

**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

**January 14, 2009
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. December 10, 2008 TAC Meeting Minutes
(Attachment 5)**

A copy of the December 10, 2008 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the December 10, 2008 TAC meeting.

**6. 2011-2017 Transportation Improvement Program – Regional Priority List – Public Hearing
(Attachment 6, 6A, 6B, 6C, 6D, 6E)
Ellen Beckmann, LPA Staff**

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

Attachment 6D is the results of the ranking methodology for the MPO. As with the previous methodology, three separate methodologies are used for highway, bicycle/pedestrian, and transit projects. In November, the TAC released the results of the ranking methodology as the draft Regional Priority List and scheduled a public hearing for the January TAC meeting. Attachment 6 is an overview memo on the Regional Priority List. This memo includes the TCC's recommendations on a number of issues that the TAC reviewed in November. Attachment 6D reflects the TCC's recommendations. A map is provided at the end of Attachment 6D. Public comments received as of January 7, 2009, are included in Attachment 6E.

The TCC recommends that the MPO develop and approve a combined-mode final Regional Priority List separated by division with eligible funding sources listed for each project. The combined-mode list will communicate to NCDOT the MPO's priorities for the use of funding sources. There is no technical methodology for the creation of the combined-mode list. The order of projects will be determined based on the MPO's policy priorities.

TCC Recommendation: That the TAC approve the order of projects in Attachment 6D and direct the TCC to develop a recommendation for a combined-mode final Regional Priority List separated by division with eligible funding sources listed for each project

TAC Action: Hold the public hearing on the draft FY 2011-2017 TIP Regional Priority List. Approve the order of projects in Attachment 6D and direct the TCC to develop a recommendation for a combined-mode final Regional Priority List separated by division with eligible funding sources listed for each project.

**7. 2035 Long Range Transportation Plan and Comprehensive Transportation Plan
(Attachment 7, 7A, 7B, 7C, 7D, 7E)**

Andy Henry, LPA Staff

The TAC received the draft 2035 Long Range Transportation Plan (LRTP) report (the report has a salmon colored cover) and a presentation at their December TAC meeting. The TAC did not approve the draft 2035 LRTP and requested that the TCC review several issues and make a recommendation. In addition, after the December TCC meeting occurred, the Lead Planning Agency (LPA) staff discovered a revenue methodology error that resulted in a significant reduction in the revenue available for highway projects. Attachment 7 provides the TCC recommendations for the issues raised at the December TAC meeting, discusses the revenue methodology error and proposes solutions to the subsequent funding shortfall from the error.

There are five other attachments that update the draft 2035 LRTP report and provide information requested at the December TAC meeting:

- Attachment 7A is a modified version of "Section 6 – Other Transportation Projects" from the draft 2035 LRTP report that recommends the use of Transportation System Management (TSM) projects to provide capacity and safety solutions for roadways and intersections in northeast Chatham County and southwest Durham County.
- As discussed at the December TAC meeting, the Triangle Regional Model (TRM) output used for the draft 2035 LRTP report had not included changes to the bus transit network. The following report sections are updated to accurately reflect the bus transit network:
 - Attachment 7B is the Bus and Light Rail Transit Projects map.
 - Attachment 7C is the Congestion Map (V/C ratio map). Staff expects this map to be very similar to the map in the original draft report. This map is not included in the TAC packet and will be distributed at the TAC meeting.

- Attachment 7D is the Evaluation Measures table. Staff expects the values in this table to be very similar to those in the original draft report. This table is not included in the TAC packet and will be distributed at the TAC meeting.
- Attachment 7E lists the new revenue sources, i.e., the Sales Tax and Car Registration Fee increases, by county.

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

Action	Date
TAC approve 2035 LRTP	1/14/09
TAC release 2035 LRTP Air Quality Conformity Report	3/11/09
TAC hold public hearing for Conformity Report	4/8/09
TAC approve 2035 LRTP Air Quality Conformity Report	5/13/09
Federal approval of 2035 LRTP	July 09

Note: the deadline for a federal planning lapse is 6/15/09

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

TAC Action: Approve the 2035 Long Range Transportation Plan

8. Congestion Mitigation Air Quality (CMAQ) FY 2009 Fast-Tracked Projects
(Attachment 8, 8A, 8B)

Ellen Beckmann, LPA Staff

The NCDOT has recently modified the CMAQ Improvement Program. Attachment 8 is a memo from NCDOT describing the changes. One of the changes is to undertake a process to provide full funding in FY 2009 for Fast-Tracked Projects. Fast-Tracked Projects must be endorsed by the MPO by January 29, 2009 and have a supplement agreement and all preliminary engineering complete by August 29, 2009. NCDOT will make every effort to provide 100% federal funding for all Fast-Tracked Projects. However, funding could be denied or provided as an 80% federal/20% local share if funding is limited. The TAC is asked to approve a resolution endorsing the MPO’s candidate projects (Attachment 8A). A summary of the applications is included as Attachment 8B.

TCC Recommendation: That the TAC approve the resolution to endorse candidate CMAQ project proposals

TAC Action: Approve the resolution to endorse candidate CMAQ project proposals

9. Safe Routes to School Grant Applications
(Attachment 9, 9A)

Dale McKeel, LPA Staff

The North Carolina Department of Transportation has issued a call for proposals for two Safe Routes to School grant programs: the Infrastructure program and the Non-infrastructure program. The Town of Carrboro and Town of Chapel Hill are planning to submit grant proposals; a brief description of each is provided on Attachment 9. A requirement of the proposal submittal is a resolution from the MPO in support of these proposals and a draft resolution is included as Attachment 9A. Similar resolutions will be presented to the Town of Carrboro Board of Aldermen and Town of Chapel Hill Council at their January meetings.

TCC Recommendation: That the TAC approve the Resolution to Endorse Applications from the DCHC MPO for NCDOT Safe Routes to School Infrastructure and Non-Infrastructure Awards.

TAC Action: Approve the Resolution to Endorse Applications from the DCHC MPO for NCDOT Safe Routes to School Infrastructure and Non-Infrastructure Awards.

10. Transfer of 2009 STPDA funds to FTA – Triangle Transit
(Attachment 10)

Ellen Beckmann, LPA Staff

Patrick McDonough, Triangle Transit

Federal Highway Administration (FHWA) funds used for transit projects, such as CMAQ and STPDA, must be transferred from the FHWA to the Federal Transit Administration. In September 2008, the TAC requested that NCDOT transfer to FTA FY 2009 CMAQ and STPDA funds for several transit projects. This request did not include the Triangle Transit passenger amenities project because a TIP Administrative Modification was needed to add this project to the TIP. The TAC approved Administrative Modification #1 to the FY 2009-2015 TIP on October 8, 2008 that included this project. Attachment 10 is a resolution requesting that the funds be transferred for this project.

TCC Recommendation: That the TAC approve the resolution requesting that the FY 2009 STPDA funds for Triangle Transit passenger amenities be transferred to FTA.

TAC Action: Approve the resolution requesting that the FY 2009 STPDA funds for Triangle Transit passenger amenities be transferred to FTA.

REPORTS:

11. Report from the TAC Chair
Mike Woodard, TAC Chair

TAC Action: Receive Report from TAC Chair

12. Report from Staff
(Attachment 12, 12A)
Felix Nwoko, LPA Staff

Attachment 12A is a summary of the scope of the NC 54 Corridor Study.

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, 14A)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

Bill Barlow, PTD – NCDOT

Attachment 14A is a description and list of NCDOT's potential economic stimulus package projects.

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

15. Recent News Articles and Updates

(Attachment 15)

16. Letter to DCHC MPO Federal Legislative Delegation re Rescission of Metropolitan Planning Funds (PL Funds) – December 9, 2008

(Attachment 16)

Adjourn

Next meeting: February 11, 2009

TAC Directives to Staff

06/11/03 – 12/31/07 (Pending/In Progress/On Going)

01/01/08 – 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.
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>
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.
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.
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> See Attachment 6 of 1/14/09 TAC Agenda.
12/10/09	Develop a recommendation for the bridge replacement on State Forest Rd.	<u>In Progress:</u>
12/10/09	Respond to the issues raised by the TAC on the final 2035 LRTP	<u>In Progress:</u> See Attachment 7 of 1/14/09 TAC Agenda.

1 TRANSPORTATION ADVISORY COMMITTEE

2 December 10, 2008

3 MINUTES OF MEETING

4 The Transportation Advisory Committee met on December 10, 2008, at 9:00 a.m. in the Council
 5 Committee Room on the second floor of Durham City Hall. The following attended:

- 6 **William V. Bell City of Durham
- 7 *Diane Catotti City of Durham
- 8 **Alice Gordon Orange County – TAC Chair
- 9 **Eric Hallman Town of Hillsborough
- 10 **Ed Harrison Town of Chapel Hill
- 11 **Becky Heron Durham County
- 12 **Lydia Lavelle Town of Carrboro
- 13 **George Lucier Chatham County
- 14 *Ellen Reckhow Durham County
- 15 *Bill Strom Triangle Transit
- 16 **Mike Woodard City of Durham – TAC Vice-Chair
- 17
- 18 **Voting Member
- 19 *Alternate or Non-Voting Members
- 20
- 21 Mark Ahrendsen City of Durham - Transportation
- 22 Ellen Beckmann City of Durham - Transportation
- 23 David Bonk Town of Chapel Hill
- 24 Jimmy Dodson N.C. State University
- 25 Rhonda Dotsey Citizen, 415 Bill Poole Road, Rougemont
- 26 Barry Goldfarb N.C. State University
- 27 Kevin Harward City of Durham - Transportation
- 28 Andy Henry City of Durham - Transportation
- 29 John Hodges-Copple Triangle J COG
- 30 Joey Hopkins NCDOT – Division 5 Engineer
- 31 Sally Kost Chatham County
- 32 Karen Lincoln Orange County
- 33 Debbie McCarthy Resident, Trenton Neighborhood & HARP
- 34 Patrick McDonough Triangle Transit
- 35 Lee McIlwain Resident, 8 Gooseneck Road, Chapel Hill
- 36 Dale McKeel City of Durham - Transportation
- 37 Adena Messinger Town of Carrboro
- 38 E. Michelson Resident, Trenton Properties
- 39 Ryan Mickles Town of Chapel Hill
- 40 Felix Nwoko City of Durham – Transportation
- 41 Dawn Qiu City of Durham – Transportation
- 42 Brian Rhodes City of Durham – Transportation
- 43 John Saddath Metro Magazine

44 Linda Huff Smith Citizen, 1905 Old Red Mt. Rd., Rougemont
45 Mike Smith Durham Co. EMS – 402 Stadium Drive
46 Jill Stark FHWA
47 Casey Steinbacher Greater Durham Chamber of Commerce

48
49 Alice Gordon, TAC Chair, called the meeting to order at 9:10 a.m. and the Roll Call was
50 conducted.

51 **PRELIMINARIES:**

52 **Adjustments to the Agenda**

53 Mark Ahrendsen stated that a handout was distributed at the beginning of the meeting for the
54 TAC and TCC 2009 meeting schedule that needs to be approved during the action items.

55 **Public Comments**

56 Mike Smith, a Durham County EMS employee, 402 Stadium Drive, spoke regarding the bridge
57 replacement on State Forest Road. They support the replacement of the bridge as they need a safe way
58 to respond quickly.

59 Linda Smith, a resident of 1905 Old Red Mt. Road, Rougemont, spoke regarding the bridge
60 replacement on State Forest Road. NCDOT told Ms. Smith that the bridge was not maintained properly
61 and that is why it is washed out. She supports the replacement of the bridge as well.

62 Rhonda Dotsey, a resident of 415 Bill Poole Road, Rougemont, spoke regarding the bridge
63 replacement on State Forest Road. Ms. Dotsey uses this bridge to reach recreational points. She
64 supports the replacement of the bridge as well.

65 Barry Goldfarb, with N.C. State University, spoke on behalf of the College of Natural Resources
66 which manages Hill Forest in northern Durham County which is primarily a teaching and research forest
67 but is extensively used by the public for recreation. He is also in support of replacing the bridge because
68 of the safety aspect for the students, public, and the fire risk.

69 Becky Heron wants to encourage the TAC to support the bridge replacement; if for no other
70 reason than safety.

71 Joey Hopkins, NCDOT Division 5 Engineer, stated they have not heard from N.C. State University
72 regarding the bridge since December 3, 3008. Mr. Hopkins stated further that there is low volume on
73 the bridge and it is difficult to maintain. He stated it will cost approximately \$250,000 to replace and the
74 funds are not available. Perhaps there are other avenues that can be used.

75 Alice Gordon referred this to staff to bring back a recommendation at the next TAC meeting.
76 Ms. Gordon agrees this is urgent; but it can't be resolved today.

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

78 There were no comments regarding the Directives to Staff.

79 **ACTION ITEMS:**

80 **November 12, 2008 TAC Meeting Minutes (Attachment 5)**

81 A motion was made by Mike Woodard and seconded by Becky Heron to approve the November
82 12, 2008 TAC Meeting Minutes. The motion carried unanimously.

83 **2035 Long Range Transportation Plan and Comprehensive Transportation Plan (Attachments 6, 6A,**
84 **and 6B)**

85
86 Andy Henry provided an introduction and update on the 2035 Long Range Transportation Plan
87 and Comprehensive Transportation Plan, along with the attachments.

88 Andy Henry went through the deleted highway projects. Becky Heron asked if we have cut out
89 the HOV lanes that were recommended by the study. Mark Ahrendsen stated that the study included
90 HOV lanes to NC 86, but staff cut out the section between NC 54 and NC 86 because of the lack of
91 congestion.

92 John Hodges-Copple stated when we release the air quality conformity report for public
93 comment in February it does have to be the full report.

94 Bill Strom asked if the model has been run using this scenario and Andy Henry stated it was run
95 but they changed the bus transit scenario from what was in the model run. Mark Ahrendsen stated that
96 the model run included the highway network and the more intensive bus transit network. Afterwards,

97 minor refinements were made to the bus transit service. In terms of model results, there were very
98 little differences. Bill Strom asked if we will meet the air conformity with the plan. John Hodges-
99 Copple stated that we will not know if we meet it until we run the air quality model. Mark Ahrendsen
100 stated when the TAC adopts this plan it is subject to the air quality analysis.

101 Debbie McCarthy, a resident of Trenton Neighborhood and HARP, stated that the
102 neighborhoods appreciate the deletion of the I-40/Farrington Road interchange from the 2035 LRTP; but
103 they do not want it deferred to the CTP. Twenty years ago this was a bad idea and now with the
104 development, it is even a greater concern. It has been reviewed several different times through
105 different scenarios and each time has been found wanting. The solution to the mess at I-40/Farrington
106 Road lies in re-engineering that interchange. Take the \$26 million dollars that is earmarked for
107 Farrington Road and put it to work where the problem truly exists. There may need to be flyovers, turn
108 lanes; there needs to be a solution at the source of the problem. Ms. McCarthy and the residents want
109 the TAC to take an additional stand and remove the I-40/Farrington Road interchange permanently.

110 Bill Bell asked why it was necessary to put the bullet in the Powerpoint about "no deviation to
111 NCCU and Durham Tech." Andy Henry stated it was because of the costs of the deviation. Mark
112 Ahrendsen stated one benefit of the Light Rail Transit is the ability to deviate from the NCRR corridor,
113 however there are greater costs associated with the deviation. Bill Bell stated the bullet raises attention
114 to the issue.

115 Alice Gordon stated if there are no concerns with the introduction, the financial plan is next on
116 the agenda.

117 Mark Ahrendsen spoke regarding the deficit of \$46 million on page 2-7. Mr. Ahrendsen stated
118 that the final cost associated with the recommended plan compared to the anticipated traditional
119 revenue plus the revenue from the new sources of a ½ cents sales tax and the \$10 vehicle registration
120 fee results in about a \$316 million difference. We are already considering an additional revenue source

121 of \$10 million per year over a 27 year period that came out to \$270 million. Staff feels that is not an
122 unreasonable expectation for new unidentified, undetermined new state and federal revenue to meet
123 the needs of a growing metropolitan area. This could close the financial gap between what we feel are
124 the needs and the projected revenue based on the current revenue stream. The \$10 million per year for
125 27 years still left us \$46 million short and at this time staff suggests that we close the gap. If the TAC
126 does not change any other cost aspects, including additional projects, we would increase the state and
127 federal transportation infrastructure program to \$316 million so the costs equal the anticipated
128 revenue.

129 Ellen Reckhow asked a couple of questions on 2-5. Under Bus Transit we have Private-Capital
130 (Duke and NCCU) for \$21 million and Private- Operating (Duke and NCCU) for \$175 million. Ms.
131 Reckhow asked what this is and Mark Ahrendsen stated they are the transit services that they operate
132 and pay for. Ms. Reckhow asked what the Rail Transit – Local for \$100 million is for and Andy Henry
133 stated that is \$5 million a year we are estimating that would be generated through things such as tax
134 increment financing and any special tax districts around the transit stations once the transit system is in
135 place for rail transit. Patrick McDonough stated it could be contributions from the university or ad
136 valorem based. Bill Strom asked to include private contributions from developers.

137 Patrick McDonough stated the dollar figure was plugged in to balance the books, but the local
138 officials would have to make the decision on implementation.

139 Becky Heron asked if we are competing with other revenue for other county needs. How will we
140 balance this? Bill Bell stated we will have to work with NCLM and NCACO to implement. George Lucier
141 stated this will have to be voted on by voters and they are going to want to know how much and where
142 the funds are going.

143 Lydia Lavelle stated she has a concern about the local source of funding for rail transit beginning
144 in 2009. Patrick McDonough stated it will actually begin in 2016 at \$5 million a year for 20 years. Mark

145 Ahrendsen stated an asterisk will be added on the table indicating the \$5 million per year beginning
146 2016.

147 Diane Catotti asked if staff had the breakdown by county for the new revenue sources on page
148 2-6. Andy Henry stated that for Chatham County, the sales tax is \$36 million and \$20 million for vehicle
149 tax; Durham is \$568 million for sales tax and \$58 million for vehicle tax; Orange County is \$151 million
150 for sales tax and \$28 million for vehicle tax.

151 Becky Heron asked what about impact fees on new developments. Mark Ahrendsen stated that
152 could be in the local/private revenue.

153 Lydia Lavelle asked how often is the LRTP updated and Mark Ahrendsen stated it is updated
154 every four years; but it can be amended every couple of years. There is a complete re-evaluation every
155 four years.

156 Alice Gordon stated the TAC will now discuss the 2035 LRTP Highway Projects.

157 Becky Heron stated that the I-40/Farrington Road interchange needs to be taken out due to
158 distance between the interchanges. Ms. Heron has a resolution to remove it from the 2035 LRTP, CTP,
159 and NC-54 Corridor Study.

160 Bill Strom wants additional information on the park-and-ride light rail station access. Patrick
161 McDonough stated there is a station site in the area of the I-40/Farrington Road interchange. If you had
162 a large transit facility there, there would be a need for park and ride. If you are trying to relieve
163 pressure on the I-40/NC 54 interchange, you may want to provide access to the park-and-ride lot from I-
164 40 without using the local road network.

165 Ellen Reckhow asked how the NC-54 corridor study would play into this, being as the TAC gave a
166 strong policy direction that we support transit in this area. Mark Ahrendsen stated there has been a
167 pre-proposal conference yesterday and gave that direction stating that our current long range plans call
168 for intense transit service in this corridor and fixed guideway service. The charge of the study is to

169 develop a transportation system that supports the development that we would like to see in this area
170 and emphasizes some of the alternative modes that we proposed. Ms. Reckhow stated the study should
171 be able to help us support land use development with transit. Mark Ahrendsen stated we did not want
172 to preclude the interchange from our options to be considered in the study. Mike Woodard stated that
173 staff would like to keep the I-40/Farrington Road interchange in as option for the study but the
174 neighborhood wants it removed. George Lucier asked if it being removed would help clarify the NC-54
175 land use issue because then you would know what you have to do to address congestion in that area. It
176 could create a framework in which a study could be more definitive. Mark Ahrendsen stated it means
177 that you are removing some of your transportation options before you do the study. The TAC can do
178 that, but the study is intended to identify a transportation system that can support development. By
179 removing it, you might be removing something that we need to support land use.

180 Ed Harrison stated that the Town of Chapel Hill passed a resolution in opposition of the
181 interchange. Mr. Harrison asked if the corridor study is capable of analyzing the induced growth that a
182 new interchange would have on Ephesus Church Road. Mark Ahrendsen stated the study could look at
183 redistribution of traffic that would occur as a result of an interchange.

184 Ellen Reckhow stated she is worried that without clear policy direction to staff, we may not get
185 what we want from the NC-54 corridor study.

186 Diane Catotti stated she thinks the resolution is premature because it needs to be included in
187 the corridor study. The decision to remove it can be made later when we are fully informed.

188 Becky Heron stated that the area has undergone considerable change as there is an elementary
189 school, senior center, environmentally sensitive areas, the historic Lee Farm Park, and a cemetery. The
190 interchange does not have to be at I-40/Farrington Road. Ms. Heron has a lot of concerns with keeping
191 the interchange in consideration.

192 Ellen Reckhow asked the schedule for the NC-54 Corridor Study and Mark Ahrendsen stated
193 staff hopes to select a consultant in late January or early February 2009. It is about a six to eight month
194 process. Becky Heron stated the consultant needs to consider the public comments. Mike Woodard
195 thinks the interchange should be kept in consideration and stated the neighbors will have to stay
196 involved for the next year so it can be studied in the NC-54 corridor study and the CTP. Ellen Reckhow
197 stated the study needs to review comments and consider “no interchange” at I-40/Farrington Road.
198 Mark Ahrendsen stated that the consultant will be informed of the public comments, along with the
199 guidance from the TAC.

200 George Lucier with Chatham County is very concerned that all Chatham County projects have
201 been deleted for three reasons: environmental impact, rural character, and the lack of congestion. Mr.
202 Lucier stated that Chatham County will increase 244% in population. Chatham County is experiencing
203 the fastest growth. There are other projects near Jordan Lake but they were not deleted. It appears
204 that rural character is only relevant to Chatham County. We have worked to improve ordinances to
205 protect the environment. Mr. Lucier stated that Chatham County has not reviewed the model, but he
206 does think the model is accurate. Mark Ahrendsen stated a lot of time and effort was put into
207 developing the best model. George Lucier thinks there is something wrong with the model.

208 Alice Gordon asked if widening Jack Bennett Rd/Lystra Road from three lanes to four lanes is a
209 top priority to add back in because of the high school. George Lucier stated that the widening can't end
210 there because it is all tied into the Farrington Road corridor. George Lucier stated that Jack
211 Bennett/Farrington/Stagecoach/751 offers an alternative to NC-54/I-40 interchange.

212 Mike Woodard asked if the MPO staff has met with Chatham County on the plan and model.
213 Mark Ahrendsen stated there has not been a lot of dialogue about the specifics of the model, but there
214 has been a lot of coordination with staff of Chatham County trying to develop the growth projections in

215 the county and inputting it into the model. Andy Henry stated they notified the planning staff of
216 Chatham County.

217 Lydia Lavelle asked George Lucier which projects are the Chatham County's priorities. George
218 Lucier stated that 19/20/21/50.1/101(\$97 million) are all related to bringing traffic from US 15-501 in
219 Chatham County into Durham, Wake, RDU, and Orange County and are the highest priority. Mark
220 Ahrendsen stated that projects 76/78/85.2 (\$82 million) are related. Mark Ahrendsen stated the cost
221 for all the projects is \$179 to \$180 million. Mark Ahrendsen stated that I-540 offers an alternative to
222 NC-751. Mark Ahrendsen stated to add the Chatham County projects back in would require that other
223 projects be deleted or there would be a need to raise more funds to maintain the fiscal balance. Bill Bell
224 asked if Chatham County could increase the sales tax to ½ cents to provide more revenue. George
225 Lucier indicated it would be a hard sell.

226 Eric Hallman stated that the Town of Hillsborough did not see the need for the widening of I-40
227 from NC-86 to I-85 (project 44) and that will free up \$121 million. In regards to the transit, they
228 recognize that while Hillsborough would be better served by commuter rail, light rail may be better for
229 the region as a whole.

230 Ed Harrison asked why the HOV lanes on I-40 from NC 86 to I-85 were removed from the
231 recommended plan. Mark Ahrendsen stated that the HOV study determined that there have been no
232 successful HOV lanes with only two general purpose lanes. There is not enough traffic volume.

233 Ellen Reckhow stated that the current legislation for the sales tax and car registration provides
234 funds only for transit so it could not be used for roads in Chatham County. Bill Bell stated we could ask
235 for the legislation to add ¼ cent for roads in addition to ¼ cent for transit in Chatham County.

236 Ellen Reckhow is concerned about the impact of widening from two lanes to four lanes on
237 Farrington Mill, Farrington, and Stagecoach Roads in Durham County. She wants to have a greater
238 conversation regarding this.

239 George Lucier suggested only smoothing curves on NC-751 to improve safety. Mark Ahrendsen
240 stated there is funding for TSM and it could include NC-751. Alice Gordon asked if this could be
241 earmarked for TSM funds and Mark Ahrendsen stated yes.

242 David Bonk thinks US 15-501 is a logical terminus for the HOV lanes. The widening of I-40 from
243 I-85 to NC-86 can be held off until 2040. The funds can be used to build HOV lanes to US 15-501 and
244 meet the deficit.

245 Mike Woodard asked if this has been reviewed by the TCC and Mark Ahrendsen stated this is
246 first time the TCC is hearing of this request. The TCC recommendation is what is before you.

247 Alice Gordon asked what the implication of delay is and John Hodges-Copple stated there is no
248 practical affect except for projects that are different in the 2035 plan than 2030 plan. There is a one
249 year grace period that allows you to use the 2030 plan.

250 Alice Gordon stated that the TAC has flagged highway projects and asks staff for the pros and
251 cons of all changes and bring it back to the TAC in January. Mike Woodard asked if it should go to the
252 TCC or the local jurisdictions. It was decided it would go to the TCC. George Lucier asked that both he
253 and Commissioner Kost be notified of the TCC meeting.

254 Diane Catotti stated she would have trouble supporting widening in Southwest Durham County
255 and Chatham County. She is very supportive on transit and bus.

256 George Lucier stated there are other funding problems and that maybe Chatham County should
257 work with the RPO to get roads.

258 Diane Catotti stated that perhaps by January we may have a better idea of the funds that
259 Obama is suggesting in terms of infrastructure improvements.

260 Alice Gordon wants a better explanation of bus routes on the transit list. Diane Catotti and
261 George Lucier stated it would be helpful to have funds separated by county.

262 **2009 Job Access Reverse Commute and New Freedom Call for Projects (Attachments 7, 7A, and 7B)**

263 A motion was made by Diane Catotti and seconded by Mike Woodard to release the 2009 Job
264 Access Reverse Commute and New Freedom Call for Projects. The motion carried unanimously.

265 **FY 2009-2015 Metropolitan Transportation Improvement Program – Administrative Modification #2**
266 **(Attachment 8)**

267 A motion was made by Diane Catotti and seconded by Mike Woodard to approve the resolution
268 to adopt Administrative Modification #2 to the FY 2009-2015 MTIP. The motion carried unanimously.

270 **FY 2008-2009 Unified Planning Work Program – Amendment #3 (Attachments 9 and 9A)**

271 A motion was made by Mike Woodard and seconded by Diane Catotti to approve the resolution
272 to adopt Amendment #3 to the FY 2008-2009 UPWP and change the STPDA spreadsheet accordingly.
273 The motion carried unanimously.

274 **Election of Officers for 2009**

275 Becky Heron and Eric Hallman were appointed as the nominating committee at the last TAC
276 meeting. Their nomination for TAC-Chair is Mike Woodard and Lydia Lavelle for TAC Vice-Chair.

277 A motion was made by Diane Catotti and seconded by Becky Heron to elect Mike Woodard as
278 the TAC-Chair and Lydia Lavelle as the TAC Vice-Chair. The motion carried unanimously.

279 **2009 TAC and TCC Meeting Calendar**

280 A motion was made by Mike Woodard and seconded by Diane Catotti to approve the 2009 TAC
281 and TCC meeting calendar. The motion carried unanimously.

282 **REPORTS:**

283 **Report from the TAC Chair**

284 Alice Gordon stated it has been an honor to serve as TAC Chair for the past two years. A lot of
285 projects have been accomplished and a newsletter has been issued. One of the great projects was the
286 joint effort by the DCHC MPO TAC and the CAMPO TAC with the formation of the STAC. Everyone
287 thanked Alice Gordon for her service as the TAC Chair for the past two years.

288 George Lucier announced that Sally Kost will be the TAC representative for Chatham County and
289 he will serve as the alternate.

290 **Adjournment**

291 There being no further business before the Transportation Advisory Committee, the meeting
292 adjourned at 12:05 p.m.

MEMORANDUM

TO: Transportation Advisory Committee
DCHC MPO

FROM: DCHC MPO Lead Planning Agency

DATE: January 14, 2009

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

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

For the development of the Regional Priority List, the DCHC MPO approved the Regional Priority List Ranking Methodology on August 13, 2008 (Attachment 6B) and requested that all local jurisdictions provide a local priority list by October 1, 2008. Attachment 6C is a copy of the local priority lists. Local and MPO staff then applied the Ranking Methodology to the submitted projects. In November, the TAC voted to release the draft Regional Priority List for public comment and direct the TCC to develop a recommendation for a number of unresolved issues. The TCC has developed recommendations regarding the unresolved issues.

Attachment 6D is the draft Regional Priority List and map. It is a set of three tables (highway, bicycle/pedestrian, and transit) that list the local priority projects and the application of the Ranking Methodology. This list reflects the TCC's recommendations. Public comments received as of January 7, 2009 are included as Attachment 6E.

TCC Recommendations

Overlapping Projects

Several overlapping projects were submitted by local governments. The following is a list of the overlapping projects that have inconsistent descriptions. The TCC has made recommendations on the following projects.

1. Homestead Road

- Town of Carrboro – Old NC 86 to Seawell School Road – bike lanes, sidewalks, transit facilities
- Town of Chapel Hill – High School Road to NC 86 – bike lanes, sidewalks, and turn lanes
- Orange County – Old NC 86 to NC 86 – bike lanes and sidewalks (submitted as a highway project, but no capacity improvements were in the description)
- TCC Recommendation: Combine into one project Old NC 86 to NC 86 bike lanes, sidewalks, transit, and turn lanes (the design of the corridor may vary along the length). The project will be scored using the bike/ped ranking methodology.

2. Seawell School Road

- Town of Carrboro – Homestead Road to Estes Drive – bike lanes, sidewalks, transit facilities
- Town of Chapel Hill – Homestead Road to Estes Drive – bike lanes, sidewalks, transit facilities, and turn lanes
- TCC Recommendation: Combine into one project Homestead to Estes bike lanes, sidewalks, transit, and turn lanes (the design of the corridor may vary along the length). The project will be scored using the bike/ped ranking methodology.

3. Franklin/Main/Brewer/Merritt Mill Intersection

- Town of Carrboro – Improve operation for motorists, pedestrians, bicyclists, and transit
- Town of Chapel Hill – Safety improvements for pedestrians and bicyclists (one of 19 intersection improvements)
- TCC Recommendation: Combine into one project. The project will be scored using the highway ranking methodology.

4. Estes Drive Extension

- Town of Carrboro – Greensboro Street to Town limits – bike lanes, sidewalks, and transit accommodations – multi-use path from Williams Street to Estes Drive Extension
- Town of Chapel Hill – Town limits to NC 86 – bike lanes and sidewalks
- TCC Recommendation: Combine into one project Greensboro Street to NC 86 bike lanes, sidewalks, and transit with multi-use path from Williams Street to Estes Drive Extension. The project will be scored using the bike/ped ranking methodology.

5. Old NC 86

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

- 2) Homestead to Eubanks – bike lanes, sidewalks, and transit;
- 3) Eubanks to I-40 – bicycle facilities

6. Eubanks Road

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

7. Mount Carmel Church Road

- Town of Chapel Hill – US 15-501 to county line – bike lanes, sidewalks, transit, and safety improvements
- Orange County – US 15-501 to county line – bike lanes
- TCC Recommendation: Combine into one project with bike lanes, sidewalks, transit, and safety improvements (the design of the corridor may vary along the length).

8. Erwin Road

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

9. Ephesus Church Road

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

10. Barbee Chapel Road

- Durham County – NC 54 to Stagecoach Road – bike lanes and sidewalks
- Town of Chapel Hill – NC 54 to Downing Creek Parkway – bike lanes and sidewalks
- TCC TIP Subcommittee Recommendation: Combine into one project NC 54 to Stagecoach Road bike lanes and sidewalks (the design of the corridor may vary along the length).

Categorization of Projects by Mode

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

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

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

Transit Projects

Triangle Transit's local priority list has been added to the draft Regional Priority List.

Final Regional Priority List

The TCC recommends that the TAC create a combined-mode final Regional Priority List after approving the order of projects in the mode-separated lists. Furthermore, the final Regional Priority List should include eligible funding categories for each project in order to provide guidance to NCDOT on the flexing of highway funds to other modes. The TAC will also be able to split the lists by division when approving the final Regional Priority List. There is no technical methodology for the creation of the combined-mode list. The order of projects will be determined based on the MPO's policy priorities. If the TAC approves the order of projects in the mode-separated lists in January, the TCC will bring back a recommended combined-mode final Regional Priority List in February. The TAC will need to approve the final list in March to meet NCDOT's deadline.

TCC Recommendation: That the TAC approve the order of projects in Attachment 6D and direct the TCC to develop a recommendation for a combined-mode final Regional Priority List separated by division with eligible funding sources listed for each project

TAC Action: Hold the public hearing on the draft FY 2011-2017 TIP Regional Priority List. Approve the order of projects in Attachment 6D and direct the TCC to develop a recommendation for a combined-mode final Regional Priority List separated by division with eligible funding sources listed for each project.

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

Development Schedule

FY 2011-2017 Metropolitan Transportation Improvement Program

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

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

INTRODUCTION

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

OBJECTIVE

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

The TAC may reorder projects at its discretion to promote jurisdictional and geographical balance, or based upon the TAC members' knowledge of the urban area and the policies of their communities. Therefore, the TCC will make its technical recommendation on a draft Priority List based on the methodology described in this document, and the TAC will then be afforded the opportunity to make any changes it deems appropriate.

