

**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

**October 12, 2011
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. September 14, 2011 TAC Meeting Minutes (9:00-9:05)
Attachment 5**

A copy of the September 14, 2011 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the September 14, 2011 TAC meeting.

**6. NC Turnpike Authority – Triangle Expressway (9:05-9:25)
No Attachment
Steve DeWitt, NCTA
Barry Mickle, NCTA**

The North Carolina Turnpike Authority will provide a presentation on the Triangle Expressway.

TAC Action: Receive presentation.

**7. 2040 Long Range Transportation Plan and Comprehensive Transportation Plan (9:25-9:40)
Attachment 7, 7A, 7B, 7C, 7D
Andy Henry, LPA Staff**

The TCC proposes two items related to the 2040 LRTP, including:

- Review of the development schedule; and,
- Review of the population and employment guide totals

The TCC has drafted a schedule for developing the 2040 Long Range Transportation Plan (2040 LRTP), Comprehensive Transportation Plan (CTP) and MPO-wide Collector Street Plan (CSP) at the same time. The following attachments will help evaluate the schedule:

- Attachment 7 is the summarized development schedule. Note that the proposed public involvement activities are shown for each task in the “Pub. Involve.” column.
- Attachment 7A is a sample copy of a table of contents for a CTP. Note that almost all of the key elements of the LRTP and CTP are the same except perhaps the CTP use of problem statements.
- Attachment 7B is a conceptual map of an MPO-wide Collector Street Plan (CSP).
- Attachment 7C is a series of slides to show how the various plans are related.

In addition to a review of the schedule, the TCC proposes that the TAC review the population and employment guide totals. Attachment 7D provides methodology and guide totals information. The 2040 population and employment guide totals will be used as key inputs to the *CommunityViz* modeling process that will produce the population and employment totals by TAZ for the Triangle Regional Model (TRM)

TCC Recommendation: That the TAC review and provide comments on the development schedule and the population and employment guide totals.

TAC Action: Review and provide comments on the development schedule and the population and employment guide totals.

8. Imagine 2040 Scenario Planning (9:40-10:00)

No Attachment

Andy Henry, LPA Staff

Matt Noonkester, Seven Hills Town Planning Group, Inc.

The TAC will receive a presentation on a study to provide Triangle regional planning scenarios for the year 2040. The study is called *Imagine 2040* but is better known by its principal planning tool called *CommunityViz*. The study provides an opportunity to explore regional visions for growth, their trade-offs, and alternative development futures, and has involved land use planners, developers, infrastructure professionals and other decision-makers who have an impact on the type and location of development from throughout the Triangle Region. Results of *Imagine 2040*, which will be available later this year, will be influential in developing the 2040 socioeconomic data (SE Data) forecasts that are a key input into the Triangle Regional Model.

TAC Action: Receive *Imagine 2040* presentation.

9. NCDOT 2040 Plan (10:00-10:20)

Attachment 9

Julie Bollinger, NCDOT

NCDOT will provide a presentation on the 2040 Plan (Attachment 9). This plan will serve as a blueprint for transportation planning and investment over the next 30 years. NCDOT is seeking input from MPOs, RPOs, and the public. NCDOT has scheduled a set of four regional workshops for TAC members to review the 2040 Plan, discuss system performance levels,

funding, and investment priorities. TAC members are encouraged to attend one of these forums. Please let MPO staff know if you plan to attend.

October 13 - 10:00 a.m. to noon in Hickory

Hickory City Hall Council Chambers
76 North Center Street, Hickory, NC 28601

October 18 - 10:00 a.m. to noon in Rocky Mount

Booker T. Theatre
170 East Thomas Street, Rocky Mount, NC 27801

October 19 - 10:00 a.m. to noon in Fayetteville

Old Cumberland County Courthouse, 2nd floor
130 Gillespie Street, Fayetteville 28301

October 20 - 9:30 to 11:30 a.m. in Greensboro

Council Chambers
300 W. Washington Street, Greensboro 27401

TAC Action: Receive presentation on the 2040 Plan.

10. FY 2014-2020 Transportation Improvement Program – Regional Priority List (10:20-10:35)

Attachment 10, 10A

Ellen Beckmann, LPA Staff

The DCHC MPO has begun creating our MPO Regional Priority List for the FY 2014-2020 Transportation Improvement Program. Attachment 10 is a memo describing the priority list and schedule. The MPO's project rankings are due December 16, 2011.

The TCC recommends that the TAC release the draft priority list for public comment (Attachment 10A) and schedule a public hearing for the November 9, 2011, TAC meeting. The TCC also recommends that the TAC authorize staff to release the TCC's recommendation for the final ranking and distribution of ranking points on October 26, 2011 to supplement the information released today.

TCC Recommendation: That the TAC release the draft priority list for public comment and schedule a public hearing for the November 9, 2011, TAC meeting. That the TAC authorize staff to release the TCC's recommendation for the final ranking and distribution of ranking points on October 26, 2011.

TAC Action: Release the draft priority list for public comment and schedule a public hearing for the November 9, 2011, TAC meeting. Authorize staff to release the TCC's recommendation for the final ranking and distribution of ranking points on October 26, 2011.

11. FY 2016-2017 Congestion Mitigation Air Quality Call for Projects (10:35-10:50)

Attachment 11, 11A
Ellen Beckmann, LPA Staff

The DCHC MPO has programmed CMAQ funding through FY 2015. NCDOT has asked MPOs to submit applications for CMAQ funding for FY 2016-2017 by October 31, 2011 in coordination with the submission of projects for Prioritization 2.0 for the 2014-2020 TIP.

A memo is provided as Attachment 11. Attachment 11A is a resolution to endorse the FY 2016-2017 CMAQ programming.

TCC Recommendation: That the TAC approve projects for FY 2016-2017 CMAQ funding.

TAC Action: Approve projects for FY 2016-2017 CMAQ funding.

12. TIGER III Grant Application – Old Durham-Chapel Hill Road (10:50-10:55)

Attachment 12
Dale McKeel, LPA Staff

The DCHC MPO has requested that the TAC endorse a resolution of support for a TIGER III Grant (Attachment 12). The funding would construct and improve bicycle and pedestrian facilities in the Old Durham-Chapel Hill Road corridor between Garrett Road in Durham and US 15-501 in Chapel Hill. The application deadline is October 31, 2011.

TCC Recommendation: That the TAC approve the resolution of support for the TIGER III application.

TAC Action: Approve the resolution of support for the TIGER III application.

13. Triangle Regional Transit Program – Locally Preferred Alternative (10:55-11:05)

No Attachment
Greg Northcutt, Triangle Transit
Andy Henry, LPA Staff

The MPO released the Alternatives Analysis documents for the fixed-guideway alternatives between Durham and Chapel Hill and between Durham, Raleigh and eastern Wake County. The documents were released for public review and comment, and subsequently the MPO and Triangle Transit staff conducted two public workshops to give the public the opportunity to discuss project details.

Staff continues to work on a schedule for the Locally Preferred Alternative. Triangle Transit has stated that the Locally Preferred Alternative must be approved by mid-February 2012 to provide adequate time to prepare the federal New Starts application, which is due mid-August 2012.

TAC Action: Receive update on the draft Alternatives Analysis and provide comments on Alternatives Analysis and schedule.

REPORTS:

14. Report from the TAC Chair

Lydia Lavelle, TAC Chair

TAC Action: Receive Report from TAC Chair

15. Report from the TCC Chair

Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

16. Report from Staff

(Attachment 16)

Felix Nwoko, LPA Staff

17. NCDOT Report

(Attachment 17)

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

18. Recent News Articles and Updates

(Attachment 18)

19. NCDOT Presentation to NCLM – September 28, 2011

(Attachment 19)

Adjourn

Next meeting: November 9, 2011

Dates of Upcoming Transportation-Related Meetings:

10/13/2011	NCDOT 2040 Plan Workshop - Hickory
10/18/2011	NCDOT 2040 Plan Workshop – Rocky Mount
10/19/2011	NCDOT 2040 Plan Workshop - Fayetteville
10/20/2011	NCDOT 2040 Plan Workshop - Greensboro
10/21/2011	Tri-MAP, RDU Airport, 10:30 am
11/16/2011	RTA State of Mobility, Embassy Suites, Cary, 11:30 am

You can now follow the DCHC MPO on Twitter www.twitter.com/dchempo

TAC Directives to Staff

06/11/03 – 12/31/09 (Pending/In Progress/On Going)

01/01/10 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
11/11/09	Provide the TAC a summary of the Regional Transit Leadership Group meetings and status of the county transit plans.	<u>In Progress</u> : Status provided to TAC, TAC Chair and elected officials on an ongoing basis
1/13/10	Send letter to Chatham County BOCC regarding MAB expansion	<u>Completed</u> : See Attachment 19 of 2/10/10 TAC Agenda.
1/13/10	Send letter to NCDOT describing the ranking of multi-modal projects in the DCHC MPO's FY 2012-2018 TIP Regional Priority List	<u>Completed</u> : See Attachment 28 of 3/10/10 TAC Agenda.
2/10/10	Provide a recommendation for how to proceed with programming funding for alternatives to U-3808, Elizabeth Brady Road.	<u>Completed</u>
3/10/10	Address the issues raised regarding the Farrington Road Corridor Study.	<u>In Progress</u>
5/12/10	Send letter to Secretary Conti regarding funding for the East End Connector.	<u>Completed</u> : See 5/12/10 TAC Agenda.
8/11/10	Follow-up with UNC-Chapel Hill during public involvement period for NC 54 Corridor Study.	<u>Completed</u>
2/9/11	Expedite the contract amendment for the NC 54 Corridor Study and direct the consultant to review the land use assumptions.	<u>Completed</u>
3/9/11	Provide a presentation on the NCDOT tier system and funding levels in the TIP.	<u>Completed</u> : See 5/11/11 TAC Agenda.
3/9/11	Improve public outreach and add links to other transportation organizations to the MPO website	<u>In Progress</u> : DCHC MPO is now on Twitter. Website enhancements are in progress.
3/9/11	Provide an update on the implementation of the Greenhouse Gas Plan.	<u>In Progress</u>
3/9/11	Provide an update on the implementation of the Travel Demand Management program.	<u>Completed</u> : See 8/10/11 TAC Agenda
3/9/11 8/10/11	Provide a report on the proposed closing on Pickett Road and prepare a letter/resolution for the TAC's review. Gather more information from park planning staff and meet with citizens regarding their concerns.	<u>In Progress</u> : See 8/10/11 TAC Agenda
4/13/11	Send a letter to the State Board of Education requesting that bicycle and pedestrian safety be added to the driver's education program	<u>In Progress</u>

4/13/11	Send a letter to the General Assembly regarding the proposed state budget	<u>Completed:</u> See 5/11/11 TAC Agenda.
4/13/11 8/10/11	Send a letter to the DCHC MPO federal legislative delegation regarding the federal budget.	<u>Completed:</u> See 9/14/11 TAC Agenda.
8/10/11	Send letters to members of the DCHC MPO state legislative delegation and other state legislators regarding the 2011 session	<u>Completed:</u> See 9/14/11 TAC Agenda.
8/10/11	Develop an approval schedule for the Locally Preferred Alternative that takes into consideration review by local boards and commissions and public involvement.	<u>In Progress:</u>
9/14/11	Send a letter to NCDOT requesting an extension of the deadline for submitting MPO rankings.	<u>Completed:</u> Deadline has been extended to 12/16/2011

43 Lydia Lavelle, TAC Chair, called the meeting to order at 9:08 a.m. and the Roll Call was
44 conducted.

45 **PRELIMINARIES:**

46 **Adjustments to the Agenda**

47 Lydia Lavelle stated there are two items that will be addressed after agenda item 9 and Mark
48 Ahrendsen reviewed the handouts that were distributed at the beginning of the meeting.

49 **Public Comments**

50 There were no public comments.

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

52 The Directives to Staff are attached for review.

53 **ACTION ITEMS:**

54 **August 10, 2011 TAC Meeting Minutes (Attachment 5)**

55 Alice Gordon stated lines 179 and 180 should read as follows; "Alice Gordon wants more
56 information about the effects on the design of the park before making a decision;" lines 181 and 182
57 should read as follows; "A motion was made by Alice Gordon and seconded by Bill Bell to defer TAC
58 action, gather more information on the park, and ask staff to meet with citizens to address their
59 concerns;" and lines 187 and 188 should read as follows; "Michael Page asked if the Durham County
60 Board of Commissioners should reconsider their position in favor of closing the road and Ellen Reckhow
61 stated it is best to see what staff comes up with."

62 A motion was made by Ellen Reckhow and seconded by Alice Gordon to approve the August 10,
63 2011 TAC Meeting Minutes with the amendments above noted. The motion carried unanimously.

64 **FY 2012-2018 Metropolitan Transportation Improvement Program, 2035 Long Range Transportation**
65 **Plan Amendment #2, and Air Quality Conformity Process (Attachments 6, 6A, 6B, and 6C)**

66

67 Ellen Beckmann provided an introduction for the FY 2012-2018 Metropolitan Transportation
68 Improvement Program, 2035 Long Range Transportation Plan Amendment #2, and Air Quality
69 Conformity Process, along with the attachments.

70 Lydia Lavelle opened the public hearing on the air quality conformity determination at 9:15 a.m.
71 and there were no comments from the public so the public hearing was closed.

72 A motion was made to approve the FY 2012-2018 Metropolitan Transportation Improvement
73 Program; Amendment #2 to the 2035 Long range Transportation Plan; and corresponding air quality
74 conformity determination. The motion carried unanimously.

75 **American Tobacco Trail (Attachment 7)**

76 Ellen Beckmann provided an introduction for the American Tobacco Trail, along with the
77 attachment. Ms. Beckmann also indicated that an updated memorandum was distributed at the
78 beginning of the meeting.

79 Diane Catotti prefers option 3, approving the use of restored FY 10 through 15 STP-DA funds for
80 the American Tobacco Trail. It is an important project with regional significance.

81 Bill Bell asked for a description of the recommendation. Ms. Beckmann explained the TCC's
82 recommendation, the LPA staff variation on the TCC's recommendation, and the additional options put
83 forward by the LPA for consideration. After hearing the description of the recommendation in greater
84 detail, Mr. Bell prefers option 3. Mr. Bell doesn't want to do anything that would jeopardize the Alston
85 Avenue sidewalk project.

86 Ellen Reckhow asked for a description of the consultant fee increase. Ed Venable described the
87 increase in the cost for the consultant fee. The contingency is higher than usual because it is a
88 complicated project. Ellen Reckhow prefers option 3, but hopes the bid is lower.

89 Mark Ahrendsen stated we are constrained with how the project should be rebid. Ed Venable
90 stated they prefer to rebid the project as is except with an extension of the period of construction for

91 the bridge. Requesting federal and state approval of other changes would add complexity and
92 additional time.

93 Ed Harrison recommends going back to the TCC. Mr. Harrison stated the Old Durham-Chapel
94 Hill Road needs funding as well. Chapel Hill also has projects that could use CMAQ funds. Mr. Harrison
95 stated option 3 is appealing.

96 Mike Woodard he prefers option 3 because it is a regional project that he has heard a lot of
97 support for and wants to keep it moving forward.

98 Chuck Watts, Jr. asked if the only difference in the rebid is an extension of time and Ed Venable
99 stated the extension of time is the major issue. Also, during the bid process there were a series of
100 questions that the contractors asked that were clarifications which will be incorporated into the rebid
101 process.

102 Maricia Brown stated option 1 would keep the planning funds so projects would be ready to be
103 obligated. If you leave the funds on the table for sidewalks and construction they are open for
104 rescission because they can't be obligated unless the planning phase is completed. Mark Ahrendsen
105 stated staff will work with NCDOT to reprogram the funds so no funds are lost. Ms. Brown stated
106 reprogramming doesn't save you from rescission. The only thing that will save you from rescissions is
107 the obligation of the funds. Again, Mark Ahrendsen stated staff will work with NCDOT.

108 A motion was made by Diane Catotti and seconded by Mike Woodard the pursue option 3 which
109 is to approve the use of restored FY 10 through 15 STP-DA funds for the American Tobacco Trail. The
110 motion carried unanimously.

111 **Job Access Reverse Commute and New Freedom Program (Attachments 8 and 8A)**

112 Maricia Brown provided an introduction for the Job Access Reverse Commute and New Freedom
113 Program, along with the attachments.

114 A motion was made by Alice Gordon and seconded by Mike Woodard to approve the 2006-2009
115 revised programs of projects and the 2011 revised program of projects. The motion carried
116 unanimously.

117 **Triangle Regional Transit Program – Locally Preferred Alternative (Attachments 9 and 9A)**

118 Patrick McDonough provided an update on the Triangle Regional Transit Program – Locally
119 Preferred Alternative, along with the attachments.

120 Andy Henry reviewed and discussed some of the comments received from citizens including the
121 alignment through Meadowmont and the New Hope Creek corridor crossing with TAC members. Mr.
122 Henry stated he received a letter from NC DENR that wasn't in the packets, but he will put it on the
123 website.

124 Patrick McDonough stated approval of the LPA by the TAC must be done no later than the
125 February 2012 TAC meeting in order to get in the President's budget. The public hearing will be held at
126 the January 2012 TAC meeting.

127 Patrick McDonough stated they received a lot of feedback regarding the alignment between
128 Patterson Place and the South Square area and therefore an addendum was created. They have looked
129 at a "swath" of land in which they are going to explore whether or not a design option other than the
130 alignment previously adopted by the MPO is feasible. This will be addressed by the Environmental
131 Impact Study.

132 Lydia Lavelle asked if there will be a presentation to the local boards. Patrick McDonough stated
133 they will provide a presentation as requested by the local boards.

134 Alice Gordon asked what is going to happen between now and the January public hearing. Mr.
135 McDonough stated the MPO is in the driver's seat because the next step is approving the locally
136 preferred alternative. The MPO has taken positive steps during the public meetings. David Bonk stated

137 it will be difficult to meet the February deadline. Ed Harrison stated the Town of Chapel Hill can't review
138 this until the second week of November.

139 Lydia Lavelle strongly urges as much information and presentation be given to the Orange
140 County Board of Commissioners so they can make a decision.

141 Alice Gordon asked by when does the MPO need technical staff comments. Mid-November or
142 early December would provide enough time to address concerns. Mr. McDonough stated the options
143 are more complex in Chapel Hill due to the Meadowmont alignment issue.

144 Ellen Reckhow is concerned about the comment that David Bonk made stating the Town of
145 Chapel Hill can't meet the February deadline. If the MPO does not approve the locally preferred
146 alternative by February, it could really hurt our chances on the funding. Ed Harrison stated the Town
147 Chapel Hill doesn't have a business meeting between November 28 and January 9, 2012. Ellen Reckhow
148 suggests holding a special meeting in Chapel Hill to review and provide comments. Mike Woodard
149 stated this is an important issue. Diane Catotti stated if the referendum is killed, so is the regional
150 project and Ms. Reckhow stated we risk losing federal funding.

151 A motion was made by Mike Woodard and seconded by Diane Catotti to receive an update on
152 the draft Alternatives Analysis. The motion carried unanimously.

153 **HUD Community Challenge Planning Grant**

154 Ellen Beckmann provided an introduction for the HUD Community Challenge Planning Grant
155 which was distributed at the beginning of the meeting.

156 A motion was made by Mike Woodard and seconded by Ellen Reckhow to approve the
157 Resolution to Endorse the City of Durham's application for a HUD Community Challenge Planning Grant.
158 The motion carried unanimously.

159 **FY 2014-2020 Transportation Improvement Program – MPO Regional Priority List**

160 Ellen Beckmann provided an introduction for the FY 2014-2020 Transportation Improvement
161 Program – MPO Regional Priority List which was distributed at the beginning of the meeting.

162 A motion was made by Mike Woodard and seconded by Alice Gordon to authorize the TAC Chair
163 to send a letter to SPOT requesting an extension of the deadline. The motion carried unanimously.

164 **REPORTS:**

165 **Report from the TAC Chair**

166 A magazine article, “Carrboro is Bananas for Bicycles,” was distributed at the beginning of the
167 meeting. Lydia Lavelle recognized Jeff Brubaker for writing this article.

168 **TCC Chair**

169 Mark Ahrendsen attended a rescission meeting last week. GARVEE funds will be used to
170 accelerate urban loops. This did not affect the East End Connector project and actually brought into the
171 10 year work program the US501 and I-85 projects.

172 Chuck Watts, Jr. stated there was concern that the action was inconsistent with NCDOT’s
173 prioritization. The problem with the Durham projects is the environmental documents have not been
174 started. Mark Ahrendsen stated we need to start the environmental document for the Durham projects
175 so they can be ready.

176 Mark Ahrendsen stated there is a lot of talk right now regarding the Federal Reauthorization and
177 a six month extension beyond October 1. The option being considered would reduce federal funds by
178 35%. Durham is submitting a TIGER 3 application for funding the Old Durham-Chapel Hill project. TJCOG
179 is submitting an application for a regional development planning grant.

180 The Triangle Parkway toll road will be open to traffic in mid-December. Chuck Watts, Jr. doesn’t
181 think the tolls will be collected until the project is finished. Mark Ahrendsen stated staff will follow up
182 and get clarification. Mark Ahrendsen will schedule the NCTA to provide an update at a TAC meeting.

183 Mark Ahrendsen stated there is a recommendation to prohibit the use of federal funds to
184 support Amtrak for state supported transit.

185 Mark Ahrendsen stated staff is working with Triangle Transit on a fall TDM commute trip
186 reduction ordinance.

187 Mike Woodard stated there is a gloomy outlook for transportation funding. Funding for
188 transportation is in the Jobs Act.

189 **Report from Staff (Attachment 12)**

190 The Report from Staff is attached for review.

191 **NCDOT Report (Attachment 13)**

192 Patrick Wilson, NCDOT Division 7, provided an update on projects. NCDOT has cut back the
193 vegetation on Pickett Road at Erwin Road in order to improve visibility. They have also asked their
194 traffic engineering personnel to consider signage and a flasher.

195 Alice Gordon asked if the project for the sidewalk project for Culbreth Road is proceeding along
196 on schedule. David Bonk stated that Chapel Hill is in negotiation with Division 7 staff over the specific
197 elements of the agreement. As soon as that is done, it is ready to go out to bid.

198 Joey Hopkins, NCDOT Division 5, stated the T.W. Alexander project may be finished this year.
199 The work on NC-147 and Hillandale are moving slightly behind schedule. The roundabout at Avondale
200 and Geer is finally under construction.

201 Mr. Hopkins stated NCDOT is looking at applying Bus on Shoulder System (BOSS) here. NCDOT
202 encourages members to talk to managers, fire chiefs, and police chiefs to participate in the process.

203 Julie Bollinger stated a new survey asking respondents to identify priorities for transportation
204 investments, and requests input on funding has been posted on the NCDOT's website
205 (www.ncdot.gov/performance/reform/2040Plan) for the 2040 Plan. The survey will close on September

206 30, 2011 at midnight. There will be an Orange County Comprehensive Transportation Plan Public
207 Meeting tonight. Alice Gordon stated it is just for the RPO section.

208 **INFORMATIONAL ITEMS:**

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

210 The recent news articles and updates are attached for review.

211 **Letters to Federal Legislators re Transportation Reauthorization (Attachment 15)**

212 The letters to Federal Legislators re Transportation Reauthorization is attached for review.

213 **Letters to State Legislators re 2011 Session (Attachment 16)**

214 The letters to State Legislators re 2011 Session is attached for review.

215 **Adjournment**

216 There being no further business before the Transportation Advisory Committee, a motion was
217 made by Mike Woodard and seconded by Diane Catotti to adjourn the meeting at 10:38 a.m. The
218 motion carried unanimously.

