAS, the 2007 North Carolina General Assembly established the 21st Century Transportation Committee to study the transportation infrastructure needs of the State; and

WHEREAS, the 21st Century Transportation Committee was asked to report on several topics, including innovative funding methods, local funding options, urban congestion relief, the division of transportation infrastructure between State and local governments, multi-modal needs, and energy conservation; and

WHEREAS, the 21st Century Transportation Committee will submit a final report to the General Assembly by December 31, 2008.

NOW THEREFORE, be it resolved that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee endorses the following list as the Triangle Regional Priorities for the 21st Century Transportation Committee and strongly urges the Governor and the North Carolina General Assembly to work together to implement these priorities in order to address local, regional, and statewide multi-modal transportation needs.

1. Adopt the Congestion Relief/Intermodal Transportation Fund legislation to enable the Triangle to enact a local option sales tax and other authorized fee increases for transit, dependent upon a referendum, and provide state funding for transit.
2. The existing equity formula for the allocation of transportation funding should only apply to existing funding sources. New funding should be allocated to high priority congestion relief projects that are competitively awarded based on congestion and costs.
3. Any transference of maintenance and construction responsibilities for Tier II or III highways from the State to the local governments must provide continuing funding sources for those roadways at a level acceptable to local governments.
4. NCDOT's highway divisions and equity formula funding regions should be aligned with the State's cohesive metropolitan areas.
5. Adopt a complete streets policy for the State to ensure that facilities for bicyclists and pedestrians are included in all transportation projects.
6. Develop a corridor efficiency hot spot program that provides funding to NCDOT divisions and local governments to complete relatively low-cost projects that improve highway and transit network efficiency.
7. Support study of alternative transportation revenue options and other innovative sources of revenue.

Alice Gordon

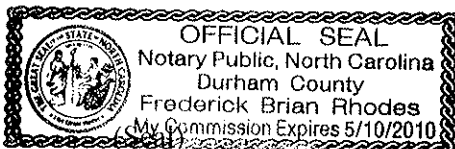
TAC Chair

STATE of: North Carolina
COUNTY of: DURHAM

I, ~~FREDERICK BRIAN RHODES~~ a Notary Public of DURHAM County, North Carolina do hereby certify that Alice Gordon personally appeared before me on the 12th day of NOVEMBER, 2008 to affix her signature to the foregoing document.

Frederick Brian Rhodes

Notary Public



101 City Hall Plaza
Durham, NC 27701

MEMORANDUM

TO: Transportation Advisory Committee (TAC)
DCHC MPO

FROM: Triangle Transit

DATE: December 10, 2008

RE: Rental Car Tax

In 1997, the General Assembly authorized Triangle Transit to levy a rental vehicle tax of up to 5% of gross receipts. The measure was approved by all three county boards of commissioners prior to approval by the Legislature. Triangle Transit's Board (by resolution) authorized the use of the rental vehicle tax receipts for the Rail Capital Project with an end date of June 30, 2008. The 2008 date was set at a time when the Board believed the Regional Rail Project would be built and operational.

In FY08 the Board approved a new resolution creating the Major Transit Investment Fund. This resolution authorizes use of up to one-half of the prior year rental tax revenues for capital and non-capital transit improvements. The remaining reserve is available for future major capital projects such as rail, subject to approval of future Boards of Trustees.

Rental tax proceeds have been used for land acquisition, design, engineering and other activities that will be beneficial in moving ahead with a rail project in the future.

With the approval of the FY08 Board resolution, Triangle Transit was able to purchase 23 replacement buses and expanded its Bus Operations and Maintenance Facility.

Rental tax proceeds for 2008 totaled \$9,215,237.