METHODOLOGY GOALS

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

PROCEDURE FOR RANKING PROJECTS

1. Goal Setting For Regional Priority List

Since the Regional Priority List should be a subset of the DCHC MPO Long Range Transportation Plan (LRTP), the goals for the regional priority list are the same as the DCHC MPO goals and objectives in the 2035 LRTP.

2. Submission of Local Priority Lists

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

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

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

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

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

3. Development of the Regional Priority List

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

The TAC will release the draft list for public comment and hold a public hearing at a TAC meeting. The TAC may reorder projects at its discretion to promote jurisdictional and geographical balance, or based upon the TAC members' knowledge of the urban area and the policies of their communities. After review and public comment, the TAC will approve the final Regional Priority List and forward this to NCDOT.

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

APPLICATION OF THE METHODOLOGY

1. There are three separate ranking methodologies based on the primary mode of transportation: 1) highway; 2) bicycle and pedestrian; and 3) transit. ITS, TSM, and TDM projects would be included

in whichever mode best fits the specific project. The three ranking methodologies are independent of each other. Points for different modes are on different scales and are not comparable.

2. Points are weighted and totaled for each project using the three modal ranking methodologies outlined on the last pages of this document.
3. Projects are listed in order of points except for the transit projects. Transit projects are first sorted by year needed with the earliest year (2011) first and then they are listed in order of points. Projects receiving the same number of points are ordered by the local ranking. If the local ranking is also the same (for example, Orange County-1 vs. Chapel Hill-1), then the project with the most additional local rankings will be ranked higher. If the projects also have the same number of additional local rankings, then the project with the highest additional local ranking will be ranked higher.

MODAL RANKING METHODOLOGIES IN DETAIL

Highway

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

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

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

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

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

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

additional travel lanes, bicycle lanes, and sidewalks on a transit route would benefit three other modes.

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

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

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

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

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

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

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

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

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

Bicycle and Pedestrian

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

1. *Traffic Volume* - This category awards points to projects based on the amount of vehicular traffic on the road that the bicycle and pedestrian facility is provided on. Off-road greenways are based on the parallel or alternate roadways. More points are provided for higher volume facilities to reflect the safety hazard for bicyclists and pedestrians on larger busier roadways. The traffic counts should be taken from the latest Annual Average Daily Traffic (AADT) maps on the NCDOT website.

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

2. *Right-of-Way Availability* – This category awards points to projects based on the right-of-way available for the project. Right-of-way should be estimated based on the local jurisdiction's best

knowledge of the area and the NCDOT right-of-way database. Extensive research into property deeds is not required.

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

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

The interim points are assigned using two different tables for bicycle and pedestrian projects to reflect the different travel times and accessibility of the two modes. The numbers of land uses or amenities within the specified distance for the project are recorded on the worksheet. The worksheet multiplies the number of land uses by the appropriate points and total points are calculated by the worksheet. The land uses considered are schools (public or private elementary, middle, or high schools), colleges and universities, major retail centers (over 100,000 square feet or locally recognized shopping districts – i.e. downtown areas), major employment centers (Traffic Analysis Zones over 1,000 in employment in 2005), and fixed transit routes. If a project includes both bicycle and pedestrian improvements, the travel demand points are added together for a total.

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

4. *Local Connectivity to Existing Bicycle and Pedestrian Facilities* - Points are awarded based on if projects connect to existing bicycle and pedestrian facilities. This will reward projects that extend the existing bicycle and pedestrian network. Connections are to be counted by street and greenway centerlines (i.e. if a project connects to a street that has sidewalks on both sides of the street, it is only counted as one connection). Projects will be divided equally into four quartiles based on the number of connections. Final points will be assigned by quartile to ensure that points are distributed evenly and that projects are compared relative to each other.

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

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

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

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

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

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

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

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

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

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

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

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

Transit

Transit projects are awarded points based on seven categories. A maximum of four points can be received for each point category. The year needed must be provided for each project. Projects will be ordered by year needed and then by points.

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

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

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

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

3. *Regional Connectivity* – Projects receive points based on the number of connections to other transit systems. The transit systems considered are: DATA, Chapel Hill Transit, TTA, Orange Public Transit, and Duke University Transit. These are the fixed route systems in the MPO.

Local jurisdictions are asked to apply the ranking methodology.

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

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

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

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

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

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

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

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

OBSERVATIONS

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

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

HIGHWAY

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

BIKE/PED

	RANKING CRITERIA (MEASURES)	SCORE (points)	Category Weight
1	Traffic Count		1
	2005 AADT on existing or parallel roadway		
	10,000 or greater AADT	3	
	2,000 to 10,000 AADT	2	
	Under 2,000 AADT	1	
2	Right-of-Way Availability		1
	Adequate right-of-way available	3	
	Some right-of-way available	2	
	Much right-of-way needed	1	
	Major barriers to right-of-way acquisition	0	
3	Travel Demand from Local Land Uses		1
	Based on proximity to schools, colleges, parks, major retail centers, transit, and major employment centers. Uses bike/ped travel demand worksheet.		
	First quartile of ranked projects	3	
	Second quartile of ranked projects	2	
	Third quartile of ranked projects	1	
	Fourth quartile of ranked projects	0	
4	Local Connectivity to Existing Bicycle and Pedestrian Facilities		1
	Based on number of connections to existing bicycle and pedestrian facilities		
	First quartile of ranked projects	3	
	Second quartile of ranked projects	2	
	Third quartile of ranked projects	1	
	Fourth quartile of ranked projects	0	
5	Regional Connectivity		1
	Based on recognized regional bicycle routes AND/OR pedestrian connections to transit		
	Part of regional bicycle route that already partially exists AND/OR pedestrian connection to TT regional route	3	
	Part of regional bicycle route that does not partially exist AND/OR pedestrian connection to future regional rail	2	
	Local bicycle route that connects to an existing regional bicycle route AND/OR pedestrian connection to local bus	1	
	Local bicycle route OR no pedestrian connection to transit	0	
6	Safety		1
	Based on number of crashes involving pedestrians and bicyclists on existing or parallel roadway.		
	First quartile of ranked projects	3	
	Second quartile of ranked projects	2	
	Third quartile of ranked projects	1	
	Fourth quartile of ranked projects	0	
7	Environmental Impacts		1
	Based on GIS analysis including wetlands, stream crossings, rare species habitat, and water supply watershed. Uses environmental impacts worksheet.		
	High positive impact	3	
	Medium positive impact	2	
	Low positive impact	1	
	Negative impact	0	
8	Community Impacts		1
	Based on GIS analysis including population density, schools, and parks and recreation facilities. Uses community impacts worksheet.		
	High positive impact	3	
	Medium positive impact	2	
	Low positive impact	1	
	Negative impact	0	
9	Environmental Justice Impacts		1
	Based on GIS analysis of low-income and minority areas (TAZ). Uses environmental justice impacts worksheet.		
	High positive impact	3	
	Medium positive impact	2	
	Low positive impact	1	
	Negative impact	0	
10	Funding Status in TIP		1
	Partially funded in current TIP cycle at least 25% of total cost (construction & ROW)	3	
	Partially funded in current TIP cycle at least 10% of total cost (construction & ROW)	2	
	Partially funded in post year (construction & ROW)	1	
	Not programmed in TIP	0	

TRANSIT

	RANKING CRITERIA (MEASURES)	SCORE (points)	Category Weight
1	<i>Service Type</i>		1
	Replacement vehicles, operating and maintenance expenses (provides an essential service to maintain the current level of transit service)	4	
	Expansion vehicles, new fixed guideway, BRT, or express bus, new park and ride lots	3	
	Enhancements, passenger amenities, ITS	2	
2	<i>Ridership</i>		1
	Estimated number of new or benefited riders per year		
	First quartile of ranked projects	4	
	Second quartile of ranked projects	3	
	Third quartile of ranked projects	2	
	Fourth quartile of ranked projects	1	
3	<i>Connectivity</i>		1
	Connections to fixed route transit systems (CAT, CHT, DATA, Duke, OPT, TT, Wolfline)		
	Provides 5 or more connections	4	
	Provides 4 connections	3	
	Provides 3 connections	2	
	Provides 2 connections	1	
	Provides 1 connection	0	
4	<i>Environmental Impacts</i>		1
	Based on vehicle type, air quality impacts and GIS analysis including wetlands, stream crossings, water supply watersheds, rare species habitat, parks, etc. Uses environmental impacts worksheet.		
	Very high positive impact	4	
	High positive impact	3	
	Medium positive impact	2	
	Low negative impact	1	
	High Negative impact	0	
5	<i>Community Impacts</i>		1
	Based on GIS analysis including population density, schools, and parks and recreation. Uses community impacts worksheet.		
	High positive impact	4	
	Medium positive impact	3	
	Low positive impact	2	
	Low negative impact	1	
	High Negative impact	0	
6	<i>Environmental Justice Impacts</i>		1
	Based on GIS analysis of low-income and minority areas (TAZ). Uses environmental justice impacts worksheet.		
	High positive impact	4	
	Medium positive impact	3	
	Low positive impact	2	
	Neutral	1	
	Negative impact	0	
7	<i>Funding Status in TIP</i>		1
	Partially funded in current TIP cycle at least 25% of total cost	4	
	Partially funded in current TIP cycle at least 10% of total cost	3	
	Partially funded in current TIP cycle at least 5% of total cost	2	
	Partially funded in post year	1	
	Not programmed in TIP	0	

ENVIRONMENTAL IMPACTS WORKSHEET

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

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

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

COMMUNITY IMPACTS WORKSHEET

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

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

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

ENVIRONMENTAL JUSTICE IMPACTS WORKSHEET

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

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

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

BIKE/PED TRAVEL DEMAND WORKSHEET

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

For Bicycle Projects

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

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

For Pedestrian Projects

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

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

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



Established 1771

COUNTY COMMISSIONERS COUNTY MANAGER
George Lucia, *Chairman* Charlie Horne
Mike Cross, *Vice Chairman*
Patrick Barnes
Carl Thompson
Tom Vanderbeck

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

**RESOLUTION IN SUPPORT OF PROJECTS TO BE INCLUDED IN THE
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2011-2017 FOR
PROJECTS IN CHATHAM COUNTY IN THE
DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION**

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

Whereas, the North Carolina Board of Transportation requests candidate projects be submitted by local jurisdictions for the 2011-2017 Transportation Improvement Program update; and

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

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

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

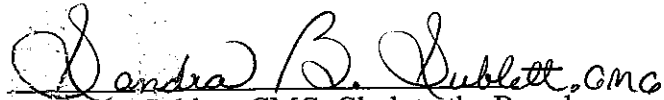
1. The attached list of transportation projects are considered for inclusion into the 2011-2017 Transportation Improvement Program.
2. Transportation projects listed in the 2009-2015 Transportation Improvement Program continue to be supported.

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



George Lucier, Chairman

ATTEST:



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

TAG 1/14/09 Attachment 6C

**CHATHAM COUNTY LIST OF TRANSPORTATION PROJECTS
CONSIDERED FOR INCLUSION IN THE
2011-2017 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION**

Bus Transit Project

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

Highway Projects

1. Safety improvements to Jack Bennett Road (SR 1717), between US 15-501 and Lystra Road (SR 1721), and Lystra Road (SR 1721), between US 15-501 and Farrington Point Road (SR 1008). The improvements include widening shoulders and improving several curves. Jack Bennett Road and Lystra Road between Jack Bennett and Farrington Point Road are identified as Bicycle Routes on the Chatham County Bicycle Map prepared by the NCDOT Division of Bicycle and Pedestrian Transportation.
2. Widen NC 751 from two lanes to four lanes with bicycle lanes from US 64 to the Durham County Line. This project has also been included in the Triangle Area Rural Planning Organization (TARPO) candidate project list.
3. Increase the length of turn lanes at North Chatham Elementary School on Lystra Road (SR 1721).
4. Increase the length of turn lanes at Perry Harrison Elementary School on Hamlets Chapel Road (SR 1525).
5. Develop a roadway/pedestrian/bicycle plan in area generally north of US 64 and east of Jordan Lake in conjunction with the Town of Cary.
6. Increase the elevation of sections of Jeremiah Drive (SR 1762) that are subject to flooding from an unnamed tributary to Overcup Creek.

RESOLUTION #9602

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

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

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

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

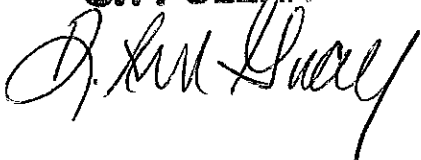
**APPROVED BY
CITY COUNCIL**

SEP 15 2008



William W. "Bill" Bell, Mayor

CITY CLERK



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

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

A. Highway

<u>Priority</u>	<u>Project Description</u>
1 Partially funded	<p>East End Connector (U-0071) – (A) US 70 from Southern Railway to NC 98 including railway structure. (B) US 70 from Miami Blvd. to Southern Railway (C) Freeway connector between NC 147 and US 70. Provide bicycle, pedestrian, and transit facilities as appropriate.</p> <p>Current funding: \$128M, right-of-way, mitigation, and three years of construction funded FY 2010 through FY 2015 with a combination of “loop” funding and STP funding. Funding needed: \$33M of construction funding needed in FY 2016</p>
2 Fully funded	<p>Hillandale Rd. (I-85 to Carver St.) (U-3804) – Widen to 4-lane divided. Provide bicycle, pedestrian, and transit facilities as appropriate.</p> <p>Current funding: \$11.2M, construction scheduled in FY 2010-2011. Funding needed: None</p>
3 Fully funded	<p>Alston Ave. (NC 147 to Holloway St.) (U-3308) – Widen to 4-lane divided. Provide bicycle, pedestrian, and transit facilities as appropriate.</p> <p>Current funding: \$25.9M, construction scheduled in FY 2011-2013. Funding needed: None</p>
4	<p>Fayetteville Rd. (Woodcroft Pkwy. to Riddle Rd.) – Widen to 4-lane. Provide bicycle, pedestrian, and transit facilities as appropriate.</p> <p>Current funding: None Funding needed: \$21.1M</p>
5	<p>NC 54 (I-40 east to NC 55) – Widen existing two-lane facility to multi-lanes with a divided median with consideration for a bus rapid transit. Provide bicycle, pedestrian, and transit facilities as appropriate.</p> <p>Current funding: None Funding needed: \$91.5M</p>

Priority

Project Description

- 6 **US 70 (Lynn Rd. to County Line) (U-4720)** – Convert existing 4-lane facility to 6-lane freeway consistent with the recommendations of the 2030 Long-Range Transportation Plan (LRTP) and the Highway Trust Fund (HTF) legislation. Provide bicycle, pedestrian, and transit facilities as appropriate. Initiate planning study with the Northern Durham Parkway project.
- Current funding: None
Funding needed: \$123.1M
- 7 **Northern Durham Parkway (U-4721)** (A) I-85 to Old Oxford Road, 4-lane divided; (B) US 70 to I-85, 4-lane divided; and (C) Old Oxford Road to Roxboro Road – construct 2 lane road on a 4-lane right-of-way consistent with the recommendations of the 2030 Long-Range Transportation Plan (LRTP) and the Highway Trust Fund (HTF) legislation. Provide bicycle, pedestrian, and transit facilities as appropriate. Initiate the planning study with the US 70 (Lynn Rd. to County Line) project.
- Current funding: None
Funding needed: (A) \$34.1M, (B) \$106.6M, (C) \$7.5M
- 8 **NC 54 (I-40 to Barbee Chapel Rd.)** – Widen to 6-lane divided. Provide bicycle, pedestrian, and transit facilities as appropriate.
- Current funding: None
Funding needed: \$39.1M
- 9 **Old Oxford Highway** (Phase I, N. Roxboro to Hamlin Rd.) – Expand capacity. Provide bicycle, pedestrian, and transit facilities as appropriate.
- Current funding: None
Funding needed: \$38.1M
- 10 **NC 751 (Phase I, S. Roxboro Rd. to NC 54)** – Widen to 4-lane. Provide bicycle, pedestrian, and transit facilities as appropriate.
- Current funding: None
Funding needed: \$7.2M
- 11 **Hopson Rd./Church St. (U-4716)** – Construct a grade separation at railroad, close Church St. railroad crossing. Provide bicycle, pedestrian, and transit facilities as appropriate.
- Current funding: None
Funding needed: \$6.5M

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

B. Bicycle and Pedestrian

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

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

C. Transit

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

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













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

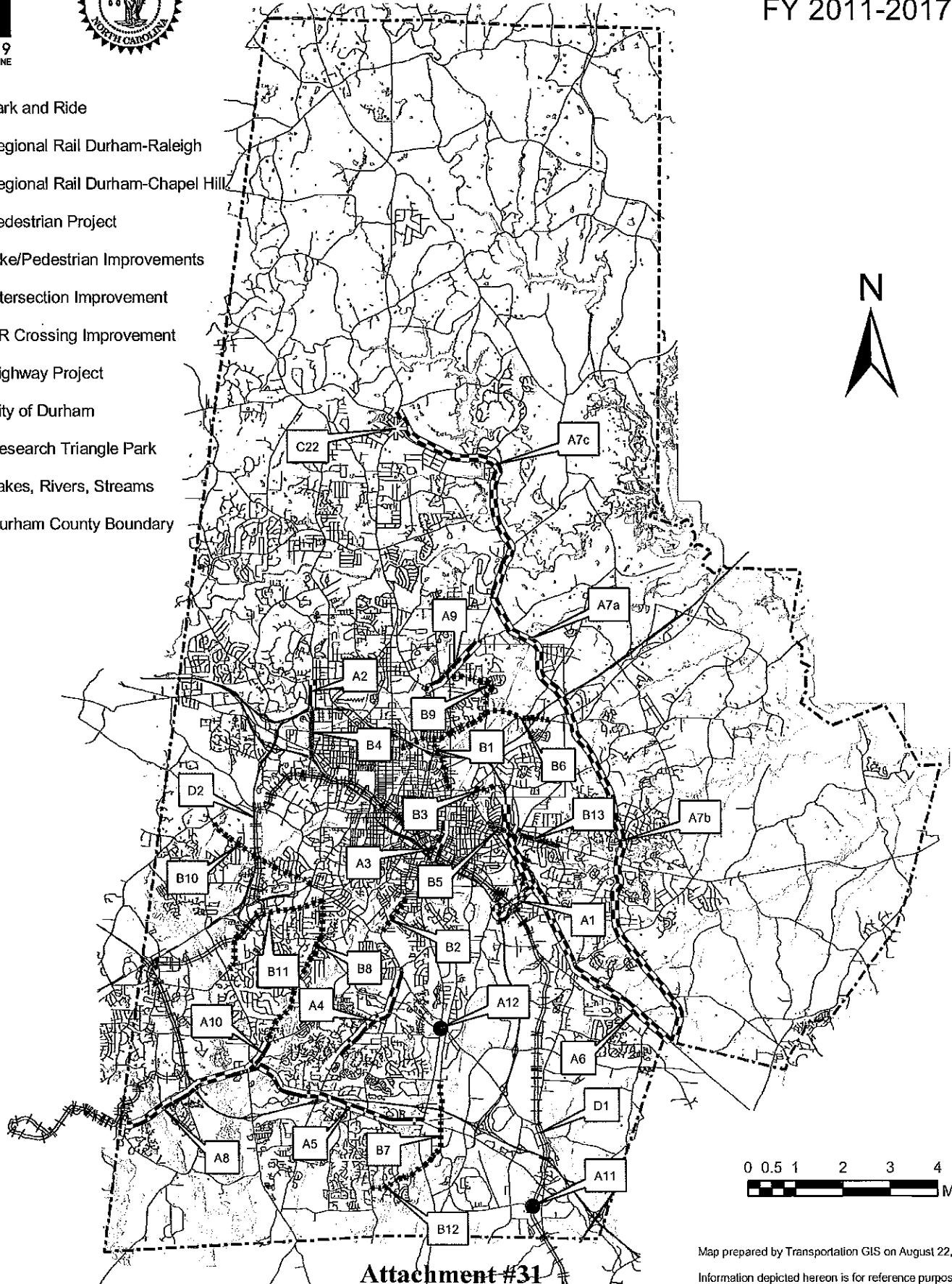


City of Durham TIP Priority List

Attachment C
TAC 1/14/09 Attachment 6C

FY 2011-2017

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



Attachment #31

Map prepared by Transportation GIS on August 22, 2008.

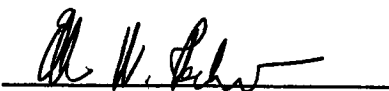
Information depicted hereon is for reference purposes only and is compiled from the best available sources. The City of Durham/Durham Region assumes no responsibility for errors arising from the misuse of this map.

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

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

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

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


Ellen Reckhow, Chair BOCC

Recommended TIP Project Priority List
FY 2011-2017
Durham County

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

A. Highway

<u>Priority</u>	<u>Project Description</u>
1 Partially funded	East End Connector (U-0071) – (A) US 70 from Southern Railway to NC 98 including railway structure. (B) US 70 from Miami Blvd. to Southern Railway (C) Freeway connector between NC 147 and US 70. Provide bicycle, pedestrian, and transit facilities as appropriate. Current funding: \$128M, right-of-way, mitigation, and three years of construction funded FY 2010 through FY 2015 with a combination of “loop” funding and STP funding. Funding needed: \$33M of construction funding needed in FY 2016
2 Fully funded	Hillendale Rd. (I-85 to Carver St.) (U-3804) – Widen to 4-lane divided. Provide bicycle, pedestrian, and transit facilities as appropriate. Current funding: \$11.2M, construction scheduled in FY 2010-2011. Funding needed: None
3 Fully funded	Alston Ave. (NC 147 to Holloway St.) (U-3308) – Widen to 4-lane divided. Provide bicycle, pedestrian, and transit facilities as appropriate. Current funding: \$25.9M, construction scheduled in FY 2011-2013. Funding needed: None
4	Fayetteville Rd. (Woodcroft Pkwy. to Riddle Rd.) – Widen to 4-lane. Provide bicycle, pedestrian, and transit facilities as appropriate. Current funding: None Funding needed: \$21.1M
5	NC 54 (I-40 east to NC 55) – Widen existing two-lane facility to multi-lanes with a divided median with consideration for a bus rapid transit. Provide bicycle, pedestrian, and transit facilities as appropriate. Current funding: None Funding needed: \$91.5M

Priority

Project Description

- 6 **US 70 (Lynn Rd. to County Line) (U-4720)** – Convert existing 4-lane facility to 6-lane freeway consistent with the recommendations of the 2030 Long-Range Transportation Plan (LRTP) and the Highway Trust Fund (HTF) legislation. Provide bicycle, pedestrian, and transit facilities as appropriate. Initiate planning study with the Northern Durham Parkway project.
- Current funding: None
Funding needed: \$123.1M
- 7 **Northern Durham Parkway (U-4721)** (A) I-85 to Old Oxford Road, 4-lane divided; (B) US 70 to I-85, 4-lane divided; and (C) Old Oxford Road to Roxboro Road – construct 2 lane road on a 4-lane right-of-way consistent with the recommendations of the 2030 Long-Range Transportation Plan (LRTP) and the Highway Trust Fund (HTF) legislation. Provide bicycle, pedestrian, and transit facilities as appropriate. Initiate the planning study with the US 70 (Lynn Rd. to County Line) project.
- Current funding: None
Funding needed: (A) \$34.1M, (B) \$106.6M, (C) \$7.5M
- 8 **NC 54 (I-40 to Barbee Chapel Rd.)** – Widen to 6-lane divided. Provide bicycle, pedestrian, and transit facilities as appropriate.
- Current funding: None
Funding needed: \$39.1M
- 9 **Old Oxford Highway** (Phase I, N. Roxboro to Hamlin Rd.) – Expand capacity. Provide bicycle, pedestrian, and transit facilities as appropriate.
- Current funding: None
Funding needed: \$38.1M
- 10 **NC 751 (Phase I, S. Roxboro Rd. to NC 54)** – Widen to 4-lane. Provide bicycle, pedestrian, and transit facilities as appropriate.
- Current funding: None
Funding needed: \$7.2M
- 11 **Hopson Rd./Church St. (U-4716)** – Construct a grade separation at railroad, close Church St. railroad crossing. Provide bicycle, pedestrian, and transit facilities as appropriate.
- Current funding: None
Funding needed: \$6.5M

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

B. Bicycle and Pedestrian

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

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

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

C. Transit

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

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

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

D. Fixed Guideway

Priority

Project Description

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

Current funding: None

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

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

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

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

ORANGE COUNTY BOARD OF COUNTY COMMISSIONERS

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

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

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

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

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

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

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

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

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

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

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



Donna Baker
Clerk to the Board of Commissioners

7/14/09 Attachment 6C

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

1. TIP Project No. EB-4980, SR 1006 (Orange Grove Road) at Interstate 40: Construct a pedestrian bridge over I-40. Interstate 40 separates two schools, Grady Brown Elementary and Cedar Ridge High School, from residential areas north of the interstate. The schools are within walking and cycling distance from residential areas but bicyclists and pedestrians must share the roadway with motor vehicles crossing the narrow two-lane bridge that carries Orange Grove Road over Interstate 40. The bridge is too narrow to accommodate a pedestrian walkway. Lack of an adequate pedestrian crossing presents an unsafe environment for students to walk to the schools. The "Access Management and Awareness Project and Report for Orange Grove Road" recommends this project. Orange County has received a Safe Routes to School Action Plan Service Award to develop a plan to make walking and bicycling to Grady Brown Elementary School safer and more appealing.
2. Hillsborough Train Station: Construct a train station in Hillsborough and request AMTRAK service to Orange County. The train station can also serve future commuter rail operations and anchor a multimodal transportation hub in Hillsborough. A revenue and ridership study conducted by the North Carolina Department of Transportation Rail Division and AMTRAK has indicated that there is enough potential ridership to make a stop in Hillsborough financially feasible.
3. TIP Project No. R-2825, SR 1009 (South Churton Street) Improvements: Develop congestion management, limited access, aesthetic and capacity improvements including bicycle and pedestrian improvements between US 70 Business and Interstate 40. The portion between Interstates 40 and 85 will conform to the design criteria of the Economic Development District Design Manual (4-lane divided section with bike and pedestrian improvements). The feasibility study completed by NCDOT in February 2002 recommends a 4-lane divided curb and gutter cross section, with 16-foot median, for the entire corridor from I-40 to the Eno River. Orange County stresses the need to study improvements within the current right-of-way for the segment north of Interstate 85. Improved capacity through widening is not the County's first choice because of significant constraints between Interstate 85 and US 70 Business and the proximity of the historic district north of the project limits. Orange County requests that, where conditions do not prevent the addition of frontage roads, the feasibility study include the addition of frontage roads with limited access from the corridor.
4. SR 1009 (Old NC 86) Bicycle Facilities: Construct bicycle facilities on Old NC 86 from Hillsborough Road in Carrboro to I-40 in Hillsborough. This route along Old NC 86, from Carrboro's Transition Area just north of Eubanks Road (SR 1727) to Rippy Lane (SR 1224), is priority 6 of the primary bicycle routes listed in the Orange County Bicycle Transportation Plan. This project would extend bicycle accommodations requested in TIP Project R-2825 (South Churton Street bicycle lanes from Interstate 40 to the Eno River) to Hillsborough Road in Carrboro and

ORANGE COUNTY TRANSPORTATION PRIORITY LIST
2011 – 2017 DURHAM-CHAPEL HILL-CARRBORO 1/14/09 Attachment 6C
METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

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

5. SR 1006 (Orange Grove Road) Extension: Extend Orange Grove Road from the east side of Churton Street (SR 1009) to US 70 business. The “EDD Transportation Work Group Recommendations” and the “Access Management and Awareness Project and Report for Orange Grove Road” recommend this project as an alternative access to the US 70 Business/NC 86 corridor to alleviate congestion on Churton Street. This project could also provide access to a potential site for Orange County’s priority rail project, AMTRAK service and train station in Hillsborough, although the site for such rail station has not been determined.
6. Tip Project No. U-3436, SR 1148 (Eno Mountain Road) and SR 1192 (Mayo Street) at SR 1006 (Orange Grove Road): realign intersection and make safety improvements. This project is listed in the 2009 – 2015 TIP as an unfunded project. The Hillsborough Town Board and Orange County Commissioners have endorsed this project in two joint studies that included commissioners from both jurisdictions. The “EDD Transportation Work Group Recommendations” and the “Access Management and Awareness Project and Report for Orange Grove Road” recommend this project for improved traffic flow and safety.
7. U-2805, SR 1777 (Homestead Road) Improvements: Improve Homestead Road from Old NC 86 (SR 1009) to NC 86 to include bicycle lanes and sidewalks in sections of the corridor where those facilities do not exist. There are three schools in the vicinity of Homestead Road: Chapel Hill High School, Smith Middle School and Seawell Elementary School. Many students live within walking distance and cycling distance to Chapel Hill High School and must walk or cycle along Homestead Road, and cross the road daily. Provision of sidewalks is of utmost importance for the safety of students and other pedestrians who use this corridor. Provision of bicycle facilities is, likewise, necessary for the safety of students and others
8. SR 1727 (Eubanks Road) Bicycle Lanes: Construct bicycle lanes on Eubanks Road from Old NC 86 (SR 1009) to NC 86. This project would provide a safer bicycle connection between major routes into Chapel Hill and Carrboro. The project would provide bicycle access to the new Morris Hill Elementary School off Eubanks Road. Increased traffic on Eubanks from the solid waste convenience center and Chapel Hill Public Works Facility and Transportation Facility on Millhouse Road off of Eubanks presents conflicts with bicycle transportation on the facility. This project is in the 2030 DCHC Long Range Transportation Plan, and is also, from Rogers Road to NC 86, in the Chapel Hill Bicycle and Pedestrian Action Plan.

FAC 11/14/09 Attachment 6C

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

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

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

11. NC 86 (North of Hillsborough) Improvements: Widen NC 86, from US 70 Bypass north of Hillsborough to Coleman Loop, SR 1332, (Coleman Loop also being the intersection area of the planned connector between NC 86 and NC 57), to four lanes with intersection improvements at US 70 Bypass to include extending the queuing lane for traffic turning east onto US 70 Bypass from northbound Churton Street/NC 86. NC 86 is the major north-south route through Orange County and is designated in North Carolina's Long-Range Statewide Multimodal Transportation Plan as a Strategic Highway Corridor. NC 57 converges into US 86 just north of US 70 Bypass. The segment of NC 86 between NC 57 and US 70 is congested, rendering a high accident location at the intersection of US 70 Bypass at NC 86.

12. NC 86, Bicycle Facilities: Construct bicycle facilities (4-foot paved shoulders) from Chapel Hill (Whitfield Road, SR 1730, SR 1731) to Hillsborough (US 70 Business). This project will extend bicycle facilities on Martin Luther King, Jr. Boulevard (NC86) in Chapel Hill to US 70 Business in Hillsborough. NC 86 from Chapel Hill to Hillsborough is experiencing increasing numbers of bicyclists using this route and there are also two schools along this route, A.L. Stanback Middle School and New Hope Elementary School (just off NC 86 on New Hope Church Road, SR 1723). This route is listed as priority I of the primary bicycle routes proposed in the Orange County Bicycle Transportation Plan. This project is included in the Bicycle Program as an incidental need. Orange County requests that bicycle lanes be constructed as an independent project, and, if necessary, programmed in phases.



TOWN OF CARRBORO
NORTH CAROLINA

TAC 1/14/09 Attachment 6C

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

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

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

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

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

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

1	Old Fayetteville Road - Add bike lanes and transit accommodations on both sides of the road and sidewalk on the east side from McDougle Middle School to NC 54.
2	Homestead Rd. – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Seawell School Road to Old NC 86.
3	Transit Capital Projects – Fund transit capital projects as identified by Chapel Hill Transit and agreed to by the Transit Partner’s Committee.
4	Estes Drive – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Greensboro Street to Town limits, as well as a multi-use path from Williams Street to Estes Drive to provide an alternative bicycle-pedestrian connection.
5	South Greensboro Street – Add sidewalks on the west sides of the road from Old Pittsboro road to Merritt Mill Road.
6	Old NC 86 - Add bike lanes and transit accommodations on both sides of the road, and sidewalk on the east side from Hillsborough Road to Homestead Road.
7	Old NC 86 – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Homestead Road to Eubanks Road.
8	Eubanks Rd – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Old NC 86 to Rogers Road.
9	Franklin / Main / Merritt Mill / Brewer Intersection – Make changes to improve operation and safety for motorists, pedestrians, bicyclists, and transit.
10	N. Greensboro corridor from Weaver Street to Shelton - bicycle and pedestrian improvements
11	Seawell School Rd – Add bike lanes, sidewalks, and transit accommodations on both sides of the road from Homestead Road to Estes Drive.
12	N. Greensboro/Estes Ext. intersection roundabout

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

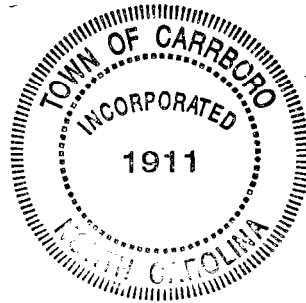
The foregoing resolution having been submitted to a vote received the following vote and was duly adopted this 16th day of September 2008:

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

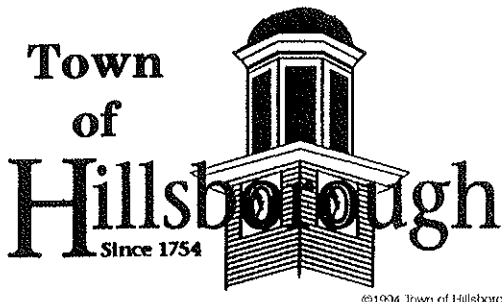
Noes: None

Absent or Excused: John Herrera

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



Sarah C. Williamson
Town Clerk



Hillsborough TIP Priority List 2011-2017

1. **Improvements along South Churton Street (project R-2825):** Develop congestion management, limited access, aesthetic and capacity improvements between US 70 Business and Interstate 40 consistent with the recommendations in the 2006 Churton Street Corridor Plan. The feasibility study completed in February 2002 recommended a 4-lane divided with 16-foot median, curb and gutter cross section for the entire corridor from I-40 to the Eno River bridge.
2. **Orange Grove Road (SR 1006) extension to US 70 Business:** Construct road extension of Orange Grove Road east to cross (over or under to be determined) NCCR to intersect with US 70 Business. Traffic projections should determine road capacity. Improvements for bicycles and pedestrians are included with this request.
3. **U-3436, SR 1148 (Eno Mountain Road) and SR 1192 (Mayo Street) at SR 1006 (Orange Grove Road):** Realign intersection and make safety improvements. Both the EDD Transportation Work Group Recommendations and the Access Management and Awareness Project and Report for Orange Grove Road recommend this project for improved traffic flow and safety.
4. **Elizabeth Brady Road extension (project U-3808):** Construct proposed 4-lane boulevard that connect US 70 Business, US 70 Bypass, and St. Mary's Road (SR 1002). Special Design consideration should be used in crossing the Eno River and the overall impact of the road on neighboring properties.
5. **In town transit circulator (C-4932):** Partner with Orange Public Transit to provide a fixed-route public transit route within the Hillsborough city limits to reduce congestion during peak hours, provide wider access to intercity routes, and provide mode choice for residents and employees.
6. **Train station/multi-modal center:** Construct a train station in Hillsborough and request AMTRAK service to Orange County. The train station can also serve future commuter rail operations and anchor a multimodal transportation hub in Hillsborough. A revenue and ridership study conducted by the North Carolina Department of Transportation Rail Division and AMTRAK has indicated that there is enough potential ridership to make a stop in Hillsborough financially feasible.
7. **NC 86, Bicycle Lanes:** Construct bicycle lanes (4-foot paved shoulders) from Chapel Hill (Whitfield Road) to Hillsborough (US 70 Business). This route is listed as priority 1 of the primary bicycle routes proposed in the Orange County Bicycle Transportation Plan adopted April 6, 1999.
8. **SR 1006, Orange Grove Road, at Interstate 40:** Construct a pedestrian bridge over I-40. Two schools are within walking and cycling distance from residential areas north of I-40. Bicyclists and pedestrian must share the roadway with motor vehicles crossing the narrow two-lane bridge that carries Orange Grove Road over Interstate 40.