2040 Long Range Transportation Plan (LRTP) Comprehensive Transportation Plan (CTP) Summarized Development Schedule

Public Involvement Activities	
W = Public Workshops/meetings	H = Public Hearings
N = LRTP Newsletter	O = Other Public Involvement Activities
M = Mailing List - flyers, information, materials	

(bold/blue block) = TAC task/action
(light/blue crosshatch) = First TAC review or action
(light grey block) = task/action

Task ID#	Plan Tasks	Pub. Involve.	2011					2012						2013											
			Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
1	2040 LRTP Work Plan and Schedule -- develop, review and endorse																								
2	2040 LRTP Public Involvement Plan -- update, release for comment, conduct hearing and approve	M, H																							
3	Goals & Objectives and Targets -- develop, release for comment, conduct hearing, and adopt	N, M, H, O																							
4	Socio-economic Data (SE Data) -- develop, release for comment, conduct hearing and approve for use in 2040 LRTP	M, H, O																							
5	Triangle Regional Model (TRM) -- update model, complete Base Year validation, verify network, and TAC approve																								
6	Deficiency Analysis and Needs Assessment -- generate deficiency analysis, develop needs assessment, and TAC review and comment																								
7	Financial Plan -- Preliminary forecasts for Alts. Analysis; final forecasts for Preferred Option																								
8	Alternatives Analysis -- establish evaluation criteria, generate and evaluate alternatives, conduct workshops and public hearing, other agency and local review, TAC select Preferred Option	W, N, M, H, O																							
9	CTP Projects -- Same tasks as #8 (Alternatives Analysis) except most of CTP report will be drafted, and NC Bd. of Transportation needs to approve after TAC approval.	W, N, M, H, O																							
10	Incorporated Studies -- Freight; Purpose & Need; Environmental Justice; Resource agency review (4F); Planning Factors; and, Indirect & Cumulative																								
11	Adoption of 2040 LRTP -- release fiscally-constrained 2040 LRTP full report for public comment, conduct hearing, receive local review, and approve Plan	N, M, H, O																							
12	CTP Report -- Write full CTP report (includes purpose & need, etc.), release for public comment, conduct workshop, TAC adopt final CTP Report, NC BOT approves final CTP Maps.	N, M, H, O																							
13	AQ Conformity Determination -- prepare networks, conduct emissions analysis and prepare draft report	N, H, O																							
14	Final LRTP/AQ Conformity Adoption -- release full report for comment, conduct public hearing, TAC approve full report, and federal agency approval	M, H																							
▶	Conformity Lapse Date -- June 15, 2013																								

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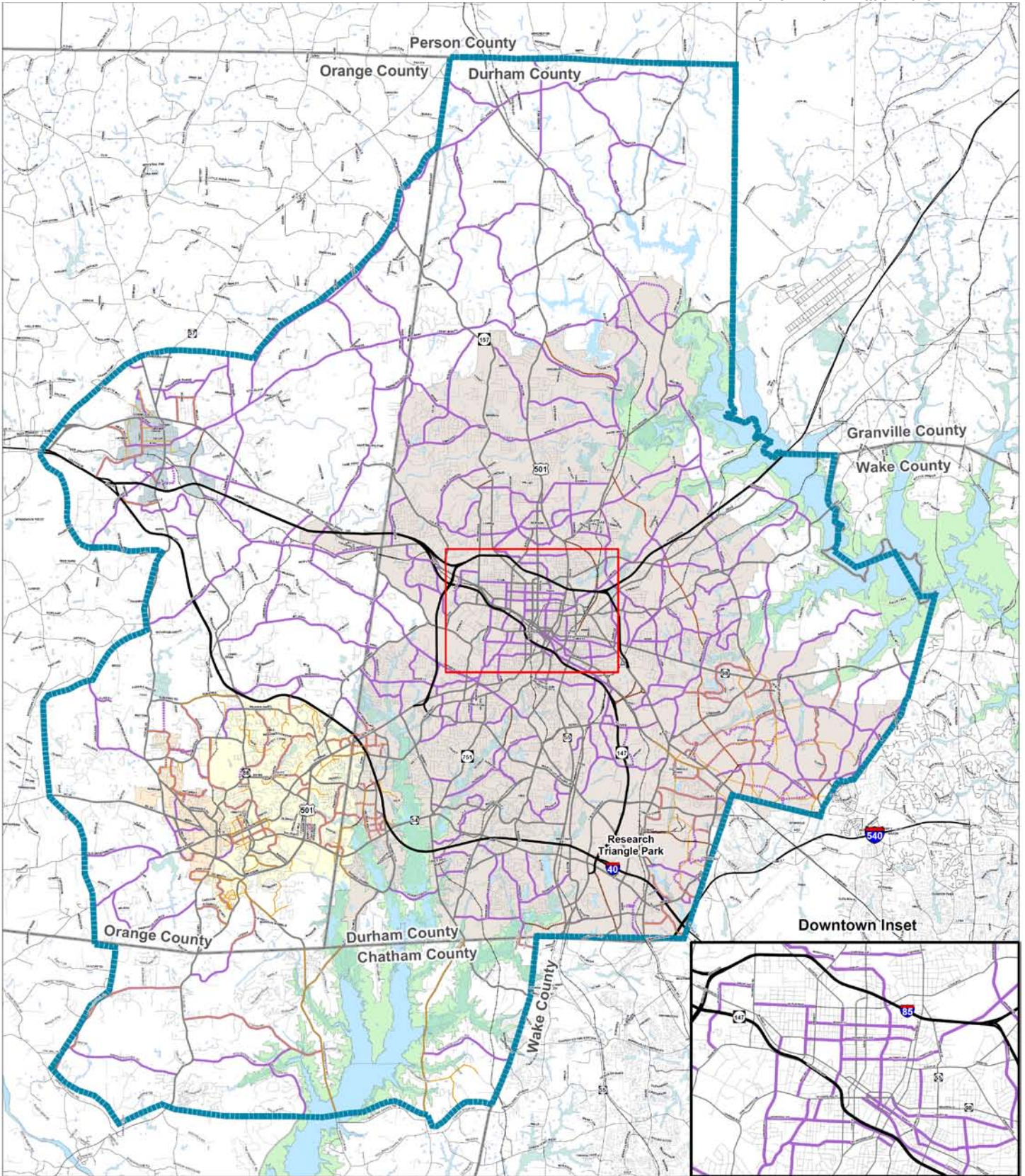
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Durham - Chapel Hill - Carrboro MPO Collector Street Plan
Draft Collector Street Plan Conceptual Map

- Durham Urban Growth Area
- Lakes, Rivers, Streams and Creeks
- Wetlands
- Army Corp of Engineers Land
- Carrboro Town Limits
- Chapel Hill Town Limits
- 2035 LRTP Proposed Roadways

- Existing Local Collector Street Plans****
- Existing Collector Street
- Proposed Collector Street

- DCHC Collector Street Plan**
- Collector Street
- Proposed Collector Streets

**Local Adopted Collector Street Plans include: Wake-Durham Comprehensive Street System Plan, Chatham County Transportation Plan, Wake County Collector Street Plan, Town of Cary Comprehensive Transportation Plan, Town of Chapel Hill Comprehensive Transportation Plan, Town of Carrboro Collector Road Policy, South-east Durham - Southeast Chapel Hill Collector Street Plan, Town of Chapel Hill Street Classification Map.

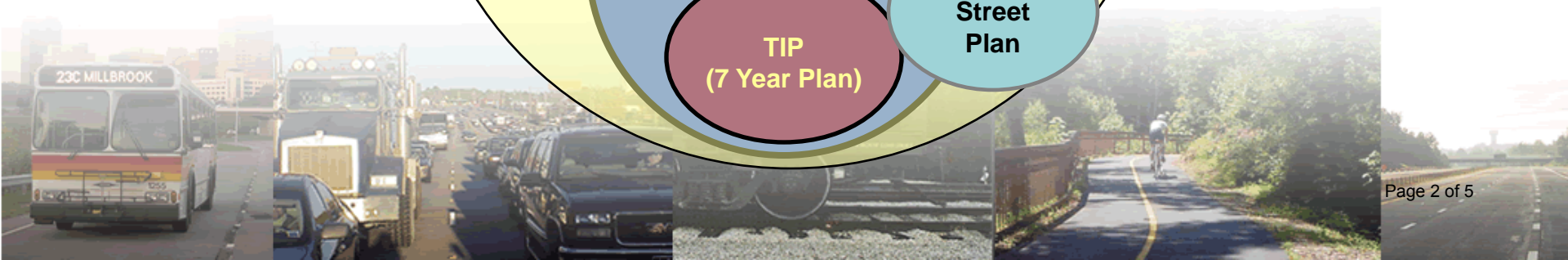
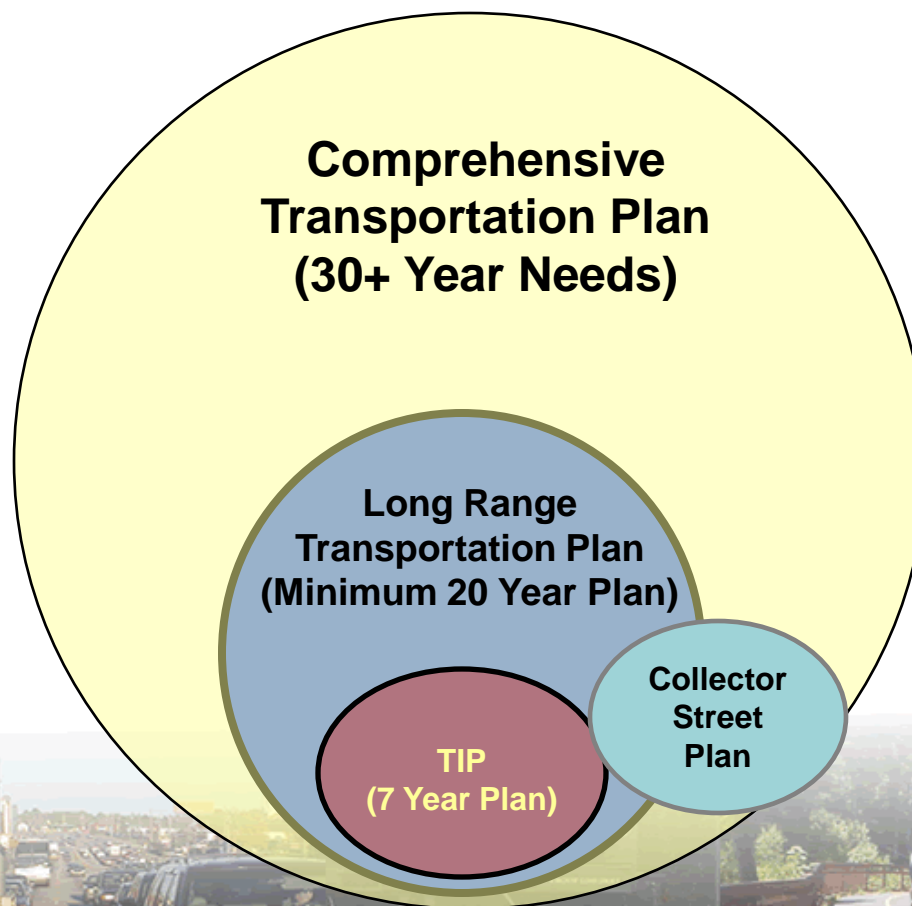
March 2010

DCHC MPO

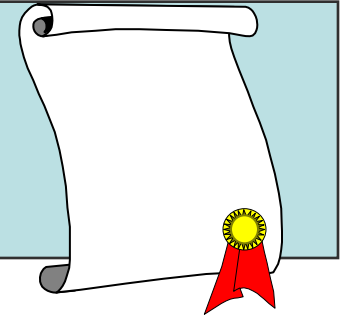
Refresher Course on LRTP, CTP and CSP

October 12, 2011

Relationship Between Plans



DCHC Thoroughfare Plans



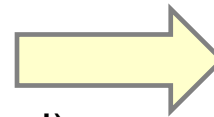
**Thoroughfare
Plan**



**Comprehensive
Transportation
Plan**

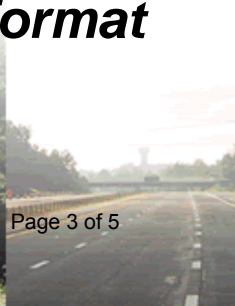
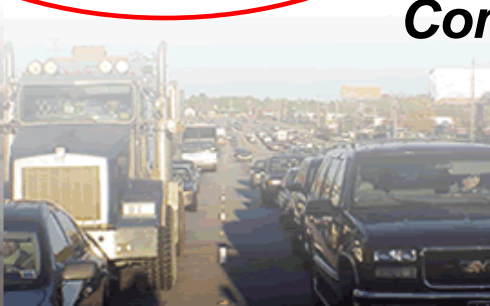
Previous Thoroughfare plans:

- Durham, 1992
- Chapel Hill, 1994
- Carrboro, 1994
- Orange County, 1990 (not adopted)



**These are no longer valid
after adoption of DCHC
Comprehensive
Transportation Plan**

***The DCHC CTP will be in the new
Comprehensive Transportation Plan format***



Plan Comparison

	Approximate Plan Horizon	Identifies?	Fiscally Constrained	Report Required
Comprehensive Transportation Plan	30+ Years	Existing and planned facilities	No	Yes
Long Range Transportation Plan	20 Year Minimum	Planned facilities	Yes	Yes
Transportation Improvement Program	7 Years	Planned facilities	Yes	No
Collector Street Plan	30+ Years	Existing and planned facilities	No	No



Plan Comparison (continued)

	Who Requires?	Update Requirement	Adopted by	A/Q Conformity Required
Comprehensive Transportation Plan	State Statute	No requirement	TAC and NCDOT BOT	No
Long Range Transportation Plan	Federal legislation	Every 4 years	TAC	Yes, for non-attainment areas
Transportation Improvement Program	Federal legislation	Every 2 years	TAC and NCDOT BOT	Yes, for non-attainment areas
Collector Street Plan	No requirement	No requirement	TAC (local ordinance reference)	No



DCHC MPO

Socioeconomic Data (SE Data) – *Guide Totals*

Purpose

This document presents:

- Information on how guide totals are used;
- Population and employment guide totals for counties in the Triangle Regional Model (TRM) that are in, or adjacent to, the DCHC MPO planning area; and,
- The method for calculating the guide totals.

Actions

The TCC and TAC are asked to provide comments on the guide totals. They do not need to approve them at this time. At a later step in the 2040 Long Range Transportation Plan process, the TAC will approve the SE Data with the Preferred Option (for the 2040 LRTP).

Use of Guide Totals

The estimated 2010 and forecasted 2040 population and employment are key inputs into the TRM, which generates important travel demand information. These population and employment values are entered into the TRM by TAZ (Traffic Analysis Zones). As an example, Durham County is divided into 510 TAZs. Planners can check the accuracy of the 2010 Census data (population) and 2010 InfoUSA data effort (employment) by comparing the sum of those TAZ values with the guide totals. In the case of forecasts, the MPO will use a land use modeling process called CommunityViz that will use the county-level 2040 guide totals and effectively distribute the population and employment growth to TAZs in each county.

Partial Counties and Map

It is important to note the all of Durham County and Orange County, and but only part of Chatham County and Person County are in the TRM boundary. As a result, the Chatham County and Person County guide totals are only for that portion of the county within the TRM boundary. The map on the last page of this document shows the county, TRM and MPO boundaries.

Population Guide Totals

The population guide totals used for the 2035 LRTP and those proposed for the current 2040 LRTP process are displayed on page three for each county:

- The 2010 value is from the North Carolina Office of State Management and Budget (NC OSMB), which parallels that of the U.S. Census.
- The 2040 value is based on NC OSMB forecasts that are available through the year 2031. The growth curve of the last five years of that forecast, i.e., 2026 through 2031, is extended nine years to produce a 2040 value. The NC OSMB has provided unofficial county population forecasts for the year 2040 and those forecasts are almost exactly the same as the MPO forecasts (i.e., both agencies are using the same trend forecasts method).
- There is a large increase in population and annual rate for both Durham County and Orange County from the 2035 LRTP to the 2040 LRTP process. This is based on a large increase in the NC OSMB's 2030 projections for those counties since the 2035 LRTP process was carried out in 2008.
- There is a large decrease in the population and annual rate for Chatham County from the 2035 LRTP to the 2040 LRTP process. The 2035 LRTP forecast was based on an independent method, not the NC OSMB forecasts, that more closely reflected the build-out values.
- There are no values for Person County in the 2035 LRTP process because no part of that county was within the TRM boundary at that time.
- Partial county:
 - Chatham County: Census block analysis shows that 61% of 2010 Chatham population is in the TRM boundary. Review of 1990, 2000 and 2010 Census data reveal that the area within the TRM boundary receives the majority of Chatham County growth, thus the 2040 LRTP forecast assumes that 67% of the total 2040 Chatham County population will be within the TRM Boundary.
 - Person County: Census block analysis shows that 82% of 2010 Person population is in the TRM boundary. Review of 1990, 2000 and 2010 Census data reveal that the area within the TRM boundary receives the majority of Person County growth, thus the 2040 LRTP forecast assumes that 85% of the total 2040 Person County population will be within the TRM Boundary.

Population						
<i>--Guide Totals--</i>	2035 LRTP			2040 LRTP		
Jurisdiction	2005	2035	Annual Rate	2010	2040	Annual Rate
Durham County	242,207	355,639	1.3%	268,925	432,571	1.6%
Orange County	121,992	171,453	1.1%	134,325	197,675	1.3%
Chatham County ⁽¹⁾⁽²⁾	34,067	117,130	4.2%	38,991	71,672	2.0%
Person County ⁽¹⁾	N/A	N/A	N/A	31,845	44,784	1.1%
Total	398,266	644,222	1.6%	474,086	746,702	1.5%

Notes

(1) Includes population and employment from part of county in TRM area.

(2) The area of Chatham County in the TRM expanded between LRTP efforts.

N/A = Not available. Person County was not in the TRM in the 2035 LRTP effort.

2005 and 2035 values are ESC-based guide totals for Durham and Orange, and SE Data totals for Chatham.

Employment Guide Totals

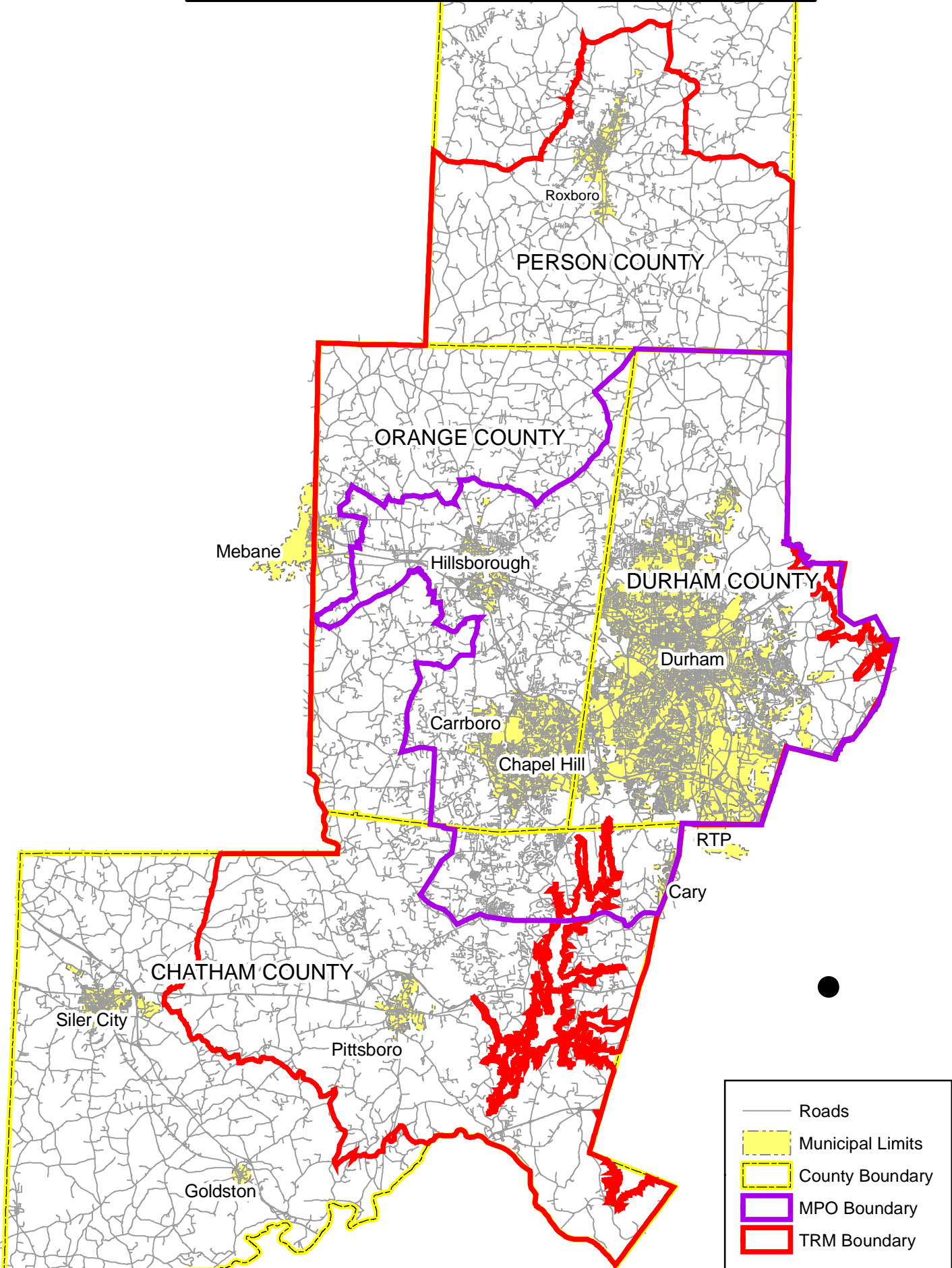
The employment guide totals are displayed on the following page for each county:

- The 2010 value in Durham, Chatham and Person counties is based on data from the North Carolina Employment Security Commission (ESC). Previous studies have concluded that the ESC county-level employment estimates capture 92% of the actual total. The ESC estimate is multiplied by "1/0.92" to compensate for this undercount and produce the MPO estimate.
- The 2010 value in Orange County is based on InfoUSA data, which Chapel Hill staff believe more accurately accounts for the large proportion of temporary jobs at UNC-CH.
- The ESC does not forecast employment. An employment growth rate for the 2010 to 2040 period from Woods-and-Poole Economics is applied to the 2010 value to produce the 2040 value.
- The Durham County and Orange County growth rates remain the same for both the 2035 LRTP and 2040 LRTP.
- The Chatham County growth rate has decreased for the 2040 value. Again, this change occurred because the 2035 LRTP process for Chatham County used a method that more closely reflected the build-out values.
- Partial county: The employment values are based on the same methodology and assumptions that were used to forecast the partial county population for Chatham and Person counties.

Employment-2

<i>--Guide Totals--</i>						
Jurisdiction	2035 LRTP			2040 LRTP		
	2005	2035	Annual Rate	2010	2040	Annual Rate
Durham County	184,130	285,761	1.5%	194,770	306,637	1.5%
Orange County	68,680	116,669	1.8%	70,491	119,787	1.8%
Chatham County ⁽¹⁾⁽²⁾	8,199	23,863	3.6%	10,011	19,509	2.2%
Person County ⁽¹⁾	N/A	N/A	N/A	8,791	13,093	1.3%
Total	261,009	426,293	1.6%	284,063	459,026	1.6%

DCHC MPO, TRM and County Boundaries



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2040 Plan


NC Statewide Transportation Plan Update

MPO/RPO Briefings

October 2011



NC Statewide Transportation Plan



NCDOT
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2040 Plan

MPO/RPO Briefing

- 2040 Plan Overview
 - NCDOT Policy to Projects process
 - Plan content
 - Study process
- 2040 Plan status & upcoming activities
- Recent and ongoing activities
 - Study process – public & agency involvement
 - Modal needs
 - Finance
 - Operating / Strategic policies



NC Statewide Transportation Plan



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2040 Plan

2040 Plan Overview

Nine study goals are driving 2040 Plan development; goals in three general areas:

- Modal Effectiveness
- Financial Feasibility
- Program Delivery and Vision

(Study goals listed in 2040 Plan handout.)

NC Statewide Transportation Plan

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Study Content

Primary Plan Content:

- Challenges & Opportunities*
- Long-term modal infrastructure and service needs**
- A sustainable financing plan**
- Multimodal spending framework (Safety, Mobility, Infrastructure Health)
- Policy or procedure adjustments needed to meet program delivery targets

NC Statewide Transportation Plan

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Study Process

Schedule

- Needs, funding & processes formulation – summer/fall 2011
- Stakeholder & public review of draft plan – winter 2011–2012
- Board of Transportation adoption – June 2012

Task	Major Deliverables	Timing
Project Management	Project Management Plan, Study Schedule	Fall 2010
Public Involvement	Public Involvement Plan P1 Delivery	Jan 2011 Mid-April Launch
Issues Identification/Plan Focus	Statewide Economic Activity Forecast Challenges & Opportunities Report	April-June 2011
Modal Elements Identification & Future System Performance/Backlog	Modal Systems Inventory Report Systems Performance Measures Report Modal System Needs Report	Summer, Fall 2011
Financial Analysis	Revenue Forecast and Financial Plan	Fall 2011
Investment Strategy	Program Investment Strategies	Fall 2011
Processes/Policies/Programs	Planning Processes, Policies & Programs Recommendations Report	Winter 2011
Plan Recommendations	Final Report (first draft) Adopted Final Plan	Winter 2011/2012 June 2012


NC Statewide Transportation Plan

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Study Process

Multi-faceted public involvement program

- Agency Coordination Group
- Statewide Stakeholder Group
- Tribal consultation
- Regional contacts
- Speakers' Bureau
- Technology /social media tools
- Web site (links to surveys, videos)




<http://www.ncdot.org/performance/reform/2040Plan/>

NC Statewide Transportation Plan


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Study Status

- **Public Surveys**
 - First survey conducted Summer 2011
 - Solicited opinions on:
 - Spending priorities (safety, infrastructure health/modernization, mobility)
 - Spending priorities (modes of transportation)
 - Expected system performance – how good is good enough?




NC Statewide Transportation Plan




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Study Status

- **Public Surveys**
 - Key findings:
 - People believe motor vehicles will remain the primary mode of transportation in 2040
 - People's attitudes about transportation is one of the top challenges facing NCDOT in the future
 - Safety & security and access to jobs, education and health care are the top two quality-of-life factors NCDOT should consider
 - Funding, aging roads/bridges and easing congestion are top three issues NCDOT should consider while developing the 2040 Plan
 - Results considered in Challenges & Opportunities report



NC Statewide Transportation Plan



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Where are we now?

Second Round of Public Involvement Initiated

- Public Survey #2 underway
- Limited English Proficiency considerations
- Statewide Stakeholder and Agency Coordination groups workshops
- Webinars with Regional Stakeholders






NC Statewide Transportation Plan



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Where are we now?

Technical components in development

- Estimates of modal needs and system performance
 - Modal needs cost estimates
 - Transportation system performance
- Analysis of Finance Sustainability
 - Current revenue sources
 - Revenue options
- Consideration of strategic investment priorities
- Examination of strategic operating policies & processes



NC Statewide Transportation Plan



Modal Needs and System Performance

First, the 2040 Plan is updating estimates of long-term modal needs

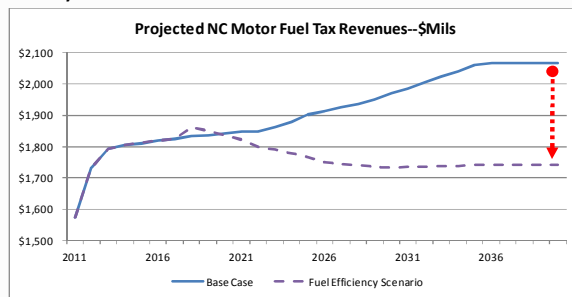
- 30 year horizon
- Reporting capital and operating costs
- Needs estimates will reflect costs to achieve optimal conditions
- Estimates will also define investment needed to meet or maintain lesser performance
- Urban needs based primarily on adopted MPO plans: highways, transit, and bike/ped facilities



Finance

Second, 2040 Plan must address an uncertain financial future

- Questionable sustainability of NC motor fuel tax
- Fuel consumption and revenue will decline due to increasing fuel efficiency
- Uncertainty of federal sources



Projected 20% decrease in motor fuel tax revenue in NC




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2040 Plan

Finance


Revenue enhancement options under consideration

- System tolling of Interstate highways and urban loops
- Fee on vehicle miles travelled
- Local vehicle property tax
- Local option sales tax
- Fee on automobile insurance

What other revenue sources should be considered?



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Investment Priorities

- Third, the 2040 Plan will recommend investment priorities
- Spending Priorities by:
 - Investment goal: Safety, Infrastructure Health, Mobility
 - NCMIN tier: Statewide, Regional, Subregional
 - Mode: highway, bicycle/pedestrian, public transportation, rail, aviation, ferry

What other investment priorities should be considered?





NC Statewide Transportation Plan





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Strategic Operating Policies

Finally, the 2040 Plan is examining implementation requirements – what strategic policy or process changes are needed?

- Adjustments for more effective project and program delivery
- New initiatives to improve system efficiencies
- Programs to enhance economic opportunity



What high priority policy targets should be considered?

 NC Statewide Transportation Plan 

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Thank you

For more information or to submit additional comments:
Tyler Bray, PE, NCDOT PM, tbray@ncdot.gov
Mark Boggs, Atkins, mark.boggs@atkinsglobal.com

 NC Statewide Transportation Plan 

NC 2040 Plan Study Goals

Reflecting the findings reported in the 2040 Plan Focus white paper, the following study goals are proposed as a guide to plan preparation:

Modal Effectiveness Goals

1. Update estimates of modal needs to reflect defensible performance standards.
2. Expand the Strategic Highway Corridors concept to encompass a multimodal system, based on criteria that can be traced to a confirmed set of performance goals, to provide a basis for defensible recommendations for investment strategies.
3. Confirm that the NCMIN still reflects the state's overall development and sustainability goals.

Financial Feasibility Goals

4. Clearly define the gap between transportation needs and anticipated revenues
5. Establish a set of long-term revenue strategies that recognize the likely non-sustainability of the current transportation revenue structure.
6. Establish a strong rationale for long-term transportation investment strategies that reflect the state's goals for jobs, economic opportunities, and environmental and financial sustainability.

Program Delivery and Vision Goals

7. Provide cost-effective, wide-ranging opportunities for public input that recognize the interests of the general public, interested party stakeholders, and the Department's transportation partners (builders and providers of transportation systems);
8. Establish a clear understanding of the long-term challenges and opportunities facing the Department that will affect its ability to address the state's mobility, transportation choice, economic development, and reliability demands.
9. Identify improvements to the Department's program delivery processes to fully leverage relationships with its public and private partners.

Prepared by PBS&J
Jan. 3, 2011
Revised Jan. 10, 2011
Final: Jan. 25, 2011



2040 Plan September 2011 Update

1. Schedule

The study team is on target to meet the December 2011 delivery date for draft report. In August and September, the study team has continued its focus on accelerated Modal Needs development in coordination with SPOT and the Prioritization 2.0 process. Timely completion of Modal Needs development is a critical schedule element and Atkins has received good cooperation from the various NCDOT operating units. Strong support by senior management has been expressed through DOH's Asset Management Team and the Transit Leadership Team. Board briefings, and SPSC and SMC meetings, are scheduled to occur monthly through the end of the year.

2. Unified Public Engagement Process (UPEP)

The UPEP has been updated based on comments from the public, FHWA, MPOs, RPOs, and other NCDOT business units. It will be provided to the Board of Transportation/Statewide Plan sub-committee in September and then transmitted to FHWA.

3. PI and Agency Coordination Activities

The PI program, which includes consultation with MPOs, RPOs, and Indian tribes, has focused on the following activities in recent months:

- **PI Evaluation memo** has been completed and its findings are being incorporated into more focused PI activities.
- **MPO/RPO communication action plan** has been developed and was reviewed with MPOs and RPOs at their respective quarterly meetings; both were receptive of plan recommendations, and recommended a set of regional workshops with TAC members to allow input on Plan content.
- Regularly scheduled **MPO and RPO briefings** have continued, with additional opportunities for input sought at the MPO/RPO quarterly meetings.
- The second **Statewide Stakeholder Group** and **Agency Coordination Group meetings** were held on September 7 to discuss modal needs, finance/investment options, and operational policies.
- Public **Survey 1** documentation has been completed and input has been considered in updating the C&O report and formulating strategic investments.
- Public **Survey 2** has been released and is open until September 30th.
- **LEP Analysis** – document has been updated and submitted for approval by TPB.

Schedule - upcoming PI and agency coordination activities:

- Continued presentations to MPO and RPO TACs and TCCs.
- Regional webinars to be held on September 19th and 20th.
- Conduct four regional MPO/RPO workshops in October, with invitations extended to TAC members.

4. Challenges and Opportunities (C&O) Report

The study team has made final revisions to the report and it has been uploaded to the NCDOT web site.

Task 4: Existing Modal / System Inventory & Task 5: Future Modal Needs and Performance

The **Task 4** deliverable, Modal/System Inventory: comments on the draft report have been received and processed. Determination was made through the SPSC not to reissue the report, but to combine the Task 4 and Task 5 reports and to incorporate revisions into that Task 5 report.

Task 5 (Modal Needs) activities have continued, with extensive collaboration with SPOT to parallel the Prioritization 2.0 Process for basing needs on performance/levels of service. Atkins has been working with all NCDOT modal units and with the MPOs to develop modal and urban/rural needs estimates.

Task 5 Schedule (ongoing):

- September
 - Develop draft summary tables and documentation.
 - Conduct review and vetting sessions.
 - Receive input from SSG and ACG.
- October
 - Brief Statewide Plan Committee.
 - Finalize modal needs and advance to financial analysis.
 - Prepare draft Task 5 documentation.

5. Finance Working Group

The Finance Working Group met on September 9 to review the financial model and its assumptions, financing options, and investment strategies. The Finance team will utilize the modal needs estimates as basis for advancing financial analysis and investment strategy considerations.

Schedule - upcoming Finance WG activities:

- Continue developing finance model in coordination with Finance office.
- Establish development of finance model and analysis assumptions.
- Review options for investment strategies for their incorporation in the financial model.
- Test revenue and financing options.

6. Planning Processes, Policies, and Programs Working Group

The Planning Processes, Policies, and Programs (PPP) Working Group met on August 30th to discuss how transportation planning PPP ought to change going forward based on the results of the interview process (reflected in the revised tech memo prepared by the consulting team), as well as other ideas from the WG.

Schedule - upcoming PPP WG activities:

- Define PPP focus areas.
- Review and prioritize processes, policies and procedures.

Prepared by Atkins
September 14, 2011

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2040 Plan
Regional Contacts List

The following “types” of entities are included on the 2040 Plan Regional Contacts List. More specific lists for each region can be provided, if so desired.

- County Managers
- Chambers of Commerce
- Economic Development Interests/Partnerships
- Tourism agencies
- Colleges and universities (state, community, private)
- Native American tribes
- The Arc (multiple chapters of these across the state – they serve the blind and sight-impaired community)
- Sierra Club chapters
- Audubon Society chapters
- Transit agencies
- Airports (general aviation and commercial)
- Family Services (both agencies that serve children, and those that serve low income and Hispanics)
- Dioceses in many locations across the state (that serve families, children, low income, minority, disabled)
- Organizations specifically serving Hispanics, such as Centro Latinos, or Centro Comunitarios in various counties
- Community Development Corporations (CDCs) (these agencies service persons of low income and low literacy)
- NAACP branches

Atkins
September 22, 2011

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N.C. Department of Transportation 2040 Plan Second Survey – September 2011

Call 1-877-DOT-4YOU (368-4968) or visit www.ncdot.gov for more information.

Your input is important to the 2040 Plan. Please take a moment to answer the following questions. Please fold and tape as instructed on the back, add postage and mail.

1. **Please provide your zip code:** _____

2. **Although several billion dollars are expected to be available over the next 30 years for improvements for highways, bicycle and pedestrian facilities, passenger and freight rail, aviation and ferries, this amount is insufficient to address all needs. Given this limited funding, which of the following should NCDOT make its highest priority? Please select only one.**
 - Focus on funding highway maintenance only, with no expansions or new roadways, and no enhancements to other forms of transportation, such as bus and rail.
 - Focus on other forms of transportation, such as rail, bus, aviation, walking and bicycling, instead of making highway enhancements such as road widening.
 - Focus only on projects and programs that will boost the economy and create jobs.
 - Focus resources on the interstate system and major state roadways, and reduce resources for city and county transportation needs.
 - Other (Please specify) _____

3. **By 2040 there will be 3 million more people living in North Carolina – equal to the entire population of Iowa. Our residents will be older and more diverse, and more people will reside in and near large cities. Which of the following is the most important to address the transportation needs of our changing population? Please select only one.**
 - Invest additional resources in public transportation (rail and buses).
 - Expand roadways in North Carolina's major cities.
 - Encourage development with higher numbers of people per acre.
 - Better coordinate transportation and land development.
 - Other (Please specify) _____

4. **Which of the following contributes most to your quality of life and should be a priority for future transportation investments? Please select only one.**
 - Improved air and water quality
 - Shorter commute times
 - Communities that accommodate walking and bicycling
 - Easily accessible public transportation (bus and rail) options
 - Enhanced aviation or ferry facilities
 - Other (Please specify) _____

5. **Passenger rail is expensive, and North Carolina has limited funds to dedicate to rail. If additional funding can be found, which of the following should be the focus for future rail service? Please select only one.**
 - Strategically expand passenger rail service **within** major cities.
 - Expand passenger rail service **between** downtowns and suburban communities.
 - Enhance intercity passenger rail service, such as the existing rail service between Charlotte and Raleigh.
 - Other (Please specify) _____

6. **Investments in _____ will be the greatest benefit to economic prosperity. Please select only one of the following to fill in the blank.**
 - Highway enhancements to better move people and freight
 - Public transportation enhancements to better move people
 - Rail enhancements to better move people and freight
 - Aviation enhancements to better move people and freight
 - Other (Please specify) _____



MPO/RPO Regional Workshops Schedule

- October 13 at 10am in Hickory
Hickory City Hall Council Chambers
76 North Center Street, Hickory, NC 28601
- October 18 at 10am in Rocky Mount
Booker T. Theatre
170 East Thomas Street, Rocky Mount, NC 27801
- October 19 at 10:00am in Fayetteville
Old Cumberland County Courthouse, 2nd floor
130 Gillespie Street, Fayetteville 28301
- October 20 at 9:30 am in Greensboro
Council Chambers
300 W. Washington Street , Greensboro 27401

NCDOT
From Policy to Projects
2040 Plan

LOS	Condition	Examples by Mode						
		Highways	Transit	Aviation	Bicycle/ Pedestrian	Ferries	Passenger Rail	Ports
A VERY GOOD	High quality conditions, very convenient service, widely available	Very smooth roads, minimal congestion	Frequent bus service	_____	Many bike routes	No ferry delays	Good cross-state rail service	_____
B ABOVE AVERAGE	Good quality conditions, convenient service, good availability	Generally smooth roads, some congestion	Good bus service	Some safety issues	Some bike routes	Periodic ferry delays	Decent state rail service	Some safety issues
C AVERAGE	Minimally acceptable conditions, minimally convenient service, moderate availability	More rough roads, potholes & deficient bridges, common congestion	Limited bus service	Many safety issues	Scattered bike routes	Frequent ferry delays	Limited state rail service	Many safety issues
D BELOW AVERAGE	Poor facility conditions, very minimal service, limited availability	Many rough roads, broad congestion	Barebones bus service	Many safety issues	Few bike routes	Frequent ferry delays	Poor state rail service	Many safety issues
F FAILING	Deteriorated facility conditions, spotty and irregular services, very limited availability	Widespread rough roads, potholes & deficient bridges, widespread congestion	Very restricted bus service	Widespread safety issues	No bike routes	Regular and long ferry delays	No state rail service	Widespread safety issues

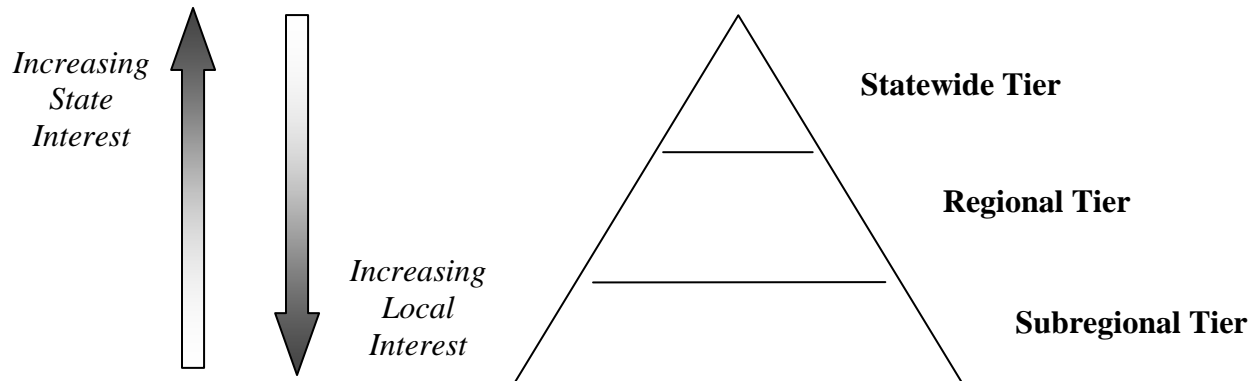
NORTH CAROLINA MULTIMODAL INVESTMENT NETWORK (NCMIN)

The North Carolina Multimodal Investment Network (NCMIN) is a tool used to stratify all the components, facilities, and modes of North Carolina's transportation system. Components of the network are typically classified on the basis of how each contributes to serving a particular type of transportation movement. Some facilities serve *Statewide* movements, while others are *Regional* in terms of the service they provide, while still others are *Subregional* (localized). This classification also associates the increasing level of state (NCDOT) or local interest in various facilities.

What is the NCMIN?

All transportation facilities, regardless of ownership and mode, are included in the Multimodal Investment Network. Each facility is classified into one of three tiers (groups): Statewide, Regional, or Subregional. Each tier has distinct features that define how facilities function, the type of travel they serve, and other measures like connectivity and usage.

Statewide Tier facilities serve long-distance trips, connect regional centers, have the highest usage, and mostly provide a mobility function (as opposed to a land access function). **Regional Tier** facilities connect major population centers and have a mix of functions. Some of the Regional Tier facilities can be viewed as serving statewide transportation criteria, but they usually provide an unmistakable localized function. They are equally important to a particular region of the state and also provide some land access. **Subregional Tier** facilities serve localized movements. They provide more of an access function than mobility, and are of a higher interest to cities and counties than the state. The figure below provides a conceptual illustration of a multimodal investment network.



Conceptual Representation of a Multimodal Investment Network (MIN)

NCMIN Definitions

NCDOT uses the following definitions to classify transportation facilities based on tier:

Mode	Statewide Tier	Regional Tier	Subregional Tier
Highways¹	The Strategic Highway Corridors (SHC) as approved by the Board of Transportation on the SHC Vision Plan ²	All primary routes (US and NC) not on the Statewide Tier	All secondary routes (SR) not on the Statewide Tier ³
Rail (Passenger & Commuter)	All intercity (including out-of-state) passenger rail service and station facilities associated with intercity services	Commuter rail service and associated station facilities which serve commuters <i>between</i> two or more counties	Commuter and light rail service and associated station facilities which serve commuters <i>within</i> a county
Rail (Freight)	Rail lines of strategic importance as determined by the Rail Division	All remaining rail lines not included on the Statewide Tier	N/A
Ferry	Ferry routes connecting Statewide Tier Highway facilities	Ferry routes connecting Regional Tier Highway facilities	Ferry routes connecting Subregional Tier Highway facilities
Aviation	Commercial service airports with at least 100,000 annual enplanements	Commercial service airports (Part 139 Certificated) with less than 100,000 annual enplanements <i>or</i> General aviation airports with at least 25 based aircraft	General Aviation airports with fewer than 25 based aircraft
Public Transportation	Bus service and associated station facilities which serve out-of-state travel	Bus and vanpool service and associated stations facilities and passenger amenities which serve commuters <i>between</i> two or more counties	Bus and vanpool service and associated stations facilities and passenger amenities which serve commuters <i>within</i> a county
Bicycle and Pedestrian	NC bicycling highways (on-road)	NCDOT designated multi-county regional routes (on-road)	Off-road facilities with a length shorter than 20 miles

		<i>or</i> Off-road facilities spanning multiple jurisdictions with a length of at least 20 miles	<i>or</i> Town, city, or county on-road bicycle networks <i>or</i> All sidewalks
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Notes

1. The Board of Transportation (BOT) formally designated the Strategic Highway Corridors as the highway element of the Statewide Tier on March 1, 2007.
2. An existing segment of a Strategic Highway Corridor, which is proposed to be bypassed (and the bypass has been approved by the BOT on the SHC Vision Plan), is considered to function as part of the Corridor until the bypass is open to traffic.
3. It is proposed that all secondary routes on the Statewide Tier will be evaluated for primary route designations.

Revising NCMIN Facilities

The highway element of the Statewide Tier, known as the Strategic Highway Corridors, has been officially approved by the BOT on the SHC Vision Plan. Therefore, any changes to the Corridors, requires approval by the BOT. The Requests for revising the Strategic Highway Corridors, should follow the process entitled “Process to Modify the Strategic Highway Corridors Vision Plan” as approved by the BOT. All other routes and facilities shall be classified based on the above criteria.