9. **US 70 Bypass widening:** Widen US 70 Bypass to a four-lane divided section with bike and pedestrian improvements. This project should be phased to address the traffic counts and existing congestion and the western portion will conform with the recommendations in the 2007 US 70/Cornelius Street Plan.

10. **Nash Street Sidewalk:** Construct sidewalk along the west side of Nash Street (SR 1156) from Faucette Mill Road to Dimmocks Mill Road. Construct sidewalk connections to Hillsborough Elementary School along West Union Street and Central Elementary School along Hayes Street.

11. **Western Bypass (project R-3438)** Construct proposed 2-lane facility connecting US 70 with NC 86 North using a portion of Coleman Loop Road (SR 1332) right of way.

The above list was set to a vote at the September 22, 2008 Hillsborough Town Board of Commissioners meeting and received the following vote:

Ayes: 4
Noes: 0
Absent/excused: 1


Donna F. Armbrister, MMC
Town Clerk

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

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

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

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

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

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

2011-2017 Chapel Hill Transportation Priority List

1. Transit Capital Projects: (FY 2007-2011).
2. Martin Luther King Jr. Boulevard/NC 86 Corridor: I-40 to North Street- Bicycle and pedestrian improvements.
3. Bolin Creek Greenway: Construct a greenway from Martin Luther King Jr. Blvd. to Umstead Park.
4. Homestead Road: NC 86 to High School Road, provide bicycle lanes, sidewalks and turn lanes
5. Townwide Intersection Improvements: Safety improvements for pedestrians and bicyclists in 15 locations, as identified in 2006 Townwide pedestrian safety evaluation, and NC54/South Columbia Street, NC54/Fordham Boulevard, and Merritt Mill Road/Brewer Street/Main Street.
6. Pedestrian and Bicycle Overpass/Underpass Across Fordham Boulevard: Construct a pedestrian and bicycle overpass or underpass across Fordham Boulevard in the area between Manning Drive and Old Mason Farm Road
7. Morgan Creek Phase II: Construct a greenway from the end of Phase I to Carrboro Town line.

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

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

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

Projects shown in bold type are new.

This the 20th day of October, 2008.

BIKE/PED PROJECTS

Rank	Name (limits)	Proposed Pedestrian Facilities	Proposed Bicycle Facilities	Jurisdiction	Local Priority			Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	1: Traffic Count		2: Right-of-Way Availability		3: Travel Demand from Local Land Uses				4: Local Connectivity		5: Regional Connectivity		6: Safety			7: Environmental Impacts			8: Community Impacts			9: Environmental Justice Impacts			10: Funding Status			Total Points
					Local Priority #	Jurisdiction	Local Priority #			AAADT	Points	Availability	Points	Bike Points	Ped Points	Total	Points	Number of Connections	Points	Route Type	Points	Bike and/or Ped Crashes	Points	Impact	Points	Impact	Points	Impact	Points	Impact	Points	Percent funded	Points	Points			
1	Martin Luther King Jr. Boulevard/NC86 Corridor (I-40 to North Street)	Sidewalks	Bicycle Lanes	CH	1		2.5	\$3,945,000	30,000	3	Adequate	3	139	73	212	3	19	3	Part of existing regional bicycle route	3	1	2	High+	3	Medium+	2	High+	3	25%+	3	28						
2	Fayetteville Rd. (Cornwallis Rd. to Nelson St.)	Sidewalks	Bicycle Lanes	D	2	DC	2	\$356,000	18,000	3	Adequate	3	132	43	175	3	20	3	Local route that connects to existing regional bicycle route	1	15	3	Medium+	2	High+	3	High+	3	25%+	3	27						
3	Avondale Dr. (Roxboro Rd. to Geer St.)	Sidewalks	Bicycle Lanes	D	1	DC	1	\$515,000	17,000	3	Adequate	3	121	17	138	3	6	3	Ped connection to local bus	1	8	3	Medium+	2	Low+	1	High+	3	25%+	3	25						
4	Ephesus Church Road (US 15-501 to Farrington Road)	Sidewalks	Bicycle Lanes	CH	11	DC	16	\$2,656,000	11,000	3	Adequate	3	82	40	122	3	7	3	New regional bicycle route	2	2	2	Medium+	2	High+	3	Medium+	2	10%+	2	25						
5	University Dr. (Garrett Rd. to Hope Valley Rd.)	Sidewalks	Bicycle Lanes	D	11	DC	11	\$1,025,000	18,000	3	Adequate	3	109	34	143	3	10	3	Ped connection to existing TT regional route	3	8	3	Low+	1	Medium+	2	High+	3	Unfunded	0	24						
6	Hillandale Rd. (I-85 to NC 147)	Sidewalks	Bicycle Lanes	D	4	DC	4	\$1,320,000	18,000	3	Some	2	97	49	146	3	4	3	Ped connection to local bus	1	0	1	Medium+	2	Medium+	2	High+	3	25%+	3	23						
7	NC54 Corridor (Fordham Boulevard to Barbee Chapel Road)	Sidewalks	Bicycle Lanes	CH	22		1.2	\$1,550,000	48,000	3	Adequate	3	88	34	122	3	8	3	Part of existing regional bicycle route	3	4	3	Medium+	2	Medium+	2	Low+	1	Unfunded	0	23						
8	Club Blvd. (Ruffin St. to Geer St.)	Sidewalks	Bicycle Lanes	D	6	DC	6	\$2,978,000	10,000	3	Adequate	3	115	20	135	3	5	3	Ped connection to local bus	1	10	3	Negative	0	High+	3	High+	3	Unfunded	0	22						
9	Erwin Road (15-501 to NC 751) (design may vary along length)	Sidewalks	Bicycle Lanes	DC	15	CH	19	\$5,527,000	12,000	3	Adequate	3	108	31	139	3	9	3	Ped connection to existing TT regional route	3	0	1	Negative	0	High+	3	High+	3	Unfunded	0	22						
10	Fordham Boulevard Corridor (Columbia St/US 15-501 South to Ephesus Church Road)	Sidewalks	Wide Outside Lanes	CH	21		4.0	\$5,147,000	40,000	3	Adequate	3	133	77	210	3	8	3	Local route that connects to existing regional bicycle route	1	4	3	Medium+	2	Medium+	2	Medium+	2	Unfunded	0	22						
11	18 Chapel Hill Intersections - bicycle and pedestrian improvements	Sidewalks	Bicycle Lanes	CH	4		0.0	\$1,542,000	29,000	3	Adequate	3	32	23	55	1	4	3	Ped connection to local bus	1	7	3	Medium+	2	Low+	1	Medium+	2	10%+	2	21						
12	Nash Street (Faucette Mill to Dimmocks Mill)	Sidewalks	No	H	3		1.8	\$679,233	2,250	2	Adequate	3	n/a	15	15	0	4	3	No ped connection to transit	0	2	2	Medium+	2	Medium+	2	High+	3	25%+	3	20						
13	Pedestrian and Bicycle Overpass/Underpass Across Fordham Boulevard between Manning Drive and Old Mason Farm Road	Multi-use Path	Multi-use Path	CH	5		0.0	\$2,261,000	48,000	3	Adequate	3	82	29	111	2	1	1	Ped connection to local bus	1	2	2	Medium+	2	High+	3	High+	3	Unfunded	0	20						
14	Hope Valley Rd. (S. Roxboro Rd. to US 15-501 Bus)	Sidewalks	Bicycle Lanes	D	8	DC	8	\$4,916,000	17,000	3	Adequate	3	90	20	110	2	4	3	New regional bicycle route	2	6	3	Low+	1	Low+	1	Medium+	2	Unfunded	0	20						

Rank	Name (limits)	Proposed Pedestrian Facilities	Proposed Bicycle Facilities	Local Priority				Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	1: Traffic Count		2: Right-of-Way Availability		3: Travel Demand from Local Land Uses				4: Local Connectivity		5: Regional Connectivity		6: Safety		7: Environmental Impacts		8: Community Impacts		9: Environmental Justice Impacts		10: Funding Status		Total Points
				Jurisdiction	Local Priority #	Jurisdiction	Local Priority #			ADT	Points	Availability	Points	Bike Points	Ped Points	Total	Points	Number of Connections	Points	Route Type	Points	Bike and/or Ped Crashes	Points	Impact	Points	Impact	Points	Impact	Points	Percent funded	Points	
15	Bolin Creek Greenway (Martin Luther King Jr. Blvd. to Umstead Park.)	Multi-use Path	Multi-use Path	CH	2		0.8	\$1,500,000	2,100	2	Adequate	3	125	28	153	3	3	2	Ped connection to existing TT regional route	3	0	1	Low+	1	Low+	1	Low+	1	10%+	2	19	
16	Cheek Rd. (Geer St. to Hardee St.)	Sidewalks	No	D	3	DC	3	\$695,000	4,100	2	Adequate	3	n/a	6	6	0	1	1	Ped connection to local bus	1	4	3	Low+	1	Medium+	2	High+	3	25%+	3	19	
17	Estes Dr. Extension (Greensboro to NC 86) bike lanes, sidewalks, and transit accommodations and multi-use path to Williams Street	Sidewalks	Bicycle Lanes	C	3	CH	7	\$2,197,000	14,000	3	Much Needed	1	90	27	117	2	11	3	Local route that connects to existing regional bicycle route	1	3	3	Medium+	2	Medium+	2	Medium+	2	unfunded	0	19	
18	N Greensboro (Weaver to Shelton) sharrows, median, bicycle signal detection, etc.	Sidewalks	Sharrows	C	8		0.2	\$200,000	14,000	3	Some	2	79	14	93	2	2	2	Ped connection to local bus	1	4	3	High+	3	Low+	1	Medium+	2	Unfunded	0	19	
19	Dearborn Dr. (E. Club Blvd. to Old Oxford Rd.)	Sidewalks	Bicycle Lanes	D	9	DC	9	\$2,389,000	9,100	2	Adequate	3	47	12	59	1	1	1	Ped connection to local bus	1	6	3	Medium+	2	High+	3	High+	3	Unfunded	0	19	
20	Cornwallis Rd. (Erwin Rd. to Chapel Hill Rd.)	Sidewalks	Bicycle Lanes	D	10	DC	10	\$3,204,000	4,600	2	Adequate	3	93	23	116	2	4	3	New regional bicycle route	2	4	3	Low+	1	Medium+	2	Low+	1	Unfunded	0	19	
21	Estes Drive (NC86 to Curtis Road) widen existing roadway to include two 12-foot travel lanes, four-foot bicycle lanes and sidewalks.	Sidewalks	Bicycle Lanes	CH	15		0.7	\$421,000	15,000	3	Adequate	3	59	49	108	2	1	1	Ped connection to existing TT regional route	3	0	1	Medium+	2	High+	3	Low+	1	Unfunded	0	19	
22	Fordham Boulevard (Ephesus Church Road to Elliott Road)	Sidewalks	No	CH	12		0.3	\$175,000	40,000	3	Adequate	3	n/a	30	30	1	2	2	Part of existing regional bicycle route	3	1	2	Medium+	2	Low+	1	Low+	1	Unfunded	0	18	
23	Piney Mountain (NC 86 to Riggsbee) turn lanes, sidewalks, bicycle lanes and transit accommodations	Sidewalks	Bicycle Lanes	CH	18		1	\$2,442,000	3,800	2	Adequate	3	77	14	91	2	7	3	Ped connection to existing TT regional route	3	0	1	Medium+	2	Low+	1	Low+	1	Unfunded	0	18	
24	Morgan Creek Phase II (from the end of Phase I to Carrboro Town line.)	Multi-use Path	Multi-use Path	CH	6		1.0		43,000	3	Adequate	3	77	20	97	2	3	2	Local route that connects to existing regional bicycle route	1	1	2	Medium+	2	Low+	1	Low+	1	Unfunded	0	17	
25	Alston Ave. (Carpenter Fletcher Rd. to Sedwick Rd.)	Sidewalks	Bicycle Lanes	D	7	DC	7	\$2,069,000	7,700	2	Adequate	3	73	32	105	2	1	1	Part of existing regional bicycle route	3	1	2	Medium+	2	Low+	1	Low+	1	Unfunded	0	17	
26	NC 54 Sidepath	Multi-use Path	Multi-use Path	C	10		0.8	\$700,000	16,500	3	Some	2	46	10	56	1	1	1	Local route that connects to existing regional bicycle route	1	2	2	Medium+	2	Medium+	2	High+	3	Unfunded	0	17	
27	Culbreth Road (Adam Way to Smith Level) Sidewalk	Sidewalks	No	CH	13		0.5	\$165,000	4,900	2	Adequate	3	n/a	14	14	0	2	2	Ped connection to local bus	1	0	1	Medium+	2	Medium+	2	Low+	1	25%+	3	17	
28	Barbee Chapel Rd. (NC 54 to Stagecoach Rd.) (design may vary along length)	Sidewalks	Bicycle Lanes	CH	14	DC	14	\$1,759,000	12,000	3	Adequate	3	44	23	67	1	4	3	Ped connection to existing TT regional route	3	0	1	Low+	1	Low+	1	Low+	1	Unfunded	0	17	

Rank	Name (limits)	Proposed Pedestrian Facilities	Proposed Bicycle Facilities	Local Priority				Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	1: Traffic Count		2: Right-of-Way Availability		3: Travel Demand from Local Land Uses				4: Local Connectivity		5: Regional Connectivity		6: Safety		7: Environmental Impacts		8: Community Impacts		9: Environmental Justice Impacts		10: Funding Status		Total Points
				Jurisdiction	Local Priority #	Jurisdiction	Local Priority #			AADT	Points	Availability	Points	Bike Points	Ped Points	Total	Points	Number of Connections	Points	Route Type	Points	Bike and/or Ped Crashes	Points	Impact	Points	Impact	Points	Impact	Points	Percent funded	Points	
29	Bolin Creek Phase IV (Umstead Park to Carolina North, follow Umstead Drive to Estes Drive, then along Estes Drive to Carolina North)	Multi-use Path	Multi-use Path	CH	17		1.3		2,000	2	Adequate	3	84	15	99	2	5	3	Ped connection to local bus	1	0	1	Medium+	2	Medium+	2	Low+	1	Unfunded	0	17	
30	Bolin Creek/Little Creek Greenway (Chapel Hill Community Center to Pinehurst Drive.)	Multi-use Path	Multi-use Path	CH	24		1.3	\$943,000	2,100	2	Adequate	3	93	31	124	3	2	2	Ped connection to local bus	1	1	2	Medium+	2	Low+	1	Low+	1	Unfunded	0	17	
31	Old Fayetteville (NC 54 to McDougle School)	Sidewalks	Bicycle Lanes	C	1		1.0	\$1,800,000	8,400	2	Some	2	41	17	58	1	1	1	Part of existing regional bicycle route	3	0	1	Medium+	2	Low+	1	Low+	1	10%+	2	16	
32	Old NC 86 (Hillsborough to Homestead) (design may vary along length)	Sidewalks	Bicycle Lanes	OC	2	C	5	\$1,320,000	11,000	3	Some	2	32	5	37	1	2	2	Part of existing regional bicycle route	3	0	1	Medium+	2	Low+	1	Low+	1	Unfunded	0	16	
33	Holloway St. (Miami Blvd. to US 70) sidewalk	Sidewalks	Wide Outside Lanes	D	5	DC	5	\$257,000	13,000	3	Much Needed	1	n/a	11	11	0	4	3	Ped connection to local bus	1	2	2	Medium+	2	Low+	1	High+	3	Unfunded	0	16	
34	Mount Carmel Church Road (US15-501 South to Chatham County Line) (design may vary along length)	Sidewalks	Bicycle Lanes	OC	5	CH	16	\$989,000	11,000	3	Some	2	96	19	115	2	2	2	New regional bicycle route	2	0	1	Medium+	2	Low+	1	Low+	1	Unfunded	0	16	
35	Seawell School (Homestead to Estes) bicycle lanes, sidewalks, transit accommodations, and intersection safety improvements (design may vary along length)	Sidewalks	Bicycle Lanes	CH	8	C	9	\$3,525,000	4,300	2	Adequate	3	96	14	110	2	2	2	Local route	0	0	1	Medium+	2	Low+	1	High+	3	Unfunded	0	16	
36	Old Mason Farm/Finley Golf Course Road	Sidewalks	Bicycle Lanes	CH	20		1.4	\$1,800,000	2,200	2	Adequate	3	85	33	118	3	1	1	Local route that connects to existing regional bicycle route	1	0	1	Medium+	2	Medium+	2	Low+	1	Unfunded	0	16	
37	NC 86 (US 70A to I-40) Bicycle Lanes	No	Wide Outside Lanes	H	1	OC	6	\$933,340	11,000	3	Some	2	18	0	18	0	0	0	Part of existing regional bicycle route	3	3	3	Low+	1	Medium+	2	Low+	1	Unfunded	0	15	
38	Homestead (NC 86 to Old NC 86) bicycle lanes, sidewalks, transit accommodations, and safety improvements (design may vary along length)	Sidewalks	Bicycle Lanes	C	2	OC	3	\$5,505,000	7,700	2	Some	2	39	9	48	1	3	2	New regional bicycle route	2	0	1	Medium+	2	Low+	1	Medium+	2	Unfunded	0	15	
39	Old NC 86 (Homestead to Eubanks) (design may vary along length)	Sidewalks	Bicycle Lanes	OC	2	C	6	\$4,233,000	6,700	2	Some	2	20	2	22	0	2	2	Part of existing regional bicycle route	3	0	1	High+	3	Low+	1	Low+	1	Unfunded	0	15	
40	Eubanks Road Bicycle Lanes (Rogers Rd to NC 86)	No	Bicycle Lanes	OC	4		1.7	\$824,000	7,000	2	Some	2	31	n/a	31	1	1	1	Ped connection to existing TT regional route	3	0	1	High+	3	Low+	1	Low+	1	Unfunded	0	15	
41	Pope Rd. (Old Durham-Chapel Hill Rd. to Ephesus Church Rd.)	Sidewalks	Bicycle Lanes	CH	10	DC	17	\$1,470,000	4,100	2	Adequate	3	58	12	70	1	2	2	Ped connection to local bus	1	0	1	Medium+	2	Medium+	2	Low+	1	Unfunded	0	15	

Rank	Name (limits)	Proposed Pedestrian Facilities	Proposed Bicycle Facilities	Local Priority				Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	1: Traffic Count		2: Right-of-Way Availability		3: Travel Demand from Local Land Uses				4: Local Connectivity		5: Regional Connectivity		6: Safety		7: Environmental Impacts		8: Community Impacts		9: Environmental Justice Impacts		10: Funding Status		Total Points
				Jurisdiction	Local Priority #	Jurisdiction	Local Priority #			AAADT	Points	Availability	Points	Bike Points	Ped Points	Total	Points	Number of Connections	Points	Route Type	Points	Bike and/or Ped Crashes	Points	Impact	Points	Impact	Points	Impact	Points	Percent funded	Points	
42	Holloway St. (Junction Rd. to Lynn Rd.) sidewalk	Sidewalks	Wide Outside Lanes	D	13	DC	13	0.7	\$736,000	19,000	3	Some	2	n/a	9	9	0	1	1	Ped connection to local bus	1	2	2	Medium+	2	Low+	1	High+	3	Unfunded	0	15
43	Horace Williams Trail (Homestead Road and Carolina North to the Town Operations Center, adjacent to the Norfolk Southern rail line. (formerly Southern Railroad Greenway))	Multi-use Path	Multi-use Path	CH	23			1.7	\$370,000	3,800	2	Adequate	3	28	9	37	1	1	1	Ped connection to future regional rail	2	0	1	Medium+	2	Low+	1	Medium+	2	Unfunded	0	15
44	S Greensboro (Old Pittsboro to Merritt Mill) sidewalk on west side	Sidewalks	No	C	4			0.5	\$247,500	12,500	3	Much Needed	1	n/a	29	29	0	1	1	Ped connection to local bus	1	0	1	High+	3	Low+	1	High+	3	Unfunded	0	14
45	Orange Grove Road Pedestrian Bridge	Multi-use Path	Multi-use Path	OC	1	H	2	0.0	\$1,000,000	4,600	2	Adequate	3	4	1	5	0	0	0	No ped connection to transit	0	0	1	High+	3	High+	3	Low+	1	Unfunded	0	13
46	Cleland Drive/Burning Tree Drive (Cleland Drive and Burning Tree Drive.) sidewalk and pedestrian	Sidewalks	No	CH	9			1.5		2,100	2	Adequate	3	n/a	22	22	0	2	2	Ped connection to local bus	1	1	2	Low+	1	Low+	1	Low+	1	Unfunded	0	13
47	Sedwick Rd. (Grandale Dr. to Alston Ave.)	Sidewalks	Bicycle Lanes	D	12	DC	12	1.8	\$2,187,000	6,600	2	Adequate	3	64	14	78	1	3	2	New regional bicycle route	2	0	1	Negative	0	Low+	1	Low+	1	Unfunded	0	13
48	Eubanks (Old NC 86 to Rogers Rd) (design may vary along length)	Sidewalks	Bicycle Lanes	OC	4	C	7	1.6	\$1,992,000	3,200	2	Some	2	17	3	20	0	2	2	Local route	0	0	1	High+	3	Low+	1	Low+	1	Unfunded	0	12
49	Old NC 86 Bicycle Facilities (40 to Homestead Road)	No	Wide Outside Lanes	OC	2			5.0	\$1,598,000	4,500	2	Some	2	20	n/a	20	0	0	0	Part of existing regional bicycle route	3	0	1	Negative	0	Low+	1	Low+	1	Unfunded	0	10

Key:	Sidewalks	Bicycle Lanes	C	Carrboro	C	Carrboro	ex.	ex.	10,000+	3	Adequate	3	# or n/a	# or n/a	Leave blank	#	Leave blank	Part of existing regional bicycle route	3	#	Leave blank	High+	3	High+	3	High+	3	25%+	3	
	No	Wide Outside Lanes	CC	Chatham County	CC	Chatham County	1.1	\$114,000	2,000-10,000	2	Some	2	Points to be assigned by quartiles			Points to be assigned by quartiles		New regional bicycle route	2	Points to be assigned by quartiles		Medium+	2	Medium+	2	Medium+	2	10%+	2	
		Multi-use Path		Chapel Hill	CH	Chapel Hill			0-2,000	1	Much Needed	1		First Quartile	0	0	0	0	Local route that connects to existing regional bicycle route	1	0	0	Low+	1	Low+	1	Low+	1	Post Year	1
		Multi-use Path		Durham	D	Durham					Barriers	0		Second Quartile	30	1	1	1	Local route	0	0	1	Negative	0	Negative	0	Negative	0	Unfunded	0
		No		Durham County	DC	Durham County								Third Quartile	91	2	2	2	Ped connection to existing TT regional route	3	1	2								
				Hillsborough	H	Hillsborough								Fourth Quartile	118	3	4	4	Ped connection to future regional rail	2	3	3								
				Orange County	OC	Orange County													Ped connection to local bus	1										
				Triangle Transit	TT	Triangle Transit													No ped connection to transit	0										

HIGHWAY PROJECTS

Rank	Name (limits)	Jurisdiction	Local Priority		Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	1: Travel Demand		2: Safety		3: Benefits to Other Modes or Use of New Technology							4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Funding Status		Total Points	
			Local Priority #	Jurisdiction			Local Priority #	2035 v/c	Points	Crash Rate	Points	Carpool	Transit	Bicycle	Pedestrian	ITS	TDM	Number of modes	Points	Impact	Points	Impact	Points	Impact	Points		Percent funded
1	C-5102 Transportation Demand Management	D	14	DC	14	\$17,000,000	other	4	other	4	Other	Other	Other	Other	Other	Yes	6	4	Positive	4	Positive	4	Positive	4	25%+	4	28
2	Area Plan in Cooperation with Cary (North of US64, East of Jordan Lake)	CC	5				other	4	other	4	Other	Other	Other	Other	Other	Yes	6	4	Positive	4	Positive	4	Neutral	3	Unfunded	0	23
3	Intelligent Transportation System Improvements	D	13	DC	13		other	4	other	4	Other	Other	No	No	Other	No	3	3	Positive	4	Low-	3	Positive	4	Unfunded	0	22
4	U-3804 Hillandale Rd. (I-85 to Carver St.) widen to 4-lane divided, bike lanes, and sidewalks	D	2	DC	2	\$11,191,000	0.85	1	2273.27	3	No	Bus route	Bike lanes	Sidewalks on both sides	No	No	3	3	Medium-	2	Medium-	2	Neutral	3	25%+	4	18
5	U-3308 Alston Ave. (NC 147 to NC 98) widen to 4-lane divided, bike lanes, and sidewalks	D	3	DC	3	\$25,916,000	1.21	3	5823.01	4	No	Bus route	Wide Outside Lanes	Sidewalks on both sides	No	No	3	3	Low-	3	High-	0	High-	0	25%+	4	17
6	U-4716 Hopson Rd./Church St. grade separation at RR, close Church St. RR crossing	D	11	DC	11	\$6,500,000	1.26	3	725.63	1	No	Other	Bike lanes	Sidewalks on both sides	No	No	3	3	Low-	3	Low-	3	Neutral	3	Post Year	1	17
7	U-2405 Martin Luther King Jr. Pkwy./NC 55 intersection extend to Cornwallis Rd. bridge over RR	D	12	DC	12	\$30,000,000	1.35	3	13773.84	4	No	Bus route	Bike lanes	Sidewalks on both sides	No	No	3	3	Low-	3	Medium-	2	Medium-	1	Post Year	1	17
8	TIP # U-3808 Elizabeth Brady Road Extension (US 70A to US 70 Business & St. Mary's)	H	4			\$48,705,000	1.38	4	723.63	1	No	Other	Wide Outside Lanes	Sidewalks on both sides	No	No	3	3	High-	0	Medium/High-	1	Low-	2	25%+	4	15
9	U-0071 East End Connector (NC 147 to US 70) new facility	D	1	DC	1	\$161,792,000	1.71	4	8395.94	4	No	Bus route	No	No	No	No	1	1	Medium/High-	1	High-	0	High-	0	25%+	4	14
10	Orange Grove Rd Extension to US 70 Business	H	2	OC	2	\$30,000,000	1.02	2	1195.95	2	No	Other	Wide Outside Lanes	Sidewalks on both sides	No	No	3	3	Low-	3	Medium-	2	Low-	2	Unfunded	0	14
11	NC 54 (I-40 west to Barbee Chapel Rd.) widen to 6-lane divided, sidewalks	D	8	DC	8	\$39,100,000	2.14	4	536.82	1	No	Bus route	Wide Outside Lanes	Sidewalks on both sides	No	No	3	3	Medium/High-	1	Medium-	2	Neutral	3	Unfunded	0	14
12	Old Oxford Highway (Roxboro Rd. to Hamlin Rd.) expand capacity, bike lanes, and sidewalks	D	9	DC	9	\$38,100,000	1.37	4	3519.3	4	No	Bus route	Bike lanes	Sidewalks on both sides	No	No	3	3	Medium-	2	Medium/High-	1	High-	0	Unfunded	0	14
13	NC 751 (S. Roxboro Rd. to NC 54) widen to 4-lane, bike lanes, and sidewalks	D	10	DC	10	\$7,200,000	1.05	2	2516.17	4	No	Bus route	Bike lanes	Sidewalks on both sides	No	No	3	3	Medium-	2	High-	0	Neutral	3	Unfunded	0	14
14	Franklin/Meritt Mill/Brewer/Main Intersection	C	1	CH	1	\$1,000,000	1.00	2	1303.4	3	No	Bus route	Bike lanes	Sidewalks on both sides	No	No	3	3	Low-	3	Medium-	2	High-	0	Unfunded	0	13

Rank	Name (limits)	Local Priority				Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	1: Travel Demand		2: Safety		3: Benefits to Other Modes or Use of New Technology							4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Funding Status		Total Points	
		Jurisdiction	Local Priority #	Jurisdiction	Local Priority #			2035 v/c	Points	Crash Rate	Points	Carpool	Transit	Bicycle	Pedestrian	ITS	TDM	Number of modes	Points	Impact	Points	Impact	Points	Impact	Points	Percent funded		Points
15	Fayetteville Rd. (Woodcroft Pkwy. To Riddle Rd.) widen to 4-lane divided, sidewalks	D	4	DC	4	2.4	\$21,100,000	1.43	4	2277.46	4	No	Bus route	Bike lanes	Sidewalks on both sides	No	No	3	3	Medium-	2	High-	0	High-	0	Unfunded	0	13
16	NC 54 (I-40 east to NC 55) widen to multi-lane divided with bus rapid transit, bike lanes, and sidewalks	D	5	DC	5	5.3	\$91,500,000	1.33	3	1212.05	2	No	Other	Bike lanes	Sidewalks on both sides	No	No	3	3	High-	0	Medium-	2	Neutral	3	Unfunded	0	13
17	US 70 (Lynn Rd. to Wake County Line) convert to 6-lane freeway	D	6	DC	6	4.1	\$123,100,000	1.37	4	1726.12	3	No	Bus route	No	No	No	No	1	1	High-	0	Medium-	2	Neutral	3	Unfunded	0	13
18	TIP # R-2825 South Churton Street Improvements (I-40 to the Eno River)	H	1	OC	1	2.5	\$19,260,000	1.34	3	716.47	1	No	Bus route	Wide Outside Lanes	Sidewalks on both sides	No	No	3	3	Medium/High-	1	Medium-	2	Low-	2	Unfunded	0	12
19	U-4721 Northern Durham Parkway (Roxboro Rd. to US 70) new facility	D	7	DC	7	16.3	\$148,200,000	1.37	4	2224.62	3	No	Bus route	Bike lanes	Sidewalks on both sides	No	No	3	3	High-	0	Medium/High-	1	High-	0	Post Year	1	12
20 (tie)	Estes/Greensboro roundabout	C	2			0	\$500,000	1.1	2	1293.96	2	No	No	No	No	No	No	0	0	Positive	4	Medium-	2	Medium-	1	Unfunded	0	11
20 (tie)	NC 751 (US 64 to Durham County Line) widening	CC	2			9.4	\$44,130,000	1.65	4	836.04	2	No	No	No	No	No	No	0	0	High-	0	Medium-	2	Neutral	3	Unfunded	0	11
22	TIP # U-3436 Eno Mountain Road, Mayo Street & Orange Grove Road Realignment	H	3	OC	3	0.28	\$2,350,000	0.28	0	7652.46	4	No	No	Wide Outside Lanes	Sidewalks on both sides	No	No	2	2	Medium-	2	Medium-	2	Medium-	1	Unfunded	0	11
23	NC 86 North of Hillsborough (US 70 Bypass to Coleman Loop) widening	OC	6			1.61	\$7,552,000	1.11	3	812.1	1	No	No	Wide Outside Lanes	No	No	No	1	1	Medium-	2	Medium-	2	Medium-	1	Unfunded	0	10
24	Jack Bennet Road [SR1717] (US 15-501 to Lystra Rd. [SR1721]) safety improvements	CC	1			3.2		0.56	0	2161.07	3	No	No	Wide Outside Lanes	No	No	No	1	1	High-	0	Medium-	2	Neutral	3	Unfunded	0	9
25	Hamlets Chapel Road [SR 1525] (Perry Harrison Elementary School) increase length of turn lanes	CC	4			0.2		0.24	0	1817.94	3	No	No	No	No	No	No	0	0	Medium-	2	Medium-	2	Medium-	1	Unfunded	0	8
26	TIP # R-3438 Western Bypass (US 70 to NC 86 North)	H	6			2.9	\$5,300,000	1.11	3	812.1	1	No	No	Wide Outside Lanes	No	No	No	1	1	High-	0	Medium-	2	Medium-	1	Unfunded	0	8
27	Lystra Road [SR 1721] (US 15-501 to Farrington Point Rd. [SR1008]) safety improvements	CC	1			4.6		0.52	0	1232.32	2	No	No	Wide Outside Lanes	No	No	No	1	1	Medium/High-	1	Medium/High-	1	Low-	2	Unfunded	0	7