MEMORANDUM

To: Transportation Advisory Committee
DCHC MPO

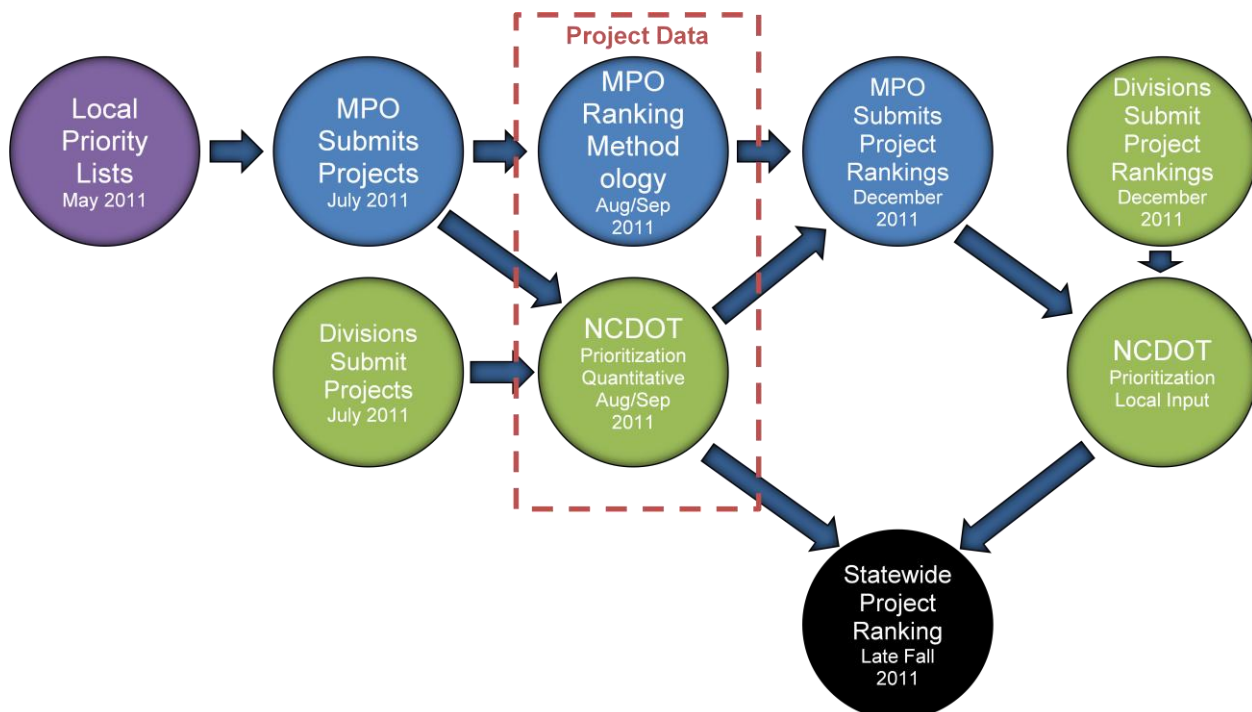
From: DCHC MPO Lead Planning Agency

Date: October 12, 2011

Subject: **FY 2014-2020 Transportation Improvement Program – MPO Regional Priority List**

The DCHC MPO has begun creating our MPO Regional Priority List for the FY 2014-2020 Transportation Improvement Program. In June 2011, the TAC approved the submission of highway, bicycle, pedestrian, and transit projects to the NCDOT Strategic Planning Office of Transportation (SPOT) for consideration in the State's prioritization process. LPA staff submitted our list of projects through SPOT's online database in July.

In August and September, SPOT and the modal divisions at NCDOT scored projects across the State based on a variety of different quantifiable metrics. SPOT released the quantitative scores for all projects on September 29, 2011. Over the past two weeks, LPA Staff applied our MPO ranking methodology. The TAC approved the MPO ranking methodology in June. In order to simplify data collection and maintain some consistency with NCDOT on criteria that are common to both ranking methodologies, the MPO ranking methodology uses SPOT's data for several criteria. As a result, LPA staff could not complete the MPO ranking until we received all of the scores from SPOT. The TCC and TAC should consider the results of the MPO ranking methodology and NCDOT methodology in developing our project rankings. The MPO's ranking, Division's ranking, and NCDOT quantitative score feed into the final statewide project ranking. A flow chart of the process is shown below.



SPOT has asked that MPOs submit their local rankings by December 16, 2011 (they extended the deadline from November 30, 2011 on September 14, 2011). The TAC sent a letter requesting an extension to January and other MPOs/RPOs have also requested extensions. SPOT staff has told LPA staff that they cannot extend this deadline beyond December 16, 2011.

In order for the MPO to meet the SPOT deadline, the MPO will have to review and approve the rankings quickly.

September 29, 2011	NCDOT released scores for highway projects
Late September	LPA Staff applied the MPO ranking methodology
October 5, 2011	TCC subcommittee reviewed the application of the MPO ranking methodology and recommended a draft priority list for release for public comment
October 12, 2011	TAC releases the draft priority list for public comment and schedules a public hearing at the November 9, 2011 meeting
October 26, 2011	TCC recommends distribution of the highway and transit ranking points and the bicycle and pedestrian top five rankings
Oct 12-Nov 8	MPO minimum 21-day public comment period
November 9, 2011	TAC holds public hearing
December 14, 2011	TAC approves final priority list
December 16, 2011	SPOT deadline for submission of MPO rankings

The tables in the attachment display the results of the MPO's ranking methodology. There are four tables: Highway (H Results), Bicycle (B Results), Pedestrian (P Results), and Transit (T Results).

Highway

The table of highway projects includes projects carried over from the last prioritization, new projects submitted by the MPO, new projects submitted by the Division, and projects that may have been submitted by a neighboring RPO or MPO that cross over into part of the DCHC MPO. The list includes both capacity widening projects and modernization projects. Many modernization projects are for adding bicycle facilities, sidewalks, transit amenities, shoulders, and/or curb-and-gutter to two-lane roads (over \$1 million cost). Each criterion is out of 100 points. The criteria are weighted to produce the total score. The maximum total score is 100. The criteria and weighting vary by tier and improvement type. Grayed-out boxes indicate criteria that do not apply to that project type. The Congestion, Safety, Economic Competitiveness, Lane Width, Shoulder Width, and Multimodal Bonus scores were produced by NCDOT. The Environmental Impacts, Community Impacts, and Environmental Justice scores were produced by the MPO. The State Score is provided for reference.

The MPO has 1,300 points to distribute to highway projects. Each project can have a maximum of 100 points and a minimum of 4 points (projects can have 0 points). The final points for projects that span MPO/RPO borders will be weighted by the proportion of the project in each organization. Projects that are partially funded in FY 2019 or 2020 in the current work program should still be considered for points if they are high priorities. NCDOT considers these not committed projects. This applies to projects 533, 534, 532, 531 (the four phases of the NC 54 widening in south Durham) and 527 (modernization on US 15-501 in Chapel Hill).

NCDOT's methodology includes a weighting of the MPO's and Division's points by tier. The MPO's ranking points will contribute more towards a project's final score on the subregional tier than the regional tier and statewide tier. The table below displays the contribution towards the final score for the NCDOT's quantitative data, Division points, and MPO/RPO points.

Tier	Quantitative Data	Division Ranking Points	MPO/RPO Ranking Points
Statewide	70%	20%	10%
Regional	50%	25%	25%
Subregional	30%	30%	40%

The TCC subcommittee has discussed a few options for how to distribute the MPO's 1,300 ranking points and would like to receive feedback from the TAC on these options:

1. Distribute 100 points to the top 13 projects as ranked by the MPO methodology.
2. Distribute the points to all or most of the projects in descending order according to MPO methodology (#1 = 100 pts., #2 = 96 pts., #3 = 92 pts., etc.)
3. Distribute a portion of the 1,300 points to the MPO's top priorities and then provide each jurisdiction or county a number of points to apply to their local priorities.
4. Distribute 100 points to the MPO's top project in each category according to the State Score (i.e. Statewide-Mobility) and then distribute the remainder of points according to the MPO methodology.

The TCC recommends that the TAC release the results of the MPO ranking methodology as displayed in the attachment for public comment. Over the next month, the TCC will discuss a recommendation for how to apply the highway ranking points among projects. The TCC will share its recommendation with the TAC in November. The TCC recommends that the TAC consider authorizing LPA staff to release the TCC's recommendation on the distribution of points for public comment on October 26, 2011 to augment the information released today.

Bicycle

The table of bicycle projects includes multi-use paths and on-road bicycle facility projects (under \$1 million cost). Projects on this list include new projects and projects carried over from the last prioritization. The maximum number of points for each criterion varies. The criteria are normalized and weighted to produce the total score. The maximum total score is 100. The Right-of-way Acquired, Connectivity, Bicycle Crashes, and Demand/Density scores were produced by NCDOT. The Congestion, Regional Connectivity, and Environmental Justice scores were produced by the MPO. The State Score is provided for reference.

For this mode, the MPO simply ranks its top five bicycle projects. NCDOT's methodology uses quantitative scores for 65% of the final score and the MPO/RPO ranking for 35% of the final score. The MPO/RPO ranking is converted into points as shown:

- #1 = 35 points
- #2 = 28 points
- #3 = 21 points
- #4 = 14 points
- #5 = 7 points

Pedestrian

The table of pedestrian projects includes sidewalks and streetscape projects. Projects on this list include new projects and projects carried over from the last prioritization. The maximum number of points for each criterion varies. The criteria are normalized and weighted to produce the total score. The maximum total score is 100. The Right-of-way Acquired, Connectivity, Pedestrian Crashes, and Demand/Density scores were produced by NCDOT. The Traffic Volume, Regional Connectivity, and Environmental Justice scores were produced by the MPO. The State Score is provided for reference.

There are four Durham streetscape projects in this list that are carried over from the previous prioritization: #1514 Fayetteville Street, #1517 Main Street, #1515 Chapel Hill Street, and #1519 Mangum Street. Since sidewalks already exist along much of these routes, they may not be as high of a priority as projects with no existing sidewalks. Streetscape projects like these are better suited for Enhancement TIP funding than Pedestrian TIP funding. Unfortunately, NCDOT has not held a call for projects for Enhancement projects since 2004 and has not set up Prioritization 2.0 to consider these types of projects in their own category. The TAC may want to consider withdrawing these projects since they are unlikely to be funded with Pedestrian TIP funding.

For this mode, the MPO simply ranks its top five pedestrian projects. NCDOT's methodology uses quantitative scores for 65% of the final score and the MPO/RPO ranking for 35% of the final score. The MPO/RPO ranking is converted into points as shown:

- #1 = 35 points
- #2 = 28 points
- #3 = 21 points
- #4 = 14 points
- #5 = 7 points

Transit

The table of transit projects includes project submitted by each transit agency and a park-and-ride lot submitted by Orange County (#1370). These projects are only for years FY 2013-2015. The maximum number of points for each criterion varies. The criteria are normalized and weighted to produce the total score. The maximum total score is 100. The Availability, Connectivity, Technology, and State of Good Repair scores were produced by NCDOT. The Environmental Impacts, Community Impacts, and Environmental Justice scores were produced by the MPO. The State Score is provided for reference.

The NCDOT scores were designed such that most projects will only receive points in one or two categories. Only projects that increase service receive Availability points; only projects that expand service to new areas receive Connectivity points; only projects that include new technology receive Technology points; and only projects that replace vehicles or provide a new facility receive State of Good Repair points.

In addition, many of the calculations that NCDOT did for these categories are based on system statistics and the size of the project. For example, transit systems that have not invested in technology recently receive more points than transit systems that have continuously improved their technology. Since DATA, CHT, and TTA have invested in technology, they received fewer points than transit agencies in other parts of the state that have not invested in technology. Also, the NCDOT methodology awards more points to larger projects. Project #1400 is for DATA purchasing 28 replacement buses. Project #1394 is for TTA purchasing three replacement buses. #1400 scores much higher simply because it is a larger project.

The TCC subcommittee had several concerns about NCDOT's methodology for awarding points. The subcommittee recommends that the TAC release the scores for public comment with the caveat that we will be reviewing this further. We may recommend altering the NCDOT points and/or modifying how we use NCDOT's data in our methodology.

The MPO has 550 points to distribute to transit projects. Each project can have a maximum of 100 points and a minimum 10 points. For Triangle Transit projects, whatever DCHC allocates will be added to whatever CAMPO allocates on a 50/50 split.

NCDOT's methodology includes a weighting of the MPO's points by tier and goal. The table below displays the contribution towards the final score for the NCDOT's quantitative data and MPO/RPO points.

Tier	Goal	Quantitative Data	MPO/RPO Ranking Points
Statewide	All	75%	25%
Regional	Mobility	25%	75%
Regional	Infrastructure Health	10%	90%
Regional	Safety and Security	25%	75%
Subregional	Mobility	10%	90%
Subregional	Infrastructure Health	10%	90%
Subregional	Safety and Security	25%	75%

TCC Recommendation: That the TAC release the results of the MPO TIP Prioritization Methodology for public comment and schedule a public hearing for November 9, 2011. That the TAC authorize the TCC to release their recommendation for project rankings and points on October 26, 2011.

TAC Action: Release the results of the MPO TIP Prioritization Methodology for public comment and schedule a public hearing for November 9, 2011. Authorize the TCC to release their recommendation for project rankings and points on October 26, 2011.

SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	Points											MPO Score	MPO Rank	State Score	Notes	
										Congestion	Safety	Economic Competitiveness	Lane Width	Shoulder Width	Environmental Impacts	Community Impacts	Environmental Justice	Multimodal Bonus							
945	Subregional	Infrastructure Health	Modernization		SR1110	Barbee Chapel Road/Farrington Road	NC 54	SR 1107 (Stagecoach Road)	Construct bike lanes and sidewalks.		55.44		75	100	Low-	100	Low-	100	Medium+	75	3	85.339	1	23.044	
1013	Statewide	Mobility	Capacity		092 I-040		NC 147	Wade Avenue	Construct Managed Lanes	100	66.53	71.97			Medium-	75	Medium-	75	Medium-	25	8	83.201	2	34.465	Submitted by Division 5. Part in CAMPO, DCHC 37%
632	Subregional	Infrastructure Health	Modernization		SR1717	Jack Bennett Road	US 15/501	SR 1721 (Lystra Rd)	Jack Bennett Rd (SR 1717) (US 15/501 to Lystra Rd (SR 1721) safety improvements.		88.71		50	100	Low-	100	Low-	100	Medium+	75	0	82.742	3	23.871	
375	Subregional	Infrastructure Health	Modernization	U-2909	SR1780	Estes Drive	SR 1772 (Greensboro Street)	NC 86	SR 1772 (Greensboro Street) to NC 86. Widen to add bike lanes, sidewalks, and transit accommodations.		66.53		50	100	Low-	100	Low-	100	High+	87.5	3	82.557	4	21.653	
659	Subregional	Infrastructure Health	Modernization		SR1666	Dearborn Drive	SR 1669 (East Club Boulevard)	SR 1004 (Old Oxford Road)	Construct Bicycle Lanes and Sidewalks		77.62		50	100	Low-	100	Medium-	75	High+	87.5	3	82.274	5	22.762	
660	Subregional	Infrastructure Health	Modernization		SR1158	West Cornwallis Road	SR 1306 (Erwin Road)	SR 1127 (Chapel Hill Road)	Construct Bicycle Lanes and Sidewalks		66.53		50	100	Low-	100	Low-	100	Medium+	75	3	81.307	6	21.653	
950	Subregional	Infrastructure Health	Modernization		SR1009	Old NC 86	SR 1777 (Homestead Road)	SR 1727 (Eubanks Road)	Construct bike lanes and sidewalks and transit accommodations.		66.53		50	100	Low-	100	Low-	100	Medium+	75	3	81.307	6	21.653	
951	Subregional	Infrastructure Health	Modernization		SR1727	Eubanks Road	SR 1009 (Old NC 86)	Rogers Road	Construct bike lanes and sidewalks and transit accommodations.		66.53		50	100	Low-	100	Low-	100	Medium+	75	3	81.307	6	21.653	
1096	Subregional	Infrastructure Health	Modernization		068 SR1727	Eubanks Road	SR 1729 (Rogers Road)	NC 86	Construct bicycle lanes, sidewalks, safety and intersection improvements.		55.44		50	100	Low-	100	Low-	100	High+	87.5	3	80.339	9	20.544	
952	Subregional	Infrastructure Health	Modernization		SR1008	Mount Carmel Church Road	US 15-501	Chatham County Line	Construct bike lanes.		66.53		50	100	Low-	100	Low-	100	Low+	62.5	3	80.057	10	21.653	
1162	Subregional	Infrastructure Health	Modernization		068 SR1005	Old Greensboro Rd.	SR 2057 (Sturbridge Lane)	Alamance County Line	Add 4-foot paved shoulders		66.53		50	100	Medium-	75	Low-	100	Medium+	75	3	78.807	11	21.653	Part in TARPO, DCHC 22%
949	Subregional	Infrastructure Health	Modernization		SR1900	Old Mason Farm Road/Finley Golf Course Road	NC 54	NC 54/US 15-501 (Fordham Blvd.)	Construct bike lanes and sidewalks.		44.36		50	100	Low-	100	Low-	100	High+	87.5	3	78.121	12	19.436	
958	Subregional	Infrastructure Health	Modernization		SR1006, SR1102	Orange Grove Road, Dodsons Cross Road	I-40	SR 1177 (Dairyland Road)	Add 4' Paved shoulders to accommodate bicycles. This route is designated as North Carolina Bike Route #2.		88.71		50	100	Medium-	75	Low-	100	Neutral	50	0	77.742	13	23.871	Part in TARPO, DCHC 28%
1100	Subregional	Infrastructure Health	Modernization		068 SR1927	Merritt Mill Road	1010 (Franklin Street)	1919 (South Greensboro Street)	Construct bicycle lanes and sidewalks.		66.53		25	100	Low-	100	Low-	100	High+	87.5	3	76.307	14	19.153	
948	Subregional	Infrastructure Health	Modernization		SR1009	Old NC 86	SR 1009 (Hillsborough Road)	SR 1777 (Homestead Road)	Construct bike lanes and sidewalks and transit accommodations.		33.27		50	100	Low-	100	Low-	100	Medium+	75	3	74.653	15	18.327	
408	Subregional	Infrastructure Health	Modernization	U-3436	SR1148, SR1192	Eno Mountain Road, Mayo Street	SR 1006 (Orange Grove Road)		SR 1148 (Eno Mountain Road) and SR 1192 (Mayo Street) at SR 1006 (Orange Grove Road). Realign Intersection and Make Safety Improvements. include bicycle lanes and sidewalks.		55.44		25	100	Low-	100	Low-	100	Medium+	75	3	72.839	16	18.044	
953	Subregional	Infrastructure Health	Modernization		SR1009	Old NC 86	I-40	SR 1727 (Eubanks Road)	Widen outside lanes.		66.53		25	100	Medium-	75	Low-	100	Medium+	75	3	72.557	17	19.153	
961	Regional	Infrastructure Health	Modernization		NC086		US 70A	I-40	Construct wide outside lanes.	30.72	66.53		25	100	Low-	100	Medium-	75	High+	87.5	3	72.016	18	27.489	
365	Subregional	Infrastructure Health	Modernization	U-2805	SR1777	Homestead Road	SR 1009 (Old NC 86)	NC 86	SR 1009 (Old NC 86) to NC 86. Widen to include bicycle lanes, sidewalks, transit accommodations, and safety improvements (design may vary along length).		44.36		25	100	Low-	100	Low-	100	High+	87.5	3	71.871	19	16.936	
1103	Statewide	Infrastructure Health	Modernization		019 US015, 019 US501		400 ft south of SR 1532 (Mann's Chapel Road)	North of SR 1919 (Smith Level Road) at the Orange County Line	Construct either 15' wide outside lanes or 6' bicycle lanes.	28.12	88.71		0	100	Low-	100	Low-	100	High+	87.5	3	71.463	20	31.683	
1095	Subregional	Infrastructure Health	Modernization		068 SR1104	Dairyland Road	SR 1111 (Union Grove Church Road)	SR 1006 (Orange Grove Road)	Construct 4-foot paved shoulders on Dairyland Road		55.44		25	100	Medium-	75	Low-	100	Medium+	75	3	70.339	21	18.044	Part in TARPO, DCHC 44%
658	Subregional	Infrastructure Health	Modernization		SR1669	Club Boulevard	Ambridge Street	SR 1670 (East Geer Street)	Construct Bicycle Lanes and Sidewalks		66.53		0	100	Low-	100	Low-	100	High+	87.5	3	70.057	22	16.653	
663	Regional	Infrastructure Health	Modernization		NC086	Martin Luther King, Jr. Boulevard	I-40	North Street	Construct Bicycle Lanes and Sidewalks	51.56	55.44		0	100	Low-	100	Low-	100	Very High+	100	3	68.895	23	24.672	
826	Subregional	Infrastructure Health	Modernization		SR1843	Seawell School Road	SR 1780 (Estes)	SR 1777 (Homestead)	Seawell School Road (Homestead to Estes) bicycle lanes, sidewalks, transit accommodations, and Intersection safety improvements (design may vary along length)		33.27		25	100	Low-	100	Low-	100	Medium+	75	3	68.403	24	15.827	
641	Subregional	Infrastructure Health	Modernization		SR1780	Estes Drive	NC 86	Caswell Road	Estes Drive (NC 86 to Caswell Road) widen existing roadway to include two 12-foot travel lanes, four-foot bicycle lanes and sidewalks.		66.53		0	100	Low-	100	Low-	100	Low+	62.5	3	67.557	25	16.653	
653	Subregional	Infrastructure Health	Modernization		SR1721	Lystra Road	US 15/501	SR 1008 (Farrington Point Road)	Safety improvements.		33.27		25	100	Low-	100	Low-	100	High+	87.5	0	66.653	26	15.827	
944	Regional	Infrastructure Health	Modernization		NC751	Hope Valley Road	SR 1146 (South Roxboro Road)	Martin Luther King, Jr. Parkway	Construct bike lanes and sidewalks.	46.76	55.44		0	100	Low-	100	Low-	100	Medium+	75	3	66.155	27	23.932	
637	Subregional	Mobility	Capacity		SR1118	Fayetteville Road	Woodcroft Pkwy	SR 1171 (Riddle Road)	SR 1118 (Fayetteville Road) (Woodcroft Pkwy to Riddle Road (SR 1171)) widen to 4-lane divided, bikelanes and sidewalks.	66.12	66.53				Low-	100	Medium/High-	50	Medium-	25	3	65.719	28	16.901	May be built by City
533	Regional	Mobility	Capacity	U-5324C	NC054		SR 1118 (Fayetteville Road)	SR 1106 (Barbee Road)	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section C: SR 1118 (Fayetteville Road) to SR 1106 (Barbee Road).	100	66.53	1.56			Low-	100	Medium-	75	High-	12.5	3	65.369	29	23.746	Funded for feasibility study and R/W in 2020 in 12-18 TIP
666	Regional	Infrastructure Health	Modernization		NC054		US 15/501	SR 1110 (Barbee Chapel Road)	Construct Bicycle Lanes and Sidewalks	71.12	33.27		0	100	Low-	100	Low-	100	High+	87.5	3	65.296	30	24.133	
650	Regional	Mobility	Capacity		NC054		I-40	Barbee Chapel Road	NC 54 (I-40 west to Barbee Chapel Rd) widen to 6-lane divided, bicycle, pedestrian, and transit facilities.	99.92	44.36	13.42			Medium-	75	Medium-	75	Neutral	50	3	64.531	31	27.732	
527	Statewide	Infrastructure Health	Modernization	U-5304	US015, US501		NC 86 (Columbia Street)	SR 1742 (Ephesus Church Road)	(US 15/501) Fordham Boulevard (NC 86 (Columbia Street)/US 15/501 South to SR 1742 (Ephesus Church Road)) sidewalks, wide-outside lanes, and transit accommodations.	91.96	44.36		0	100	Medium-	75	Medium-	75	Very High+	100	3	64.251	32	35.032	Funded for Construction in FY2019 in 12-18 TIP

SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	Points										MPO Score	MPO Rank	State Score	Notes		
										Congestion	Safety	Economic Competitiveness	Lane Width	Shoulder Width	Environmental Impacts	Community Impacts	Environmental Justice	Multimodal Bonus							
534	Regional	Mobility	Capacity	U-5324D	NC054		SR 1106 (Barbee Road)	NC 55	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section D: SR 1106 (Barbee Road) to NC 55).	100	66.53	1.55			Medium-	75	Medium-	75	Medium-	25	3	64.116	33	24.286	Funded for feasibility study and R/W in 2020 in 12-18 TIP
532	Regional	Mobility	Capacity	U-5324B	NC054		NC 751	SR 1118 (Fayetteville Road)	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section B: NC 751 to SR 1118 (Fayetteville Road).	87.76	77.62	7.24			Medium-	75	Medium-	75	Medium-	25	3	63.801	34	22.707	Funded for feasibility study and R/W in 2020 in 12-18 TIP
647	Subregional	Mobility	Capacity		SR1006	New Route - Orange Grove Road	SR 1006 (Orange Grove Road)	US 70A	Orange Grove Road Extension (Orange Grove Road to US 70) with sidewalks and bicycle lanes	53.8	33.27				Low-	100	Low-	100	Low-	37.5	3	63.082	35	13.673	
366	Statewide	Mobility	Capacity	U-2807	US015, US501		I-40	US 15/501	I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade.	84.92	66.53	25.20			Medium-	75	Low-	100	High-	12.5	0	62.572	36	28.802	
947	Subregional	Infrastructure Health	Modernization		SR1102, SR 1977	Sedwick Road	SR 1100 (Grandale Drive)	SR 1945 (South Alston Avenue)	Construct bike lanes and sidewalks.		33.27		0	100	Low-	100	Low-	100	Medium+	75	3	62.153	37	13.327	
200	Subregional	Mobility	Capacity	R-2825	SR1009	South Churton Street	I-40	Eno River	I-40 to Bridge over Southern Railroad. Widen to Multi-Lanes with landscaped median, bicycle lanes, and sidewalks, widen Bridge No. 240 over Southern Railroad.	65.48	33.27				Medium-	75	Low-	100	Medium-	25	3	60.961	38	15.809	
1131	Statewide	Mobility	Capacity		032 I-040		NC 147	US 15/501	Construct 1 Managed Lane per direction (additional 16ft of pavement - 12ft lanes + 4ft pavement for separation with general purpose lanes)	100	44.36	63.55			Very High-	0	Very High-	0	High-	12.5	8	60.831	39	34.339	Submitted by Division 5.
631	Subregional	Infrastructure Health	Modernization		SR1734	Erwin Road	US 15/501	NC 751	US 15/501 to NC 751, bike lanes, sidewalks, and safety improvements (design may vary along length).		44.36		0	100	Medium-	75	Medium-	75	High+	87.5	3	60.621	40	14.436	
1143	Statewide	Mobility	Capacity		068 US015	Fordham Boulevard	SR 1742 (Ephesus Church Road)	SR 1902 (Manning Drive)	Upgrade road to "Superstreet" with possible interchange at Manning Drive	91.24	44.36	83.06			Medium/High-	50	High-	25	Very High-	0	0	60.356	41	40.627	Submitted by Division 7. An interchange at US 15-501/Manning Drive is not in the 2035 LRTP.
1305	Subregional	Infrastructure Health	Modernization		086 SR2008	Carmichael Street	US 15/501	Northern Terminus of Roadway	Repave and with bicycle accommodations		0		25	100	Low-	100	Low-	100	Neutral	50	3	59.25	42	12.5	
1144	Statewide	Mobility	Capacity		068 US015	Fordham Boulevard	East Lakeview Drive	Sage Road	Upgrade road to "Superstreet"	86.2	44.36	14.48			Low-	100	Medium-	75	Low-	37.5	0	58.878	43	46.924	Submitted by Division 7.
652	Regional	Mobility	Capacity		NC751	Hope Valley Road	South Roxboro Road	NC 54	NC 751 (S. Roxboro Rd. to NC 54) widen to 4-lane, bike lanes, and sidewalks.	65.44	66.53	1.60			Low-	100	Medium-	75	Neutral	50	3	58.759	44	20.521	May be built by City
946	Subregional	Infrastructure Health	Modernization		SR1113	Ephesus Church Road/Pope Road	SR 2220 (Old Durham-Chapel Hill Road)	Orange County Line	Construct bike lanes and sidewalks.		22.18		0	100	Low-	100	Low-	100	Low+	62.5	3	58.686	45	12.218	
1033	Subregional	Mobility	Capacity		032 SR1118	Fayetteville Road	Renaissance Parkway	NC 751	Widen roadway to four lanes with a median and bicycle, pedestrian and transit facilities as appropriate.	34.76	88.71				Low-	100	High-	25	Medium-	25	3	58.106	46	12.588	
1014	Statewide	Mobility	Capacity		092 I-540		I-40	US 64 Bypass	Convert Freeway to Tolled Facility and widen to 8 lanes	66.84	66.53	10.06			Medium-	75	Low-	100	Neutral	50	0	57.87	47	21.993	Part in CAMPO, DCHC 2%
859	Subregional	Mobility	Capacity			New Route - T.W. Alexander Drive Extension	West of Brier Creek Pkwy	Leesville Road	Extension of TW Alexander Drive (4 lanes new location)	0.68	66.53				Low-	100	Low-	100	Neutral	50	3	57.337	48	5.0627	Part in CAMPO, DCHC 46%
1036	Statewide	Mobility	Capacity		068 NC086		US 70 Bypass	North of NC 57	Widen roadway to four lanes with a median and improve intersections at US 70 Bypass and NC 57.	68.64	66.53	1.44			Low-	100	Medium-	75	Medium-	25	3	57.186	49	25.738	
997	Statewide	Mobility	Capacity		032 NC147	Durham Freeway	I-40	East End Connector	Widen roadway to 6 lanes and rehabilitate pavement	77.04	55.44	13.10			Medium-	75	Medium-	75	Neutral	50	0	56.822	50	25.192	
531	Regional	Mobility	Capacity	U-5324A	NC054		I-40	NC 751	NC 54 (I-40 east to NC 55) widen to multi-lane divided with transit accommodations, bike lanes, and sidewalks. Section A: I-40 to NC 751.	74.6	66.53	2.68			Medium/High-	50	Medium-	75	Neutral	50	3	56.723	51	18.901	Funded for feasibility study and R/W in 2020 in 12-18 TIP
649	Subregional	Infrastructure Health	Modernization		SR1762	Jeremiah Drive	SR 1721 (Lystra Road)	End of Road	Elevate road for flood control.		0		25	100	Low-	100	Low-	100	Neutral	50	0	56.25	52	12.5	
655	Subregional	Mobility	Interchange/Intersection		SR1780	Estes Drive	SR 1772 (Greensboro Street)		SR 1780 (Estes Drive)/SR 1772 (Greensboro Street) construct roundabout.	50.8	50				Low-	100	Medium/High-	50	High-	12.5	3	55.115	53	14.81	
1005	Subregional	Mobility	Capacity		032 SR1940	Glover Road	NC 147	SR 1926 (Angier Avenue)	Convert existing grade separation at NC 147 to an interchange and widen roadway to four lanes with a median and bicycle, pedestrian, and transit facilities as appropriate.	10	88.71				Low-	100	Medium-	75	Very High-	0	3	54.428	54	7.1856	
937	Statewide	Mobility	Interchange/Intersection		US015, US501		SR 1742 (Ephesus Church Road)		Intersection Improvements	70.2	50	0.71			Low-	100	Medium-	75	Medium-	25	3	54.202	55	21.065	
239	Subregional	Mobility	Capacity	R-3438		New Route - Hillsborough Western Bypass	US 70	NC 57	US 70 to NC 57. Two Lanes on New Location.	35.88	66.53				Medium/High-	50	Low-	100	Medium-	25	0	53.647	56	11.603	Not in 2035 LRTP
654	Subregional	Mobility	Interchange/Intersection		SR1010	Franklin Street/East Main Street	Merritt Mill Road (SR 1771)/Brewer Lane		Franklin Street/Merritt Mill Road/Brewer Ln/E Main Street Intersection improvements.	43.44	50				Low-	100	Medium/High-	50	High-	12.5	3	52.907	57	11.638	
651	Subregional	Mobility	Capacity		SR1004	Old Oxford Highway	29000501 (Roxboro Road)	Hamlin Road	Old Oxford Highway (Roxboro Road to Hamlin Road) expand capacity, bike lanes, and sidewalks.	41.4	88.71				Medium/High-	50	Medium/High-	50	Very High-	0	3	52.598	58	12.716	
372	Subregional	Mobility	Capacity	U-2831B		New Route - Briggs Avenue Extension	Riddle Road	SR 1951 (So-Hi Drive)	Riddle Road to SR 1951 (So-Hi Drive). Two Lanes on Multi-Lane Right of Way.	16	33.27				Low-	100	Low-	100	Low-	37.5	3	51.742	59	7.1633	
1034	Subregional	Mobility	Capacity		032 SR1146	S. Roxboro St.	SR 1158 (Cornwallis Rd)	Martin Luther King, Jr. Parkway	Widen existing roadway to multi-lanes and construct on new location multi-lane roadway with bicycle, pedestrian	48.76	44.36				Medium-	75	Medium-	75	Very High-	0	3	51.217	60	15.02	May be built by City
326	Regional	Mobility	Capacity	U-2405		New Route - Martin Luther King, Jr. Parkway Extension	NC 55	Cornwallis Road	NC 55 to Cornwallis Road. Pedestrian, bicycle, and transit facilities.	45.64	66.7	2.87			Low-	100	Medium-	75	Medium-	25	3	50.605	61	13.338	
1011	Regional	Mobility	Capacity		032 NC751		NC 54	Renaissance Parkway	Widen roadway to four lanes with a median with bicycle, pedestrian and transit facilities as appropriate.	51.08	66.53	0.60			Medium/High-	50	Low-	100	Medium-	25	3	49.251	62	14.212	
10	Statewide	Mobility	Capacity	I-3306A	I-040		I-85	US 15/501	I-85 in Orange County to NC 147 (Buck Dean Freeway) in Durham County. Add Additional Lanes. Section A: I-85 to US 15/501.	81.6	44.36	53.32			Very High-	0	High-	25	Medium-	25	0	49.014	63	29.426	
487	Subregional	Mobility	Capacity	U-4716D	SR1978	Hopson Street	SR 1999 (Davis Drive)	NC 54 (Miami Blvd)	Widen to multi-lanes.	24.8	33.27				Low-	100	Medium-	75	Medium-	25	3	48.757	64	7.3733	

SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	Points											MPO Score	MPO Rank	State Score	Notes	
										Congestion	Safety	Economic Competitiveness	Lane Width	Shoulder Width	Environmental Impacts	Community Impacts	Environmental Justice	Multimodal Bonus							
1056	Subregional	Mobility	Interchange/Intersection		068 SR1771		1008 (Mount Carmel Church Road)	1913 (Bennett Road)	Construct roundabout and related safety improvements at the existing intersection of Mount Carmel Church Road and Bennett Road.	36.08	0				Low-	100	Medium-	75	Neutral	50	3	47.574	65	7.216	
558	Regional	Mobility	Capacity			I-85/US 70 Connector	US 70		Reconstruct interchange to allow for full movements	15.72	99.8	1.94			Medium-	75	Low-	100	Low-	37.5	0	46.314	66	10.528	DCHC 98%
7	Statewide	Mobility	Capacity	I-0305B	I-085		East of SR 1709	Durham County Line	I-40 at Hillsborough to Durham County Line. Widen to Six Lanes and Reconstruct Interchanges and Structures. Section B: East of SR 1709 to Durham County Line.	57.76	77.62	2.37			Medium/High-	50	Medium/High-	50	Medium-	25	0	45.827	67	21.122	Funded for R/W in FY 2019-2010 in 12-18 TIP
555	Regional	Mobility	Capacity		NC751		US 64	Durham County Line	Widen to 4 lanes with bicycle lanes on existing location.	31.84	66.53	29.90			Very High-	0	Medium-	75	High-	12.5	3	40.588	68	12.643	Not in 2035 LRTP, part in TARPO, DCHC 60%
1018	Regional	Mobility	Capacity		032 NC751		Renaissance Parkway	1118 (Fayetteville Road)	Widen roadway to four lanes with a median and bicycle, pedestrian and transit facilities as appropriate.	38.96	33.27	0.28			Medium-	75	Medium-	75	High-	12.5	3	37.648	69	10.147	
1097	Statewide	Infrastructure Health	Modernization		032 NC147		East End Connector	US 15/501	Modernization, pavement Rehabilitation and ramp consolidations/interchange upgrades	67.44	33.27		0	0	Low-	100	Medium-	75	Very High+	100	0	35.862	70	12.671	
6	Statewide	Mobility	Capacity	I-0305A	I-085		SR 1006 near Hillsborough	East of SR 1709	I-40 at Hillsborough to Durham County Line. Widen to Six Lanes and Reconstruct Interchanges and Structures. Section A: SR 1006 near Hillsborough to East of SR 1709.	53.32	33.27	1.87			High-	25	Medium/High-	50	High-	12.5	0	31.773	71	15.229	Funded for R/W in FY 2019-2010 in 12-18 TIP

SPOT ID	Route Name	From	To	Description	Name and Short Description	Counties	Total Cost (Sum)	Right-of-Way Acquired	Connectivity	Bicycle or Pedestrian Crashes	Demand/Density	Congestion (V/C)		Regional Connectivity			Environmental Justice		MPO Score	MPO Rank	State Score	Notes
1493	Rocky Creek Greenway Trail Extension	Current trail terminus at NC 55	Kelly Bryant Bridge over NC 147 (Durham Freeway)	Rocky Creek Trail (NC 55 to Kelly Bryant Bridge) – Shared Use Path	Rocky Creek Greenway Trail Extension - (NC 55 to Kelly Bryant Bridge) – Shared Use Path	Durham	\$1,785,000	5	15	5	12	0.877	3	Part of regional bicycle route	Connection to existing TT regional route	6	Very High+	3	92.8	1	52	Used v/c on NC 55
1501	1919 (Greensboro Street)	Weaver Street	Shelton Street	N. Greensboro St. corridor from Weaver St. to Shelton St. – bicycle and pedestrian improvements (paint, median, sharrows, bicycle signal detection, etc.)	1919 - N. Greensboro St. corridor from Weaver St. to Shelton St. – bicycle and pedestrian improvements (paint, median, sharrows, bicycle signal detection, etc.)	Orange	\$200,000	18	15	0	12	1	3	Part of regional bicycle route	Connection to local bus	4	Medium+	1	73.3	2	60	TCC Subcommittee: Due to the low cost and smaller scale of this project, suggest removing from the list and using local or STPDA funding for it.
1524	1008 (Mount Carmel Church Road)	US 15-501	1913 (Bennett Road)	SR 1008 (Mount Carmel Church Rd) (US 15-501 to Bennett Rd) sidewalks and bicycle lanes.	SR 1008 (Mount Carmel Church Rd) (US 15-501 to Bennett Rd) sidewalks and bicycle lanes.	Orange	\$375,000	18	15	0	12	0.578	2	Part of regional bicycle route	Connection to local bus	4	Low+	0	65.0	3	60	Overlaps with highway project #952.
1497	Campus to Campus Connector	Broad Street	1843 (Seawell School Road)	Campus to Campus Connector (Broad St. to Seawell School Rd.) – Construct a multi-use path between Broad St. and Village Dr. and between Village Dr. and Seawell School Rd.; install on-street bicycle facilities on Village Dr.	Campus to Campus Connector (Broad St. to Seawell School Rd.) – Construct a multi-use path between Broad St. and Village Dr. and between Village Dr. and Seawell School Rd.; install on-street bicycle facilities on Village Dr.	Orange	\$900,000	10	15	0	12	0.751	3	Not part of regional bicycle route	Connection to local bus	1	High+	2	64.7	4	52	Used v/c on Estes
2054	Morgan Creek Phase 3 in Chapel Hill	End of Phase 2	Carrboro Town Limits	Morgan Creek Phase II (from the end of Phase I to Carrboro Town line) multi-use path.	Morgan Creek Phase 3 in Chapel Hill - from the end of Phase I to Carrboro Town line - multi-use path.	Orange	\$3,700,000	0	15	0	12	0.617	2	Part of regional bicycle route	Connection to local bus	4	High+	2	61.7	5	35	Used v/c on Fordham
1530	Bolin Creek Greenway Trail Phase IV	Umstead Park	Carolina North	Bolin Creek Phase IV (Umstead Park to Carolina North, follow Umstead Dr to Estes Dr, then along Estes Dr to Carolina North) multi-use path.	Bolin Creek Greenway Trail Phase IV - (from Umstead Park to Carolina North, follow Umstead Dr to Estes Dr, then along Estes Dr to Carolina North) multi-use path.	Orange	\$3,100,000	10	15	0	12	0.751	3	Not part of regional bicycle route	Connection to local bus	1	Medium+	1	61.4	6	52	used v/c on Estes
1498	Horace Williams Greenway	1777 (Homestead Road) and Carolina North	Chapel Watch Village	Horace Williams Greenway: Chapel Watch Village to Homestead Road	Horace Williams Greenway - Chapel Watch Village to Homestead Road	Orange	\$3,000,000	18	15	0	6	0.648	2	Not part of regional bicycle route	Connection to existing TT regional route	3	Medium+	1	58.3	7	54	Used v/c on NC 86
1494	Duke Beltline Rail-Trail	1127 (Chapel Hill Street)	Y east of NC 55 (Avondale Drive)	Duke Beltline Trail – Shared Use Path	Duke Beltline Rail-Trail - Shared Use Path	Durham	\$2,750,000	0	15	0	12	0.45	1	Not part of regional bicycle route	Connection to existing TT regional route	3	Very High+	3	57.5	8	42	used v/c on Mangum/Roxboro
1522	NC 54 Sidepath	James Street	Anderson Park Entrance	NC 54 Sidepath (James St to Anderson Prk) multi-use path.	NC 54 Sidepath (James St to Anderson Prk) multi-use path.	Orange	\$700,000	18	15	0	10	0.363	1	Not part of regional bicycle route	Connection to local bus	1	High+	2	56.7	9	58	

SPOT ID	Route Name	From	To	Description	Name and Short Description	Counties	Total Cost (Sum)	Right-of-Way Acquired	Connectivity	Bicycle or Pedestrian Crashes	Demand/Density	Congestion (V/C)		Regional Connectivity			Environmental Justice		MPO Score	MPO Rank	State Score	Notes
1500	Morgan Creek Greenway Trail - Carrboro Section	University Lake	Existing Trail	Morgan Creek Greenway in Carrboro - Construct a multi-use path from University Lake to the western terminus of the first phases of the greenway and a multi-use path spur to BPW Club Rd.	Morgan Creek Greenway in Carrboro - Construct a multi-use path from University Lake to the western terminus of the first phases of the greenway and a multi-use path spur to BPW Club Rd.	Orange	\$3,120,000	10	15	0	6	0.617	2	Part of regional bicycle route	Connection to local bus	4	Medium+	1	56.4	10	46	Used v/c on Fordham
1491	West Ellerbee Creek Greenway Trail Extension	Current trail terminus at Maryland Avenue	Stadium Drive	W. Ellerbee Creek Trail (existing trail to Stadium Drive) - Shared Use Path	West Ellerbee Creek Greenway Trail Extension - Shared Use Path	Durham	\$1,635,000	0	15	0	12	0.694	3	Not part of regional bicycle route	Connection to local bus	1	Medium+	1	55.8	11	42	Used v/c on Broad; TCC Subcommittee: If funded with CMAQ (FY 2016), remove from TIP list.
1531	Bolin Creek/Little Creek Greenway Trail	Estes Drive Extension at Chapel Hill Community Center	Pinehurst Drive	Bolin Creek/Little Creek Greenway (Chapel Hill Community Center to Pinehurst Dr) multi-use path.	Bolin Creek/Little Creek Greenway Trail (Chapel Hill Community Center to Pinehurst Dr) multi-use path.	Orange	\$3,200,000	10	15	0	10	0.404	1	Not part of regional bicycle route	Connection to local bus	1	High+	2	52.2	12	50	Used v/c on Estes
1525	1727 (Eubanks Road)	1729 (Rogers Road)	NC 86 (Martin Luther King Boulevard)	SR 1727 (Eubanks Rd) (Rogers Rd to NC 86) bicycle lanes.	SR 1727 (Eubanks Rd) (Rogers Rd to NC 86) bicycle lanes.	Orange	\$824,000	18	15	0	6	0.213	0	Not part of regional bicycle route	Connection to existing TT regional route	3	High+	2	51.7	13	54	Same as highway project #1096.
1492	1103 (Scott King Road)	1118 (Fayetteville Road)	1100 (Grandale Road)	Scott King Road (Fayetteville Rd. to Grandale Rd.) - On-road bicycle facilities	1103 - Scott King Road (Fayetteville Rd. to Grandale Rd.) - On-road bicycle facilities	Durham	\$630,000	10	15	0	4	0.157	0	Part of regional bicycle route	No connection to transit	3	Very High+	3	48.1	14	44	
1495	NC 751	1307 (Erwin Road)	US 70 Business (Hillsborough Road)	NC 751 (Erwin Rd. roundabout to Hillsborough Rd./US 70) - On-road bicycle facilities	NC 751 - Erwin Rd. roundabout to Hillsborough Rd./US 70 - On-road bicycle facilities	Durham, Orange	\$860,000	10	15	0	6	0.225	0	Part of regional bicycle route	No connection to transit	3	High+	2	47.2	15	46	
1496	1401 (Cole Mill Road)	1404 (Rose of Sharon Road)	Orange County Line	Cole Mill Road (Rose of Sharon Rd. to Orange County line) - On-road bicycle facilities	1401 - Cole Mill Road (Rose of Sharon Rd. to Orange County line) - On-road bicycle facilities	Durham	\$725,000	10	15	0	4	0.457	2	Not part of regional bicycle route	No connection to transit	0	Low+	0	40.6	16	44	
1919	SR 1006 (Orange Grove Road)	I-40	SR 1102 (Dodsons Cross Road)	Orange Grove Rd (SR1006), Orange County, Bicycle 4' Paved shoulders	SR 1006 (Orange Grove Road) - Orange County, Bicycle 4' Paved shoulders	Orange	\$40,920	18	15	0	2	0.247	1	Not part of regional bicycle route	No connection to transit	0	Low+	0	37.5	17	50	Part in TARPO
1885	Buckhorn Rd (SR 1114)	US 70	SR 1146 (Old Ten Road)	Buckhorn Rd Bike Lane Widening (SR 1114) 4' Paved Shoulders Tied to ORANGE-1 Regional STIP Request for overall widening	Buckhorn Rd (SR 1114) - Bike Lane Widening - (SR 1114) - 4' Paved Shoulders - Tied to ORANGE-1 Regional STIP Request for overall widening	Orange	\$470,085	18	15	0	2	0.168	0	Not part of regional bicycle route	No connection to transit	0	Medium+	1	35.8	18	35	Part in TARPO and BGMPO
1499	Dry Creek Trail Phase 1	Perry Creek Road	1734 (Erwin Road)	Dry Creek Trail: Phase 1 Perry Creek Road to Erwin Road	Dry Creek Trail Phase 1 - Perry Creek Road to Erwin Road	Orange	\$1,250,000	18	5	0	8	0.248	1	Not part of regional bicycle route	No connection to transit	0	Medium+	1	35.0	19	46	Used v/c on Erwin
1905	SR 1102 (Dodsons Cross Road)	SR 1177 (Dairyland Road)	SR 1006 (Orange Grove Road)	Dodson's Crossroads Road; add 4' paved shoulders.	SR 1102 (Dodsons Cross Road) - add 4' paved shoulders.	Orange	\$364,320	18	15	0	2	0	0	Not part of regional bicycle route	No connection to transit	0	Low+	0	32.5	20	50	Part in TARPO

SPOT ID	Route Name	From	To	Description	Name and Short Description	Counties	Total Cost (Sum)	Right-of-Way Acquired	Connectivity	Bicycle or Pedestrian Crashes	Demand/Density	Traffic Volume (AADT)	Regional Connectivity	Environmental Justice	MPO Score	Rank	State Score	Notes			
1503	US 501 Business (Roxboro Road)	Murray Avenue	Pacific Avenue	Roxboro Road (Pacific Ave. to Murray Ave.) – Sidewalks	US 501 Business - Roxboro Road (Pacific Ave. to Murray Ave.) – Sidewalks	Durham	\$350,000	10	15	5	12	28000	3	Connection to local bus	1	Very High+	3	85.6	1	57	
1505	US 501 Bypass (Duke Street)	Murray Avenue	US 501 Business (Roxboro Road)	Duke Street (Murray Ave. to Roxboro Rd.) – Sidewalks	US 501 Bypass - Duke Street (Murray Ave. to Roxboro Rd.) – Sidewalks	Durham	\$1,150,000	10	15	5	12	32000	3	Connection to local bus	1	Very High+	3	85.6	1	57	
1502	NC 54	NC 55	City Limits (Research Triangle Park)	NC 54 (NC 55 to RTP) – Sidewalks	NC 54 (NC 55 to RTP) – Sidewalks	Durham	\$380,000	10	15	5	12	17000	2	Connection to existing TT regional route	3	Medium+	1	83.9	3	57	
1514	1118 (Fayetteville Street)	1158 (Cornwallis Road)	NC 147 (Durham Freeway)	SR 1118 (Fayetteville St) (SR 1158 (W Cornwallis Rd) to NC 147) sidewalks and streetscape enhancements	SR 1118 (Fayetteville St) from SR 1158 (W Cornwallis Rd) to NC 147 sidewalks and streetscape enhancements	Durham	\$775,000	10	15	5	12	17000	2	Connection to local bus	1	Very High+	3	80.6	4	57	Streetscape project; Sidewalks mostly already exist
1520	NC 98 (Holloway Street)	1838 (Junction Road)	1919 (Chandler Road)	NC 98 (Holloway St) (SR 1838 (Junction Rd) to SR 1919 (Chandler Road)) sidewalk and wide outside lanes.	NC 98 (Holloway St) (SR 1838 (Junction Rd) to SR 1919 (Chandler Road)) sidewalk and wide outside lanes.	Durham	\$810,000	10	15	5	12	19000	3	Connection to local bus	1	Medium+	1	78.9	5	57	
1506	1443 (Horton Road)	NC 157 (Guess Road)	US 501 (Roxboro Road)	Horton Road (Guess Rd. to Roxboro Rd.) – Sidewalks	1443 - Horton Road (Guess Rd. to Roxboro Rd.) – Sidewalks	Durham	\$525,000	10	15	5	12	13000	2	Connection to local bus	1	High+	2	77.2	6	57	
1517	Main Street	Commerce Street	NC 55 (Alston Avenue)	E Main St (Hood St to NC 55 (Alston Ave)) sidewalks and streetscape enhancements	E Main St from Hood St to NC 55 (Alston Ave) sidewalks and streetscape enhancements	Durham	\$150,000	10	15	5	12	5300	0	Connection to local bus	1	Very High+	3	70.6	7	57	Streetscape project; Sidewalks mostly already exist. Used AADT on Main in downtown
1515	1127 (Chapel Hill Street)	1127 (Kent Street)	Buchanan Boulevard	W Chapel Hill Street (Kent St to Buchanan Blvd) sidewalks and streetscape enhancements	1127 - W Chapel Hill Street (Kent St to Buchanan Blvd) sidewalks and streetscape enhancements	Durham	\$80,000	10	15	0	12	12000	1	Connection to existing TT regional route	3	Very High+	3	70.6	8	52	Streetscape project; Sidewalks mostly already exist.
1504	Cook Road	1118 (Fayetteville Road), near Hillside High School	Martin Luther King Jr. Parkway	Cook Road (Fayetteville Rd. near Hillside High to Martin Luther King, Jr. Parkway) – Sidewalks	Cook Road (Fayetteville Rd. near Hillside High to Martin Luther King, Jr. Parkway) – Sidewalks	Durham	\$420,000	10	15	5	12	6000	1	Connection to local bus	1	Medium+	1	68.9	9	57	
1523	US 15-501 (Fordham Boulevard)	1742 (Ephesus Church Road)	Elliott Road	US 15-501 (Fordham Boulevard) (SR 1742 (Ephesus Church Rd) to Elliott Rd) sidewalks.	US 15-501 (Fordham Boulevard) (SR 1742 (Ephesus Church Rd) to Elliott Rd) sidewalks.	Orange	\$175,000	18	15	0	12	30000	3	Connection to local bus	1	Medium+	1	68.3	10	60	Overlaps with highway project #527.
1507	1010 (Main Street)	1009 (Hillsborough Road)	1005 (Jones Ferry Road)	W. Main St. – Install improved pedestrian crossings and sidewalks from Hillsborough Rd. to Jones Ferry Rd.	1010 - W. Main St. – Install improved pedestrian crossings and sidewalks from Hillsborough Rd. to Jones Ferry Rd.	Orange	\$132,480	10	15	5	12	4500	0	Connection to local bus	1	High+	2	67.2	11	57	
1519	US 15-501 (Mangum Street)	Broadway Street	Miosha Street	US 15-501 Business (N Mangum St)-Corporation St intersection sidewalks and streetscape enhancements in Old Five Points area	US 15-501 Business (N Mangum St)-Corporation St intersection sidewalks and streetscape enhancements in Old Five Points area	Durham	\$80,000	10	15	0	12	7500	1	Connection to local bus	1	Very High+	3	60.6	12	52	Streetscape project; Sidewalks mostly already exist
1529	US 15-501 (Fordham Boulevard) Overpass / Underpass	1902 (Manning Drive)	Old Mason Farm Road	US 15-501 (Fordham Blvd) pedestrian and bicycle overpass/underpass across Fordham Blvd between SR 1902 (Manning Dr) and Old Mason Farm Rd.	US 15-501 (Fordham Blvd) pedestrian and bicycle overpass/underpass across Fordham Blvd between SR 1902 (Manning Dr) and Old Mason Farm Rd.	Orange	\$2,300,000	0	15	0	12	51000	3	Connection to future regional rail	2	Low+	0	60.0	13	42	Overlaps with highway project #1143.
1527	1919 (Greensboro Street)	Old Pittsboro Road	1771 (Merritt Mill Road)	SR 1919 (S Greensboro St) (Old Pittsboro Rd to SR 1771 (Merritt Mill Rd)) sidewalk on the west side.	SR 1919 (S Greensboro St) from Old Pittsboro Rd to SR 1771 (Merritt Mill Rd) sidewalk on the west side.	Orange	\$635,000	10	15	0	12	12000	1	Connection to local bus	1	High+	2	57.2	14	52	
1511	US 15-501	1532 (Mann's Chapel Road)	N/A	US 15-501 at Mann's Chapel Rd. - Add pedestrian refuge islands, signals, crosswalks	US 15-501 at Mann's Chapel Rd. - Add pedestrian refuge islands, signals, crosswalks	Chatham	\$300,000	18	15	0	4	19000	3	No connection to transit	0	High+	2	56.7	15	45	

SPOT ID	Route Name	From	To	Description	Name and Short Description	Counties	Total Cost (Sum)	Right-of-Way Acquired	Connectivity	Bicycle or Pedestrian Crashes	Demand/Density	Traffic Volume (AADT)		Regional Connectivity		Environmental Justice		MPO Score	Rank	State Score	Notes
1528	Cleland Drive / Burning Tree Drive	US 15-501	NC 54	Cleland Dr/Burning Tree Dr (Cleland Dr and Burning Tree Dr) sidewalks.	Cleland Drive / Burning Tree Drive - sidewalks.	Orange	\$440,000	10	15	0	10	1600	0	Connection to existing TT regional route	3	Low+	0	53.1	16	50	
1508	1782 (Estes Drive)	1772 (Greensboro Street)	Town Limits	Estes Dr. - Construct a sidewalk on the south side of the road from N. Greensboro St. to the Town limits.	1782 - Estes Dr. - Construct a sidewalk on the south side of the road from N. Greensboro St. to the Town limits.	Orange	\$550,000	10	15	0	4	13000	2	Connection to local bus	1	High+	2	52.2	17	44	
1509	1009 (Old NC 86)	1777 (Homestead Road)	1727 (Eubanks Road)	Old NC 86 - Construct a sidewalk on the east side of the road from Homestead Rd. to Eubanks Rd.	1009 - Old NC 86 - Construct a sidewalk on the east side of the road from Homestead Rd. to Eubanks Rd.	Orange	\$520,670	10	15	0	2	6900	1	No connection to transit	0	Medium+	1	36.4	18	42	
1521	Main Street	Gary Street	Driver Street	E Main St (Gary St to S Driver St) sidewalks.	E Main St (Gary St to S Driver St) sidewalks.	Durham	\$275,000	10	0	0	12	5300	0	Connection to local bus	1	Very High+	3	35.6	19	37	Existing sidewalks on one side of street. Used AADT on Main in downtown
1510	1006 (Orange Grove Road)	1221 (New Grady Brown School Road)	Timbers Drive	SR 1006, Orange Grove Road, at Interstate 40: Construct a pedestrian bridge over I-40. Include sidewalk from I-40 to Timbers Drive	SR 1006, Orange Grove Road, at Interstate 40: Construct a pedestrian bridge over I-40. Include sidewalk from I-40 to Timbers Drive	Orange	\$1,010,000	10	10	0	6	4400	0	No connection to transit	0	Medium+	1	29.7	20	26	
							maximum points	18	15	5	12	3		3		3					

SPOT ID	GOAL	TIER	Transit Partners and Providers	STIP#	DESCRIPTION	Points										MPO Score	MPO Rank	State Score
						Availability	Connectivity	Technology	State of Good Repair	Environmental Impacts	Community Impacts	Environmental Justice						
1410	health	sub regional	CHAPEL HILL TRANSIT	TA-4748	Replacement Van - Paratransit	0.0	0.0	0.0	27.0	Medium+	2	Very High+	4	Very High+	4	62.50	1	27.0
1400	health	sub regional	DURHAM AREA TRANSIT AUTHORITY / DATA	TA-4923	Replacement Bus - fixed route	0.0	0.0	0.5	26.2	High+	3	Very High+	4	Very High+	4	62.34	2	26.7
1391	health	sub regional	CHAPEL HILL TRANSIT	TA-4726A	Replacement Bus	0.0	0.0	0.2	19.4	High+	3	Very High+	4	Very High+	4	49.78	3	19.6
1342	mobility	sub regional	DURHAM AREA TRANSIT AUTHORITY / DATA	TA-4755	Expansion Bus	25.0	9.7	0.7	0.0	Very High+	4	Very High+	4	Very High+	4	42.34	4	35.4
1368	mobility	sub regional	CHAPEL HILL TRANSIT	TD-4710	Facility - Park & Ride	0.0	8.0	0.1	9.7	High+	3	Low+	1	Very High+	4	37.99	5	17.8
1344	mobility	regional	TRIANGLE TRANSIT	TA-5123	Expansion Bus	9.8	9.7	0.0	0.0	High+	3	Very High+	4	Very High+	4	31.77	6	19.6
1373	health	sub regional	DURHAM AREA TRANSIT AUTHORITY / DATA	TD-5267	Facility - Park & Ride, 2 Lots	0.0	8.0	0.1	4.2	High+	3	High+	3	Very High+	4	30.30	7	12.3
1383	mobility	sub regional	CHAPEL HILL TRANSIT	TE-5203	Fixed Guideway - Bus Rapid Transit Operational Improvements (plan 2013, con 2014)U-5119	9.0	0.0	0.1	5.2	Very High+	4	High+	3	Very High+	4	28.80	8	14.3
1415	health	regional	TRIANGLE TRANSIT	TA-5107	Replacement Van - vanpool	0.0	0.0	0.0	7.9	Medium+	2	Very High+	4	Very High+	4	27.11	9	7.9
1370	health	regional	PIEDMONT AUTHORITY FOR REGIONAL TRANSPORTATION	TD-5268	Facility - Park & Ride in Buckhorn Economic Development District in Orange County	0.8	5.7	0.0	4.6	High+	3	Low+	1	Very High+	4	26.19	10	11.2
1385	mobility	regional	TRIANGLE TRANSIT	TE-4903A	Fixed Guideway - Light Rail Service-Raleigh-Rtp-Durham Design Phase 1	0.0	0.0	0.0	5.2	Very High+	4	Very High+	4	Very High+	4	24.63	11	5.2
1384	mobility	regional	TRIANGLE TRANSIT	TE-4903B	Fixed Guideway - Light Rail Service-Chapel Hill-Durham Design Phase 1	0.0	0.0	0.0	5.2	High+	3	Very High+	4	Very High+	4	23.38	12	5.2
1411	health	sub regional	DURHAM AREA TRANSIT AUTHORITY / DATA	TA-5019A	Replacement Van - Paratransit	0.0	0.0	0.0	5.0	High+	3	Very High+	4	Very High+	4	22.98	13	5.0
1372	mobility	regional	TRIANGLE TRANSIT	TD-4941	Facility - Park & Ride Regional Expansion	0.0	1.1	0.0	3.2	High+	3	Very High+	4	Very High+	4	21.05	14	4.3
1394	mobility	regional	TRIANGLE TRANSIT	TA-4818	Replacement Bus	0.0	0.0	0.0	3.1	Medium+	2	Very High+	4	Very High+	4	18.21	15	3.1
1418	mobility	regional	TRIANGLE TRANSIT	TT-5213	Technology - Regional Fare System Upgrade	0.0	0.0	12.7	0.0	High+	3	Very High+	4	Very High+	4	17.71	16	12.7
1354	mobility	regional	TRIANGLE TRANSIT	TD-4944	Facility - I-40 Bus Bypass Shoulder Project.	7.3	0.0	0.0	0.0	Very High+	4	Medium+	2	Very High+	4	16.88	17	7.3

MEMORANDUM

To: Technical Coordinating Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: October 12, 2011

Subject: **FY 2006-2007 Congestion Mitigation Air Quality Funds**

NCDOT has requested that MPOs and RPOs submit applications for subregional, regional, and statewide FY 2016-2017 Congestion Mitigation Air Quality (CMAQ) funds by October 31, 2011.

Subregional CMAQ

NCDOT has reserved 60 percent of the State's CMAQ funds for subregional projects. The DCHC MPO's subregional annual funding target for each of these years is \$2,638,891, for a total of \$5,277,782. Project applications from member jurisdictions were submitted to the LPA by August 17, 2011. Nine applications were considered for funding. The applications were reviewed by LPA staff, a TCC subcommittee, and the TCC. The TCC recommends funding eight projects with CMAQ in FY 2016 and 2017 as shown in the table attached to the resolution.

As required by NCDOT, a CMAQ application form was filled out for each project including the estimated emission reductions for each project. The TCC and LPA staff developed a scoring methodology that is based on the cost per kilogram of CO reduced, cost per kilogram of NO_x reduced, support for the regional rail projects, and support for promoting a state of good repair for transit vehicles. VOC and NO_x are precursor pollutants for ozone. While the amount of VOC reduced is a requirement for the CMAQ application form, it was not included in the scoring formula because, in the Triangle, the chemical formation of ozone is controlled by the amount of NO_x in the atmosphere. There is an abundance of VOC in the atmosphere - naturally emitted from trees and vegetation in our area.

For this call for projects, the LPA developed a methodology for estimating the emission reductions for bicycle and pedestrian projects that uses the non-motorized trip model. The result of this analysis is shown in the attached table. For past CMAQ calls for projects, the estimation of emission reductions for bicycle and pedestrian projects was done by each applicant. There was typically a wide variation in the methodologies used by each applicant - making it difficult to fairly compare projects. Using the non-motorized trip model this year has helped ensure that projects are being compared using a consistent method. However, as with all modeling, there are limitations to the accuracy of the results. For instance, the model is not able to accurately reflect specific connectivity benefits of individual projects. The low modeling results for the Carrboro High School trail project are likely due to the model's inability

to assess the connectivity benefits of this specific project to the Morgan Creek Trail and the fact that the future construction of portions of the Morgan Creek Trail is not reflected in the current model.

The TCC's recommendation is to fund the eight projects as shown in the table attached to the resolution. The projects are:

1. Triangle Travel Demand Management Program – continuation of CMAQ funding for the MPO's share of this regional program administered by TJ COG
2. West Durham Station Pedestrian Enhancements – sidewalk planning, R/W, and construction on Georgia Ave. (Club Blvd. to Hillsborough St.), Green St. (Carolina Ave. to Oakland Ave.), Oakland Ave. (Club Blvd. to Hillsborough St.) to increase access to proposed West Durham commuter rail and light rail stations
3. Durham Station Pedestrian Enhancements – sidewalk planning, R/W, and construction on Pettigrew St. (Blackwell St. to Mangum St.) and Morehead Ave. (Duke St. to Blackwell St.) to increase access to proposed downtown Durham commuter rail and light rail stations
4. Carrboro downtown Multi-use Path – trail planning, R/W, and construction connecting Greensboro and Lloyd streets (within 3 mile bike-shed of UNC Hospitals Station)
5. Durham Alston Avenue Station Pedestrian Enhancements – sidewalk planning, R/W, and construction on Pettigrew St. (Fayetteville St. to Driver St.) to increase access to proposed Alston Avenue commuter rail and light rail stations
6. West Ellerbee Creek Trail – R/W and construction of proposed West Ellerbee Creek Trail (within 3 mile bike-shed of West Durham Station)
7. Durham Area Transit Authority – purchase of two replacement buses
8. Chapel Hill Transit – purchase of two replacement buses
9. Carrboro High School Multi-use Path – planning and construction of trail connecting the Morgan Creek Trail and Carrboro High School – NOT RECOMMENDED FOR FUNDING

The DATA and CHT projects are identical. Both are replacing two older vehicles with new hybrid buses. The emission reductions are higher for the DATA project because DATA buses run an average of 252 miles per day and CHT buses run an average of 119 miles per day. The TCC's recommendation leaves a small portion, \$98,492, of each of these two projects unfunded. The cost estimate is based on a predicted inflation factor applied to the current cost of hybrid buses. Since the transit agencies were conservative in their estimate and the actual cost is likely to be lower, these two projects may end up being fully funded by the TCC's recommendation.

Since there is some uncertainty in the continuation of State support for the Transportation Demand Management program, the TCC recommends considering the ninth ranked project, the Carrboro High School Multi-use Path, for CMAQ funding if the Transportation Demand Management program is reduced or restructured. Future STPDA funds could also be considered for the Carrboro project. Furthermore, the TCC recommends that the LPA staff continue to refine the non-motorized trip model and work to ensure that future projects are reflected in the model network.

Statewide and Regional CMAQ

NCDOT has reserved 40 percent of the State's CMAQ funds for statewide and regional projects. Statewide projects must be on the statewide tier and sponsored by a NCDOT Division or Modal Unit. Regional projects must span multiple air quality regions in the State.

NCDOT's CMAQ staff informed the LPA that they do not intend to fund any bicycle, pedestrian, or transit projects with statewide CMAQ funds. Eligibility criteria have not been developed for these modes and they don't consider these to be of statewide significance. Highway and rail projects are eligible for statewide funding.

The Town of Hillsborough, in coordination with the NCDOT Rail Division, has developed an application for statewide CMAQ funding for construction of a rail station in Hillsborough. This application will be submitted to NCDOT for consideration. An MPO resolution of support is not required.

TCC Recommendation: That the TAC approve the Resolution to Endorse Candidate Congestion Mitigation Air Quality (CMAQ) Project Proposals for FY 2016-2017

TAC Action: Approve the Resolution to Endorse Candidate Congestion Mitigation Air Quality (CMAQ) Project Proposals for FY 2016-2017

Non-Motorized Trip Model Results for FY 2016-2017 CMAQ Project Applications

Project	Distance	Modeled New Trips in Project Zone	% Change from Base	Estimated New Trips to/from Nearby Zones	Total New Trips	Average n-m trip length (miles)	VMT reduced	Functional Classification	CO (g/mile)	VOC (g/mile)	NOx (g/mile)	CO (kg reduced/d ay)	VOC (kg reduced/d ay)	NOx (kg reduced/d ay)
Durham Ellerbe CreekTrail	1.2	43	3.10%	28	71	3.3	234.3	urban local	11.512	0.661	0.46	2.7	0.15	0.11
Durham Alston Avenue Station Area Sidewalk	1.2	47	9.30%	38	85	3.3	280.5	urban local	11.512	0.661	0.46	3.23	0.19	0.13
Durham Station Area Sidewalk	0.27	38	3.20%	24	62	3.3	204.6	urban minor art	11.832	0.647	0.465	2.42	0.13	0.1
West Durham Station Area Sidewalk	0.92	82	5.10%	74	156	3.3	514.8	urban minor art	11.832	0.647	0.465	6.09	0.33	0.24
Carrboro Downtown Connector	0.15	40	1.40%	28	68	3.3	224.4	urban minor art	11.832	0.647	0.465	2.66	0.15	0.1
Carrboro HS Multiuse	0.22	11	0.70%	4	15	3.3	49.5	urban minor art	11.832	0.647	0.465	0.59	0.03	0.02

RESOLUTION TO ENDORSE CANDIDATE CONGESTION MITIGATION AIR QUALITY (CMAQ) PROJECT PROPOSALS FOR FY 2016-2017

October 12, 2011

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

WHEREAS, the 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, in the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO), Durham County, Orange County, and northeastern Chatham County are in a maintenance area for ozone and Durham County is in a maintenance area for carbon monoxide pollution; and

WHEREAS, the DCHC MPO 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; and

WHEREAS, upon approval of the candidate project proposals for CMAQ funding by the NCDOT, the DCHC MPO will amend its Metropolitan Transportation Improvement Program to include these projects; and

WHEREAS, these projects are included in the DCHC MPO's 2035 Long Range Transportation Plan; and

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 12th day of October, 2011.

Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

I certify that Lydia E. Lavelle personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: October 12, 2011

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2015

Applications for FY 2016-2017 CMAQ Projects - TCC Recommendation

Rank	Applicant	Project	Project Cost		FY 2016	FY 2017	Unfunded	Recommended FY 2016-2017 DCHC MPO CMAQ Funding	Daily Emissions Reductions (kg/day)	Cost/ daily total kg reduction	Cost/daily CO kg reduction	Cost/daily VOC kg reduction	Cost/daily NOx kg reduction	10% Bonus for Rail Support	10% Bonus for State of Good Repair	Score = (kg CO/\$ + kg NOx/\$)*Bonus *1000000	
1	TJ COG	Triangle Transportation Demand Management Program	Federal* \$ 2,288,158 37%	Local** \$ 2,364,305 38%	State \$ 1,568,712 25%	implementati \$ 505,402	implementati \$ 522,555	\$ -	\$ 1,027,957	CO 3,104 VOC 124 NOx 91	\$ 310	\$ 737	\$ 18,453	\$ 25,145	yes	1536.0	
2	Durham	West Durham Station Pedestrian Enhancements	Federal \$ 192,000 80%	Local \$ 48,000 20%		planning \$ 16,000 R/W \$ 16,000 construction \$ 160,000		\$ -	\$ 192,000	CO 6.09 VOC 0.33 NOx 0.24	\$ 28,829	\$ 31,527	\$ 581,818	\$ 800,000	yes	36.3	
3	Durham	Durham Station Pedestrian Enhancements	Federal \$ 96,000 80%	Local \$ 24,000 20%		planning \$ 8,000 R/W \$ 8,000 construction \$ 80,000		\$ -	\$ 96,000	CO 2.42 VOC 0.13 NOx 0.1	\$ 36,226	\$ 39,669	\$ 738,462	\$ 960,000	yes	28.9	
4	Carrboro	Downtown Multi-Use Path	Federal \$ 128,409 80%	Local \$ 32,102 20%		planning \$ 19,860 R/W \$ 9,538 construction \$ 99,011		\$ -	\$ 128,409	CO 2.66 VOC 0.15 NOx 0.1	\$ 44,127	\$ 48,274	\$ 856,060	\$ 1,284,090	yes	23.6	
5	Durham	Alston Avenue Station Pedestrian Enhancements	Federal \$ 708,800 80%	Local \$ 177,200 20%		planning \$ 52,800 R/W \$ 144,000 construction \$ 512,000		\$ -	\$ 708,800	CO 3.23 VOC 0.19 NOx 0.13	\$ 199,662	\$ 219,443	\$ 3,730,526	\$ 5,452,308	yes	5.2	
6	Durham	West Ellerbee Creek Trail	Federal \$ 1,081,600 80%	Local \$ 270,400 20%		R/W \$ 160,000 construction \$ 921,600		\$ -	\$ 1,081,600	CO 2.7 VOC 0.15 NOx 0.11	\$ 365,405	\$ 400,593	\$ 7,210,667	\$ 9,832,727	yes	2.9	
7	Durham	Bus Replacement	Federal \$ 1,120,000 80%	Local \$ 280,000 20%			transit imple \$ 1,021,508	transit imple \$ 98,492	\$ 1,021,508	CO 0.28 VOC 0.12 NOx 1.98	\$ 468,329	\$ 3,933,137	\$ 9,033,424	\$ 564,876	yes	yes	2.4
8	Chapel Hill	Bus Replacement	Federal \$ 1,120,000 80%	Local \$ 280,000 20%			transit imple \$ 1,021,508	transit imple \$ 98,492	\$ 1,021,508	CO 0.13 VOC 0.06 NOx 0.94	\$ 991,756	\$ 8,328,995	\$ 19,129,603	\$ 1,196,208	yes	yes	1.2
9	Carrboro	Carrboro High School Multi-Use Path	Federal \$ 683,755 80%	Local \$ 170,939 20%			planning \$ 85,536 construction \$ 598,219	\$ -		CO 0.59 VOC 0.03 NOx 0.02	\$ 1,068,367	\$ 1,158,907	\$ 22,791,833	\$ 34,187,750		0.9	
			Total Federal \$ 6,158,521			total \$ 2,712,211	total \$ 2,565,571	total \$ 880,739	\$ 5,277,782								
			Available \$ 5,277,782			available \$ 2,638,891	available \$ 2,638,891		\$ 5,277,782								
			Difference \$ (880,739)			difference \$ (73,320)	difference \$ 73,320		\$ -								
			*CMAQ request for DCHC MPO and CAMPO combined						Durham \$ 3,099,908								
			**Service Provider Matching Funds						Orange \$ 1,149,917								
									Chatham \$ -								
									Regional \$ 1,027,957								

yes yes

RESOLUTION TO ENDORSE THE APPLICATION FOR A USDOT TIGER III DISCRETIONARY GRANT APPLICATION BY THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

October 12, 2011

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

WHEREAS, the United States Department of Transportation (USDOT) is soliciting applications for the TIGER III Discretionary Grant Program, a \$526.944 million competitive grant program for surface transportation project capital investment projects; and

WHEREAS, USDOT will give priority to projects that have a significant impact on desirable long-term outcomes for the Nation, a metropolitan area, or a region, with priority given to the following long-term outcomes: state of good repair, economic competitiveness, livability, environmental sustainability, and safety; and

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning is submitting an application for DOT capital funding for the creation and improvement of bicycle and pedestrian facilities in the Old Durham-Chapel Hill Road corridor between Garrett Road in Durham and US 15-501 in Chapel Hill; and

WHEREAS, this project is consistent with the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization’s 2035 Long Range Transportation Plan; and

WHEREAS, this project will improve access and create more transportation choices in the MPO region; and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee supports the grant application for the “Old Durham-Chapel Hill Road Bicycle and Pedestrian Improvements” project, provided here on this, the 12th day of October, 2011.

Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

I certify that Lydia E. Lavelle personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: October 12, 2011

Frederick Brian Rhodes, Notary Public
My commission expires: May 10, 2015

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: October 12, 2011

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

This memorandum provides a summary status of tasks for projects in the FY 2010-2011 Unified Planning Work Program.

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

FY 2011/FY 2012 Unified Planning Work Program (UPWP) – Projects

Town of Carrboro Transportation Study/Main Street Road Diet

- ✓ Consultant selected
- ✓ Scope development/contract negotiation complete
- ✓ Data Collection to commence in September 2011 – Analysis Underway

Town of Hillsborough Downtown Transportation Study

- ✓ Consultant selected
- ✓ Scope development/contract negotiation complete
- ✓ Data Collection to commence in September 2011 – Analysis Underway

2040 Long Range Transportation Plan LRTP

- ✓ LRTP Schedule/Timeline TAC Approval – August 2011
- ✓ Socio-economic and demographic data analysis completed
- LRTP Public Involvement plan – Nov/December 2011
- LRTP Goals and Objectives – January 2012
- Approval of LRTP Targets January/February 2012
- Deficiency Analysis – April 2012
- Socio-economic Forecasts – January 2012
- Land use Scenario – January 2012
- Alternative Analysis – May –July 2010
- Draft LRTP Recommendation September 2012
- Air Quality analysis and Conformity Adopted -October 2012 - February 2013
- Approval of LRTP and Conformity determination April/may 2013
- Technical report and implementation

Comprehensive Transportation Plan (CTP)

- Draft CTP – December 2011 – Depends on NCDOT Schedule
- Public Input

- Recommended CTP
- Adopted CTP - September 2012
- Technical report and implementation

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 selected
- ✓ Contract negotiation underway
- ✓ Council contract approval May 18, 2009
- ✓ Notice to Proceed – June 2009
- ✓ Kickoff Meeting – July 2009
- ✓ Public Outreach Plan – August 2009
- ✓ Prepare Corridor / Subarea Community Profile – Dec 2009
 - ✓ Public Workshop #1 – Fall 2009
- ✓ Development and Evaluation of Scenarios – Apr 2010
 - ✓ Public Workshop #2 – Feb 25, 2010
- ✓ Transportation/Land Use Master Plan – June 2010
 - ✓ Public Workshop #3 – May 11, 2010
- ✓ Documentation and Final Presentation – June 2010
- Local agency review – ongoing
- Additional study to address issues raised during public comment
- Phase 2 - ongoing
- Study completion – June 2012

GIS/Data Integration and Automation

- ✓ Phase I completed. Internal review and implementation in progress
- ✓ Phase I deployment
- Database development – ongoing.
- Phase 2 – underway

Land-use Model Development

- ✓ Multi-year project in progress
- ✓ Phase 1 completed
- ✓ Sensitivity analysis and testing in progress
- ✓ Data development in on-going
- Phase 2- Parcel level model for DCHC
 - Initial database – TBD
 - Initial model estimation – TBD
 - Initial calibration – TBD

MPO Parking Survey and Study (postponed)

- Parking model specification
- Regional Coordination and planning
- Draft scope of services
- Request for Proposal notice
- Consultant selection

- Council contract approval
- Project commences

MPO Community Viz. Scenarios Planning and Visualization

- ✓ Project kick- off in November 2010 – completed
- ✓ Data collection – completed
- ✓ Build Scenario Planning Tool
- ✓ Develop and approve Place Typology – Place Type Palette – completed
- ✓ Focus Group Meetings – completed
- ✓ Trend Forecasts
- Partnering Strategy
- Build Development Strategy
- Rationalize Scenarios
- Land use and Transportation MOEs
- Documentation/Protocol Report

MPO Congestion Management Process CMP

- ✓ CMP Procedure Plan approval – completed
- ✓ FHWA Approval of CMP procedure plan – August 2011
- ✓ CMP data requirement collection plan –Fall of 2011
- CMP Data collection and monitoring – ongoing
- CMP implementation – ongoing
- State- of Systems Report – December 2012
- Evaluation of effective of CMP projects and funded projects - ongoing

MPO Safety and Security Plan

- ✓ Action Plan and schedule to be completed in September 2011

Update of the MPO Public Involvement consistent with Federal Certification Review

- ✓ Action Plan and schedule completed in September 2011

MPO Title VI/Environmental Justice (EJ)/Limited English Proficiency (LEP) Plan

- ✓ Action Plan and schedule completed in September 2011

MPO Climate Change (Sustainability Adaptation) Plan/ Update of Greenhouse Emissions Plan

- ✓ Action Plan and schedule completed in September 2011

MPO Freight Plan and Integration

- ✓ Action Plan and schedule completed in September 2011

Contract Number: C201994 **Route:** NC-147
Physical Division: 5 **County:** Durham
Administrative Division: 15 **TIP Number:** U-4763B
Length: 4.2 miles **Federal Aid Number:** TIFIA-540(2)
Resident Engineer: D. Brian Harrington, PE **RE Phone Number:** (919)836-4873
Location Description: TRIANGLE PARKWAY FROM NC-540 IN WAKE CO TO I-40 IN DURHAM CO
Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS, TOLL FACILITIES & STRS.
Contractor Name: S. T. WOOTEN CORPORATION
Contract Amount: \$137,446,000.00 **Cost Overrun/Underrun:**
Availability Date: 9/19/2008 **Letting Date:** 8/5/2008
Completion Date: 7/1/2011 **Work Began:** 8/3/2009
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

Contract Number: C202064 **Route:** SR-2028
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** U-3309A
Length: 1.165 miles **Federal Aid Number:** STP-2028(4)
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: SR-2028 (TW ALEXANDER DR) FROM CORNWALLIS RD TO EAST OF NC-147 IN DURHAM.
Type of Work: WIDENING, GRADING, DRAINAGE, PAVING & SIGNALS.
Contractor Name: GELDER AND ASSOCIATES, INC.
Contract Amount: \$6,502,648.68 **Cost Overrun/Underrun:** 5.08%
Availability Date: 2/1/2010 **Letting Date:** 12/15/2009
Completion Date: 8/15/2011 **Work Began:** 2/8/2010
Revised Completion Date: **Estimated Completion:** 12/30/2011
Last Estimate Thru: 8/31/2011 **Scheduled Progress:** 100%
Last Estimate Paid: 9/16/2011 **Actual Progress:** 64.82%

Contract Number: C202164 **Route:** SR-1959
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** U-4011
Length: 0.767 miles **Federal Aid Number:** STP-1959(3)
Resident Engineer: Mark W. Luther, PE **RE Phone Number:** (919)220-4680
Location Description: SR-1959 (S MIAMI BLVD) FROM SOUTH OF SR-2112 (METHODIST ST) TO NORTH OF SR-1960 (BETHESDA AVE).
Type of Work: GRADING, DRAINAGE, PAVING & SIGNALS.
Contractor Name: TRIANGLE GRADING & PAVING, INC
Contract Amount: \$4,666,751.41 **Cost Overrun/Underrun:** 0.11%
Availability Date: 6/27/2011 **Letting Date:** 5/17/2011
Completion Date: 7/13/2012 **Work Began:** 7/13/2011
Revised Completion Date: **Estimated Completion:** 7/13/2012
Last Estimate Thru: 8/15/2011 **Scheduled Progress:** 7%
Last Estimate Paid: 8/31/2011 **Actual Progress:** 4.69%

Contract Number: C202340 **Route:** SR-1321
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** U-3804
Length: 1.07 miles **Federal Aid Number:** STM-0505(50)
Resident Engineer: Mark W. Luther, PE **RE Phone Number:** (919)220-4680
Location Description: SR-1321 (HILLANDALE RD) FROM I-85 TO NORTH OF SR-1407 (CARVER AVE).
Type of Work: GRADING, DRAINAGE, PAVING, AND SIGNAL.
Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT
Contract Amount: \$4,222,625.78 **Cost Overrun/Underrun:** 0%
Availability Date: 8/30/2010 **Letting Date:** 7/20/2010
Completion Date: 6/15/2012 **Work Began:** 9/30/2010
Revised Completion Date: **Estimated Completion:** 6/15/2012
Last Estimate Thru: 9/7/2011 **Scheduled Progress:** 48%
Last Estimate Paid: 9/14/2011 **Actual Progress:** 32.5%

Contract Number: C202507 **Route:** -
Physical Division: 5 **County:** Durham
Administrative Division: 15 **TIP Number:** R-2635, U-4763B
Length: 18.8 miles **Federal Aid Number:** TIFIA-540(2)
Resident Engineer: Jason R. Peterson, PE **RE Phone Number:** (919)571-3000
Location Description: NC-540 FROM NC-55 NEAR APEX TO NC-54 NEAR RTP AND NC-147 FROM I-40 TO

NC-540. Type of Work: DESIGN-BUILD LANDSCAPING. Contractor Name: SOUTHERN GARDEN, INC. Contract Amount: \$4,800,000.00 Cost Overrun/Underrun: Availability Date: 8/15/2011 Letting Date: 4/21/2011 Completion Date: 7/1/2015 Work Began: Revised Completion Date: Estimated Completion: Last Estimate Thru: Scheduled Progress: Last Estimate Paid: Actual Progress:	
Contract Number: C202538 Physical Division: 5 Administrative Division: 5 Length: 22.96 miles Resident Engineer: Cadmus Capehart, PE Location Description: 1 SECTION OF US-70, 1 SECTION OF NC-55, 1 SECTION OF NC-751 & 13 SECTIONS OF SECONDARY ROADS. Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION. Contractor Name: TRIANGLE GRADING & PAVING, INC Contract Amount: \$4,474,348.51 Cost Overrun/Underrun: 1.58% Availability Date: 3/15/2010 Letting Date: 1/19/2010 Completion Date: 12/16/2010 Work Began: 4/5/2010 Revised Completion Date: Estimated Completion: 9/15/2011 Last Estimate Thru: 6/22/2011 Scheduled Progress: 100% Last Estimate Paid: 7/7/2011 Actual Progress: 98.01%	Route: NC-55, NC-751, SR-1118 SR-1357, SR-1404, SR-1615 SR-1641, SR-1646, SR-1656 SR-1670, SR-1671, SR-1901 SR-1954, SR-1955, SR-1981 US-70 County: Durham TIP Number: Federal Aid Number: RE Phone Number: (919)840-0914
Contract Number: C202610 Physical Division: 5 Administrative Division: 5 Length: 6.8 miles Resident Engineer: Cadmus Capehart, PE Location Description: NC-147 FROM NORTH OF SR-1322 (BROAD ST) TO NORTH OF SR-2028 (TW ALEXANDER BLVD). Type of Work: DIAMOND GRINDING, CONC PVT SLAB REMOVAL & SHOULDER RECONST. Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$4,274,880.20 Cost Overrun/Underrun: 3.54% Availability Date: 3/15/2011 Letting Date: 9/21/2010 Completion Date: 11/1/2011 Work Began: 3/15/2011 Revised Completion Date: Estimated Completion: 11/1/2011 Last Estimate Thru: 9/7/2011 Scheduled Progress: 70% Last Estimate Paid: 9/22/2011 Actual Progress: 56.28%	Route: NC-147 County: Durham TIP Number: R-5164D Federal Aid Number: STM-0147(3) RE Phone Number: (919)840-0914
Contract Number: C202613 Physical Division: 5 Administrative Division: 5 Length: 7.59 miles Resident Engineer: Mark W. Luther, PE Location Description: 1 SECTION OF US-70 BUS, 13 SECTIONS OF US-15/501 BUS, 1 SECTION OF NC-751 AND 4 SECTIONS OF SECONDARY ROADS. Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION. Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$1,844,694.96 Cost Overrun/Underrun: 0.3% Availability Date: 3/15/2011 Letting Date: 9/21/2010 Completion Date: 9/2/2011 Work Began: 4/1/2011 Revised Completion Date: Estimated Completion: 10/31/2011 Last Estimate Thru: 9/7/2011 Scheduled Progress: 100% Last Estimate Paid: 9/14/2011 Actual Progress: 54.2%	Route: US-15501 County: Durham TIP Number: R-5164E Federal Aid Number: STM-0070(140) RE Phone Number: (919)220-4680
Contract Number: C202620 Physical Division: 5 Administrative Division: 5 Length: 12.6 miles Resident Engineer: Cadmus Capehart, PE Location Description: I-85 FROM NORTH OF US-70 IN DURHAM COUNTY TO NORTH OF NC-56 IN	Route: I-85 County: Durham TIP Number: I-5145 Federal Aid Number: IMS-085-4(118)178 RE Phone Number: (919)840-0914

GRANVILLE COUNTY.	
Type of Work: PAVEMENT REHABILITATION AND BRIDGE REPAIR OVERLAYS.	
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY	
Contract Amount: \$8,098,211.15	Cost Overrun/Underrun: 0%
Availability Date: 6/1/2011	Letting Date: 4/19/2011
Completion Date: 7/15/2012	Work Began: 6/10/2011
Revised Completion Date:	Estimated Completion: 7/15/2012
Last Estimate Thru: 9/15/2011	Scheduled Progress: 26%
Last Estimate Paid: 9/28/2011	Actual Progress: 39.03%

Contract Number: C202712	Route: NC-751, SR-1811, SR-1903 SR-1905, SR-1919, SR-1921 SR-1959
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number:
Length: 13.04 miles	Federal Aid Number:
Resident Engineer: Cadmus Capehart, PE	RE Phone Number: (919)840-0914
Location Description: NC-751 FROM 3 LANE SECTION TO THE CHATHAM COUNTY LINE & 6 SECTIONS OF SECONDARY ROADS.	
Type of Work: WIDENING, RESURFACING & SHOULDER RECONSTRUCTION.	
Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT	
Contract Amount: \$2,700,860.68	Cost Overrun/Underrun: 9.69%
Availability Date: 4/4/2011	Letting Date: 2/15/2011
Completion Date: 9/30/2011	Work Began: 5/5/2011
Revised Completion Date: 10/5/2011	Estimated Completion: 9/30/2011
Last Estimate Thru: 8/31/2011	Scheduled Progress: 88%
Last Estimate Paid: 9/7/2011	Actual Progress: 92.47%

Contract Number: C202713	Route: NC-157
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number:
Length: 14.99 miles	Federal Aid Number:
Resident Engineer: Mark W. Luther, PE	RE Phone Number: (919)220-4680
Location Description: US-15/501 FROM MT MORIAH RD TO ORANGE CO LINE, NC-157 FROM BEG 2 LANE TO ORANGE CO LINE & 7 SECTIONS OF SECONDARY RDS.	
Type of Work: WIDENING, RESURFACING & SHOULDER RECONSTRUCTION.	
Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT	
Contract Amount: \$3,152,859.31	Cost Overrun/Underrun: 0.36%
Availability Date: 4/4/2011	Letting Date: 2/15/2011
Completion Date: 8/26/2011	Work Began: 4/4/2011
Revised Completion Date:	Estimated Completion: 8/26/2011
Last Estimate Thru: 7/31/2011	Scheduled Progress: 82%
Last Estimate Paid: 8/5/2011	Actual Progress: 99.16%

Contract Number: DE00010	Route: SR-1357
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number:
Length: 0.17 miles	Federal Aid Number:
Resident Engineer: Mark W. Luther, PE	RE Phone Number: (919)220-4680
Location Description: INTERSECTION OF SR-1357 (AVONDALE DR) AND SR-1670 (GEER ST).	
Type of Work: INSTALL ROUNDABOUT.	
Contractor Name: BARRETT, IRVIN & JORDAN CONTRACTORS INC	
Contract Amount: \$497,421.60	Cost Overrun/Underrun: 0.36%
Availability Date: 8/15/2011	Letting Date: 7/26/2011
Completion Date: 11/15/2011	Work Began: 8/15/2011
Revised Completion Date:	Estimated Completion: 11/15/2011
Last Estimate Thru: 8/31/2011	Scheduled Progress: 14%
Last Estimate Paid: 9/9/2011	Actual Progress: 7.73%

Contract Number: DE00011	Route: SR-1308
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number:
Length: 4 miles	Federal Aid Number:
Resident Engineer: Mark W. Luther, PE	RE Phone Number: (919)220-4680
Location Description: SR-1308 (CORNWALLIS RD) IN DURHAM COUNTY AND SR-1717 (WOOD- LAND RD) IN GRANVILLE COUNTY.	
Type of Work: STRENGTHENING, RESURFACING, AND PAVEMEN MARKINGS.	
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY	
Contract Amount: \$1,102,907.60	Cost Overrun/Underrun:

<p>Availability Date: 9/6/2011 Completion Date: 11/30/2011 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:</p>	<p>Letting Date: 7/26/2011 Work Began: Estimated Completion: Scheduled Progress: Actual Progress:</p>
<p>Contract Number: DE00012 Physical Division: 5 Administrative Division: 5 Length: 0.6 miles Resident Engineer: Cadmus Capehart, PE Location Description: W B UMSTEAD PARK IN WAKE COUNTY AND ROLLING VIEW PARK IN DURHAM COUNTY. Type of Work: PARK IMPROVEMENTS. Contractor Name: TRIANGLE GRADING & PAVING, INC Contract Amount: \$597,864.70 Availability Date: 9/19/2011 Completion Date: 12/23/2011 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:</p>	<p>Route: County: Durham TIP Number: Federal Aid Number: RE Phone Number: (919)840-0914 Cost Overrun/Underrun: Letting Date: 8/30/2011 Work Began: Estimated Completion: Scheduled Progress: Actual Progress:</p>
<p>Contract Number: DO00069 Physical Division: 5 Administrative Division: 5 Length: 0 miles Resident Engineer: Cadmus Capehart, PE Location Description: BRIDGES #12, 71, 137, 154, 156, AND 169 ON NC-147. Type of Work: BRIDGE PAINTING. Contractor Name: S & D INDUSTRIAL PAINTING, INC. Contract Amount: \$922,562.15 Availability Date: 7/11/2011 Completion Date: 11/7/2011 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:</p>	<p>Route: NC-147 County: Durham TIP Number: BK-5102G Federal Aid Number: BRNHS-0147(4) RE Phone Number: (919)840-0914 Cost Overrun/Underrun: Letting Date: 8/19/2010 Work Began: 7/11/2011 Estimated Completion: Scheduled Progress: Actual Progress:</p>
<p>Contract Number: DO00070 Physical Division: 5 Administrative Division: 5 Length: 0 miles Resident Engineer: Cadmus Capehart, PE Location Description: BRIDGES #194 ON SR-1940, #202 ON SR-2080, #206 ON SR-1121, AND #212 ON NC-147. Type of Work: BRIDGE PAINTING. Contractor Name: ASTRON GENERAL CONTRACTING COMPANY INC Contract Amount: \$1,079,557.80 Availability Date: 5/2/2011 Completion Date: 8/29/2011 Revised Completion Date: Last Estimate Thru: 9/15/2011 Last Estimate Paid: 9/26/2011</p>	<p>Route: NC-147 County: Durham TIP Number: BK-5102E Federal Aid Number: BRZ-1940(2) RE Phone Number: (919)840-0914 Cost Overrun/Underrun: 0% Letting Date: 8/19/2010 Work Began: 6/24/2011 Estimated Completion: 9/23/2011 Scheduled Progress: 100% Actual Progress: 94.64%</p>
<p>Contract Number: DO00076 Physical Division: 5 Administrative Division: 5 Length: 0 miles Resident Engineer: Chad D. Hinnant Location Description: BRIDGES #228 ON SR-1959, #224 ON SR-1999, AND #100 ON SR-2028. Type of Work: BRIDGE PAINTING. Contractor Name: SAFFO CONTRACTORS INC Contract Amount: \$1,138,000.00 Availability Date: 6/6/2011 Completion Date: 10/18/2011 Revised Completion Date: Last Estimate Thru: 8/31/2011 Last Estimate Paid: 9/14/2011</p>	<p>Route: I-40 County: Durham TIP Number: BK-5102F Federal Aid Number: BRSTP-1959(5) RE Phone Number: (919)733-9499 Cost Overrun/Underrun: 0% Letting Date: 9/2/2010 Work Began: 7/21/2011 Estimated Completion: 10/18/2011 Scheduled Progress: 30% Actual Progress: 26%</p>