Rank	Name (limits)	Local Priority				Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	1: Travel Demand		2: Safety		3: Benefits to Other Modes or Use of New Technology							4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Funding Status		Total Points	
		Jurisdiction	Local Priority #	Jurisdiction	Local Priority #			2035 v/c	Points	Crash Rate	Points	Carpool	Transit	Bicycle	Pedestrian	ITS	TDM	Number of modes	Points	Impact	Points	Impact	Points	Impact	Points	Percent funded		Points
28	Lystra Road [SR 1721] (Jack Bennet Rd. [SR1717] to West side of N. Chatham Elementary) increase length of turn lanes	CC	3			0.4		0.52	0	1046.33	2	No	No	No	No	No	No	0	0	Medium/High-	1	Medium-	2	Low-	2	Unfunded	0	7
29	US 70 Bypass Widening (Orange/Durham County Line to I-85/US 70 Connector)	H	5	OC	5	10.1	\$47,000,000	1.09	2	1405.19	3	No	No	Wide Outside Lanes	Sidewalks on both sides	No	No	2	2	High-	0	High-	0	High-	0	Unfunded	0	7
30	Jeremiah Drive [SR 1762] (Lystra Rd. [SR 1721] to End) elevate road for flood control	CC	6			0.8		0	0	0	0	No	No	No	No	No	No	0	0	High-	0	Medium-	2	Low-	2	Unfunded	0	4

Key:	C	Carrboro	C	Carrboro	ex.	ex.	#	Leave blank	#	Leave blank	HOV	Bus route	Bike lanes	Sidewalks on both sides	Message Boards	Yes	0	0	Positive	4	Positive	4	Positive	4	25%+	4
	CC	Chatham County	CC	Chatham County	1.1	\$114,000	Other	4	Other	4	Tolls	Other	Wide Outside Lanes	Sidewalks on one side	Ramp Meters	No	1	1	Low-	3	Low-	3	Neutral	3	10%+	3
	CH	Chapel Hill	CH	Chapel Hill			Points to be assigned by		Points to be assigned by		Other	No	Other	Other	Electronic Tolls		2	2	Medium-Medium/	2	Medium-Medium/	2	Low-	2	5%+	2
	D	Durham	D	Durham			0.00	0	0.0	0	No	No	No	Other			3	3	High-	1	High-	1	Medium-	1	Post Year	1
	DC	Durham County Hillsborough	DC	Durham County Hillsborough			0.80	1	300.0	1					No		4	4	High-	0	High-	0	High-	0	Unfunded	0
	H	Hillsborough	H	Hillsborough			0.93	2	824.1	2																
	OC	Orange County	OC	Orange County			1.11	3	1303.4	3																
	TT	Triangle Transit	TT	Triangle Transit			1.37	4	2275.4	4																

TRANSIT PROJECTS

Rank	Name	Jurisdiction	Local Priority #	Jurisdiction	Local Priority #	Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	Year Needed	1: Service Type		2: Annual Ridership		3: Connectivity							4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Funding Status		Total Points		
									Type	Points	Number of Trips/Year	Points	CAT	CHT	DATA	Duke	OPT	TT	Wolf	# of Connections	Points	Impact	Points	Impact	Points	Impact	Points		Impact	Points
1	Light Rail Service - Durham - Chapel Hill - alternatives analysis and preliminary engineering and design	D	2	DC	2	21	\$2,750,000	2011	Fixed Guideway / BRT / Express Bus	3	1,326,000	3	no	yes	yes	yes	yes	yes	no	5	4	Very High+	4	High+	4	High+	4	25%+	4	26
2	Light Rail Service - Raleigh - RTP - Durham - alternatives analysis and preliminary engineering and design	D	1	DC	1	28	\$2,000,000	2011	Fixed Guideway / BRT / Express Bus	3	3,068,000	3	yes	no	yes	yes	no	yes	yes	5	4	Very High+	4	High+	4	High+	4	Unfunded	0	22
3	CHT Park & Ride Lot Expansion - Land Acquisition and Design - 1000 spaces	CH	7	C	7	n/a	\$2,000,000	2011	Park & Ride Lot	3	357,000	2	no	yes	no	no	yes	yes	no	3	2	High+	3	High+	4	High+	4	25%+	4	22
4	Triangle Transit Replacement Buses (28)	TT	2			n/a	\$8,900,000	2011	Replacement Vehicle	4	745,388	3	yes	yes	yes	yes	yes	yes	yes	7	4	Medium+	2	High+	4	High+	4	Unfunded	0	21
5	Triangle Transit preventative maintenance and routine capital items	TT	1			n/a	\$7,000,000	2011	Operating & Maintenance Expenses	4	1,304,500	3	yes	yes	yes	yes	yes	yes	yes	7	4	Low+	1	High+	4	High+	4	Unfunded	0	20
6 (tie)	CHT 8 Support Vehicles	CH	4	C	4	n/a	\$240,000	2011	Replacement Vehicle	4	5,975,874	4	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	20
6 (tie)	CHT 8 Support Vehicles	CH	4	C	4	n/a	\$247,200	2015	Replacement Vehicle	4	5,975,874	4	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	20
8	Triangle Transit Vanpool Fleet Replacement (58)	TT	4			n/a	\$1,300,000	2011	Replacement Vehicle	4	371,142	2	yes	yes	yes	yes	yes	yes	yes	7	4	Medium+	2	High+	4	High+	4	Unfunded	0	20
9	Triangle Transit Expansion Buses (23)	TT	5			n/a	\$9,100,000	2011	Expansion Vehicle	3	459,218	2	yes	yes	yes	yes	yes	yes	yes	7	4	High+	3	High+	4	High+	4	Unfunded	0	20
10 (tie)	CHT 4 Service Vehicles	CH	6	C	6	n/a	\$190,000	2011	Replacement Vehicle	4	5,975,874	4	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	20
10 (tie)	CHT 4 Service Vehicles	CH	6	C	6	n/a	\$196,000	2015	Replacement Vehicle	4	5,975,874	4	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	20
12	Triangle Transit Vanpool Fleet Expansion (80)	TT	6			n/a	\$1,700,000	2011	Expansion Vehicle	3	383,920	2	yes	yes	yes	yes	yes	yes	yes	7	4	High+	3	High+	4	High+	4	Unfunded	0	20
13	DATA 30 40' hybrid replacement buses	D	8	DC	8	n/a	\$24,000,000	2013	Replacement Vehicle	4	3,045,584	3	no	no	yes	yes	no	yes	no	3	2	High+	3	High+	4	High+	4	Unfunded	0	20
14	DATA 7 40; hybrid replacement buses	D	9	DC	9	n/a	\$8,400,000	2017	Replacement Vehicle	4	710,636	3	no	no	yes	yes	no	yes	no	3	2	High+	3	High+	4	High+	4	Unfunded	0	20
15	Triangle Transit Planning Assistance-UPWP	TT	9			n/a	\$7,000,000	2011	Operating & Maintenance Expenses	4	1,304,500	3	yes	yes	yes	yes	yes	yes	yes	7	4	Low+	1	High+	4	High+	4	Unfunded	0	20
16	DATA 6 replacement service vehicles	D	12	DC	12	n/a	\$180,000	2011	Replacement Vehicle	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	20
17	DATA 4 replacement service vehicles	D	13	DC	13	n/a	\$140,000	2012	Replacement Vehicle	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	20
18	DATA 18 40' hybrid expansion buses	D	18	DC	18	n/a	\$13,500,000	2012	Expansion Vehicle	3	1,355,603	3	no	no	yes	yes	no	yes	no	3	2	Very High+	4	High+	4	High+	4	Unfunded	0	20

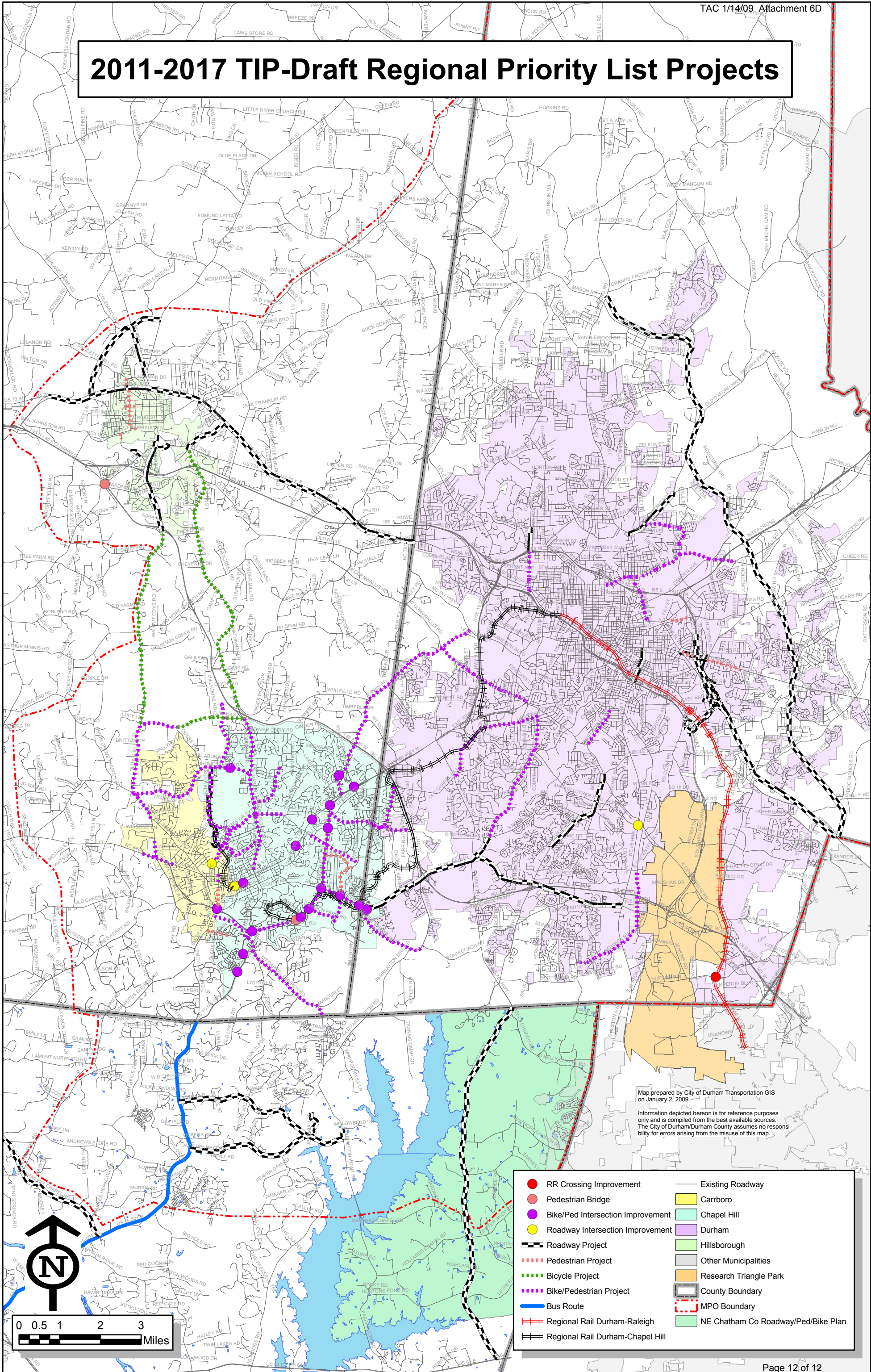
Rank	Name	Jurisdiction	Local Priority #	Jurisdiction	Local Priority #	Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	Year Needed	1: Service Type		2: Annual Ridership		3: Connectivity							4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Funding Status		Total Points		
									Type	Points	Number of Trips/Year	Points	CAT	CHT	DATA	Duke	OPT	TT	Wolf	# of Connections	Points	Impact	Points	Impact	Points	Impact	Points		Impact	Points
19	DATA preventative maintenance and routine capital items	D	1	DC	1	n/a	\$3,500,000	2011	Operating & Maintenance Expenses	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
19 (tie)	CHT 17 Replacement Buses	CH	1	C	1	n/a	\$6,300,000	2013	Replacement Vehicle	4	1,036,631	3	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	19
21	Fixed Guideway: Carolina North to Carrboro using existing RoW	C	1			2.4	\$6,200,000	2017	Fixed Guideway / BRT / Express Bus	3	5,460	1	yes	yes	yes	yes	yes	yes	yes	7	4	Very High+	4	High+	4	Medium+	3	Unfunded	0	19
22 (tie)	DATA preventative maintenance and routine capital items	D	2	DC	2	n/a	\$3,850,000	2012	Operating & Maintenance Expenses	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
22 (tie)	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	\$2,982,000	2011	Operating & Maintenance Expenses	4	5,976,874	4	no	yes	no	no	yes	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
22 (tie)	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	\$3,190,000	2012	Operating & Maintenance Expenses	4	5,976,874	4	no	yes	no	no	yes	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
22 (tie)	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	\$3,400,000	2013	Operating & Maintenance Expenses	4	5,976,874	4	no	yes	no	no	yes	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
22 (tie)	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	\$3,007,000	2014	Operating & Maintenance Expenses	4	5,976,874	4	no	yes	no	no	yes	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
22 (tie)	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	\$3,900,000	2015	Operating & Maintenance Expenses	4	5,976,874	4	no	yes	no	no	yes	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
22 (tie)	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	\$4,200,000	2016	Operating & Maintenance Expenses	4	5,976,874	4	no	yes	no	no	yes	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
22 (tie)	CHT Preventative Maintenance & Routine Capital Items	CH	2	C	2	n/a	\$4,500,000	2017	Operating & Maintenance Expenses	4	5,976,874	4	no	yes	no	no	yes	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
30	DATA preventative maintenance and routine capital items	D	3	DC	3	n/a	\$4,250,000	2013	Operating & Maintenance Expenses	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
31	Triangle Transit Paratransit Fleet Replacement (6)	TT	3			n/a	\$320,000	2011	Replacement Vehicle	4	18,255	1	yes	yes	yes	yes	yes	yes	yes	7	4	Medium+	2	High+	4	High+	4	Unfunded	0	19
32	DATA preventative maintenance and routine capital items	D	4	DC	4	n/a	\$4,660,000	2014	Operating & Maintenance Expenses	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
33	DATA preventative maintenance and routine capital items	D	5	DC	5	n/a	\$5,120,000	2015	Operating & Maintenance Expenses	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
34	DATA preventative maintenance and routine capital items	D	6	DC	6	n/a	\$5,640,000	2016	Operating & Maintenance Expenses	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
35	DATA preventative maintenance and routine capital items	D	7	DC	7	n/a	\$6,200,000	2017	Operating & Maintenance Expenses	4	5,961,151	4	no	no	yes	yes	no	yes	no	3	2	Low+	1	High+	4	High+	4	Unfunded	0	19
36	Triangle Transit Paratransit Fleet Expansion (9)	TT	8			n/a	\$357,000	2011	Expansion Vehicle	3	20,538	1	yes	yes	yes	yes	yes	yes	yes	7	4	High+	3	High+	4	High+	4	Unfunded	0	19

Rank	Name	Jurisdiction	Local Priority #	Jurisdiction	Local Priority #	Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	Year Needed	1: Service Type		2: Annual Ridership		3: Connectivity							4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Funding Status		Total Points		
									Type	Points	Number of Trips/Year	Points	CAT	CHT	DATA	Duke	OPT	TT	Wolf	# of Connections	Points	Impact	Points	Impact	Points	Impact	Points		Percent funded	Points
37	DATA 15 ADA replacement vans	D	10	DC	10	n/a	\$570,000	2011	Replacement Vehicle	4	30,773	1	no	yes	yes	yes	yes	yes	no	5	4	Medium+	2	High+	4	High+	4	Unfunded	0	19
38	DATA 18 ADA replacement vans	D	11	DC	11	n/a	\$900,000	2016	Replacement Vehicle	4	36,928	1	no	yes	yes	yes	yes	yes	no	5	4	Medium+	2	High+	4	High+	4	Unfunded	0	19
39	DATA 8 40' hybrid expansion buses	D	17	DC	17	n/a	\$5,760,000	2011	Expansion Vehicle	3	602,490	2	no	no	yes	yes	no	yes	no	3	2	Very High+	4	High+	4	High+	4	Unfunded	0	19
40	DATA 4 40' hybrid expansion buses	D	19	DC	19	n/a	\$3,400,000	2013	Expansion Vehicle	3	301,245	2	no	no	yes	yes	no	yes	no	3	2	Very High+	4	High+	4	High+	4	Unfunded	0	19
41	DATA 2 40' hybrid expansion buses	D	20	DC	20	n/a	\$1,800,000	2014	Expansion Vehicle	3	150,623	2	no	no	yes	yes	no	yes	no	3	2	Very High+	4	High+	4	High+	4	Unfunded	0	19
42	DATA 2 40' hybrid expansion buses	D	21	DC	21	n/a	\$1,800,000	2015	Expansion Vehicle	3	150,623	2	no	no	yes	yes	no	yes	no	3	2	Very High+	4	High+	4	High+	4	Unfunded	0	19
43 (tie)	CHT 8 Replacement Buses	CH	1	C	1	n/a	\$2,800,000	2011	Replacement Vehicle	4	487,826	2	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	18
43 (tie)	CHT 9 Replacement Buses	CH	1	C	1	n/a	\$3,250,000	2012	Replacement Vehicle	4	548,805	2	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	18
43 (tie)	CHT 10 Replacement Buses	CH	1	C	1	n/a	\$3,900,000	2014	Replacement Vehicle	4	609,783	2	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	18
46 (tie)	CHT 5 Replacement Vans - EZ	CH	3	C	3	n/a	\$384,000	2011	Replacement Vehicle	4	25,132	1	no	yes	yes	no	yes	yes	no	4	3	Medium+	2	High+	4	High+	4	Unfunded	0	18
46 (tie)	CHT 5 Replacement Vans - EZ	CH	3	C	3	n/a	\$423,000	2013	Replacement Vehicle	4	25,132	1	no	yes	yes	no	yes	yes	no	4	3	Medium+	2	High+	4	High+	4	Unfunded	0	18
46 (tie)	CHT 5 Replacement Vans - EZ	CH	3	C	3	n/a	\$444,000	2014	Replacement Vehicle	4	25,132	1	no	yes	yes	no	yes	yes	no	4	3	Medium+	2	High+	4	High+	4	Unfunded	0	18
46 (tie)	CHT 5 Replacement Vans - EZ	CH	3	C	3	n/a	\$467,000	2015	Replacement Vehicle	4	25,132	1	no	yes	yes	no	yes	yes	no	4	3	Medium+	2	High+	4	High+	4	Unfunded	0	18
46 (tie)	CHT 5 Replacement Vans - EZ	CH	3	C	3	n/a	\$515,000	2017	Replacement Vehicle	4	25,132	1	no	yes	yes	no	yes	yes	no	4	3	Medium+	2	High+	4	High+	4	Unfunded	0	18
51	CHT Park & Ride Lot Expansion - Construction - 1000 spaces	CH	7	C	7	n/a	\$5,000,000	2012	Park & Ride Lot	3	357,000	2	no	yes	no	no	yes	yes	no	3	2	High+	3	High+	4	High+	4	Unfunded	0	18
52	Triangle Transit ITS Project- Real Time Passenger Info	TT	7			n/a	\$700,000	2011	ITS	2	1,304,500	3	yes	yes	yes	yes	yes	yes	yes	7	4	Low+	1	High+	4	High+	4	Unfunded	0	18
53	DATA passenger amenities (30 shelters + 100 benches)	D	14	DC	14	n/a	\$500,000	2011	Passenger Amenities	2	1,419,600	3	no	no	yes	yes	no	yes	no	3	2	High+	3	High+	4	High+	4	Unfunded	0	18
54	DATA passenger amenities (15 shelters + 90 benches)	D	15	DC	15	n/a	\$380,000	2013	Passenger Amenities	2	1,146,600	3	no	no	yes	yes	no	yes	no	3	2	High+	3	High+	4	High+	4	Unfunded	0	18
55	DATA passenger amenities (25 shelters + 115 benches)	D	16	DC	16	n/a	\$675,000	2017	Passenger Amenities	2	1,528,800	3	no	no	yes	yes	no	yes	no	3	2	High+	3	High+	4	High+	4	Unfunded	0	18
56	CHT to Establish Bus Route from Pittsboro to Chapel Hill-Park & Ride Lot on US 15-501	CC	1			10.8	\$352,712 (annual operating cost)	2011	Fixed Guideway / BRT / Express Bus	3	58,000	1	no	yes	no	no	yes	yes	no	3	2	High+	3	High+	4	High+	4	Unfunded	0	17
57 (tie)	CHT 7 Replacement Vans - SR	CH	4	C	4	n/a	\$210,000	2011	Replacement Vehicle	4	25,132	1	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	17
57 (tie)	CHT 7 Replacement Vans - SR	CH	4	C	4	n/a	\$217,000	2015	Replacement Vehicle	4	25,132	1	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	17
59 (tie)	CHT 5 Expansion Buses	CH	8	C	8	n/a	\$1,751,000	2011	Expansion Vehicle	3	307,047	2	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	17

Rank	Name	Jurisdiction	Local Priority #	Jurisdiction	Local Priority #	Miles (round to nearest tenth of a mile)	Cost (round to nearest \$1,000)	Year Needed	1: Service Type		2: Annual Ridership		3: Connectivity							4: Environmental Impacts		5: Community Impacts		6: Environmental Justice Impacts		7: Funding Status		Total Points		
									Type	Points	Number of Trips/Year	Points	CAT	CHT	DATA	Duke	OPT	TT	Wolf	# of Connections	Points	Impact	Points	Impact	Points	Impact	Points		Impact	Points
59 (tie)	CHT 5 Expansion Buses	CH	8	C	8	n/a	\$1,800,000	2012	Expansion Vehicle	3	307,047	2	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	17
59 (tie)	CHT 5 Expansion Buses	CH	8	C	8	n/a	\$1,971,000	2015	Expansion Vehicle	3	307,047	2	no	yes	no	no	yes	yes	no	3	2	Medium+	2	High+	4	High+	4	Unfunded	0	17
62	Hillsborough In Town Transit Circulator	H	1			20.6	\$198,000	2011	Operating & Maintenance Expenses	4	12,500	1	no	no	no	no	yes	yes	no	2	1	Low+	1	Medium+	3	Neutral	1	25%+	4	15
63	Hillsborough Train Station/Multi-modal Center	OC	1	H	2	n/a	\$1,500,000	2011	Fixed Guideway / BRT / Express Bus	3	2,600	1	yes	no	yes	no	yes	yes	no	4	3	High+	3	Low+	2	Neutral	1	Unfunded	0	13
64	DATA land acquisition for 2 100 space park-n-ride lots (Treyburn area and Githens MS area)	D	22	DC	22	n/a	\$2,200,000	2013	Park & Ride Lot	3	72,800	1	no	no	yes	yes	no	yes	no	3	2	High+	3	Medium+	3	Neutral	1	Unfunded	0	13

Key:	C	Carrboro	C	Carrboro	ex.	ex.		2011	Replacement Vehicle	4	# vehicles * annual system average passengers per vehicle	Leave blank	yes	yes	yes	yes	yes	yes	yes	7	4	Very High+	4	High+	4	High+	4	25%+	4
	CC	Chatham County	CC	Chatham County	1.1	\$114,000		2012	Operating & Maintenance Expenses	4	annual system passengers per model output		no	no	no	no	no	no	no	6	4	High+	3	Medium+	3	Medium+	3	10%+	3
	CH	Chapel Hill	CH	Chapel Hill	n/a			2013	Expansion Vehicle	3	OR # vehicles * system minimum standard passengers per vehicle									5	4	Medium+	2	Low+	2	Low+	2	5%+	2
	D	Durham	D	Durham				2014	Fixed Guideway / BRT / Express Bus	3	model output									4	3	Low+	1	Low-	1	Neutral	1	Post Year	1
	DC	Durham County	DC	Durham County				2015	Park & Ride Lot	3	spaces * service days/year									3	2	Negative	0	High-	0	Negative	0	Unfunded	0
	H	Hillsborough	H	Hillsborough				2016	Passenger Amenities	2	# stops * average boarding per stop * service days/year									2	1								
	OC	Orange County	OC	Orange County				2017	ITS	2	ridership on vehicles affected									1	0								
	TT	Triangle Transit	TT	Triangle Transit							Points to be assigned by quartiles																		

2011-2017 TIP-Draft Regional Priority List Projects



Map prepared by City of Durham Transportation GIS on January 2, 2009.

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

- RR Crossing Improvement
- Pedestrian Bridge
- Bike/Ped Intersection Improvement
- Roadway Intersection Improvement
- Roadway Project
- Pedestrian Project
- Bicycle Project
- Bike/Pedestrian Project
- Bus Route
- Regional Rail Durham-Raleigh
- Regional Rail Durham-Chapel Hill
- Existing Roadway
- Carboro
- Chapel Hill
- Durham
- Hillsborough
- Other Municipalities
- Research Triangle Park
- County Boundary
- MPO Boundary
- NE Chatham Co Roadway/Ped/Bike Plan

FY 2011-2017 Transportation Improvement Program Regional Priority List

Public Notice

**DCHC Metropolitan Planning Organization
ANNOUNCING
A Public Comment Period and Public Hearing
For the Draft FY 2011-2017 Metropolitan
Transportation Improvement Program (MTIP)
Regional Priority List**

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) has released the **Draft FY 2011-2017 Transportation Improvement Program (TIP) Regional Priority List** for public review and comment. The DCHC MPO will submit the final Regional Priority List to the North Carolina Department of Transportation (NCDOT) to guide the development of the funded projects in the FY 2011-2017 TIP.

Copies of the draft Regional Priority List are available for review at the City of Durham Transportation Division, and the planning departments and public libraries of the member jurisdictions (i.e., Durham, Orange, and Chatham Counties, City of Durham, Towns of Chapel Hill, Carrboro, and Hillsborough). Copies are also available at the MPO Web site – www.dchcmpo.org.

The Transportation Advisory Committee, which is the MPO governing body, will hold a **Public Hearing** to receive public comment on Wednesday, January 14, 2009 at 9:00 AM in the Committee Room, 2nd Floor, 101 City Hall Plaza, Durham, NC 27701. The public comment period will be from November 12, 2008 through January 14, 2009.

Comments can also be mailed to the City of Durham,
Transportation Division, 101 City Hall Plaza, Durham, NC
27701, Attn: Ellen Beckmann, or e-mailed to
Ellen.beckmann@durhamnc.gov.

** Persons with disabilities will be accommodated. Provisions can be made if notified 48 hours in advance of the meeting. **

This public notice was advertised in the Durham Herald-Sun and the Independent. It was also emailed to approximately 700 emails in the MPO notification list which includes members of local boards, organizations, neighborhood groups, and interested citizens. A press release was issued by the City of Durham and it was placed on the City's information calendar. Information was posted on the DCHC MPO website and distributed to all local libraries and planning departments.

**Public Comments on draft Regional Priority List
Received as of January 7, 2009**

From: Blair Pollock [blairpollock@gmail.com]
Sent: Tuesday, December 16, 2008 10:07 PM
To: Beckmann, Ellen
Subject: Eubanks Road Improvements

Hello Ellen

Blair Pollock from Heartwood Landowners Association Board here writing to inform you of our interest in improvements to Eubanks Road in the Chapel Hill ETJ and some in town (depending on where you are along the road) to enable safe bike/ped travel from the intersection with Millhouse Road to the intersection with the Northwoods Subdivision where one could cut through Northwoods to get to MLK Jr. Blvd and the nearest commercial districts to our neighborhood. I saw a map tonight at the CH Bike & Pedestrian Board meeting that showed 'improvements' to Eubanks Corridor slated and one red line that said 'sidewalks'. When I looked up this on the priority list it appears listed at priority 37 at a cost of about \$870,000 for the 1.7 mile length from NC 86 (MLK Jr Blvd) to Rogers Road, thus the short stretch from Millhouse to the cutoff at Northwoods Drive of about 1/2 mile should be the pro rated share of about 1/3 of that. Please let me know the best way to make our neighborhood's interests known in the TIP process. Do we need to come to the hearing? Will a bunch of letters from the interested parties in our area e.g. the local farm/educational/ program at Spence's farm, the Waldorf School and the two adjoining neighborhoods in addition to Heartwood.

Thanks Blair Pollock

From: Matthias Ender [mender@earthlink.net]
Sent: Tuesday, December 23, 2008 6:20 PM
To: Beckmann, Ellen
Subject: FW: Eubanks bike lane

From: Matthias Ender [mailto:mender@earthlink.net]
Sent: Monday, December 22, 2008 8:15 AM
To: 'ellen.beckman@Durhamnc.gov'; 'agordon@co.orange.nc.us'
Subject: Eubanks bike lane
Hello!

I heard from a friend that decisions on a bike lane for Eubanks Rd are upcoming. I'd very much welcome bike lanes.

I live with my 15-year-old son on Dromoland Road (right next to the new Morris Grove Elementary school). He bikes most days 3 miles to and from his school (Emerson Waldorf School off Millhouse Rd). I bike to my vanpool meeting point at Timberlyne shopping center for my daily commute. That's almost the whole length of Eubanks, until Northwoods, where I cut through the neighborhood. We do occasional runs to the grocery stores at the Chapel Hill North s/c or Timberlyne s/c.

thank you for your consideration

The Heartwood Landowners Association, representing 34 households just north of Chapel Hill off Millhouse Road, requests that the construction of bike lanes/wide outside lanes along Eubanks Road from Rogers Road to NC Hwy 86 (Martin Luther King Jr. Blvd) be moved up from its current priority level of #37 on the MPO bicycle and pedestrian project list to a higher priority in the upcoming TIP planning period. We believe this non-motorized improvement deserves more immediate consideration for several reasons:

1. A number of new traffic-generating projects are now under construction along Eubanks Road that will increase its daily traffic well over the current count of 7,000, including the replacement County Animal Shelter, County Solid Waste Administration Building, a 125 unit apartment complex (Chapel Watch was once the name when it was proposed for development) will soon make this road even more difficult to ride on than it is now.
2. A future large-scale planned mixed use project on the north side of the road opposite Northwoods subdivision and a potential school site noted by the Town of Chapel Hill will bring more traffic.
3. Indications on the Town of Chapel Hill planning map that this road is slated for both sidewalk and other non-motorized improvements. Long range improvements were adopted as part of the Towns Bicycle and Pedestrian Plan October 27, 2004.
4. Increased use of regional and local bus transit originating from Eubanks Road Park and Ride lot and a desire by local area residents to walk or bike to the bus stop, but current conditions make it very dangerous (see letter from resident of Northwoods and member of Towns Bicycle and Pedestrian Advisory Board).
5. An increased desire by ourselves and other nearby neighbors to improve non-motorized connectivity to Chapel Hill for shopping and social reasons (see other supporting letters from Waldorf School, Manor Drive area and Spences Farm)
6. Despite the Share the Road signs, the road is not at all bikeable or walkable. There is in fact no way to share the very narrow current travel lane with no shoulder at all, used by not only passenger cars but large trucks, buses and multiple public works and industrial vehicles.

We are aware that this project is budgeted in the TIP at \$824,000 for bikeways only and is unfunded. We are also aware that it might be cheaper and simpler, as a short term project to construct the bike lanes from only Millhouse Road to Northwoods Drive and then encourage bikers to cut through Northwoods to get to the bike lanes along MLK and the planned future bike lanes along Weaver Dairy Road, slated for improvements in 2009. This cheaper fix would also promote connectivity to the already completed bike lanes along Weaver Dairy Extension south towards Homestead Road. If that fix is a possibility, we could support that only as a short term possibility, but would not want that to neglect the long term needs of residents and other users west of Millhouse Road, especially those who might originate from the Rogers Road neighborhood and wish to bike safely to shopping at Chapel Hill North, use it to get access to the Blackwood Station commercial node north of town or other recreational opportunities the County has planned along Millhouse Road in the future on land they already own. We note this project registers a zero ranking on environmental justice scale, but that seems to be highly contradictory with the Orange County Boards recent decision not to place a waste transfer station at Eubanks Road to address exactly those environmental justice concerns of the mostly lower income, minority residents of Rogers Road who would be provided the benefit of connectivity by the project.

Please consider accelerating funding and completion of the bike lane project along Eubanks Road from Rogers to MLK/NC 86 or at least from Millhouse to Northwoods Drive for the short-run. Thank you for your consideration.

Sincerely,

Christopher Lamb
Heartwood Landowners Association President

- c. Manor Drive Homeowners
 - EmersonWaldorf School
 - Spence Dickinson, Spences Farm
 - David Bonk, Town of Chapel Hill Transportation Planner
 - Adena Messenger, Town of Carrboro Transportation Planner
 - Ed Harrison, Town of Chapel Hill Council
 - Karen Lincoln, Orange County Transportation Planner
 - Ellen Beckman, MPO Planner
-

Comments on Chapel Hill Sidewalk Request Master List and the Chapel Hill and Regional
Transportation Priority Lists
Regina Blalock, Chair, Go! Chapel Hill Active Living by Design

I cannot attend the September 11th ALBD meeting, but I would like to offer the following comments and recommendations on the Chapel Hill Sidewalk Request Master List, Chapel Hill Transportation Priority List and the Chapel Hill and Regional Transportation Priority Lists.

- 1) **Crosswalk Improvement Plan Recommended (Complete Streets Approach):** Crosswalks that allow pedestrians to crossover roadways are a vital part of the transportation system, and the lack of crosswalks linking thousands of pedestrians to transit stops all over Chapel Hill is of particular concern (due to the high traffic counts, this a major concern along MLK blvd). Unfortunately, the road, transit, bike/ped plans are stand alone plans that do not take into consideration the infrastructure that links them.
- 2) **Recommended Changes to the Town's Sidewalk Ranking System:** The Town's Sidewalk Ranking System that establishes a sidewalk's priority does not appear to indentify improvements that would necessarily maximize pedestrian use, pedestrian safety, or address environmental impact. **Adoption of the TAC criteria for bike/ped ranking appears to be more comprehensive ranking system and may be preferred.** Other recommended changes to the ranking system include:
 - a) Improve procedures for citizen requests, and establish criteria for including citizen requested projects on the priority sidewalk list (e.g., 30% of residents have signed a petition). Once a criteria is established, citizen requests should carry a much higher weight than the current one point allocated on the Sidewalk Ranking System (i.e., current ranking does not distinguish between one request and one thousand, and a sidewalk proposal with signatures of 30% of a neighborhood should weigh much heavier on a project than a request from one citizen).
 - b) Include topography in the Ranking System (e.g., ranked the same on the priority list, Lake Ellen Drive, with very little contour is probably much safer to walk than Shady lawn Road, which is hilly and curvy and includes blind curves).
- 3) **Cost Sharing for Sidewalks on State Roads:** While not a current priority for the town, cost sharing for sidewalk construction on state roads should be a high priority when it is an issue of pedestrian safety or if pedestrian use can be increased substantially with installation of a sidewalk.
- 4) The Adopted 2009-2015 Chapel Hill Priority List identifies what I would consider most of the very highest priority bike/ped facilities needed in the town; however, Rosemary Street and Weaver Dairy Road improvements should be included.
- 5) **Focus on Comprehensive Neighborhood Complete Streets Improvement Plans:** ALBD has had success directly involving community groups to create comprehensive neighborhood multi-modal improvement plans. This approach has not only created comprehensive neighborhood improvement plans that includes bike lanes, sidewalks, lighting, crosswalks, etc., but has also had enormous citizen involvement that is seen as crucial for identifying the needs of our citizens (e.g., Northside Mutli-Modal Transportation Plan, Timberlyne Improvement Requests, and Ephesus Elementary Walkability/Bikability Plan).

-----Original Message-----

From: andrea_richardson@med.unc.edu [mailto:andrea_richardson@med.unc.edu]
Sent: Thu 9/25/2008 11:57 AM
To: Public Works
Subject: Sidewalk Request

To Whom It May Concern:

I am a resident of Alta Springs apartment community, located on Spring Meadow Dr. in Chapel Hill. The community is located off Barbee Chapel Rd. across from Finley Forest.

Many residents of Alta Springs are connected with UNC as students or employees and thus utilize one of the Chapel Hill Transit bus stops located at the Friday Center Park & Ride, NC 54 Park & Ride, Hedrick Building parking and Friday Center Drive stops. These residents must walk down a stretch of Barbee Chapel Rd. to cross over to Finley Forest and get to one of the bus stops listed above. In addition, residents must also take this route if they wish to utilize the NC 54/Meadowmont bike path.

This portion of Barbee Chapel Rd. has neither a sidewalk nor significant shoulder for residents to walk along safely. Cars often travel down Barbee Chapel Rd. at upward speeds of 60 mph (although the speed limit is 35 mph), just feet (and sometimes inches) from the pedestrians. This situation frightens me a great deal, and I would like to see something done to ameliorate its many dangers.

I feel a sidewalk and pedestrian crosswalk are necessary for this area of Barbee Chapel Rd., if not a stoplight to help the pedestrians cross more safely and calm the traffic in the area. If this is not possible, I would like to see more regulation of the speed limit at the very least. I fear for the safety and lives of everyone taking this dangerous path every day.

Please let me know if this is not the appropriate avenue for this request, or if there is anyone I can speak to in addition to your office to get something accomplished.

Thank you in advance for your consideration,

Andrea R. Richardson

2035 Long Range Transportation Plan

Resolution of Remaining Issues

Issues from 12/10/08 TAC Meeting

I-40 HOV/HOT

A TAC member requested that the I-40 general purpose widening west of NC 86 be taken out of the 2035 LRTP, and I-40 HOV between NC 54 and US 15-501 be put back into 2035 LRTP (HOV/HOT lanes were included in this segment of I-40 in the previously released 2035 LRTP Transportation Options). The TCC voted to:

- Keep the I-40 general purpose widening west of NC 86 and keep NC 54 as the terminus of the I-40 HOV lanes;
- Recommend that the I-40 corridor between I-85 (Orange County) and Johnston County be further studied for alternatives to address growing traffic volume.

The TCC is concerned that having only two lanes in each direction on I-40 west of NC 86 produces congestion (as shown in the Existing Plus Committed model network for the year 2035; see page 8-2 of the draft 2015 LRTP), and this congestion might cause air quality conformity problems. The TCC noted that the section of I-40 between NC 54 and US 15-501 did not show congestion in the same model network and therefore the TCC did not recommend extending the HOV/HOT lanes to that section of I-40.

Southwest Durham County and Northeast Chatham County Road Projects

The TAC requested that staff review road widenings in northeast Chatham County and southwest Durham County that were included in the 2035 LRTP Transportation Options but not included in the draft 2035 LRTP. These highway projects are:

ID	Project	Project Limits
19	Farrington Point/Old Farrington/Farrington Mill Rd	Lystra Rd to Durham Co. line
20	Farrington Mill Rd	Barbee Chapel Rd to Chatham Co. line
21	Farrington Rd	Barbee Chapel Rd to Stagecoach Rd
50.1	Jack Bennett Rd/Lystra Rd	US 15/501 South to Farrington Pt. Rd
76	NC 751	US 64 to O'Kelly Chapel Rd

ID	Project	Project Limits
78	NC 751	O'Kelly Chapel Rd to Fayetteville/Scott King Rd
85.2	O'Kelly Chapel Rd	NC 751 to Wake County Line
101	Stagecoach Rd	Farrington Mill Rd to NC 751

The TCC recommendations include:

- In lieu of general purpose widening, it is recommended that Transportation System Management (TSM) improvements be implemented along the aforementioned roads. Such improvements would include additional turn lanes, paved shoulders, intersection improvements to include roundabouts as well as other safety improvements. Many TSM improvements are recommended for these roads in the draft Farrington Road Corridor Study.

The TSM section of the 2035 LRTP has been modified to reference specific TSM improvements in northeast Chatham County and is provided as Attachment 7A.

- It is recommend that further discussion among Chatham County, Durham County and resource agencies (such as the U.S. Army Corps of Engineers) officials on transportation and land use issues and solutions in this area.

Revenue Breakdown by County

A TAC member requested a breakdown of sales tax and vehicle registration revenue by County. Attachment 7E provides this information.

Station Area Revenues

A TAC member requested that a footnote be added to the local rail transit revenue line item (see page 2-5 in the Draft 2035 LRTP, i.e., salmon colored report) to indicate the start year for these revenues and that "private" be added to the line item name to indicate that there are private revenue sources. The start year is 2016. This footnote will be included in the final report.

Bus Transit Projects

At the December TAC meeting, staff stated that the bus transit changes presented at that meeting were not included in the travel demand model output (Triangle Regional Model – TRM) used for the draft 2035 LRTP report. The TCC requested that updated report sections reflect

the bus transit changes. Staff believes these documents will be very similar to those in the original draft report:

- Attachment 7B is the Bus and Light Rail Transit Projects map.
- Attachment 7C is the Congestion Map (V/C ratio map). This map is not included in the TAC packet and will be distributed at the TAC meeting.
- Attachment 7D is the Evaluation Measures table. This table is not included in the TAC packet and will be distributed at the TAC meeting.

New Revenue Issue (this issue arose after December TAC and TCC meetings)

A critical revenue issue was discovered after the December 2008 TAC and TCC meetings. A brief explanation of the revenue methodology will help in understanding the issue. The future purchasing power of all 2035 LRTP revenues are discounted by 4% each year to account for the trend that highway and transit cost inflation has been historically higher than the revenue growth. This discounting process was implemented for all the revenue sources but was not performed on the forecast for highway revenue.

The impacts are:

- The Highway Capital revenues (federal and state) in the 2035 LRTP financial plan will be reduced by \$617 million. Highway Capital revenues in the 2035 LRTP presented to the TAC in December was \$1,937 million (see table on page 2-5 of the draft 2035 LRTP report, i.e., salmon colored report), but should have been \$1,320 million.
- The Highway Maintenance revenues (federal, state and other) will be reduced by \$319 million. Highway Maintenance revenues in the 2035 LRTP presented to the TAC in December was \$1,146 million (see table on page 2-5 of the report), but should have been \$827 million. Since Highway Maintenance costs were assumed to be equal to Highway Maintenance revenues, Highway Maintenance costs would also be reduced by \$319 million to yield a new total of \$827 million. These Highway Maintenance costs and revenues reductions are equal and therefore do not effectively change the financial balance of the 2035 LRTP.

The Lead Planning Agency (LPA) staff has developed four possible solutions to address this highway funding shortfall. Staff favors the first solution:

LPA Staff Recommendation:

1. Assume new revenue sources to cover the \$561 million cost of the I-40 HOV/HOT project (#45). The cost and revenue of this single project will cover most of the highway funding shortfall. In addition, the project is to be implemented in the 2026-2035 time horizon, a time in which many transportation experts expect the use of managed lane toll revenues, state and local bonding, private investment and other highway finance alternatives for large highway projects to be more widely accepted.

The revenues for this project can be assumed to include:

- Toll revenue
- Bonding based on future toll revenue
- A 2nd round of state highway gap funding (a first round of gap funding supported the Triangle Expressway)

Other Options:

2. Delete the I-40 HOV/HOT project (#45) from the 2035 LRTP, thereby reducing costs by \$561 million. This solution is not recommended given the expected traffic volume growth in the I-40 corridor and concerns for meeting air quality conformity.
3. Delete multiple highway projects with a total cost of approximately \$600 million from the 2035 LRTP. This solution is not recommended because it would require the deletion of two many highway projects (perhaps 20 or more) and would likely require two additional months to identify and analyze the projects proposed for deletion.
4. Delete multiple highway projects, reduce bus transit projects and reallocate transit revenue to highway projects. This solution is not recommended because guidance from the TAC and public input supported the expansion of transit service and dedication of revenue from a new ½ cent sales tax to transit.

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.

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.

TSM in Chatham County and Durham County

It became apparent during the development of the draft 2035 LRTP that several roadways and intersections in northeast Chatham County and southwest Durham County needed capacity and safety improvements to address the expected traffic volume increases.

Roadway widenings for this area were not specifically included in the Highway project list of the 2035 LRTP because of highway funding constraints and concerns about the

environmental impacts that widenings might have on the surrounding wetlands. TSM projects can provide safety and capacity improvements for a much lower cost than road widenings and with fewer environmental impacts.

As a result, this section specifically identifies possible TSM projects for the roadways and intersections in northeast Chatham County and southwest Durham County to emphasize that the area should be a top prospect for implementing TSM in the DCHC MPO. These TSM projects have been drawn from the draft “Farrington Road Corridor Study,” which had not yet been approved by the DCHC MPO at the time of this writing. The structure of this recommendation does not require that these improvements be implemented in unison and also allows partnerships with the development community to implement the improvements in phases as development occurs and funding becomes available.

Road/Intersection	Short Term TSM	Long Term TSM
US 15/501 and Jack Bennett Road	Lengthen the existing westbound left-turn lane on Jack Bennett Road to provide 250 feet of full-width storage.	None
Old Farrington Point Road and Lystra Road	Construct an additional eastbound left-turn lane on Lystra Road with 425 feet of full-width storage.	Construct an exclusive southbound right-turn lane on Old Farrington Point Road with 300 feet of full-width storage, <u>or</u> Convert traffic signal to a roundabout
Farrington Point Road/Old Farrington Point Road and Mt. Carmel Road	None	Construct an exclusive westbound right-turn lane on Farrington Point Road with 100 feet of full-width storage, <u>and</u> , Construct an exclusive northbound right-turn lane on Old Farrington Point Road with 225 feet of full-width storage, <u>and</u> , Construct an exclusive southbound left-turn lane on Mt. Carmel Road with 125 feet of full-width storage, <u>or</u> , Install a roundabout or traffic signal when warranted.
Farrington Mill Road and Barbee-Chapel Road	None	Construct an exclusive eastbound right-turn lane on Barbee-Chapel Road with 125 feet of full-width storage, <u>and</u> , Construct an exclusive westbound left-turn lane on Farrington Point Road with 700 feet of full-width storage, <u>and</u> , Construct an exclusive northbound left-turn lane on Farrington Point Road to provide 225 feet of full-width storage, <u>or</u> , Install a roundabout or traffic signal when warranted.

Road/Intersection	Short Term TSM	Long Term TSM
Farrington Road and Stagecoach Road	Construct an exclusive northbound right-turn lane on Farrington Road with 200 feet of full-width storage.	Construct an exclusive southbound left-turn lane on Farrington Road with 100 feet of full-width storage, <u>and</u> , Construct an exclusive westbound left-turn lane on Stagecoach Road with 100 feet of full-width storage, <u>or</u> , Install a roundabout or traffic signal when warranted.
NC 751 Hope Valley Road and Stagecoach Road	Construct an additional eastbound left-turn lane on Stagecoach Road with 250 feet of full-width storage.	Construct an additional northbound and southbound through lane on Hope Valley Road, <u>and</u> , Construct an exclusive northbound left-turn lane on Hope Valley Road with 400 feet of full-width storage, <u>and</u> , Construct an exclusive southbound right-turn lane on Hope Valley Road with 200 feet of full-width storage.
NC 751 (US 64 to O’Kelly Chapel Rd.)	None	Install curb and gutter and other safety improvements

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)

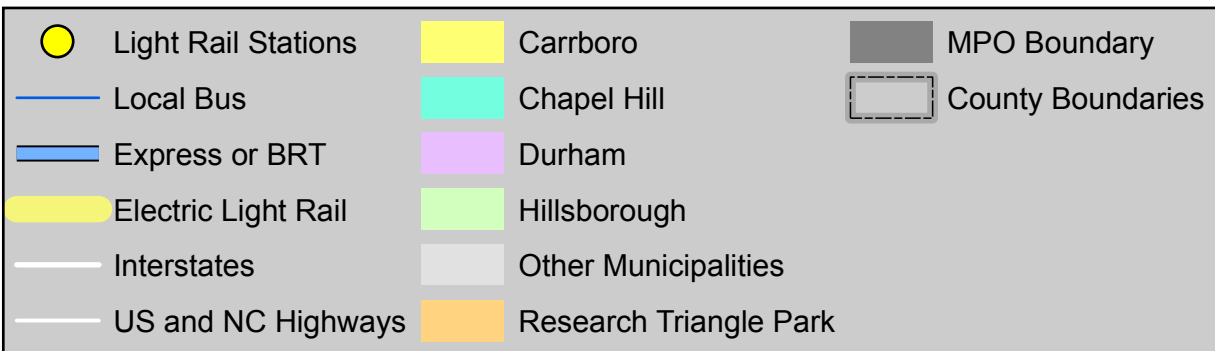
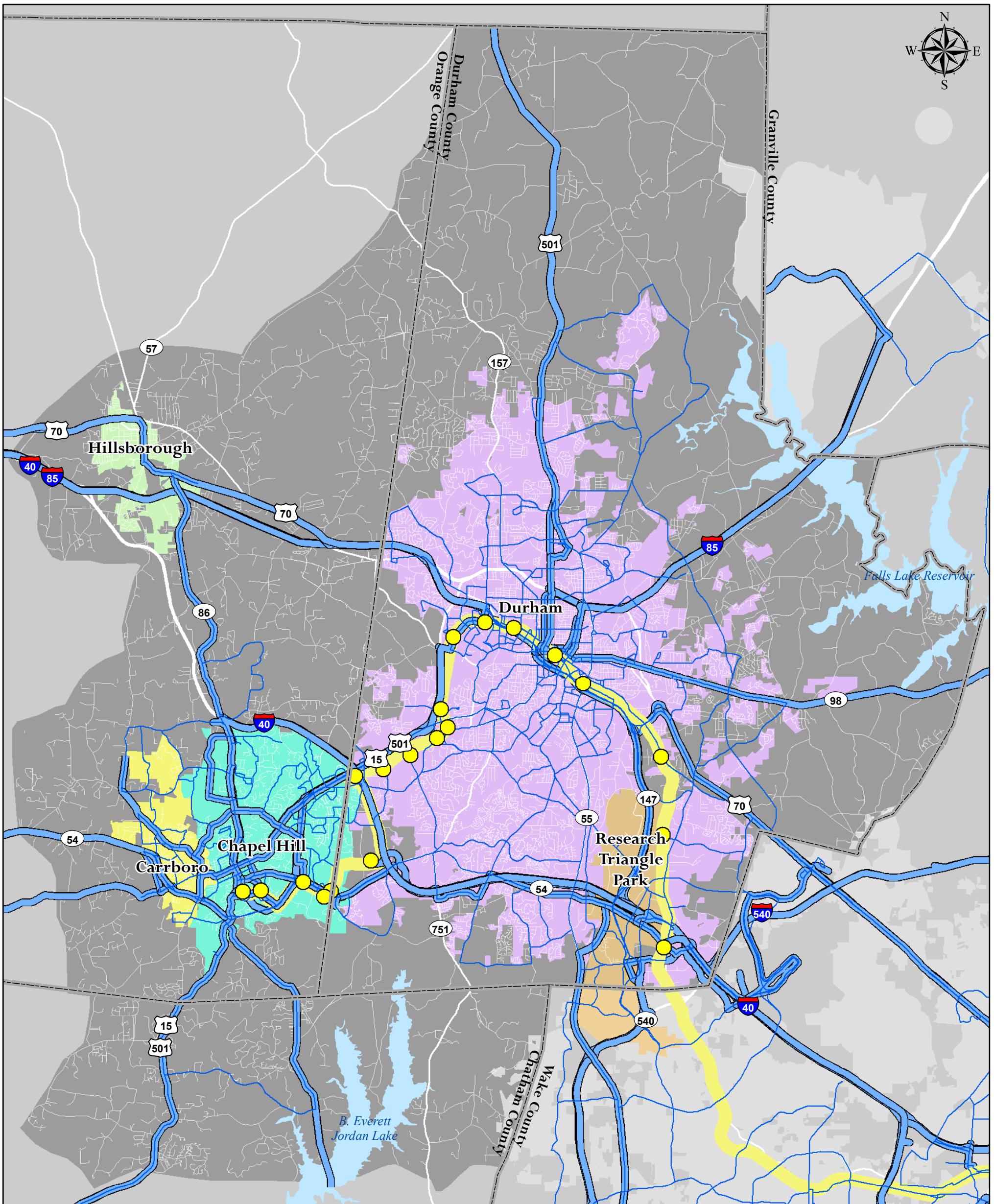
Transportation Demand Management (TDM) includes strategies and actions that reduce SOV (Single Occupancy Vehicle – i.e., driving alone) trips, spread traffic volumes away from peak travel periods, and improve traffic flow. TDM basically eases the demand on the highway system by providing travel options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

- 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

DURHAM CHAPEL HILL CARRBORO METROPOLITAN PLANNING ORGANIZATION

1/14/09 Attachment 7B

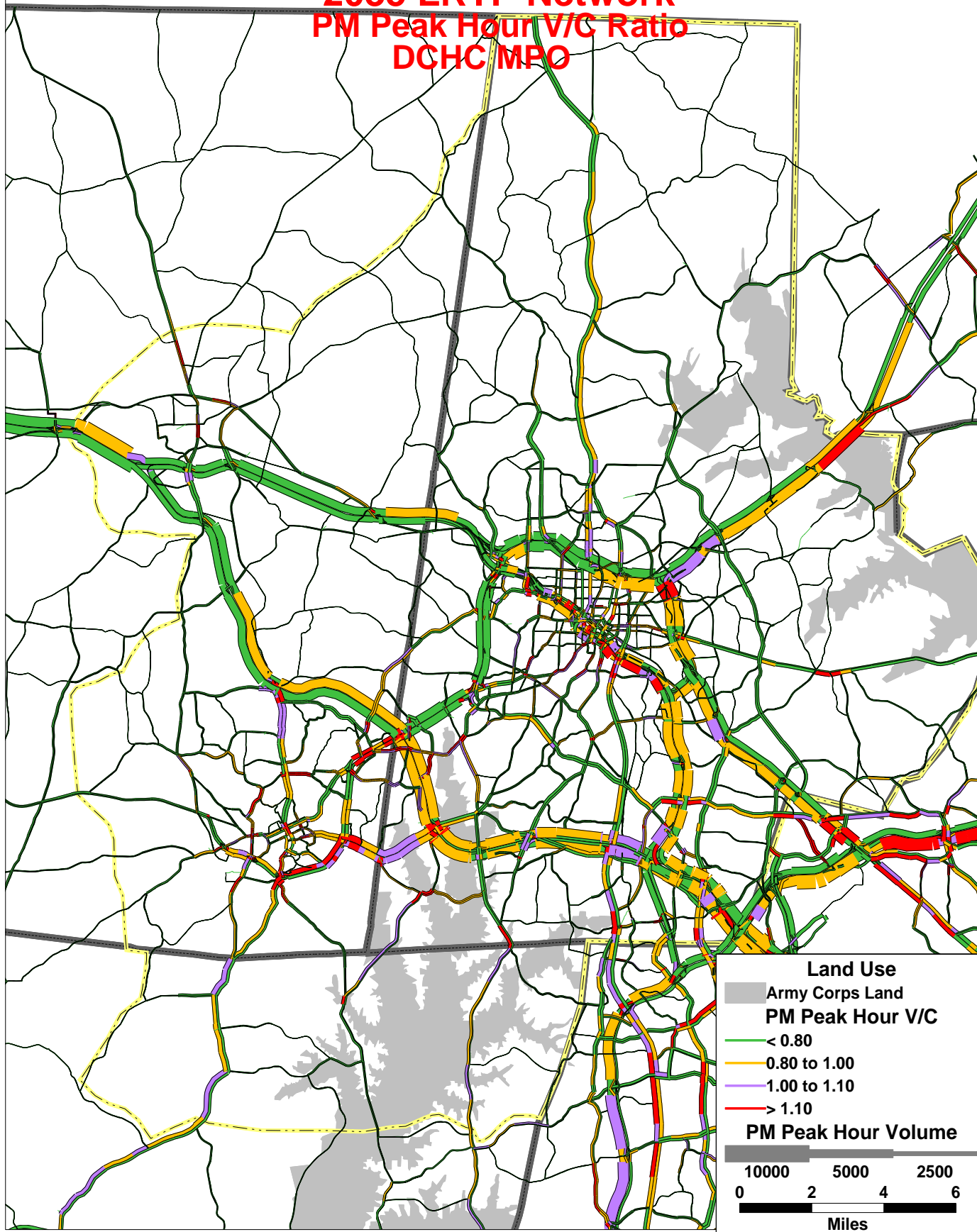
Bus & Light Rail Transit Projects in Draft 2035 LRTP



Transportation
Plan
20 35

1.6.2009

2035 LRTP Network PM Peak Hour V/C Ratio DCHC MPO



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	17,617,032	1%
1.2	Total VHT (daily)	459,072	409,781	-11%
1.3	Average Speed by Facility (miles/hour)			
1.3.1	- Freeway	57	61	8%
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	60	11%
1.4.2	- Arterial	34	37	10%
1.4.3	- All Facility	42	48	13%
1.5	Average Travel Time - All Trips	17	16	-6%
1.6	Average Travel Time - Work Trips	26	23	-10%
1.7	Peak Average Travel Time - All Trips	21	19	-9%
1.8	Hours of Delay (daily)	112,862	68,759	-39%
1.8.1	CV Hours of Delay (daily)	4,580	2,917	-36%
1.9	Percent of VMT experiencing congestion - All Day			
1.9.1	- Freeway	6%	2%	-69%
1.9.2	- Arterial	9%	4%	-58%
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%	4%	-58%
1.10.5	Degree of congestion (V/C >1) on facilities w/bus routes	9%	3%	-68%
2	Mode Share Measures (Daily)			
2.1	Number Mode Choice - <u>All Trips</u>			
2.1.1	- Drive alone (single occupant vehicle -SOV)	1,660,787	1,662,489	0%
2.1.2	- Carpool (Share ride)	1,095,943	1,106,079	1%
2.1.3	- Transit (bus and rail)	69,664	102,962	48%
2.1.4	- Non-Motorized (Bike and Walk)	206,552	210,209	2%
2.2	Number Mode Choice - <u>Peak Hours</u>			
2.2.1	- Drive alone (single occupant vehicle -SOV)	834,496	838,356	0%
2.2.2	- Carpool (Share ride)	550,209	557,722	1%
2.2.3	- Transit (bus and rail)	35,228	54,670	55%
2.2.4	- Non-Motorized (Bike and Walk)	(not available)	(not available)	(not available)
2.3	Number Mode Choice - <u>Non Work Trips</u>			
2.3.1	- Drive alone (single occupant vehicle -SOV)	1,098,746	1,097,366	0%
2.3.2	- Carpool (Share ride)	998,378	1,009,946	1%
2.3.3	- Transit (bus and rail)	53,261	73,420	38%
2.3.4	- Non-Motorized (Bike and Walk)	199,646	203,223	2%
3	Transit Measures			
3.1	Average Weekday Transit Ridership (Whole region)			
3.1.1	- TTA (Including Rail)	4,900	32,238	558%
3.1.2	- CAT	22,874	34,233	50%
3.1.3	- CHT	44,990	66,539	48%
3.1.4	- DATA	23,312	47,321	103%
3.1.5	- NCSU	20,080	15,859	-21%
3.1.6	- DUKE	14,642	11,518	-21%
3.1.7	- OPT	0	(not available)	(not available)
3.1.8	- C-Tran	1,557	5,148	231%
3.1.9	Total Bus	132,358	190,389	44%
3.2	Total Rail	0	22,467	(not applicable)
4	Demographics Measures			
4.1	Population	545,552	545,552	0%
4.2	Employment	390,416	390,416	0%
4.3	Total Daily Trips	3,032,947	3,081,741	2%
4.4	Total Daily Work Trips	682,913	697,784	2%
4.5	Total Daily Non-Work Trips	2,350,033	2,383,957	1%

Values in this table are from a model run on January 10, 2009.

Draft 2035 LRTP			
New Revenue Sources by County			
	(figures in \$ millions)		
	Sales Tax	Vehicle Reg. Fee	County Total
Chatham County	\$ 36	\$ 20	\$ 56
Durham County	\$ 568	\$ 58	\$ 626
Orange County	\$ 151	\$ 28	\$ 179
Total	\$ 755	\$ 107	\$ 862
Sales tax assumes 1/2 cent increase in Durham and Orange counties, and 1/4 cent increase in Chatham County, from 2011 through 2025; and, revenue increases commensurate with population increases			
Car registration fee assumes \$10 fee increase in Chatham, Durham and Orange counties; from 2011 through 2035; and revenue increases commensurate with population increases.			
These increases require legislation from the N.C. General Assembly.			



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION


MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

November 26, 2008

MEMORANDUM

TO: CMAQ Eligible MPOs and RPOs

FROM: Terry C. Arellano, P.E. 
Transportation Planning Branch

SUBJECT: Guidelines for the CMAQ Project Selection Process

The North Carolina Department of Transportation has recently modified the Congestion Mitigation and Air Quality (CMAQ) Improvement Program for North Carolina. These changes include three individual processes to be undertaken in the following months, as follows:

- Programming Unallocated Target Funds (2006 – 2012);
- Full Funding for Fast-Tracked Projects; and
- Project Selection & Programming for Fiscal Years 2013 & Beyond.

I have attached guidelines describing these processes and detailing the requirements of each for your information. In addition, I have enclosed summary sheets detailing CMAQ information for your individual organization and for statewide projects. The individual summary includes the following information:

- Listing of all CMAQ projects programmed since the initial 2004 Call for Projects;
- Balance of funding available to your organization for programming projects under the *Programming Unallocated Target Funds* process; and
- Target funding available to your organization for programming under the *Project Selection & Programming* for FFY 2013 – 2017.

The statewide project summary includes the following information:

- Listing of all statewide CMAQ projects programmed since the initial 2004 Call for Projects;
- Balance of statewide funding available for programming projects under the *Programming Unallocated Target Funds* process; and
- Target funding available for programming statewide projects under the *Project Selection & Programming* for FFY 2013 – 2017.

Please note the target funding for both individual organizations and statewide projects is based on anticipated Federal allocations and is subject to change based on actual allocations.

As you will see from the timeline associated with the *Programming Unallocated Target Funds* process, my staff and I will be available for informational sessions to help educate potential project sponsors on CMAQ awards with respect to the Federal Aid funding process and requirements. These sessions will be coordinated only upon request; therefore, please let me know if a session

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING BRANCH
1554 MAIL SERVICE CENTER
RALEIGH NC 27699-1554



www.ncdot.org

LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH, NC 27601
Phone: 919-733-4700
Fax: 919-733-2417

is desired for your area. The number of sessions per region may be limited in the interest of time, but each session will open to any interested party within the region.

This letter and the associated attachments will be posted to the Transportation Planning Branch website at the following address: <http://www.ncdot.org/doh/preconstruct/tpb/services/air.html>.

Please call (919-715-5482, extension 393) or email (tarellano@ncdot.gov) with questions relating to any of this information. Thank you in advance for your cooperation as we implement these improvements to the CMAQ process for North Carolina.

Attachments

cc: J. Wally Bowman, P.E., Division 5 (via email)
Richard E. Greene, Jr., P.E, Division 4 (via email)
Michael L. Holder, P.E., Division 12 (via email)
Pat Ivey, P.E., Division 9 (via email)
Tim Johnson, P.E., Division 8 (via email)
Mike Mills, P.E., Division 7 (via email)
J. B. Setzer, P.E., Division 14 (via email)
Michael S. Bruff, P.E., Transportation Planning Branch (via email)
Daniel L. Thomas, P.E., Transportation Planning Branch (via email)
Derry A. Schmidt, P.E., Transportation Planning Branch (via email)
Mark G. Smith, Transportation Planning Branch (via email)
CMAQ Eligible MPO/RPO Coordinators (via email)



CMAQ PROGRAM - PROGRAMMING UNALLOCATED TARGET FUNDS (2006-2012)

NOVEMBER 26, 2008

PAGE 1 OF 2

The North Carolina Department of Transportation (NCDOT) is soliciting proposals for candidate transportation projects to be considered for funding under the Congestion Mitigation & Air Quality (CMAQ) Improvement Program in an effort to expend the remaining balance of target allocations established in October 2004. Any Metropolitan Planning Organization (MPO) or Rural Planning Organization (RPO) currently retaining a balance is invited to work cooperatively with their member jurisdictions to develop & submit candidate project proposals to expend this balance.

Please note the following requirements for all candidate projects:

- **APPLICATION** – All candidate project proposals require a completed CMAQ application and supporting details. This information is necessary to adequately determine the CMAQ eligibility of each proposal based on Federal guidance.

A copy of the CMAQ application is attached; in addition, the application may be downloaded in Microsoft Word format from the [NCDOT E-forms database](#) (search for "CMAQ Application").

- **FEDERAL PROJECT REQUIREMENTS** - Since the CMAQ program is funded by the Federal Highway Administration (FHWA), all CMAQ projects must follow Federal laws and regulations. The *CMAQ Program Implementation Project Manager's Guide*, which can be found on the [Transportation Planning Branch website](#), explains these requirements.

MPO/RPO ENDORSEMENT – All candidate project proposals require endorsement by the associated MPO/RPO. Endorsement may be demonstrated through resolution or letter of support. A single letter or resolution endorsing all candidate project proposals within the MPO/RPO is acceptable. An example resolution is attached.

It is the responsibility of each individual MPO/RPO to evaluate candidate project proposals and prioritize them based on the anticipated air quality emissions benefits; cost of construction or implementation and/or priorities of the MPO/RPO.

Candidate statewide project proposals also require endorsement of the associated MPO(s) or RPO(s). Sponsors of candidate statewide project proposals should coordinate directly with these groups for endorsement. The current contact for each MPO/RPO in North Carolina can be found in the directory on the NCDOT website ([Metropolitan Planning Organizations - MPO](#) or [Rural Planning Organizations - RPO](#)).

- **PROJECT LOCATION** – CMAQ funds may only be expended within air quality non-attainment and maintenance areas, as listed below. Counties marked with an asterisk (*) are only partially designated non-attainment or maintenance; candidate project proposals within these counties must be within the non-attainment or maintenance portion of the county.

Cabarrus	Davidson	Edgecombe	Gaston	Haywood*	Lincoln	Orange	Swain*
Catawba	Davie	Forsyth	Granville	Iredell*	Mecklenburg	Person	Union
Chatham*	Durham	Franklin	Guilford	Johnston	Nash	Rowan	Wake

THE DEADLINE FOR RECEIPT OF CANDIDATE PROJECT PROPOSALS BY NCDOT IS FRIDAY, MAY 1, 2009



CMAQ PROGRAM - PROGRAMMING UNALLOCATED TARGET FUNDS (2006 - 2012)

NOVEMBER 26, 2008

PAGE 2 OF 2

- **MINIMUM PROJECT COST** – Individual candidate project proposals will be subject to a minimum cost threshold of **\$100,000 or amount remaining in MPO/RPO target**, whichever is less.
- **SUBMISSION OF PACKAGES** - All candidate project proposal packages must be submitted in hard copy format. Email submissions are not allowed. The deadline for receipt of packages is **May 1, 2009**.
- **FAST-TRACKING FOR NEW PROJECT PROPOSALS** – Proposed projects identified through this process may be eligible for full funding under the Fast-Tracking Guidelines. If a Local Project Sponsor in an MPO/RPO wishes to fast-track a proposed project, then documentation of MPO/RPO approval and a completed CMAQ application must be received by January 29, 2008. This deadline supersedes the submission deadline above. See the *Programming Unallocated Target Funds Guidelines* for more details.
- Any remaining funds not programmed for eligible projects through this process will revert to the general balance of CMAQ funds and be subject to the new NCDOT CMAQ Project Selection & Programming Guidelines.

TIMELINE FOR PROGRAMMING UNALLOCATED TARGET FUNDS (2006 -2012)

November 26, 2008	Proposal solicitation process begins
December 1, 2008 – February 1, 2009	Informational sessions held upon request to educate potential project sponsors on CMAQ awards with respect to Federal Aid funding process & requirements
January 29, 2009	Deadline for NCDOT receipt of documentation of MPO/RPO approval and completed CMAQ application for new proposed fast-tracked projects by MPO/RPO (FAST-TRACK PROJECTS ONLY)
May 1, 2009	Deadline for receipt of candidate project proposals by NCDOT
May 11, 2009 – July 13, 2009	Interagency review of submitted proposals & follow up coordination with sponsors, as needed.
July 15, 2008	Approved CMAQ project list submitted to TIP Development Unit for handout at August 2009 Board of Transportation meeting
September 3, 2009	Approved CMAQ projects added to 2009 -2015 STIP by amendment

THE DEADLINE FOR RECEIPT OF CANDIDATE PROJECT PROPOSALS BY NCDOT IS FRIDAY, MAY 1, 2009



CMAQ PROGRAM - FULL FUNDING FOR FAST-TRACKED PROJECTS

NOVEMBER 26, 2008

PAGE 1 OF 2

The Federal Energy Independence and Security Act of 2007 allows the obligation of 100% Federal funding for CMAQ projects authorized during Federal fiscal year 2009. In light of this, the North Carolina Department of Transportation (NCDOT) is offering Local Project Sponsors in Metropolitan Planning Organizations (MPO) and Rural Planning Organizations (RPO) an opportunity to seek full funding for eligible CMAQ projects. In order to qualify for full funding, projects must be fast-tracked to ensure that all required preliminary engineering (environmental document and right-of-way authorization) is received by NCDOT no later than close of business on **August 29, 2009**. Receipt of these items by this date will enable NCDOT to request full Federal funding authorization prior to the **September 30, 2009** cut-off date, pending available funding.

Please note the following requirements for all fast-tracked project requests:

- **INFORMATION REQUIRED** – Provide the following information for each fast-tracked project request. This information may be compiled in any hard copy format. Submit all requests for an individual MPO/RPO as one package.
 - Current TIP number for existing projects
 - A note indicating “New Project Proposal” for any projects identified through the process to program unallocated target funds remaining from FY 2006 -2012 (see additional requirements below)
 - Local Project Sponsor contact information, including name, address, telephone number, fax number and email address
 - Anticipated completion date for preliminary engineering (August 29, 2009 or earlier)
- **PRELIMINARY ENGINEERING** – All required preliminary engineering must be submitted and approved prior to NCDOT requesting construction/implementation authorization from the Federal Highway Administration (FHWA). Preliminary engineering must be received by NCDOT prior to the close of business on August 29, 2009 or the project will not be eligible for full funding.

A current copy of the *CMAQ Program Implementation Project Manager’s Guide* is posted on the [NCDOT Transportation Planning Branch website](#). This guide details the preliminary engineering requirements for CMAQ projects.

- **REQUIRED SUPPLEMENTAL AGREEMENT** – A supplemental agreement will be required for any currently programmed project that is approved for fast-tracking. This agreement will include provisions that (1) if all preliminary engineering is complete and all required documentation is received by NCDOT by the close of business on August 29, 2009, that NCDOT will request construction/implementation authorization with 100% Federal funding and (2) if this milestone is not met, NCDOT will request construction/implementation authorization based on the Federal/Local split included in the original local agreement.

All supplemental agreements will require execution by the Local Project Sponsor and the NCDOT. NCDOT will facilitate development of this agreement directly with the Local Project Sponsor.

THE DEADLINE TO SUBMIT DESIRED FAST-TRACKED PROJECT LISTS TO NCDOT IS JANUARY 29, 2009



CMAQ PROGRAM - FULL FUNDING FOR FAST-TRACKED PROJECTS

NOVEMBER 26, 2008

PAGE 2 OF 2

- **FAST-TRACKING FOR NEW PROJECT PROPOSALS** – If a Local Project Sponsor in an MPO/RPO wishes to fast-track a proposed project identified through the process to program unallocated target funds remaining from years 2006 -2012, then documentation of MPO/RPO approval and a completed CMAQ application must be received by January 29, 2008. This deadline supersedes the submission deadline associated with the process to program unallocated target funds (see *Programming Unallocated Target Funds Guidelines*).

The CMAQ application for all proposed projects should specify CMAQ funding at 80% maximum with appropriate corresponding local match.

A funding agreement between NCDOT and the Local Project Sponsor will be required prior to issuing notice to proceed. NCDOT will facilitate development of this agreement directly with the Local Project Sponsor. This agreement will include provisions that (1) if all preliminary engineering is complete and all required documentation is received by NCDOT by the close of business on August 29, 2009, that NCDOT will request construction/implementation authorization with 100% Federal funding and (2) if this milestone is not achieved NCDOT will request construction/implementation authorization based Federal/Local split included in the CMAQ application.

- **NCDOT WILL MAKE EVERY EFFORT TO FULLY FUND ALL PROPOSED FAST-TRACKED PROJECTS. HOWEVER, OUR ABILITY TO DO SO MAY BE LIMITED BY THE AVAILABILITY OF CMAQ FUNDING RESERVES, PRIOR COMMITMENTS TO THIS FUNDING AND THE TOTAL NUMBER OF PROPOSED FAST-TRACKED PROJECTS REQUESTED. THUS, NCDOT RESERVES THE RIGHT TO DENY FULL FUNDING FOR ANY PROPOSED FAST-TRACKED PROJECT, PENDING FUNDING AVAILABILITY.**

TIMELINE FOR FAST-TRACKED PROJECTS

November 26, 2008 – January 28, 2009	MPO/RPO/Local Project Sponsors should work cooperatively to assess the ability to meet the requirements of this process
January 29, 2009	Deadline for NCDOT receipt of proposed fast-tracked projects by MPO/RPO
January 30, 2009 – April 30, 2009	Development of required supplemental local agreement to include full funding provision
August 29, 2009	Deadline for NCDOT receipt of required preliminary engineering package for fast-track project

THE DEADLINE TO SUBMIT DESIRED FAST-TRACKED PROJECT LISTS TO NCDOT IS JANUARY 29, 2009



CMAQ PROGRAM - REV. PROJECT SELECTION & PROGRAMMING

NOVEMBER 26, 2008

PAGE 1 OF 2

The North Carolina Department of Transportation (NCDOT) is soliciting proposals for candidate transportation projects to be considered for funding under the Congestion Mitigation & Air Quality (CMAQ) Improvement Program for the Federal Fiscal Years 2013 – 2017. Metropolitan Planning Organizations (MPO) and Rural Planning Organizations (RPO) responsible for transportation planning in air quality non-attainment or maintenance areas are invited to work cooperatively with their member jurisdictions to develop & submit candidate project proposals to be programmed in the 2011 – 2017 State Transportation Improvement Program (STIP).

Please note the following requirements for all candidate projects:

- **APPLICATION** – All candidate project proposals require a completed CMAQ application and supporting details. This information is necessary to adequately determine the CMAQ eligibility of each proposal based on Federal guidance.

A copy of the CMAQ application is attached; in addition, the application may be downloaded in Microsoft Word format from the [NCDOT E-forms database](#) (search for "CMAQ Application").

- **FEDERAL PROJECT REQUIREMENTS** - Since the CMAQ program is funded by the Federal Highway Administration (FHWA), all CMAQ projects must follow Federal laws and regulations. The *CMAQ Program Implementation Project Manager's Guide*, which can be found on the [Transportation Planning Branch website](#), explains these requirements.

MPO/RPO ENDORSEMENT – All candidate project proposals require endorsement by the associated MPO/RPO. Endorsement may be demonstrated through resolution or letter of support. A single letter or resolution endorsing all candidate project proposals within the MPO/RPO is acceptable. An example resolution is attached.

It is the responsibility of each individual MPO/RPO to evaluate candidate project proposals and prioritize them based on the anticipated air quality emissions benefits; cost of construction or implementation and/or priorities of the MPO/RPO.

Candidate statewide project proposals also require endorsement of the associated MPO(s) or RPO(s). Sponsors of candidate statewide project proposals should coordinate directly with these groups for endorsement. The current contact for each MPO/RPO in North Carolina can be found in the directory on the NCDOT website ([Metropolitan Planning Organizations - MPO](#) or [Rural Planning Organizations - RPO](#)).

- **PROJECT LOCATION** – CMAQ funds may only be expended within air quality non-attainment and maintenance areas, as listed below. Counties marked with an asterisk (*) are only partially designated non-attainment or maintenance; candidate project proposals within these counties must be within the non-attainment or maintenance portion of the county.

Cabarrus	Davidson	Forsyth	Granville	Iredell*	Mecklenburg	Person	Union
Catawba	Durham	Franklin	Guilford	Johnston	Nash	Rowan	Wake
Chatham*	Edgecombe	Gaston	Haywood*	Lincoln	Orange	Swain*	

THE DEADLINE FOR RECEIPT OF CANDIDATE PROJECT PROPOSALS BY NCDOT IS FRIDAY, SEPTEMBER 4, 2009



CMAQ PROGRAM - REV. PROJECT SELECTION & PROGRAMMING

NOVEMBER 26, 2008

PAGE 2 OF 2

- **ELIGIBLE PROJECT TYPES** – Eligible project types are defined in The Congestion Mitigation and Air Quality (CMAQ) Improvement Program under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Interim Program Guidance. Please review these guidelines before project proposals are developed.
- **MINIMUM PROJECT COST** – Individual candidate project proposals will be subject to a minimum cost threshold of **\$100,000**.
- **SUBMISSION OF PACKAGES** - All candidate project proposal packages must be submitted in hard copy format. Email submissions are not allowed. The deadline for receipt of packages is **September 14, 2009**.
- Any funds not programmed for eligible projects through this process will revert to the unprogrammed CMAQ fund balance and be redistributed during the next TIP cycle according to the NCDOT CMAQ Allocation Formula.
- **FUNDING FOR CMAQ PROJECTS IS SUBJECT TO THE AVAILABILITY OF FUNDS. NCDOT RESERVES THE RIGHT TO DENY FUNDING FOR ANY CANDIDATE PROJECT PROPOSAL, PENDING FUNDING AVAILABILITY. IN THIS EVENT, NCDOT WILL WORK WITH THE MPO/RPO AND LOCAL PROJECT SPONSORS TO DETERMINE THE FINAL LIST OF APPROVED CMAQ PROJECTS BASED ON ACTUAL FUNDING AVAILABILITY.**

TIMELINE FOR PROGRAMMING FY 2013 – FY 2017 TARGET FUNDS FOR INCLUSION IN 2011 – 2017 STIP

November 26, 2008	Proposal solicitation process begins
April 1, 2009 – June 1, 2009	Informational sessions held to educate potential project sponsors on CMAQ awards with respect to Federal Aid funding process & requirements
September 4, 2009	Deadline for receipt of candidate project proposals by NCDOT
September 14, 2009 – December 11, 2009	Interagency review of submitted proposals & follow up coordination with sponsors, as needed.
December 18, 2009	Approved CMAQ project list submitted to TIP Development Unit for inclusion in Final 2011 – 2017 STIP
June 3, 2010	Final BOT approval of 2011 -2017 STIP, including approved CMAQ projects

THE DEADLINE FOR RECEIPT OF CANDIDATE PROJECT PROPOSALS BY NCDOT IS FRIDAY, SEPTEMBER 4, 2009

[Insert MPO/RPO Name]
Resolution Endorsing Candidate CMAQ Project Proposals

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) (Public Law 109-59, August 10, 2005) continues the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149); and

WHEREAS, CMAQ is a Federal program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for pollutants; and

WHEREAS, the North Carolina Department of Transportation (NCDOT) administers the CMAQ program on behalf of non-attainment and maintenance areas within North Carolina; and

WHEREAS, [Insert MPO/RPO Name] has administered a CMAQ project selection process among local area jurisdictions in air quality non-attainment and maintenance counties; and

WHEREAS, the resulting candidate project proposals meet the requirements of CMAQ and the guidelines established by NCDOT to administer the program;

WHEREAS, upon approval of the candidate project proposals for CMAQ funding by the NCDOT, the [Insert MPO Name] will amend its Long-Range Transportation Plan and Metropolitan Transportation Improvement Program to include these projects (INCLUDE FOR MPO ONLY)

NOW THEREFORE, be it resolved that by the [Insert MPO/RPO Name] endorses the attached listing of proposed CMAQ candidate projects provided here on this, the _____ day of _____, 20____.

I, _____, TAC Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the TAC duly held on this, the _____ day of _____, 20____.

Chairman, Transportation Advisory Committee

Subscribed and sworn to me on this, the _____ day of _____, 20____.

Notary Public

My commission expires _____.

DURHAM-CHAPEL HILL-CARRBORO MPO CMAQ SUMMARY

STIP #	Original STIP	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
C-4927	2006 - 2012	\$ 587,337.00	\$ 587,337.00	\$ 587,337.00									
C-4928	2006 - 2012				\$ 222,180.00	\$ 222,180.00							
C-4929	2006 - 2012	\$ 12,800.00	\$ 12,800.00	\$ 12,800.00									
C-4930	2006 - 2012	\$ 469,869.00	\$ 469,869.00	\$ 469,869.00									
C-4931	2006 - 2012	\$ 12,500.00	\$ 13,000.00	\$ 13,520.00									
C-4932 A	2006 - 2012			\$ 22,242.00	\$ 41,104.00	\$ 41,104.00	\$ 41,104.00						
C-4924 B	2006 - 2012	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00									
C-4402	2006 - 2012		\$ 100,000.00	\$ 364,000.00	\$ 364,000.00								
C-5102 B	2009 - 2015				\$ 275,000.00	\$ 304,000.00	\$ 279,000.00	\$ 299,000.00					
C-5103 (PURCH)	2009 - 2015				\$ 864,000.00								
C-5103 (OP)	2009 - 2015				\$ 238,000.00	\$ 247,000.00							
C-5104 (PURCH)	2009 - 2015				\$ 1,360,000.00								
C-5104 (OP)	2009 - 2015				\$ 91,000.00	\$ 94,000.00	\$ 97,000.00						
Programmed Target Allocation		\$ 1,122,506.00	\$ 1,223,006.00	\$ 1,509,768.00	\$ 3,455,284.00	\$ 908,284.00	\$ 417,104.00	\$ 299,000.00	\$ -	\$ -	\$ -	\$ -	\$ -
Yearly Target Allocation		\$ 1,333,200.12	\$ 1,333,200.12	\$ 1,333,200.12	\$ 1,333,200.12	\$ 1,333,200.12	\$ 1,333,200.12	\$ 1,333,200.12	\$ 2,036,431.99	\$ 2,036,431.99	\$ 2,036,431.99	\$ 2,036,431.99	\$ 2,036,431.99
Unprogrammed Target Allocation		\$ 210,694.12	\$ 110,194.12	\$ (176,567.88)	\$ (2,122,083.88)	\$ 424,916.12	\$ 916,096.12	\$ 1,034,200.12	\$ 2,036,431.99	\$ 2,036,431.99	\$ 2,036,431.99	\$ 2,036,431.99	\$ 2,036,431.99

Target Funds Remaining from 2004 Call = \$ 397,448.84

Target Funds Available for 2011-2017 STIP = \$ 8,145,727.98 (Based on assumed total NC CMAQ funding allocation of \$30,000,000 per year . The exact amount of CMAQ funds is subject to change based on funding availability.)

STATEWIDE CMAQ SUMMARY

STIP #	Original STIP	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
C-4900	2006 - 2012	\$ 151,000.00	\$ 151,000.00	\$ 151,000.00									
C-4901	2006 - 2012					\$ 1,750,000.00	\$ 1,750,000.00						
C-4902	2006 - 2012	\$ 534,000.00	\$ 533,000.00	\$ 533,000.00									
C-4903	2006 - 2012				\$ 500,000.00	\$ 500,000.00	\$ 500,000.00	\$ 500,000.00					
C-5100	2009-2015				\$ 2,000,000.00								
P-2918 (3rd Freq)	2009-2015				\$ 3,334,000.00	\$ 3,448,000.00	\$ 3,569,000.00						
P-3802 (Durham St (Statewide TMC)	2009-2015			\$ 1,000,000.00									
Programmed Target Allocation		\$ 6,577,909.02	\$ 684,000.00	\$ 1,684,000.00	\$ 5,834,000.00	\$ 5,698,000.00	\$ 5,819,000.00	\$ 500,000.00	\$ -	\$ -	\$ -	\$ -	\$ -
Yearly Target Allocation		\$ 4,000,000.00	\$ 4,000,000.00	\$ 4,000,000.00	\$ 4,000,000.00	\$ 4,000,000.00	\$ 4,000,000.00	\$ 4,000,000.00	\$ 6,000,000.00	\$ 6,000,000.00	\$ 6,000,000.00	\$ 6,000,000.00	\$ 6,000,000.00
Unprogrammed Target Allocation		\$ (2,577,909.02)	\$ 3,316,000.00	\$ 2,316,000.00	\$ (1,834,000.00)	\$ (1,698,000.00)	\$ (1,819,000.00)	\$ 3,500,000.00	\$ 6,000,000.00	\$ 6,000,000.00	\$ 6,000,000.00	\$ 6,000,000.00	\$ 6,000,000.00

Target Funds Remaining from 2004 Call = \$ 1,203,090.98
 Target Funds Available for 2011-2017 STIP* = \$ 30,000,000.00 (Based on assumed total NC CMAQ funding allocation of \$30,000,000 per year . The exact amount of CMAQ funds is subject to change based on funding availability.)

RESOLUTION TO ENDORSE APPLICATIONS FROM THE DURHAM-CHAPEL HILL-CARRBORO MPO AREA FOR FY 2009 CONGESTION MITIGATION AIR QUALITY FAST-TRACKED PROJECTS

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Public Law 109-59, August 10, 2005) continues the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149); and

WHEREAS, CMAQ is a Federal program that funds transportation projects and programs in air quality nonattainment and maintenance areas to help achieve and maintain national standards for pollutants; and

WHEREAS, North Carolina Department of Transportation (NCDOT) administers the CMAQ program on behalf of non-attainment and maintenance areas within North Carolina; and

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization has administered a CMAQ project selection process among local area jurisdictions in air quality non-attainment and maintenance counties; and

WHEREAS, the resulting candidate project proposals meet the requirements of CMAQ and the guidelines established by NCDOT to administer the program;

WHEREAS, upon approval of the candidate project proposals for CMAQ funding by the NCDOT, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization will amend its Long-Range Transportation Plan and Metropolitan Transportation Improvement Program to include these projects

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee endorses the attached listing of proposed CMAQ candidate projects provided here on this, the 14th day of January, 2009.

TAC Chair

STATE of: North Carolina
COUNTY of: _____

I, _____, a Notary Public of County, North Carolina do hereby certify that personally Mike Woodard appeared before me on the 14th day of January, 2009, to affix his signature to the foregoing document.

Notary Public for the State of NC
Residing at: _____
My commission expires _____

(Seal)

DCHC MPO CMAQ Fast-Tracked Project Applications

Applicant	Project	New or Existing CMAQ Project	Funding Request	Emissions Reductions (kg/year)*	TIP Status
Chapel Hill	Purchase of 10 hybrid replacement buses	new	capital \$ 5,500,000	CO 156 VOC (2) NOx 973	TA-4726 needs amendment
Chapel Hill	Transit corridor upgrade - Martin Luther King Jr. Blvd. - transit signal priority, queue jumping, bus stop improvements, and the purchase of 2 articulated replacement buses.	new	capital \$ 3,975,000	CO 1,285-3,722 VOC 73-220 NOx 150-253	Not currently in TIP
Chapel Hill	Installation of bicycle detection loops	new	capital \$ 200,000	CO qualitative VOC qualitative NOx qualitative	Not currently in TIP
Durham	Installation of bicycle detection loops and pedestrian crossing signals	new	capital \$ 225,000	CO qualitative VOC qualitative NOx qualitative	Not currently in TIP
Durham	Third Fork Creek Trail Construction	new	capital \$ 300,000	CO 980 VOC 46 NOx 73	Not currently in TIP
Durham	Transit signal priority Installation	new	capital \$ 272,275	CO 4,661 VOC 281 NOx 197	Not currently in TIP
Durham	Duke to Southpoint Mall - purchase of 3 hybrid buses and operating assistance for one year	new	capital \$ 1,650,000 operating \$ 1,248,544	CO 26,032 VOC 1,594 NOx 1,108	TA-4755 needs amendment
Durham	Durham Station to Glenview Station - purchase of 2 hybrid buses and operating assistance for one year	new	capital \$ 1,100,000 operating \$ 856,800	CO 17,355 VOC 1,063 NOx 739	TA-4755 needs amendment
Durham	Durham Station to Riverside HS - purchase of 2 hybrid buses and operating assistance for one year	new	capital \$ 1,100,000 operating \$ 856,800	CO 17,355 VOC 1,063 NOx 739	TA-4755 needs amendment
Triangle Transit	Real Time Passenger Information System	new	capital \$ 1,424,276	CO 43,037 VOC 1,975 NOx 1,673	TT-4911 needs amendment
Triangle Transit	Purchase of 2 over-the-road expansion buses for express service	new	capital \$ 1,000,000	CO 11,476 VOC (518) NOx 1,047	Not currently in TIP
Orange County	Operating assistance for transit service and purchase of transit amenities	existing	capital \$ 20,275 operating \$ 198,000	CO VOC 193 NOx 268	C-4932 needs amendment

* Emission increases are shown as negative numbers



TOWN OF CARRBORO

NORTH CAROLINA

TRANSMITTAL

DELIVERED VIA: HAND MAIL FAX EMAIL

To: DCHC MPO Technical Coordinating Committee
From: Adena Messinger, Transportation Planner
Date: December 11, 2008
Subject: Application for Safe Routes to School Infrastructure and Non-Infrastructure grant funds

The North Carolina Department of Transportation has issued a call for proposals for two Safe Routes to School grant programs: the Infrastructure program and the Non-infrastructure program. The Town of Carrboro is planning to submit a proposal for each of these programs; a brief description of each is provided below. A requirement of the proposal submittal is a resolution from the MPO in support of these proposals and a draft resolution is attached. A similar resolution will be presented to the Town of Carrboro Board of Aldermen at their January meeting.

The Town of Carrboro requests that the TCC recommend to the TAC that they adopt a resolution in support of Carrboro's proposal for these Safe Routes to School grants.

Infrastructure Grant Proposal project:

The Town is proposing the Safe Routes to School Infrastructure Grant funds be used to construct a sidewalk along Elm Street, to facilitate safe walking to Carrboro Elementary School. Elm Street is within the walk zone for Carrboro Elementary, but does not have adequate facilities for students to walk safely to school; it is a 20 foot street with no sidewalks. Elm Street leads directly to an existing sidewalk that leads up to the school. Elm Street is located in the residential neighborhood of Old Carrboro.

Non-infrastructure Grant Proposal project:

The Town is proposing the Safe Routes to School Non-infrastructure Grant funds be used to encourage Carrboro Elementary students to walk or bicycle to school through two Walk & Roll events. These events would be held during each semester and would include the following elements:

- Education materials provided to students and parents during the month prior to the event
- Workshop prior to the event – safe walking and biking skills
- Two designated “park and walk/bike” locations for the day of the event for families too far to walk or bike directly from their homes
- Follow up during the month after the event
- Evaluation of the events



MEMORANDUM

TAC 1/14/09 Attachment 9
PLANNING DEPARTMENT
Town of Chapel Hill
405 Martin Luther King Jr. Blvd.
Chapel Hill, NC 27514-5705

phone (919) 968-2728 fax (919) 969-2014
www.townofchapelhill.org

To: DCHC MPO Transportation Advisory Commission
From: The Town of Chapel Hill
Date: 19 December 2008
Subject: Safe Routes to School Infrastructure Grant Funding Request

The Town of Chapel Hill is making application in the amount of \$172,500 for a NC Safe Routes to School Infrastructure Grant. Funding will include requests for the following improvements around the Estes Hills Elementary and Phillips Middle Schools 1.5 mile walk zones. The state application allows a 2 mile radius in the grant application request. We have narrowed the radius according to the actual walk zone area as identified by the Chapel Hill – Carrboro City Schools. If the walk zone is extended to a 2 mile radius, the zone will overlap into other school's walk zones.

Engineering

- The Town of Chapel Hill requests funding for a sidewalk to be added on Estes Drive beginning at Somerset Road continuing in front of Phillips Middle School that will connect to the sidewalk in front of Estes Hills Elementary School. The project will include removal of trees, grading, etc as well as an addition of a Pedestrian Rail extending from Estes Hills Elementary to Phillips Middle School. The cost of the project is estimated at \$150,000.
- The Town requests funding for pedestrian countdown heads and high visibility crosswalks at the intersection of Estes Drive and Caswell Road. The cost of the project is estimated at \$15,000

Education

- The Town requests \$2000 for student safety skills training on bicycling and walking safely to school grades K – 8th.

Encouragement

- The Town requests \$3000 for a promotional program for student incentives and materials encouraging fun and activity walking or bicycling to and from school.

Enforcement

- The Town requests \$2000 for informational materials including flyers, posters, etc for reinforcement of traffic safety around the school for both parents and residents. The information would include information on the new improvements around the school area.

Evaluation

- The Town requests \$500 for measurement of travel patterns such as surveys of K-8 students from the beginning to the end of the school year.

The Town of Chapel Hill's total estimated request for the NC Safe Routes to School Demonstration Grant is \$172,500. A requirement of the proposal submittal is a resolution from the MPO in support of these proposals and a draft resolution is attached.

RESOLUTION TO ENDORSE APPLICATIONS FROM THE DURHAM-CHAPEL HILL-CARRBORO MPO AREA FOR NCDOT SAFE ROUTES TO SCHOOL INFRASTRUCTURE AND NON-INFRASTRUCTURE AWARDS

WHEREAS, the North Carolina Department of Transportation has set aside \$3.5 million of Safe Routes to School (SRTS) funding to assist communities in implementing infrastructure projects to address active travel to schools serving Kindergarten – Grade 8; and

WHEREAS, the North Carolina Department of Transportation has set aside \$400,000 of Safe Routes to School (SRTS) funding to assist communities in implementing non-infrastructure projects to address active travel to schools serving Kindergarten – Grade 8; and

WHEREAS, the North Carolina Department of Transportation has issued a call for projects for both infrastructure and non-infrastructure projects; and

WHEREAS, any state, local, and regional agency, including nonprofit organizations, that can demonstrate the ability to meet the requirements of the federal SRTS program is eligible to apply for the infrastructure and non-infrastructure awards; and

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee (DCHC TAC) recognizes the importance of a balanced transportation network to the economic and social wellbeing of the community; and

WHEREAS, Town of Carrboro and Town of Chapel Hill are within the Durham-Chapel Hill-Carrboro MPO region and are submitting applications for both Safe Routes to Schools infrastructure and non-infrastructure funding; and

WHEREAS, at its meeting on January 14, 2009, the DCHC TAC voted unanimously to endorse that application for consideration of funding by NCDOT;

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee give its support for the NCDOT Division of Bicycle and Pedestrian Transportation’s Safe Routes to School infrastructure and non-infrastructure applications from the Town of Carrboro and Town of Chapel Hill.

TAC Chair

STATE of: North Carolina
COUNTY of: _____

I, _____, a Notary Public of County, North Carolina do hereby certify that personally Mike Woodard appeared before me on the 14th day of January, 2009, to affix his signature to the foregoing document.

(Seal) _____
Notary Public for the State of NC
Residing at: _____
My commission expires _____

**RESOLUTION TO REQUEST THE TRANSFER OF
FFY 2009 SURFACE TRANSPORTATION PROGRAM – DIRECT ATTRIBUTABLE
(STPDA) FUNDS FROM FHWA TO FTA
FOR THE DURHAM-CHAPEL HILL-CARRBORO URBAN AREA**

January 14, 2009

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, Surface Transportation Program – Direct Attributable (STPDA) funds are provided to the DCHC MPO for transportation projects and planning activities; and

WHEREAS, the DCHC MPO approved FFY 2009 STP-DA funds for TG-4821(Triangle Transit preventative maintenance, associated capital maintenance items, routine capital items – office and shop equipment, passenger amenities, service vehicles, etc.); and

WHEREAS, the Federal Transit Administration (FTA) administers most transit projects through the FTA’s Urbanized Area Formula Grant Program; and

WHEREAS, in order for local governments to receive STPDA funds for transit projects, the Federal Highway Administration (FHWA) must transfer the funds to the FTA; and

Now, therefore, be it resolved that:

The Durham-Chapel Hill-Carrboro Transportation Advisory Committee hereby requests that the Federal Highway Administration transfer the Surface Transportation Program Direct Attributable (STPDA) funds for FFY 2009 to the Federal Transit Administration for project TG-4821(Triangle Transit preventative maintenance, associated capital maintenance items, routine capital items – office and shop equipment, passenger amenities, service vehicles, etc.) as described on the attached table as soon as it is authorized to do so.

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 14th day of January 2009.

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 his/her signature to the foregoing document.

Notary Public
My Commission expires: _____

Table: FFY 2009 CMAQ funds that need to be transferred from FHWA to FTA.

TIP #	Project	FFY 2009 (federal funds)	Funding Source
TG-4821	Triangle Transit preventative maintenance, associated capital maintenance items, routine capital items – office and shop equipment, passenger amenities, service vehicles, etc.	\$46,400	STPDA

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: January 14, 2009

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 January 2009
- Consultant selection January/ February 2009
Council contract approval March/April 2009
Notice to Proceed – April/May 2009
Study completion – February/March 2010

MPO Parking Survey and Study

- Parking model specification
Regional Coordination
Draft scope of services
Request for Proposal notice – July 2009
Consultant selection September/October 2009
Council contract approval November/December 2009
Project commences – January/February 2010

Commercial Vehicle/Freight Survey

- ✓ Model specification - September 2008
 - ✓ RFP/Scope of services - September/October 2008
 - ✓ Consultant Selection – November 2008
 - ✓ Notice to Proceed/Project Kick-off – December 2008
 - ✓ Field survey/data collection underway
- 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 January 2009
- 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 2008/2009

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

Project Overview

The NC54/I-40 corridors provide principal access to major activity centers in Southwest Durham, Chapel Hill, Carrboro, UNC as well as trips beyond. This accessibility has fueled tremendous growth within and around the study area. The NC 54 and I-40 interchange has consistently ranked as the top congested location in the region, mainly due to growth, proximity of the Farrington Road intersection to the I-40 interchange and capacity problems. Development pressures within the corridor coupled with mobility and capacity issues has lead to awareness that the existing and planned transportation infrastructure is inadequate to accommodate growth and address land-use and transportation problems. At present, the highway facilities are not keeping up and indeed are insufficient with regard to providing efficient mobility for the work commute. This study shall analyze and articulate the problems within the corridor, evaluate mitigating measures and identify transportation and land-use strategies for alleviating and mitigating current and future transportation problems as well as development demands. Essentially, the study will determine transportation needs and identify recommendations to meet those needs. Ultimately, the study will help establish local, regional and statewide public and political support for short term strategies and a long range “blueprint”. The study tasks include:

1. Information gathering and data analysis
2. Evaluation of transportation alternatives and land-use scenarios
3. Development of recommendations that address immediate and intermediate needs
4. Public involvement
5. Development of a future multi-modal vision (the “blueprint” for the corridor)

Current Timeline

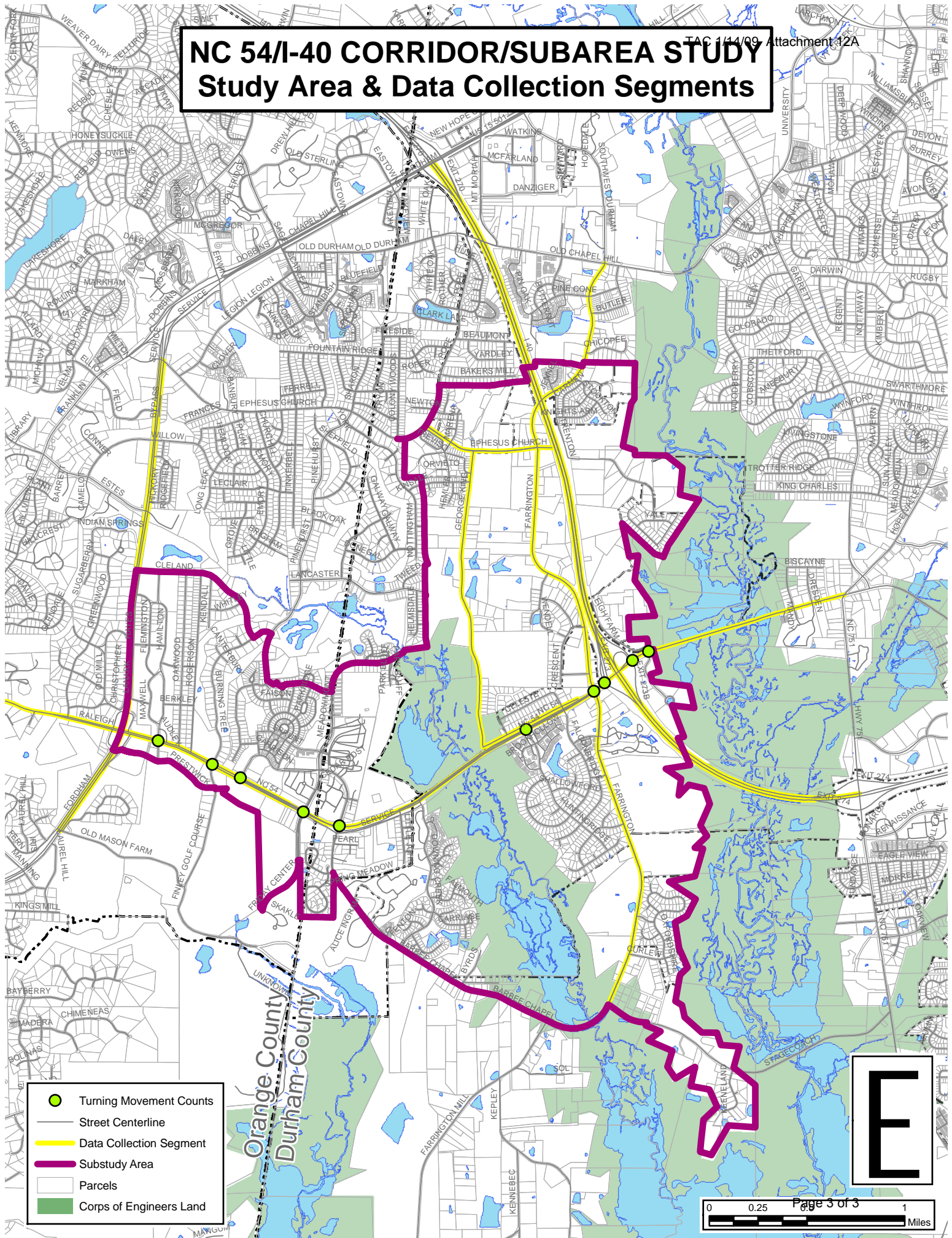
1. January 9: Proposals due
2. Week of January 13: EOEa office reviews proposals
3. January 20: Proposals sent to Steering Committee for review
4. January 20 – 26: Steering Committee reviews and evaluates proposals (duration of review may increase if greater than 5 proposal are received)
5. January 26: Steering Committee comments and evaluation matrix due
6. Week of January 26: Meeting to discuss evaluations and to select the top firms for interview
7. Week of February 9: Consultant interviews are scheduled
8. Week of February 9: Meeting to discuss interview evaluations and to select top three firms
9. Week of February 16: Send out letter to top three firms
10. Week of February 23: Begin contract negotiations (4 weeks)
11. April 8: Submit for Council agenda
12. May 5: Council approves contract
13. May 11: City issues contract
14. May 14: Notice to Proceed
15. May 2009 – January 2010

Key Work Elements

1. Multi-modal transportation analysis
2. Environmental analysis
3. Travel demand forecasting
4. Land-use strategies
5. Transportation Improvements and Investments
6. Functional design
7. Systems linkages
8. Other infrastructure investments
9. Access management
10. Public outreach and input
11. Cost estimates
12. Policy recommendations (Corridor Blueprint)
13. Implementation and phasing plans
14. Documentation and reports

NC 54/I-40 CORRIDOR/SUBAREA STUDY

Study Area & Data Collection Segments



- Turning Movement Counts
- Street Centerline
- Data Collection Segment
- Substudy Area
- Parcels
- Corps of Engineers Land

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

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	Bid opening cancelled
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.- design under review
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	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. delayed; may need electric power
Orange	42501	US 15/501/NC54 (Fordham Blvd.) at SR 1900 (Old Mason Farm Rd.)	Construct bus pulloffs on both sides	\$140,000	Municipal Agreement pending
Orange	42502	SR 1010 (Franklin St.) between Hillsborough St. and Plant Rd.	Replace deteriorated curb and gutter at several locations on both sides	\$30,000	Municipal Agreement pending
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 for completion by 4/29/09
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

ACTIVE NCDOT PROJECTS LOCATED IN ORANGE COUNTY - DCHC MPO

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
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

Federal Economic Stimulus/Recovery Plan (Role of the NC Department of Transportation)

Approach

A successful economic stimulus and recovery plan relies on projects that can be let in a very short time period (180 days) and have a cash payout that is equally compact (24 months). The primary focus of the plan is preserving and creating jobs. Therefore, projects should be strategically selected to represent geographical diversity, broad scope, and benefit a wide range and size of industry partners. They should also be let to contract strategically to the benefit of the Department and industry partners in order to manage workload and cash flow. The most beneficial project mix will show responsibility in the purpose of the stimulus plan.

Assumptions for evaluating stimulus plan

- **Highway/bridges and transit (i.e. public transportation, rail, aviation, ferry and bike/ped) projects will be separate provisions in the stimulus package**
- 100% Federal funding
- Under contract within 180 days
- Cash payout within 24 months
- Category neutral
- No earmarking
- Equity formula distribution
- Restricted to federal-aid routes
- No requirement for STIP amendments

Activities to Date

- Identified \$5.17 billion in highway/bridge projects and \$1.035 billion in other modal projects that have the potential to be under contract in 180 days or meet a cash payout within 24 months. The sources of projects are the potential deferred 6 month let list, out year and unfunded TIP projects, Division Engineers knowledge of local needs, including safety, mobility, and infrastructure deficiencies, and local public transportation providers.
- Evaluating all projects for:
 - Alignment with Mission and Goals – safety, mobility, and infrastructure health
 - Alignment with Long Range Plan strategic investment scenario
 - Locations on Strategic Highway Corridors
 - Accuracy in project cost estimates and delivery timelines
 - Scope, cost, and geographical diversity
- Evaluating scope of existing deferred projects to determine best format to meet projected early cash payout provision
- Reviewing GARVEE capacity/programmed projects for potential realignment

AASHTO SURVEY - FEDERAL ECONOMIC STIMULUS / RECOVERY POTENTIAL MAJOR CONSTRUCTION PROJECTS			DRAFT
DIVISION	TIP#	DESCRIPTION	CONST. COST
2	R-3307	US 70 Gallants Channel Bridge	89,000,000
2/4	R-2554 C	US 70 Goldsboro Bypass	60,000,000
3	R-2633 A	US 17 Wilmington Bypass (Loop)	91,400,000
3	R-2633 B	US 17 Wilmington Bypass (Loop)	225,900,000
4	R-2554 A	US 70 Goldsboro Bypass	81,500,000
4	R-2554 BB	US 70 Goldsboro Bypass	34,000,000
4	R-3825 A	NC 42 in Johnston County	\$7,300,00
5	R-2635	Western Wake Freeway	733,000,000
5	U-4763B	Triangle Parkway	185,000,000
5	I-4902	I-40 & I-440 signing upgrades/replacements	5,000,000
5	R-2814 A	US 401 widening from Neuse River to Rolesville bypass - Segment A	13,900,000
5	R-2814 B	US 401 widening and relocation [Rolesville bypass] - Segment B	39,500,000
5	R-2241A	US 501 widening from Roxboro to VA state line - Segment A	24,900,000
5	U-2918	Westgate Road from Leesville Road to US 70	14,100,000
6	U-2810 C	SR 1003 Camden Road in Fayetteville	8,700,000
6	U-2519 CB	I-295 Fayetteville Outer Loop (Loop)	100,400,000
7	I-4716	I-40 in Orange Co. from I-85 to Durham Co. line	1,500,000
7	I-????	I-40/85 mll/overlay in Orange Co. from Alamance Co. to I-40/I-85 split	15,000,000
7	R-2611	SR 1008 (W. Market St.) widening from Colfax to PTI	19,000,000
7	U-2524C	Greensboro Western Loop - Segment C (Loop)	104,700,000
7	U-3326A U-3326B	US 29 Business / US 158 (Freeway Dr.) widening in Reidsville	39,000,000
8	I-4406	I-73/74 corridor upgrading from Emery to Steed	45,900,000
8	I-4407	I-73/74 corridor upgrading Ulah to north of Asheboro	22,000,000
8	R-2417	US 421 Sanford Bypass - Segment AA	45,600,000
8	R-2417	US 421 Sanford Bypass - Segment C	41,800,000
8	R-3421	I-73/74 from Ellerbee to Rockingham	209,500,000
9	I-2304	I-85 in Rowan/Davidson Counties including the Yadkin River Bridge	330,000,000
9/12	I-????	I-40 in Davie & Iredell Counties - grooving/patching/overlay	49,700,000
10	R-2248E	I-485 in northern Mecklenburg county (Loop)	122,600,000
10	R-2632AA	NC 73 in Mecklenburg county	7,875,000
11	I-5101	I-77 in Surry County	525,000
11	I-5102	I-77 in Surry County	1,050,000
12	I-3819A	I-40/I-77 interchange	95,000,000
12	R-2707	US 74 Shelby Bypass	235,000,000
14	R-4047	NC 209 in Haywood county	24,400,000
		Estimated Construction	\$3,116,450,000
		Estimated Right of Way	\$133,447,000
		Total Estimated Cost	\$3,249,897,000

AASHTO SURVEY - FEDERAL ECONOMIC STIMULUS AND RECOVERY POTENTIAL DIVISION REHABILITATION AND CONSTRUCTION PROJECTS						DRAFT
DIVISION	COUNTY	ROUTE	FROM	TO	PROJECT SCOPE	ESTIMATED COST
1	Perquimans	US 17	SR 1227	SR 1101	Strengthen Pavement	4,000,000
1	Currituck	US 158	Barco	Currituck Sound Bridge	Mill & Strengthen	22,000,000
1	Hertford	NC 561	Northampton Co.	NC 11	Widening, Resurfacing	2,400,000
1	Hertford	US 13	SR 1130	NC 461	Strengthening, Resurfacing	700,000
1	Northampton	US 258	Roanoke River	NC 305	Strengthening, Resurfacing	1,200,000
1	Martin	US 64 West	Edge CL	US 64 Alt	Resurface	4,500,000
1	Martin	US 64	US 64 Alt	Jamesville	Mill/Resurface	2,500,000
1	Hertford	US 13	Bridge #12		Replace	800,000
1	Hertford	US 13	Bridge #25		Replace	500,000
1	Washington	NC 99	Bridge #1		Replace	350,000
1	Perq./Chowan	NC 37	At County Line		Replace	500,000
2	Carteret	NC 101	Craven County Line	SR 1163	Widen and resurface	3,900,000
2	Pamlico	NC 306	Beaufort County Line	Minnesott Beach Ferry	Widen and resurface	9,500,000
2	Craven	NC 43	US 17	SR 1401	Widen and resurface	2,400,000
2	Craven	NC 43	SR 1401	WCL of New Bern	Strengthen and resurface	1,700,000
2	Carteret	US 70	Morehead City	Beaufort	Closed Loop Signal Systems	820,000
2	Lenoir	US 258	From Greene County Line	Felix Harvey Parkway	Widen and resurface	1,900,000
2	Greene / Pitt	US 258	US 264 Alt. (Pitt Co.)	NC 58 (Greene Co.)	Widen and resurface	6,300,000
2	Greene	US 258	NC 58	Lenoir County Line	Widen and resurface	3,100,000
2	Jones	NC 58	Lenoir County Line	WCL of Trenton	Widen and resurface	5,600,000
2	Jones	NC 58	NC 41	US 17	Strengthen and resurface	6,000,000
2	Beaufort	NC 306	NC 92	Pamlico County Line	Widen and resurface	6,600,000
2	Jones	NC 41	NC 58	Duplin County Line	Widen and resurface	10,400,000
3	Sampson / Duplin	I-40	Exit #348	Exit #385	Milling & Resurfacing	50,000,000
3	New Hanover	SR 2048	NC 132	SR 2270	Widen	2,100,000
3	New Hanover	NC 132	US 74	SR 2048	Widen	600,000
3	New Hanover	US 76/17 Bus.			Painting Bridge #13	8,700,000
3	New Hanover	US 117/NC 132			Construct a Roundabout	778,000
3	Brunswick	SR 1115			Replace Bridge #58	585,000
3	Brunswick	SR 1115			Replace Bridge #59	585,000
3	Brunswick	SR 1115			Replace Bridge #49	615,000
3	Duplin	SR 1141			Replace Bridge #196	501,000
3	Brunswick	SR 1500	NC 211	US 17 Bus.	Widen and resurface and place guardrail	2,500,000
3	Sampson	NC 403	0.2 miles sw of SR 1735	I-40	Widening, mill patching and resurfacing	575,000

AASHTO SURVEY - FEDERAL ECONOMIC STIMULUS AND RECOVERY POTENTIAL DIVISION REHABILITATION AND CONSTRUCTION PROJECTS						DRAFT
DIVISION	COUNTY	ROUTE	FROM	TO	PROJECT SCOPE	ESTIMATED COST
3	Onslow	SR 1324	SR 1327	SR 1308	Rehab and Improvements	2,733,000
4	Wayne/Wilson	I-795	MM 87.44	MM 106.2	Pavement Strengthening	14,000,000
4	Johnston	I-40	NC 96	Sampson CL	Safety Pavement Rehabilitation	5,000,000
4	Johnston	I-95	MM 99	MM 107	Maintenance Rehabilitation	5,000,000
4	Edgecombe/Nash	US 64	Franklin CL	US 258 in Edgecombe	Safety Pavement Rehabilitation	5,000,000
4	Wilson	US 264	US 301	Greene C/L	Safety Pavement Rehabilitation	6,300,000
4	Halifax/Nash/Wilson/Johnston	I-95	Various Bridges		Bridge Preservation	2,000,000
4	Edgecombe/Nash	US 64	Various Bridges		Bridge Preservation	1,000,000
4	Nash/Wilson	US 264	Various Bridges		Bridge Preservation	500,000
4	Wayne	US 70	Johnston C/L	I-795	Maintenance Rehabilitation	2,200,000
4	Wilson	US 264	Nash C/L	US 264A	Maintenance Rehabilitation	6,100,000
4	Wilson/Nash	I-95	MM 115	MM 128	Maintenance Rehabilitation	8,750,000
4	Johnston	NC 42	SR 1010	I-40	Access Management	750,000
5	Franklin	SR 1451, (Leonard Rd.)			Bridge 61 over Sandy Creek	900,000
5	Granville	SR 1431, (Grassy Creek Rd.)			Bridge 142 over Grassy Creek	900,000
5	Wake	SR 1153, (Tingen Rd.)			Bridge 374 over Little Creek	900,000
5	Warren	SR 1532, (Brown Rd.)			Bridge 71 over Little Fishing Cr	900,000
5	Person	SR 1536, (Depot St.)			Bridge 93 over Branch	900,000
5	Granville	SR 1413, (Watkins Rd.)			Bridge 139 over Grassy Creek	900,000
5	Wake	I-40	Wade Ave	I-540	Mill, strengthen, resurface	13,000,000
5	Wake	I-440	Poole Rd	I-40	Replace Bonded Overlay	7,000,000
5	Wake	I-440	Wake Forest Rd	Wade Ave	Mill, resurface	4,000,000
5	Wake	US 70 (Glenwood)	I-440	Wade Ave	Mill, patch, ultrathin HMA	3,000,000
5	Wake	US 64	Tryon Rd	NC 55	mill, resurface	4,000,000
5	Wake	US 64	Tryon Rd	NC 55	superstreet Laura Duncan to Edinburgh	11,000,000
5	Durham	US 501			Bridge 118 over Pond	1,800,000
5	Franklin	SR 1116, (Cedar Creek Rd.)			Bridge 12 over Cedar Creek	1,000,000
5	Wake	SR 2751, (Hilltop Rd.)			Bridge 285 over Terrible Creek	1,000,000
5	Granville	SR 1304			Bridge 178 over Fox Creek	1,000,000
5	Vance	SR 1374			Bridge 36 over Kerr Lake	1,000,000
6	Columbus	NC 211	US 74	Brunswick Co	Widen and resurface	3,500,000
6	Bladen	NC 210	US 701	Cumberland Co	Widen and resurface	1,600,000
6	Cumberland	NC 210	NC 53	Bladen County	Widen and resurface	3,350,000
6	Robeson	NC 20	Hoke Co	WCL St. Pauls	Widen and resurface	2,000,000
6	Robeson	NC 20	WCL St. Pauls	WEC St. Pauls	Resurface	225,000

AASHTO SURVEY - FEDERAL ECONOMIC STIMULUS AND RECOVERY POTENTIAL DIVISION REHABILITATION AND CONSTRUCTION PROJECTS						DRAFT
DIVISION	COUNTY	ROUTE	FROM	TO	PROJECT SCOPE	ESTIMATED COST
6	Harnett	NC 55	NC 27	Wake County	Resurface	1,000,000
6	Columbus	US 74/76	NC 214	Brunswick Co	Resurface & Rebuild curb and gutter	1,750,000
6	Columbus	US 74/76	US 74 Bus	NC 214	Microsurface	2,500,000
6	Harnett	NC 82	Cumberland Co	NC 217	Widen and resurface	1,700,000
6	Cumberland	NC 24/ 87 Bypass	Rowan Street	US 401 Bypass	Resurface	2,000,000
6	Robeson	NC 904	NC 41	NC 130	widen, resurface and turn lanes	1,750,000
6	Robeson	NC 130	NC 904	I-95	widen, resurface and turn lanes	1,750,000
6	Robeson	NC 41	NC 904	SC line	Resurface	700,000
6	Bladen	NC 131	NC 87	NC 211 Bypass	Widen and resurface	4,600,000
6	Harnett	NC 87	North of Lexington Plantation	South of NC 24	Build Superstreet	1,000,000
6	Bladen	NC 211 Bypass	Robeson Co	NC 211 Business	Microsurface	400,000
6	Harnett	NC 210	Cumberland Co	SR 2045	Microsurface	720,000
6	Harnett	US 301	N. Ellis Ave	End C & G near south	Resurface	650,000
6	Cumberland	US 13	I-95	Sampson Co	Resurface	800,000
6	Robeson	NC 711	Jones St.	NC 710	Widen and resurface	630,000
6	Bladen	NC 87 Business	Keith St	US 701	Widen and resurface	1,800,000
6	Columbus	US 76	South Carolina	US 74	Widen and resurface	3,600,000
6	Harnett	NC 42	Wake county	Chatham County	Resurface	750,000
6	Harnett	NC 27	Lillington CL	SR 1117	Resurface and turn lanes	1,350,000
6	Robeson	NC 83	NC 130	SC line	Widen and resurface	1,500,000
6	Bladen	NC 87			Slope repair	600,000
6	Robeson	US 301	I-95 (exit 25)	Cumb. Co.	Resurface and turn lanes	2,000,000
6	Harnett	NC 27	NC 24	NC 87	Resurface	725,000
6	Robeson	US 501	SR 1135	I-95	Microsurfacing	275,000
6	Robeson	US 74 Bus	ECL Maxton	Scotland Co	Curb milling and resurfacing	200,000
6	Cumberland	NC 59	Cameron Road	US 301	Widen and turn lanes	800,000
6	Harnett	NC 27	NC 55	US 421	Microsurfacing	550,000
6	Harnett	US 301	SR 1832	Cumberland Co Line	Incidental Milling & Microsurface	1,000,000
6	Harnett	NC 55			Culvert Ext	250,000
6	Harnett	NC 217	at SR 1779		Turn Lanes	500,000
6	Robeson	SR 1340			Replace pipe w/2@60"	200,000
6	Harnett	I-95			Repair the eminent slope failure	700,000
6	Columbus & Robeson	US 74			Replace Signs	10,000
6	Harnett, Cumberland, Robeson	I-95	South Carolina	Johnston Co	Replace Signs	300,000
7	Guilford/ Alamance	I-40/I-85	Rock Creek Dairy Road	University Drive	Mill & Resurface	6,000,000

AASHTO SURVEY - FEDERAL ECONOMIC STIMULUS AND RECOVERY POTENTIAL DIVISION REHABILITATION AND CONSTRUCTION PROJECTS						DRAFT
DIVISION	COUNTY	ROUTE	FROM	TO	PROJECT SCOPE	ESTIMATED COST
7	Rockingham	US 29	Guilford County	Troublesome Creek	Concrete Rehab, Shoulder Reconstruct	3,000,000
7	Guilford	I-85	Concrete US 29-70 Interchange	Groometown Road	Adjust Super for Drainage Mill & Fill	4,000,000
7	Guilford	US 421	Randolph County	Patton Avenue	Mill & Fill	7,000,000
7	Orange	I-85	I-40/85 Split	Durham County	Pavement Strengthening	15,000,000
7	Orange	NC 57	NC 86	Person County	Rehab Intersection, turn lane & signal	3,000,000
7	Rockingham	NC 770	Stokes County Line	Janet Road (SR 1395)	Widen 2' on each side and resurface	1,000,000
7	Alamance	NC 87	US 100	County Line	Resurface & Widen	2,000,000
7	Caswell	NC 62	Alamance County	Main Street	Resurface	2,000,000
7	Caswell	NC 86	NC 49	NC 119	Resurface	1,000,000
7	Orange	NC 54	Alamance County	SR 1107	Pavement Strengthening	1,500,000
7	Rockingham	SR 1165			Bridge Replacement	1,000,000
7	Rockingham	SR 2302			Bridge Replacement	1,000,000
8	Moore	US 1	SR 1309	SR 2175	Paved Shoulders	3,000,000
8	Lee	US 1	US 1 Bus.	SR 1423	Resurface, rehab	3,000,000
8	Richmond	NC 73	US 220	Moore Co.	Widen, resurface	1,000,000
8	Lee	NC 78	US 1	SR 1001	Widen to 3 lanes	7,000,000
8	Chatham	NC 87	NC 902	Alamance Co.	Widen, resurface	10,000,000
8	Moore	NC 24/27	NC 705	Montgomery Co	Widen, Strengthen, add turn lanes	5,000,000
8	Chatham	SR 2145			Br. 157	800,000
8	Richmond	SR 1319			Br. 120	800,000
8	Chatham	SR 1355			Br. 383	800,000
8	Montgomery	SR 1533			Br. 90	800,000
8	Richmond	SR 1471			Br. 162	800,000
8	Scotland	SR 1433			Br. 28	800,000
8	Scotland	SR 1421			Br. 36	800,000
8	Randolph	SR 1127			Br. 8	800,000
8	Moore	SR 1838			Br. 39	800,000
8	Randolph	SR 2614			Br. 175	800,000
8	Richmond	SR 1164			Br. 97	800,000
9	Davidson	I-85	Yadkin River	8-lane section	Rehab	7,000,000
9	Forsyth	I-40	Jonestown Road	Harper Road	Resurfacing	6,000,000
9	Davidson-Davie	US 64	US 52 in Lexington	Mocksville City Limits	Pavement rehab, paved shoulders	16,000,000
9	Davidson	US 29/70	Lexington	Guilford Co Line	Pavement rehab, paved shoulders	11,000,000
9	Stokes	US 52	King City Limits	Surry Co Line	Slab repair, UTBWS	3,000,000
9	Rowan	SR 1506	n/a	n/a	Replace bridge #210	450,000

AASHTO SURVEY - FEDERAL ECONOMIC STIMULUS AND RECOVERY POTENTIAL DIVISION REHABILITATION AND CONSTRUCTION PROJECTS						DRAFT
DIVISION	COUNTY	ROUTE	FROM	TO	PROJECT SCOPE	ESTIMATED COST
9	Rowan	SR 2114	n/a	n/a	Replace bridge #95	400,000
9	Davidson	NC 109	n/a	n/a	Extend culvert	250,000
9	Davidson	NC 8	SR 2412	SR 1115	Widening and turn lanes	11,000,000
10	Anson/Union/Meck	NC 218	I-485	US 74	Rehab	17,326,558
10	Anson/Union	US 74	Marshville	Wadesboro	Rehab,adding Paved Shoulders	14,386,437
10	Cabarrus	I-85	US 29/601	NC 73	Rehab	2,982,628
10	Mecklenburg	Little Rock Road	NC 27	Little Rock Road	Relocation	6,000,000
10	Cabarrus/Mecklenburg	NC 73	SR 1442	NC 115	Rehab; add paved shoulders	4,000,000
10	Cabarrus/Mecklenburg	NC 24/27	SR 1100	NC 51	Rehab; mill; resurface	7,000,000
10	Mecklenburg	NC 24	Mallard Creek Rd	I-77	Rehab	5,000,000
10	Mecklenburg	SR 2480 Brown	SR 2480	SR 2459 Eastfield Road	Realignment	1,000,000
10	Mecklenburg	Overpass Bridge	Nations Ford Rd. Exit 4	Catawba Ave. Ext. 28	Painting of All Structural Steel	3,000,000
10	Cabarrus	3 Bridges over I-85			Hydro Demo of Bridge Deck	1,148,125
10	Mecklenburg	SR 2695 Verhoe	NC 115	R/W	road extension	6,400,000
10	Mecklenburg	US 21 & SR 213	intersection	intersection	turn lanes	3,125,000
10	Mecklenburg	City Blvd	I-85	US 29/NC 49 Tryon St		
11	Alleghany	NC 18	SR 1173	SR 1138	Widen, Resurface, and add left turn lane	750,000
11	Alleghany	NC 93	SR 1337	Va. State LINE	Asphalt Resurfacing	1,076,000
11	Alleghany	NC 93	US 221	SR 1337	Asphalt Resurfacing	684,000
11	Ashe	NC 16	NC 88	Va Line	Milling, resurface, replace guardrail,	4,000,000
11	Avery	NC 194	US 221	US 19E	Widen, resurface, improve drainage	1,200,000
11	Caldwell	US-321A	NCL Gran Fls	SR 1127	Widen from 20ft to 24ft	2,900,000
11	Caldwell	NC 90	SR 1356N	End Pavement	Widen, Resurface, upgrade drainage	1,650,000
11	Caldwell	NC-90	SR 1341	SR 1353	Widen from 17ft to 20ft	3,800,000
11	Caldwell	US 321	SR 1178	SCL Lenoir	Mill & Fill & Overlay	650,000
11	Caldwell	NC 90	Near Collettsville		Improve Typical Section & Widen Curves	1,200,000
11	Surry	NC 268	SR 2048	Railroad Bridge	Widen to Multilane	500,000
11	Surry	US 601	SR 2221		Left turn lane at SR 2221	500,000
11	Surry	US52	Stokes Co. Line	Cooke School Road	Shld. Improve. Replace Conc. Slabs	2,100,000
11	Surry	I - 77	MM 88.4	MM 90	Mill and Resurface	800,000
11	Surry	Over I77			Painting of bridge girders	375,000
11	Surry	I77			Painting of bridge girders	750,000
11	Surry	Over I77			Painting of bridge girders	850,000
11	Watauga	NC 194	US 321/421	SR 1117	Resurface	400,000

AASHTO SURVEY - FEDERAL ECONOMIC STIMULUS AND RECOVERY POTENTIAL DIVISION REHABILITATION AND CONSTRUCTION PROJECTS						DRAFT
DIVISION	COUNTY	ROUTE	FROM	TO	PROJECT SCOPE	ESTIMATED COST
11	Wilkes	NC 115	US 421	Iredell Co Line	Widen and Resurface	5,000,000
11	Wilkes	NC 16N	SR 1559	Ashe Co.Line	Strengthen/resurface/guardrail	3,200,000
11	Wilkes	NC268			Painting of bridge girders	550,000
11	Yadkin	NC 67	Forsyth Co.	ECL East Bend	Widen and Resurface	1,700,000
11	Yadkin	I-77 NB & SB	Iredell Co.	South Of SR 1125	Milling and resurfacing	2,243,000
11	Yadkin	US 421 NB & S	Wilkes Co.	I-77 Interchange	Pavement Rehabilitation - NOVA Chip	796,000
11	Yadkin	NC67			Hydrodemolition	600,000
11	Yadkin	Over US421			Hydrodemolition	140,000
12	Iredell	I-77	MM 58	MM 57.83	Patch,Mill & Resurface	7,000,000
12	Iredell	I-77	MM 57.83	MM 61.74	Patch, Asphalt Overlay	8,300,000
12	Gaston	I-85	MM 13	MM 17	Mill and Resurface	4,000,000
12	Gaston	I-85	MM 21.8	MM 23.5	Mill and Resurface	2,000,000
12	Cleveland	US 74	SR 1170	West Lee	Resurface	1,500,000
12	Iredell	NC 150	Kendra Rd.	Erwin Rd.	Widen To Three Ln. Sect.	2,000,000
12	Iredell	I-40	MM 146	MM 151	Mill and Resurface	5,000,000
12	Catawba/Alexander	NC 127	River Xing		Deck Rehab.	1,000,000
12	Catawba/Iredell	NC 150	Lake Norman Xing		Deck Rehab.	1,000,000
12	Lincoln	NC 73	NC 27	Meck.Co.Ln.	Resurfacing	5,000,000
12	Alexander/Iredell	US 64	NC90 Ired.	NC90 Alex	Novachip Overlay	4,500,000
13	Buncombe	I-40	Haywood CL	MP 43	mill J-1, patch, overlay	8,000,000
13	Buncombe	I-40	MP 45	MP 50	crack seal overlay, patch	7,000,000
13	Buncombe	I-26	MP 31	MP 37	mill and resurface	9,000,000
13	Buncombe	I-40	MP 59	MP 67	mill and resurface	12,000,000
13	Burke	I-40	MP 94	MP 106	nova chip	6,000,000
13	Burke	I-40	MP 106	MP 119	nova chip	8,000,000
13	Buncombe	I-240	MP 3	MP 5	crack seal, nova chip	2,000,000
13	McDowell	I-40	MP 86	MP 94	nova chip	4,000,000
13	Madison	I-26	MP 9	MP 11	mill and resurface	2,000,000
13	Madison	I-26	MP 11	MP 13	mill and resurface	2,000,000
14	Cherokee	NC 141	US 64	US 74	Install paved shoulders/ Rehab. Pvmt.	3,500,000
14	Swain	US 74	SR 1159	Jackson Co. Line	Pvmt. Rehab.	6,800,000
14	Haywood	US 276	From US 19	I-40	Install paved shoulders/ Rehab. Pvmt.	4,000,000
14	Transylvania	US 276	Pisgah Forest	Brevard	Install paved shoulders/ Rehab. Pvmt.	2,000,000
14	Transylvania & Macon	US 64	Rosman	Highlands	Install paved shoulders/ Rehab. Pvmt.	15,500,000
14	Jackson	US 23/74/441	SR 1310	SR 1365	Pvmt. Rehab.	8,000,000

AASHTO SURVEY - FEDERAL ECONOMIC STIMULUS AND RECOVERY POTENTIAL DIVISION REHABILITATION AND CONSTRUCTION PROJECTS						DRAFT
DIVISION	COUNTY	ROUTE	FROM	TO	PROJECT SCOPE	ESTIMATED COST
14	Jackson	US 23/74	US 23 Bus.	SR 1705	Pvmt. Rehab.	12,000,000
					Totals	\$730,759,748

DRAFT**FEDERAL STIMULUS AVIATION, BICYCLE & PEDESTRIAN, FERRY, PUBLIC
TRANSPORTATION, AND RAIL PROJECT LIST SUMMARY**

Division	Number of Projects	Total Cost
Division of Aviation	35	\$315,235,000
Division of Bicycle and Pedestrian	12	\$26,200,000
Ferry Division	6	\$63,500,000
Public Transportation Division	176	\$373,922,334
Rail Division	<u>18</u>	<u>\$256,250,000</u>
Total	247	\$1,035,107,334

Feds free transit money for N.C.

FTA had frozen \$25 million

Bruce Siceloff, Staff Writer

The Federal Transit Administration has restored North Carolina's authority to tap \$25 million in grants for local public transportation service -- money that had been frozen because of doubts about how the state Department of Transportation was managing it.

Miriam Perry, who heads DOT's public transportation division, told a state Board of Transportation committee about the approval Wednesday.

"We will be able to draw down those funds," Perry said.

The action means that local transit and social services agencies will not be stuck with the bills for federal programs that provide transportation for elderly, disabled, low-income and other mostly rural residents.

The FTA gave tentative approval for the grants in September, but it said then that North Carolina could not use the money until the DOT filed a long-overdue management plan. The DOT's 116-page plan -- describing how it makes sure the money is spent properly -- was finally approved this week.

Roberto Canales, the DOT deputy secretary for transit, disputed some of the FTA's criticism. He said the DOT had met or exceeded federal standards in some areas. In a few cases, Perry and Canales blamed DOT shortcomings on the retirements and departures of staff members in key positions.

Board members were relieved to hear that federal transit money is no longer frozen. But they had some questions about DOT's response.

"If that person's retirement was coming, we should have fixed it so we were prepared to take care of something that's our fault," said board member Marion Cowell Jr. of Charlotte.

DOT officials still are working to resolve issues in an FTA review that found the North Carolina agency deficient in 12 out of 21 areas of its responsibility to administer the federal grants in the state.

A joint House-Senate committee was briefed on the matter Wednesday, but Sen. Clark Jenkins, an Edgecombe County Democrat, chided Canales.

"When you read in the newspaper that federal transit funds have been frozen, I think the department owes this oversight committee some sort of heads-up on what your staff is doing to correct it," Jenkins said.

bruce.siceloff@newsobserver.com or 919-829-4527

© Copyright 2008, The News & Observer Publishing Company

A subsidiary of [The McClatchy Company](#)

Mileage tax among transportation funding ideas

Mark Johnson, Staff Writer

A special transportation committee gave final approval Wednesday to a report that proposes a new tax on the number of miles a car is driven each year, as well as other options for generating highway and transit money.

The vehicle miles tax would be calculated during the car's annual inspection and likely would supplement or replace the gas tax. Legislators on the 21st Century Transportation Committee cautioned that a new tax is unlikely to advance during a budget crisis.

The special committee was formed to propose a menu of options for transportation funding, because the state's primary sources of money -- the gas tax and a tax on car sales -- are flat or declining.

The group also proposed toll booths on Interstates 77 and 95.

Committee member Chuck McGrady, however, said the committee skirted the question of overhauling how the Department of Transportation operates after years of complaints about turf battles, political patronage and dysfunctional divisions.

"We haven't gone far enough," said McGrady, a Henderson County commissioner.

Asheville Mayor Terry Bellamy, another committee member, cast the lone "no" vote on the final version of the recommendations, saying the vehicle miles tax unfairly penalized rural residents with long commutes and no public transportation.

Committee Chairman Brad Wilson, chief operating officer of Blue Cross Blue Shield of North Carolina, said the report could gather dust unless individuals and communities support the recommendations. He acknowledged that raising new taxes is unpopular but said that a failing transportation system will make the state less attractive to new employers.

Steve Jackson, an analyst who focuses on transportation issues for the N.C. Justice Center's Budget & Tax Center, criticized the report as lacking vision.

"The report offers no consistent vision for how to move forward," he said in a news release. "Given how fundamental our transportation problems are in North Carolina, this is very disappointing. The policy solutions suggested are more 1955 than 2055."

mjohnson@charlotteobserver.com or 919-829-4774

© Copyright 2008, The News & Observer Publishing Company

A subsidiary of [The McClatchy Company](#)

Published: Dec 16, 2008 12:30 AM

Modified: Dec 16, 2008 04:18 AM

N.C. mayors extend palms

DOT also has list for Obama's eyes

David Bracken, Staff Writer

Leaders of North Carolina cities are intensifying their lobbying for shares of the billions in aid that President-elect Barack Obama wants to restart America's economy.

Raleigh Mayor Charles Meeker will hold a news conference today to release a list of projects the city hopes will be considered under any federal aid package.

"We really don't know exactly how the federal program is going to roll out. It hasn't been developed," Meeker said. "But we intend to have a menu of options so that however it does roll out we'll be ready to participate."

Earlier this month, Obama told the nation's governors that he supports an economic stimulus project that could save or create 2.5 million jobs. Thus far, Obama and his aides have not indicated how such an aid package might be structured or what projects might be eligible.

Obama aides and congressional leaders have said the package could exceed \$500 billion over two years.

Raleigh came up with its list by asking its department heads to identify unfunded road, sewer and parks projects that can be started within the next six to 12 months. The list also includes alternative energy projects that are in line with Obama's goal of reducing the country's reliance on foreign oil.

Meeker said the energy projects include installing more LED lights in the city's parking garages and placing solar panels on public buildings and on the city's waste water treatment facility that could generate more than a megawatt of power.

"Since there's not as much wind in this area of North Carolina, we'll be focusing more on solar," he said.

Julie Aberg Robison, Cary's mayor pro tem, said she is advocating for Cary to create a similar list. "It would be wise of us to do so," she said.

Efforts to discuss Durham's and Chapel Hill's lobbying efforts with officials there were unsuccessful.

Mayors coordinate

The amount of federal money available to municipalities such as Raleigh and Cary likely depends heavily on how officials decide to allocate the money, and whether they target economically hard hit areas. Although local governments in the Triangle have felt the fallout from the national lending crisis and the housing slump, areas such as Michigan, California and Florida have fared much worse.

Julie White, director of the N.C. Metropolitan Mayors Coalition, said that's one reason Raleigh and other North Carolina cities need to articulate their needs and advocate for aid.

The coalition, which includes mayors of the state's 26 largest cities, has formed a committee headed by Robison and Rocky Mount's mayor to coordinate their message with federal officials.

"Our state isn't suffering as much as others, but we have overwhelming needs," White said.

The other worry for North Carolina municipalities is that little or no aid will go directly to cities.

Transportation officials in 49 states have already submitted lists detailing all the unfunded highway and bridge projects that could be started immediately if federal funds became available. The N.C. Department of Transportation list includes 296 projects totaling \$5.17 billion.

Who decides?

Charlotte Mayor Pat McCrory said his biggest concern is that federal officials will distribute money to the state, which will use the same formula it normally does to distribute transportation dollars.

"Is this going to be politics as usual, or will it be distributed fairly throughout the nation," he said. "We want to be partners with the state as opposed to competitors."

Gov.-elect Beverly Perdue's office said she plans to meet with officials from the League of Municipalities, Association of County Commissioners and N.C. Metropolitan Mayors Coalition this week to discuss their concerns.

In recent years, Raleigh hasn't been overly aggressive about acquiring federal money. The city stopped paying to have a lobbyist in Washington several years ago and has received a modest \$4.3 million in federal earmarks since 2005.

City Manager Russell Allen said the list being released today is much longer and more expensive than what Raleigh typically sends to its congressional representatives each January. Among the priciest items on the list is the city's proposed \$226 million public safety center.

david.bracken@newsobserver.com or 919-829-4548

BY THE NUMBERS

\$500 BILLION: projected two-year cost of aid program

\$5.17 BILLION: N.C. DOT's accounting of its unfunded projects

\$4.3 MILLION: Raleigh's federal earmarks since 2005

© Copyright 2008, The News & Observer Publishing Company

A subsidiary of [The McClatchy Company](#)

DATA's stimulus list totals \$32.5M

By Ray Gronberg : The Herald-Sun
gronberg@heraldsun.com
 Dec 17, 2008

DURHAM -- A \$6.2 billion list of ready-to-go projects that the N.C. Department of Transportation says could benefit from a federal economic stimulus package includes a few suggestions from the Durham Area Transit Authority.

DATA officials said that if Congress makes the money available, they could use \$32.5 million to expand public transit service in the city.

The system's wish list includes \$9.1 million to buy more buses, \$7.5 million to pay for three years' worth of fare-free service and \$4.2 million in support for a proposed downtown circulator route.

Officials also told DOT they could put \$10.2 million into Durham Access, the city van service for disabled and elderly residents. Some would go to buying more vans, but the bulk of the money would subsidize expanded operations.

Most of the requests, including the fare-free proposal, have figured in past city budget debates, Deputy City Manager Ted Voorhees said.

Voorhees and City Manager Tom Bonfield said local government trade groups are going through the same exercise as DOT, to give Congress an idea of what plans cities and towns have on the shelf.

"Whether any of these projects specifically get earmarked and funded is probably not as important to the Washington debate as [Congress] understanding what the pent-up demand is," Voorhees said.

DATA's requests paralleled those that came from other North Carolina cities after officials at DOT asked them what they'd do with a sudden infusion of federal funds.

President-elect Barack Obama is widely expected to ask Congress to pass a massive stimulus package soon after he takes office. Proponents contend a dose of infrastructure spending would jumpstart an economy hobbled by credit problems and shrinking private-sector demand.

Obama has said he'd expect states to use the money quickly, a statement DOT and some trade groups interpret to mean officials should concentrate on projects that could be under way no more than six months after the feds issue the green light.

DOT's wish list includes \$5.2 billion in road projects and another \$1 billion for various forms of transit. Bus system requests like DATA's account for \$373.9 million of the suggested package.

Locally, Chapel Hill Transit put in for \$14.1 million and would use most of that to buy more buses and vans. Triangle Transit, the regional bus system, said it could use \$13.8 million, with the bulk of that paying for more buses and the rest for various service expansions.

DOT's road package includes a number of projects that face delays because of lagging gas-tax receipts, among them a \$5 million upgrade of the traffic signal system in Chapel Hill and Carrboro.

Probably the most expensive item on roads list, though, is the \$918 million DOT says it will take to extend the Interstate 540 loop from RTP to Holly Springs.

The project was supposed to go forward this winter as a toll road, but stalled when the bond market tanked.

DOT spokesman Ernie Seneca said the otherwise-dismal revenue picture has forced the agency to lay off temporary employees and delay projects. Officials believe they need to cut \$1.5 billion out of the agency's \$13 billion-plus, seven-year construction program.

© 2008 by The Durham Herald Company. All rights reserved.

Planners pull back on road ideas

BY RAY GRONBERG : The Herald-Sun
gronberg@heraldsun.com
 Dec 21, 2008

DURHAM -- Planners eyeing southern Durham's likely road needs in 2035 have dropped the idea of building a new interchange on Interstate 40 at Farrington Road, and of widening several roads in the Stagecoach Road corridor.

The decision to once again pull back on the interchange came after Farrington Road-area residents protested the idea. City Transportation Manager Mark Ahrendsen indicated that their complaints were decisive.

"It was primarily in response to the public-input process," Ahrendsen said, explaining the rationale for writing the potential interchange out of the plan.

Worries about the effect of additional pavement and traffic on the Jordan Lake watershed also accounted for the other major change in the proposed 2035 plan, the decision to drop potential widenings in the Stagecoach corridor.

Consultants earlier this year said Stagecoach and most of the side roads in the area need another lane or two to handle the cut-through traffic that's building up between southern Durham and northeastern Chatham counties.

But the forecast traffic wasn't high enough to balance out the potential impact on Jordan Lake, the primary water source for Cary and a backup supply for Durham itself, Ahrendsen said.

Officials also wanted to cut the plan's likely cost, and eliminating the Stagecoach-area widenings and the Farrington interchange helped them do that, Ahrendsen said.

It remains likely local governments will push the N.C. Department of Transportation in the next decade or two to upgrade the key road intersections in the Stagecoach corridor.

The consultants who looked at the area for Durham and Orange county road planners suggested converting two or three intersections into traffic circles and adding turn lanes to a few others.

Ahrendsen said administrators agree with that suggestion and believe it's a good compromise with which to replace the proposed widenings.

The Farrington interchange would, if DOT ever builds it, be the first all-new built interchange along I-40 since the highway's opening in the late 1980s.

It would go in between the existing interchanges at N.C. 54 and N.C. 751 and in theory help handle some of the traffic that uses them. But neighbors said it would disrupt western Durham largely to benefit people living in Chapel Hill.

The interchange's removal from the 2035 plan means local officials won't press DOT to build it. The document outlines from the state what local leaders see as the western Triangle's major transportation-related construction needs.

A group of elected officials from Durham and Orange counties will likely approve the plan next month.

After that, planners will use a computer model to confirm that the proposed road and transit network will help the area meet federal antipollution mandates, Ahrendsen said.

Panel calls for local road authority

BY RAY GRONBERG : The Herald-Sun
gronberg@heraldsun.com
 Dec 21, 2008

DURHAM -- A group advising Gov.-elect Beverly Perdue on transportation policy says the state needs to give local governments more power, authority and funding to address the issue, while also demanding more of them.

The group, which met in late November and gave Perdue its report earlier this month, endorsed the idea of handing cities and counties the responsibility for maintaining what are now state-owned secondary roads in their jurisdiction.

But it also said Perdue and the General Assembly should give local governments the authority to implement a wide range of new taxes and fees, without forcing them to first secure voter approval through referendums.

It further suggested that both state and local governments tie transportation planning more closely to land-use planning so the construction of roads, transit lines, homes and businesses keep pace with each.

Local governments should receive incentives to play ball, and the state should defer to many of their budget priorities, members of Perdue's transition advisory group on the issue said.

But on the flip side, the N.C. Department of Transportation also should get more power to second-guess local-government decisions about what concessions to demand from developers, the panel said.

The report was one of 14 Perdue commissioned in advance of taking office on Jan. 10. She received them on or about Dec. 12 and made them public Monday.

A Perdue spokeswoman, Chrissy Pearson, said last week that the governor-elect would "use them to identify priorities" and has "no plans for [the reports] to sit on the shelf."

The unambiguous endorsement of the state's off-loading the responsibility for maintaining secondary roads paralleled an idea that surfaced in the deliberations of another group, the 21st Century Transportation Committee, that looked at the issue this summer and fall for legislative leaders.

But that group stopped short of endorsing a call for a partial, 5,000-mile divestment after city managers from around the state complained.

Some, such as Durham City Manager Tom Bonfield, said the idea was feasible only if the state gives local government subsidies or more authority to raise money on their own. Others said they flat out don't trust state leaders to deliver.

The group's call for giving local governments revenue power unencumbered by referendum demands paralleled a suggestion Durham Mayor Bill Bell voiced in late October. Bell's idea drew skepticism from other Triangle leaders. The legislative study group, meanwhile, coupled local-option taxes to a referendum requirement.

A participant in the Perdue transition group's discussion, policy analyst Stephen Jackson from the nonprofit N.C. Budget Center, said he thought it did a better job than the legislative study of seeing the need for "aligning land use, local control and getting a grip on DOT."

Jackson also thought its membership was more representative than the legislative study groups, though he conceded that Perdue's included "a lot of people from rural areas."

The group's report offered only an ambiguous endorsement of increasing spending for public transit.

Only a few members favored aggressively speeding transit projects along, but the group as a whole signaled that it thought local control means allowing communities to make their own decisions about the right mix of roads and transit

Economic downturn has silver lining for DOT

By Ray Gronberg : The Herald-Sun
gronberg@heraldsun.com
Dec 29, 2008

DURHAM -- For the N.C. Department of Transportation, the recession is a bad-news, good-news thing.

The bad news for the agency is that lagging gasoline and vehicle-sales tax revenues have contributed to a \$350 million revenue shortfall that's forcing officials to scale back construction and other expenses.

But the good news is that economy appears to have taken a big bite out of the inflation that was plaguing the department's budgets.

Evidence of that appears on the state Board of Transportation's Jan. 8 agenda, which calls on members to approve contracts for 14 small road-maintenance projects.

The package is worth almost \$13 million to the companies that have bid for the work. Most of the projects involved are bridge replacements. None are in this area.

But DOT officials had estimated that the same set of projects would cost \$16.2 million. The roughly 20

percent difference to the good will save the agency almost \$3.3 million -- enough, given recent price quotes, to pay for two or three more bridges.

The trend is apparent elsewhere in the country.

Just before Thanksgiving, the Turner Construction Co., which compiles an industry-standard inflation index, said prices in the construction trade seemed likely to plateau in the last quarter of 2008.

The firm said there had been worldwide reductions in the cost of key materials such as steel, copper and aluminum, parallel reductions in energy prices, and a falloff in new starts.

Only a day after Turner released its new figures, Florida's Department of Transportation said it was seeing "an end to the cycle of upward prices for construction costs."

In addition to the factors cited by Turner, Florida officials said rising unemployment signaled "a continuing soft market for construction contractors."

Locally, Durham officials have said they expect the underlying economy to at the very least contribute to greater competition for city contracts.

North Carolina transportation officials are definitely seeing that.

An average of nine firms bid for each of the contracts on the state board's Jan. 8 agenda. The two least-competitive projects each drew six bidders and the three most-competitive drew 12 each.

© 2008 by The Durham Herald Company. All rights reserved.

Amtrak station project on track

By Ray Gronberg : The Herald-Sun
gronberg@heraldsun.com
 Dec 29, 2008

DURHAM -- State transportation officials are in the middle of hiring builders to finish Durham's new Amtrak station and now expect the work to be done sometime in June.

The N.C. Board of Transportation is on Jan. 8 scheduled to review and approve a \$790,176 contract that will pay a Sanford builder, the Progressive Contracting Co., to fit out the interior of part of the old Walker warehouse building at West Village to serve as the station.

It will pay for the installation of men's and women's rest rooms, a passenger waiting area, a visitor information area, a full-service ticketing area, an automatic ticket machine, baggage-handling facilities, a break room for station staff, an office for the station manager, a vending machine area and heating, cooling and electrical services.

Board members have already given Progressive Contracting a \$1 million contract for exterior work at the site.

That deal will pay mostly for the installation of a 600-foot-long concrete boarding platform, said Allan Paul, director of the N.C. Department of Transportation's rail operations and facilities branch.

The platform will comply with Americans With Disabilities Act accessibility requirements, Paul said. A 300-foot canopy will cover part of it. Work on the platform began in mid-October and is supposed to be finished in late May.

Progressive Contracting was one of six firms to bid for the right to fit out the inside of the station. Progressive's quote came in \$62,454 or 7.3 percent under DOT's pre-bid estimate of the work's value.

When it opens, the new station will allow Amtrak workers and passengers to say goodbye to the double-wide trailer off West Chapel Hill Street that's served as Durham's train depot in recent years.

City officials dubbed the trailer the "Amshack" and lobbied hard for its replacement. But to help the deal go through, they wound up agreeing to pay a quarter of DOT's lease costs for the Walker warehouse space. The city's share amounts to \$41,000 annually.

West Village's developers had previously repaired the shell of the building.

Durham's station now handles arrivals and departures for four trains a day. Amtrak's Carolinian and Piedmont roll through in the morning and early evening.

The Piedmont runs from Raleigh to Charlotte, while the Carolinian links Charlotte and Boston.

DOT and Amtrak officials are planning to add two more trains next year that would offer mid-day service along the line.

© 2008 by The Durham Herald Company. All rights reserved.

Chapel Hill intersection has a new signal pattern

Goal is to improve safety for pedestrians

Bruce Siceloff - Staff Writer

Published: Tue, Dec. 23, 2008 12:30AM

Modified Tue, Dec. 23, 2008 05:40AM

This has been a brutal year for pedestrians in Chapel Hill, with five people killed and eight more hurt while trying to cross the road.

Now there's an intersection in this campus town where pedestrians reign supreme -- for 21 seconds at a time, anyway. The idea is simply to help them get to the other side.

Is it working? Not yet.

A new traffic signal pattern at the corner of Columbia Street and Cameron Avenue gives the red light to vehicles in all four directions, all at once. Buses, cars and even bicycles stop so pedestrians, at all four corners, can cross.

The countdown signals allow 21 seconds to walk across either Cameron or Columbia. Then the signals change from WALK to WAIT, and cars get their turn to go. Columbia first, then Cameron.

The new pattern was installed in mid-November. It's one of several recent changes intended to make busy corners safer.

The move was under way long before this year's tragic string of pedestrian deaths. Chapel Hill began in the 1990s asking the state Department of Transportation for permission to try what is called an exclusive pedestrian phase at various intersections around town.

Columbia at Cameron -- a congested campus corner anchored by the Carolina Inn -- was a good place to start. There is conflict every day there between car and pedestrian, even when there's no contact between fender and thigh.

Throngs of UNC-Chapel Hill students pass through the intersection on foot, and they don't always wait for the WALK signal. Drivers, especially in the double turn lane from southbound Columbia to Cameron, don't always yield to folks in the crosswalk.

The idea is to get pedestrians and drivers alike to wait their turn. Go when you're supposed to go. Stop when you're supposed to stop.

"If this is successful here, we will try to do the same thing at Columbia and Franklin, and other locations on Columbia," Kumar Neppalli, the town traffic engineer, told the Road Worrier.

But when the town changed the game for drivers and pedestrians at Columbia and Cameron, it forgot to explain the new rules.

After the new signal pattern was installed, state DOT engineers stood in front of the Carolina Inn and realized that people either did not notice the change or thought the crossing signals were malfunctioning.

The pedestrian signal push-buttons at each corner had simply been covered with black plastic bags. People were walking with traffic, ignoring the WALK and WAIT messages -- or darting between cars.

Neppalli said new signs will be posted in the next week or so, urging pedestrians to cross only with the signal.

And, for the time being, they're supposed to cross only one street at a time. The town said in a November news release that the new signals would allow pedestrians to cross the intersection diagonally while all vehicle traffic is stopped, but Neppalli said he does not yet have DOT permission for that.

If DOT gives the nod, the town will install more flashing signs with pavement stripes for a big diagonal criss-crosswalk.

Meanwhile, Neppalli said, drivers are complaining that the new signal pattern means longer delays for them.

The change will be a failure if it causes traffic backups at nearby intersections. And if it makes drivers or pedestrians too impatient to wait their turn.

"It's man versus machine," said Kelvin Jordan, DOT traffic engineer for Orange and six other counties. "We're still tweaking it.

"We want to find a common ground that will provide a safe place for pedestrians crossing, as well as good mobility for vehicles traveling through there."

Regional transit: The art of the deal

By Ray Gronberg : The Herald-Sun
gronberg@heraldsun.com
 Jan 2, 2009

DURHAM -- Triangle leaders have begun conferring behind the scenes, county by county, about how

they'll go about implementing plans for a new regional transit system.

But by the time they settle on a strategy, the system might not be all that regional.

Officials involved in the discussions say the politics and legal structures that are likely to drive decisions on financing could ensure that new transit initiatives emerge, like the talks, county by county in Wake, Durham and Orange counties.

"The art of the deal is to make sure these three individual efforts are well coordinated," using the advice a citizen group turned in last year, said David King, general manager of Triangle Transit, the only agency that operates buses in all three counties.

Wake County officials appear to have a head start in the talks, which are being orchestrated by Joe Milazzo, executive director of the Raleigh-based Regional Transportation Alliance, and other business leaders. Talks have also begun in Durham and will continue on Tuesday, City Councilman Mike Woodard said.

Mayors and county officials in Wake have met several times and among other things are talking about who should oversee the development of new transit initiatives.

Triangle Transit would seem the obvious candidate, but Wake officials don't see that as a given. The agency has a failed rail project already on its record, and the board's make-up doesn't reflect Wake's size, population-wise, relative to its neighbors.

Wake officials and others also aren't keen on giving an unelected board control over the revenue from the most likely source of financing for new transit programs, a sale-tax surcharge.

Milazzo has advised them that with the right legislation, the TTA board could be reorganized to reflect the counties' populations or converted into an elected body.

It's also possible to put decision-making in the hands of county commissions, or in the multi-government planning groups that oversee transportation programs on either side of the Triangle, he's said.

The Wake talks are proceeding on the assumption that officials would ask voters to approve the sales-tax surcharge, despite challenges to that idea from Durham Mayor Bill Bell and a group advising Gov.-elect Beverly Perdue.

Milazzo said this week that one way or another, Triangle leaders will need the General Assembly's permission to levy a transit surcharge. Legislators have only given that power to one county, Mecklenburg, and then only with a referendum to OK it.

The Wake talks also have proceeded on the assumption that revenue raised in one county would stay in that county.

King said Wake leaders worry that without that understanding, their constituents would wind up paying for a lot of construction elsewhere in the region.

The problem is that Wake generates about two-thirds of the region's sales-tax revenue. Durham accounts for almost a quarter. Orange County provides the rest.

That disparity, both in population and revenue, has dogged regional transit planning for years.

Given a strict county-by-county sales-surcharge split, systems in Wake would be relatively easy to finance. But the going in the western Triangle would be harder, and, given the small size of Orange's retail sector, it's an open question as to how officials would link RTP and UNC Chapel Hill to a regional rail network.

King said a strict split would put a premium on good decision-making.

"That's the role that Durham County plays," he said. "Where does Durham County want to invest its money?"

© 2009 by The Durham Herald Company. All rights reserved.

Published: Jan 06, 2009 12:30 AM

Modified: Jan 06, 2009 08:26 AM

Perdue picks a pro for roads

Governor-elect hopes Conti can reform the DOT, a department that has been beset by turf battles

Mark Johnson and Bruce Sicheloff, Staff Writers

With North Carolina's need for roads expanding -- and money to build them dwindling -- Gov.-elect Beverly Perdue on Monday named a veteran administrator to overhaul the state's transportation system.

Perdue said she intends to do what would be considered a daunting task even in good economic times -- take politics out of road-building.

"I want to professionalize the Department of Transportation," Perdue said during a news conference to announce her appointment of Gene Conti, a veteran of the state and U.S. departments of transportation, as the new head of the state agency. Perdue also named four other top department officials, all veterans promoted from within the agency instead of outside political appointments.

Perdue underscored her campaign pledge to strip the politically appointed Board of Transportation of its power to make road-building decisions. The board has drawn criticism for years about political patronage.

"Transportation decisions will be based on data," Perdue said, "and they will be driven in this administration by professionals."

The department, with a budget of almost \$4 billion, also oversees public transportation, rail and the state Division of Motor Vehicles.

Perdue also announced Monday her appointments to head the state departments of Commerce and Cultural Resources, both of which she said will play a role in recruiting industries that are concerned about infrastructure and quality of life. She is expected to name more members of her Cabinet today.

The transportation pick was closely watched. Observers were curious whether Perdue, a Democrat with a long resume in Raleigh, would rebuff pressure from fundraisers backing others for the DOT post. They wondered whether she would demonstrate independence from Senate President Pro Tem Marc Basnight, a fellow Democrat who publicly endorsed DOT board member Lanny Wilson of Wilmington for the job.

Conti contributed more than \$2,000 to Perdue's campaign, but the fact that he was not a campaign fundraiser was applauded by one watchdog group that pushed recent ethics reforms.

"If there are people being put in top positions that are not top fundraisers or top givers, that is a sign of progress" said Bob Phillips, executive director of Common Cause North Carolina.

But removing politics from road-building will not be easy.

Sen. Clark Jenkins, who heads the Senate transportation budget committee, cautioned that Perdue can't extract the board's power without getting the legislature to change the law. Most board members appointed by the governor represent designated regions of the state.

"I would be very slow to realign the board to where you take out the local area flavor in the decision-making," Jenkins said. "What the mountain folks need is different from [what] the metropolitan folks need, and the coast needs something else."

Conti, 62, grew up in Pittsburgh but is a familiar figure in the state. He worked as an aide to Democratic U.S. Rep. David Price of Chapel Hill before serving in the U.S. Department of Transportation in the 1990s.

He takes the helm at a difficult time. A consultant's report last year described the department as handicapped by turf battles and dysfunctional divisions.

"The mindset of my constituents is that DOT is wasteful," said state Rep. Bill McGee, a Clemmons Republican.

State Sen. David Hoyle, a Gastonia Democrat, said he hopes for better relations between DOT and the legislature.

"They need to rebuild a bridge of conversation and relationship with the General Assembly," said Hoyle, who leads the Senate Transportation Committee. "I don't think that's what has happened [under Gov. Mike Easley] -- they've done what they want to do, and to hell with us."

Business leaders at a conference in Raleigh on Monday voiced similar concerns.

Jerry Cook, vice president for government relations at Hanesbrands, said DOT needs to be more reliable. Corporate leaders cannot make big plans that depend on highway projects that might get canceled, he said.

"There is no predictability," Cook said. "People are making changes in their operations, and they'll either move or they'll stay here and invest. And right now we're not sending very clear signals."

Conti didn't minimize his task, saying that the state's transportation network must be rebuilt and the public's faith restored.

"There is confidence to be restored among our citizens and between our citizens and their government," he said.

FOUR TOP PICKS

Perdue emphasized the pedigrees of her top transportation picks, introducing four other senior department officials with long track records on the agency's professional staff:

JAMES TROGDON, also a general in the N.C. National Guard, as chief operating officer.

ANTHONY ROPER as deputy secretary for administration and business development.

SUSAN COWARD as deputy secretary for intergovernmental affairs.

TERRY GIBSON as the new director of the state highway administration.

GENE CONTI

AGE: 62

EDUCATION: B.A. sociology-anthropology, Eastern Michigan University, 1971; M.A. policy sciences and public affairs, Duke University, 1978; Ph.D. anthropology, Duke University, 1978.

EXPERIENCE: N.C. chief deputy secretary of transportation, 2001-03, U.S. assistant secretary of transportation, 1998-2001, Maryland secretary of labor, 1995-98.

CONNECTION TO PERDUE: His wife, Betsy, served for three years as Perdue's chief of staff in the lieutenant governor's office.

© Copyright 2009, The News & Observer Publishing Company

A subsidiary of [The McClatchy Company](#)

Published: Jan 07, 2009 12:30 AM

Modified: Jan 07, 2009 08:46 AM

Traffic deaths dropping

Authorities say slumping economy, not improved driving, is saving lives

Leah Friedman, Staff Writer

During 20 years as a state Highway Patrol trooper in Wake County, Beckley Vaughan has notified hundreds of families about the deaths of loved ones in wrecks.

He remembers every single one. And every time, he gets a bad feeling in his stomach and a lump in his throat as he pulls into the driveway. He knows that what he says next will change the family's life. Forever.

"None of us want to do it," he said.

Law enforcement officers across the state had fewer families to notify in 2008 than in previous years.

The number of people killed in North Carolina car wrecks dropped dramatically -- about 18 percent -- from 1,706 in 2007 to an estimated 1,403 in 2008, according to the state Department of Transportation.

Highway safety experts attribute the decline to fewer people on the roads because of a rise in gas prices and the slumping economy.

According to AAA Carolinas, Americans drove 100 billion fewer miles in 2008 -- the sharpest decline in driving since 1971. In North Carolina, gas prices were at all-time highs from July to September 2008.

"People are just a little more conservative, even though prices of gas have gone down," said state Highway Patrol Sgt. Jorge Brewer. "People chose not to travel that much. The economy goes hand-in-hand with traveling."

David Harkey, director of UNC-Chapel Hill's Highway Safety Research Center, said all states saw a decline in fatalities last year because of fewer drivers on the roads. In fact, North Carolina's drop was not as great as those of many other states, he said.

North Carolina's decline in 2008 also can be attributed to the fact that highway deaths were particularly high in 2007. Safety experts never were able to explain why they increased so much that year.

"It never made sense," Harkey said.

But even taking that into consideration, the number of fatalities in 2008 was the lowest in at least eight years.

Most categories of highway fatalities went down in 2008 from the previous year, based on wreck reports by the state Highway Patrol. Fewer people died as a result of speeding, drunken driving and not wearing seat belts.

The biggest decline was in speeding deaths, which fell 29 percent, from 329 in 2007 to 234 in 2008. Drunken-driving deaths were down 13 percent, from 204 in 2007 to 177 in 2008. And 439 of those killed in 2008 had not been wearing seat belts, compared with 556 in 2007.

Targeted campaigns

Darrell Jernigan, director of the Governor's Highway Safety Program, said the organization has had success targeting campaigns to these specific issues. "Click It or Ticket" promotes seat belt usage, "Booze It and Lose It" aims to deter drunken driving and "No Need 2 Speed" targets speeding.

"Just during our campaigns, law enforcement removed over 15,000 impaired drivers in the last two years," Jernigan said.

Seat belt usage was up to 89.8 percent in 2008, the largest percentage ever, he added.

There were slight increases last year in two categories investigated by the state Highway Patrol -- pedestrian and bike deaths. One hundred pedestrians were killed in 2008, up from 93 in 2007; and 17 cyclists died in 2008, up from 11 in 2007.

Johnston County, which has been hit especially hard by deaths of teens on rural roads, had 29 car fatalities as of Oct. 31 -- DOT's most recent data. That's down from 55 in 2007. Chatham County, which also is mostly rural, had 12 fatalities through Oct. 31, down from 21 in 2007.

But some parts of the Triangle didn't see a decline in traffic deaths.

Orange County had an increase in vehicle fatalities, from 11 in 2007 to 16 as of Oct. 31.

And once all figures are in for 2008, Wake and Durham counties are likely to have surpassed 2007's traffic deaths.

In Wake, 63 people were killed in the first 10 months of 2008, compared with 64 people killed in all of 2007. In Durham, 19 people had died in the first 10 months of 2008. Twenty-two people were killed in all of 2007.

No celebration

Although any drop in traffic fatalities is good, Vaughan, the trooper, said it is not enough.

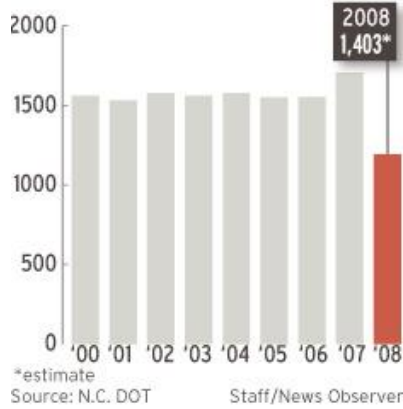
Just a few months ago, a man died on Lake Wheeler Road. Vaughan went to the victim's home and broke the news to the man's wife. The couple had a 3-month-old daughter.

The man, Vaughan learned, had argued with his wife and had left the home just before the wreck.

"You think about these people for years," he said.

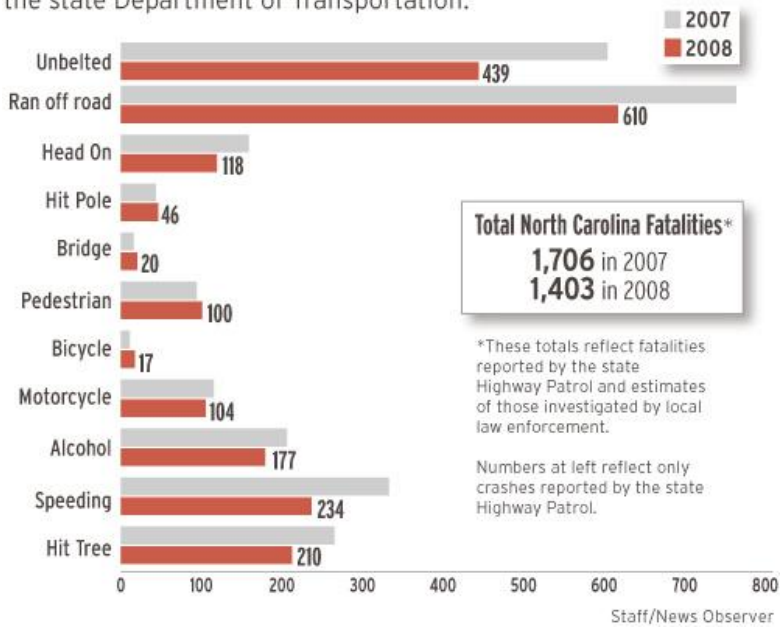
N.C. FATAL CRASHES

Number killed 2000-2008.



HIGHWAY FATALITIES DROP

The number of people killed on North Carolina roads and highways dropped 18 percent last year, according to estimates by the state Department of Transportation.



© Copyright 2009, The News & Observer Publishing Company

A subsidiary of [The McClatchy Company](#)

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 9, 2008

Congressman David Price
 U.S. House of Representatives
 2162 Rayburn Building
 Washington, DC 20515

Dear Representative Price:

We, the undersigned, are writing to urge you to protect metropolitan transportation planning funding from a misinterpretation of budget rescission provisions in recently enacted energy legislation. President Bush signed into law the Energy Independence and Security Act of 2007 ("EISA"), Pub. L. 110- 140, on December 19, 2007. Included in EISA are provisions that require any rescission of federal budget authority to be spread across all core programs. This was enacted to prevent budget rescission from being solely applied to Congestion Mitigation Air Quality (CMAQ) funds, as is the practice by some states.

Current interpretations by some state departments of transportation and the Federal Highway Administration (FHWA) include planning as a separate "program" subject to funding rescissions. Since planning funds are derived as a percentage set aside from core programs, this position threatens to undermine the ability of many metropolitan areas to meet federal requirements for transportation planning. Some MPOs are now facing the hard reality of staff reductions. Prior to enactment of EISA, states had not rescinded planning funds. We believe that alongside critical programs like safety, the practice until recently pointed to the importance of planning in the very nature that the funds were not repealed.

AMPO has asked FHWA to issue guidance to the States acknowledging the statutory standing of planning under Title 23 as a funding set aside and not as a separate program subject to additional rescissions over and above reductions to core programs. FHWA reiterated its interpretation that rescissions apply to core programs and planning apportionments. However, FHWA noted that State Planning and Research (SPR) funds are not subject to rescission. SPR and planning funds support similar activities although one is at the state level and the other at the metropolitan level.

We urge Congress to clarify the fact that metropolitan planning should be excluded from the programmatic rescissions required under the Energy Independence and Security Act of 2007 by amending the last sentence of Section 1132(a) of the Energy Independence and Security Act of 2007, Pub. L. 110-140, to read as follows.

"Planning funds distributed under chapter 1 of title 23 shall not be considered a

program for which funds are apportioned for purposes of this paragraph and shall not be subject to rescission under this section or other rescission of apportioned funds."

We urge congress to take timely action on this issue. We look forward to working with you.

Sincerely,

A handwritten signature in cursive script that reads "Mark Ahrendsen".

Mark Ahrendsen, Chair
Technical Coordinating Committee

Cc: Senator Richard Burr
Senator Elizabeth Dole
Senator Elect David Price
DCHC MPO TAC