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO- ARRA

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
Orange	ER-5100 GE	Landscape planting on US 15-501@ SR 1734 (Erwin Rd./Europa Dr.)	11/24/2009	4/30/2012	on schedule	\$65,000	ARRA
Orange	U-3306 34913.3.ST1 STM-1733 (16)	Grading, drainage, paving, signals, curb and gutter, and retaining wall on SR 1733 (Weaver Dairy Rd.) from NC 86 to Old Sterling Road	7/20/2010	6/15/2013	behind schedule	\$13.4 million	ARRA
Orange	U-4704	Computerized Traffic Signal System for Chapel Hill-Carrboro	9/15/2009	8/1/2012	behind schedule	\$5.175 million	ARRA
Orange	U-4726 JA	Construct sidewalks in Hillsborough	11/19/2009	9/17/2011	final field inspection held 9/1/11; punchlist underway	\$1,034,110.00	ARRA, STP-DA & Contingency; M.A. w/ City
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST							
County	TIP #	Description	Let Date	Completion Date	Status	Cost	Comments

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
Orange	36945	Upgrade traffic signal with mast arm and install pedestrian signal heads on SR 1010 (Franklin St.) @ Mallette St.	11/4/2010	Rev. compl. 10/15/11	behind schedule	\$140,000.00	Small Construction
Orange	42502	Replace deteriorated curb and gutter at several locations on both sides of SR 1010 (Franklin St.) between Hillsborough St. and Plant Rd.			Awaiting execution of M.A. by Town	\$30,000	Small Construction
Orange	43346	Extend the westbound turn lane and install curb and gutter and storm drainage on SR 1900 (Old Mason Farm Road) at US 15-501 (Fordham Blvd.)		12/1/2011	F.A. construction	\$115,000	Small Construction
Orange	43426	Construct a left turn lane at the entrance to the new expansion of AKG, North America, Inc. on SR 1146 (Mattress Factory Road)			Pending approval	\$90,000	Public Access
Orange	C-4932 A	Construct a Transit Shelter at the Park and Ride Lot for DTCC in Hillsborough and install bike racks on Orange Public Transportation buses	5/17/2011		DOT has issued Concurrence in Award for both contracts	\$20,275	CMAQ
Orange	EB-4409 34025.1.1	Installation of Orange County Bike Route Signs	4/5/2011	9/13/11	Completed and accepted for maintenance	\$34,564.50	STP
Orange	ER-2971 G 3607.3.09	Widen roadway, install curb and gutter and construct sidewalk along SR 1750 (Estes Drive) between Burlage Circle and SR 1010 (Franklin Street)			MA with Town pending DOT execution	\$155,000.00	Small Construction/ STP-Division Enhancement
Orange	ER-2973 G 3707.3.16	Rehabilitation of landscape plantings on I-40/I-85 at SR 1114 (Buckhorn Rd.) and installation of landscape plantings at the Hillsborough Maintenance Yard on SR 1009 (Old NC 86)	10/13/2011	3/15/2012	Advertising for bids	\$137,500.00	STP-Division Enhancement
Orange	I-5142	Mill, resurface and install pavement markers and rumble strips on I-85/I-40 from west of SR 1114 (Buckhorn Road) to the I-85/I-40 interchange	3/16/2010	estimated completion revised 10/10/11	95% complete	\$8.60 million	TIP (IM)
Orange	SR-5000 S 40922.1.18 PE	Education, encouragement, evaluation, and neighborhood outreach for Carrboro Elementary School	N/A	N/A	Municipal Agreement with Town; program underway	\$12,865	Safe Routes to Schools

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

Orange	SR-5001 AE	Construct 870 linear feet of 5' sidewalk on Elm Street from existing sidewalk near Weaver Street to Shelton Street in Carrboro	Advertisement pending	4/21/2012	Construction authorization approved	\$300,000.00	SRTS
Orange	SR-5001 AR	Construct 320' of 5' sidewalk on Culbreth Road between Cobbleridge Rd. in Chapel Hill and Rossburn Rd. in Carrboro	After construction authorization is approved	7/22/2012	Division has approved PS&E and R/W certification; need revised CE	\$50,000 \$108,000	SRTS/STP-DA
Orange	SS-4907 U 42205.2 42205.1 42171	Improve sight distance on SR 1710 by lowering the crest vertical curve on the westbound approach to the intersection of SR 1710 (Old NC 10) @ SR 1713 (Mt. Herman Church Road)	N/A	12/1/2011	FA construction pending utility relocation	\$320,000	Spot Safety-State
Orange	SS -4907 V 42423.3 42423.1	Realign intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	SFY 2013	SFY 2013	Design pending scope revision	\$198,000	Spot Safety-State
Orange	SS-4907 AG 07- 09-1320	Widen radii and install 4-way stop on US 70 Bus./Alt. and SR 1709 (Lawrence Road)	N/A	11/1/2011	F.A. construction to be coordinated with resurfacing project	\$1000 R/W/U \$24,000 C	Spot Safety-State
Orange	SS-4907 AI 43404.1.1	Revise signals on US 70 at SR 1561/1709 (Lawrence Rd.) and at SR 1002 (St. Mary's Rd.) near Hillsborough				\$7000 PE	Spot Safety-State
Orange	U-4726 DC	Wilson Park Multi-Use Path	11/1/2011		Municipal Agreement with Town of Carrboro; Division has reviewed PS&E; awaiting letter from Town	\$21,085 PE \$210,855 C	STPDA
Orange	U-4726 DD	Construct sidewalk on Rogers Road from Homestead Road to Meadowrun Ct.	SFY 2012		Municipal Agreement with Town of Carrboro; Design underway	\$67,025 PE \$469,175 C	STPDA

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

Orange	U-4726 DE	Construct Bolin Creek Multi-use Path from Homestead Road to Chapel Hill High School	SFY 2012		Municipal Agreement with Town of Carrboro for construction (replaces EL-4994) Design underway	\$737,500	STPDA
Orange	U-4726 DF	Bicycle detection at Signalized Intersections		FFY 2013	Municipal Agreement with Town of Carrboro pending	\$36,000	STP-DA
Orange	U-4726 IF	Construct stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail			Municipal Agreement with Town of Chapel Hill; CLOMR & CE pending	\$120,000	STPDA
Orange	U-4726 IG	Construct 10' wide greenway from existing Fan Branch Trail near Culbreth Rd. and US 15/501 to Phase I	11/15/2011		Municipal Agreement with Town of Chapel Hill; structure designs in review	\$700,000	STPDA
Orange	W-5207 E 45337.1.5 PE	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	Revised to 7/31/2012	12/31/2012	Consultant design	\$450,000	High Hazard Safety
County	TIP #	Location Description	Est. Let Date	Completion Date	Status	Cost	Comments
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST							
Durham/ Orange	EB-4707	Bicycle improvements(Bikeway and signals) on Durham/ Chapel Hill (SR 1838/SR 2220)from SR 1116 (Garrett Road) in Durham County to US 15-501 in Orange County	Dec. 2012			\$4.0 million	
Orange	U-0624	Corridor upgrade on NC 86 (S. Columbia St.)including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	Nov. 15, 2011			\$4.85 million	

House passes FAA, ground transportation funding bill

The Washington Post By Felicia Sonmez Posted September 14, 2011

The House on Tuesday passed a compromise measure that would fund the Federal Aviation Administration and federal highway programs for the next several months.

The bill, H.R. 2887, was passed by voice vote Tuesday afternoon. It now moves to the Senate, which must approve the measure this week to prevent the FAA from facing a partial shutdown as it did in August when a stalemate between party leaders delayed passage of a stopgap funding extension.

Under the measure that passed the House Tuesday, FAA funding would be extended through the end of January while ground transportation funding – which is set to expire at the end of the month – would be renewed through the end of March.

The quick (and unanimous) passage of the short-term reauthorization stood in stark contrast to the bitter partisan fight that played out in early August over the FAA bill. At that time, Senate and House Democratic leaders blamed the impasse on Republicans; GOP leaders maintained that Democrats were at fault. At issue were provisions on funding a rural air service program as well as a broader dispute over collective bargaining rights.

Meanwhile, the agency endured a costly partial shutdown that – along with the brinksmanship that accompanied the debt-ceiling fight – did little to improve the public's opinion of Congress, as reflected in recent polls.

This time around, a compromise was reached behind closed doors – and with no public grandstanding. Asked Tuesday about the process by which leaders came to agree to an agreement on the measure, Senate Minority Leader Mitch McConnell (R-Ky.) declined to say.

"Well, you can't on the one hand accuse us of being partisan and then when we work out our disagreements and go forward together then be critical of the process that brought it together," McConnell said at a Capitol news conference. "Regardless of how we got to where we are, it looks like we're going to be able to do an FAA extension and a highway extension on a bipartisan and relatively non-controversial way."

Pressed several times for details, McConnell responded: "No, I know you do [want to know] and I don't want to tell you."

Even so, the partisan finger-pointing continued Tuesday afternoon. In a statement, House Minority Leader Nancy Pelosi (D-Calif.) accused Republicans of holding up a long-term reauthorization of both bills.

"Democrats have repeatedly called on Republicans to fully and responsibly fund the highway and FAA bills, creating jobs rebuilding America's roads and airports," Pelosi said. "Today, House Republicans agreed to temporarily fund these critical initiatives, but Americans are demanding more than temporary solutions to our jobs crisis. That's why we're calling on Republicans to work with Democrats to approve long-term reauthorizations of both measures."

Transit experts gather in Raleigh, talk rail benefits

WRAL.com Posted: 6:17 a.m. Thursday September 15, 2011

Railroad advocates and transportation policy experts talked about the benefits of rail systems, during the third annual Progress in Motion forum at the Raleigh Convention Center Wednesday.

They discussed a planned high-speed rail line that will eventually connect Charlotte to Washington, D.C., and presented best practices for freight, passenger and commuter lines. Planning for a commuter rail in the Triangle was also on the agenda, with elected officials, local chambers of commerce, municipal planners and transit representatives weighing in.

Experts said a high-speed rail line in North Carolina would be very different from the trains that connect hundreds of cities around Europe, where trains approach speeds of 200 mph. North Carolina's are expected to average up to 87 mph.

In Europe, a separate rail line is devoted to high-speed rail. In the United States, lines are being updated and will be shared with existing trains.

Traveling by train in the U.S. steadily increased in popularity over the last decade due to traffic and congestion, environmental concerns and rising gas prices.

"I've been taking the train a lot lately, (and I) love it," said Republican State Senator Jim Forrester, who serves on the state's transportation committee. "I wish more people would use it."

Forrester, a supporter of the rail system, said he'd like to see more funding for rails, but money is limited.

"We've got a lot of infrastructure problems with bridges and roads. That's the key right now, and we probably need to do that first," he said.

Officials reach agreement on trail bridge funding

The Herald-Sun By Ray Gronberg Thursday, September 15, 2011

DURHAM – Elected officials on Wednesday agreed to a plan to get the American Tobacco Trail's proposed Interstate 40 bridge back on track that won't require taking money away from four other Durham sidewalk projects.

The Durham-Orange Transportation Advisory Committee instead of raiding the sidewalk budgets will drain a roughly \$3.5 million reserve created when a so-called budget rescission Congress threatened two years ago failed at the last minute to materialize.

The federal aid by local policy was earmarked to cover cost overruns, small and county transportation projects, and initiatives for Triangle Transit.

Officials from the two counties agreed it made sense to use the reserve given that the tobacco trail's completion has been threatened by a budget shortfall.

"It's a regional project that affects the central part of the state, and we need to move forward," Durham City Councilman Mike Woodard said, after Mayor Bill Bell and Councilwoman Diane Catotti had also signaled support for using the money.

Woodard added that he's heard even from politically conservative business leaders that local leaders need to "get it done" when it comes to finishing the bridge and an associated trail extension south to the Durham County line.

A unanimous decision from the transportation committee followed, the move gaining formal support from elected officials representing Durham County, Orange County, Chapel Hill and Carrboro.

"I've heard the same from Orange citizens as well," Carrboro Alderman Lydia Lavelle, the committee's chairwoman, said after Woodard completed his pitch.

Officials have been scrambling to put together additional financing for the project since contractors who bid for rights to build it said the least they could do it for was \$7.8 million.

That spelled trouble because engineers had estimated the bridge and trail extension would cost \$5.6 million and the project budget, again mostly drawn from federal aid, was \$5.8 million.

Durham's Public Works Department sought enough extra money to cover the bid, plus another 20 percent as a contingency. The N.C. Department of Transportation nonetheless is forcing it to conduct a new round of bidding.

Public Works' engineering boss, Ed Venable, said his staff hasn't given up on cutting costs.

One idea for doing that, he said, is to give contractors 18 instead of nine months to complete the project. That way, they'll have ample time to assemble the span along the side of Interstate 40 before lifting it into place.

Before, they'd counted on "hustling" builders through the construction process, by having them piece the bridge together even as fabricators were still turning out parts. To the contractors who bid for the work, "that was very uncomfortable" Venable said.

The large contingency and other factors drew skepticism, however, from Durham County Commissioner Ellen Reckhow.

“By programming all the money, it sends a signal to the bidders that the money is there,” she said. “It’s an awkward situation, obviously.”

Chapel Hill Town Councilman Ed Harrison also signaled reluctance, preferring that the funding plan receive further scrutiny from a staff committee that includes a planner from his government.

The idea to use the reserve came from officials in Durham’s Transportation Department.

But Harrison said the Durham staff’s idea was “appealing.” The earlier proposal to use money allotted for building four sidewalks had sparked vigorous debate among the members of two advisory groups that watch over sidewalk and greenway projects.

Bell made it clear he wanted a solution that wouldn’t “do anything that’s taking away from the sidewalk piece.”

Durham transit backers off to modest fundraising start

Triangle BusinessJournal On-line September 23, 2011

The campaign committee for Durham County’s piece of a regional transit plan raised \$3,500 through the end of August, a fraction of the \$50,000 it plans to raise and spend in support of the measure.

The committee, Durham Transit Tax Referendum Committee, plans to advocate the measure through social media, direct mail, posters in local businesses, and radio advertisements. Committee representatives have already begun meeting with community organizations such as Kiwanis Clubs and neighborhood groups. Its campaign report, filed Thursday, shows just one expenditure, a \$650 payment to Durham resident and campaign intern Matt Dudek.

Contributors to the committee are led by Duke Energy (NYSE: DUK), which gave \$2,500. BB&T bank (NYSE: BBT) also gave \$750.

The referendum asks Durham County residents to approve a 1/2 cent sales tax to fund expanded bus service and, eventually, rail lines from Chapel Hill and southeastern Wake County through the city of Durham. The county government estimates the resulting revenue at about \$17 million. The tax wouldn’t kick in until either Wake County or Orange County approves their own portions of the regional transit plan and corresponding sales tax.

Groceries and other basic necessities would be exempt from the tax.

Federal Highway Administration grants preliminary OK for Virginia to impose I-95 tolls

By the Associated Press, September 23, 2011

RICHMOND, Va. — The Federal Highway Administration has given preliminary approval for Virginia to impose tolls on Interstate 95 to help fund transportation projects, Gov. Bob McDonnell’s office said Monday.

Federal Highway Administration Administrator Victor Mendez granted the Virginia Department of Transportation conditional provisional approval for a toll plan the state submitted in January. Virginia will secure full approval upon meeting specific requirements Mendez outlined in a Sept. 14 letter, McDonnell’s office said.

“This approval is a major step toward funding critical capacity and infrastructure improvements needed in this corridor,” McDonnell said in a statement. “The commonwealth cannot continue to be a leader in economic development and job creation if we do not address our transportation needs.”

The tolls would be imposed under the Interstate Reconstruction and Rehabilitation Pilot Program, which allows three states to impose tolls on interstate highways. As part of the process, the federal agency will rescind conditional provisional approval for Virginia to impose tolls on Interstate 81 in western Virginia.

VDOT estimates the I-95 toll program could generate \$250 million in its first five years, and more than \$50 million annually in subsequent years. The revenues would pay for expanding highway capacity, improving road safety, and reconstructing and rehabilitating pavement and structures along I-95, one of the nation's most heavily traveled interstates.

Officials say specific toll-funded projects could include widening I-95 between I-295 and the North Carolina border, improving pavements on more than 700 lane-miles, enhancing Intelligent Transportation Systems, widening shoulders, and installing guardrails and vehicle-height detectors on bridges.

Site of rail corridor sparks debate

The Herald Sun By Ray Gronberg September 25, 2011

DURHAM – With backing from the state, environmentalists are putting pressure on Durham and Triangle Transit officials to rethink part of the routing of a prospective light-rail connection between their city and Chapel Hill.

The concern from the New Hope Creek Corridor Advisory Committee and the N.C. Department of Environment and Natural Resources' conservation office focuses on the line's routing near the intersection of U.S. 15-501 and Garrett Road.

Transit planners envision getting the line through by skirting an apartment complex and other existing development at the crossroads.

But New Hope Creek Corridor members Bob Healy and John Kent say they should instead plan on building the line adjacent to U.S. 15-501, so Triangle Transit wouldn't have to bridge the nearby creek in a all-new location hundreds of feet south of the boulevard.

"There is a pretty broad swath of [road] right of way there, and [using it] is the only we can see to avoid significant destruction of a major natural area," Healy, a retired Duke professor, said recently.

His and Kent's view got a back-up from DENR on Sept. 9.

"We strongly prefer an alignment that adjoins the existing U.S. 15-501 corridor, keeping the disturbance [from construction of a rail line] within an already highly disturbed area," Linda Pearsall, director of the agency's Office of Conservation, Planning and Community Affairs, said in a letter to Healy copied to local officials.

Triangle Transit has responded by saying it'll have the consultants working on plans for the line take another look at the routing options near the Garrett Road crossroads.

Officials have time to ponder the matter because of the years-long process required to secure federal funding and environmental sign-offs.

"This isn't going to derail anything," said Durham City Councilman Mike Woodard, one of his government's delegates to the organization that spearheads local transportation planning. "Their concerns can all be addressed when we prepare the [rail line's] environmental impact statement."

"They're going to have numerous years to raise their concerns and have them addressed," Woodard said, referring to Healy and Kent.

But other officials say the routing change Healy, Kent and Pearsall are asking for won't be easy, for two reasons that both assume U.S. 15-501 proper will remain in heavy use by cars and trucks.

For starters, the current routing is driven in part by the desire of planners to site transit stations in the South Square and Patterson Place areas while providing the easy curves and slopes rail requires.

“There are constraints imposed on it by where the station locations can be,” said Chapel Hill Town Councilman Ed Harrison, who lives in Durham County and is a delegate to the same planning group Woodard serves on.

Stations “don’t tend to work well” in attracting riders “if they’re on one side of a major highway and it’s a hard highway to cross on foot,” Harrison said, making it clear that U.S. 15-501 is just such a road. “Having some kind of depth from the highway for the station tends to help.”

The other problem that even the officials most supportive of rail-based transit have never pitched it as an all-in bet. They’ve long argued that the region will need roads and transit both.

And the long-range plan for U.S. 15-501 remains what it’s been since the 1990s, for the state to eventually convert the Durham portion of it into a freeway. The road right-of-way that Healy argues should be devoted to the rail line is instead reserved for the freeway conversion.

Such a conversation “would make putting a light-rail corridor [adjacent to the boulevard] impossible,” Patrick McDonough, Triangle Transit’s senior planner, said recently.

McDonough added, however, that Healy/Kent proposal “has to” be considered in the environmental-impact process, along with its financial costs and any effects it would have nearby homes and businesses.

NC unsure of following Virginia's lead in tolling I-95

WRAL.com By Laura Leslie Monday, September 27, 2011 Posted: 5:24 p.m. Monday

While Virginia has received permission to charge tolls on Interstate 95 to help fund transportation projects, North Carolina officials say they haven't made up their mind on whether to follow suit.

The Federal Highway Administration a week ago gave Virginia preliminary approval for I-95 tolls. Virginia Department of Transportation officials said tolls could generate \$50 million a year for expanding the highway, repaving and improving road safety.

North Carolina has also applied for federal permission to toll I-95. Consultants are finishing up a two-year study of the highway in North Carolina, and state officials could make recommendations by the end of the year.

"We need to keep that corridor vibrant," North Carolina Transportation Secretary Gene Conti said Monday. "Main Street of the East Coast is what I like to call it. We need to make sure it's up to modern standards and can support the traffic it now carries."

I-95 is the state's deadliest highway. Most of it remains four lanes wide – the same width as when it was built decades ago – and it doesn't meet modern safety standards.

Conti said no decision has been made yet on tolls, but he said the state has to find some way to cover the estimated \$5 billion to \$6 billion repair bill for I-95 over the next 20 years.

"We don't have the money to pay for that right now, so we're trying to look at all the alternatives to figure out how to it," he said.

Drivers weren't too pleased with the prospect of paying to use I-95, which covers more than 1,900 miles and passes through 16 states.

"There's so much traffic, and it would back traffic up for miles and miles and miles. I just don't think it would work," said Bill McGuire, a resident of Rhode Island, which also is looking at tolling I-95.

States should budget for road work instead of imposing tolls, McGuire said.

Don Christman, who is from Nebraska, also panned the idea of tolls, but quickly added that I-95 needs work.

"It needs to be done, I guess. I don't want to be driving over bumps and potholes," Christman said.

A.P. Pascaran, who was on his way home to Delaware, said he is used to paying tolls for highway maintenance and wouldn't have a problem if North Carolina imposed them.

"If they can keep the roads well maintained, I have no problem with that, as long as it's not \$10 every 10 miles," Pascaran said.

There's no word yet how much the tolls on I-95 could cost if North Carolina adopted them. Similar highways in other states average around 10 to 20 cents per mile.

If tolls are approved, Conti said, they probably wouldn't start for a couple of years.

Feds grant \$4M for rail development in NC

WRAL.com By Bruce Mildruff Tuesday, September 27, 2011 Posted: 5:22 p.m.

RALEIGH, N.C. &Mdash North Carolina and Virginia will get over \$48 million in federal grant money to develop a high-speed rail link between Raleigh and Washington, D.C.

U.S. Transportation Secretary Ray LaHood announced the funding Tuesday. The goal is ultimately to spur high-speed rail development throughout the southeast, which has seen a population boom in recent decades.

About \$4 million of the grant will go to North Carolina for analysis and preliminary engineering on a new connection between Raleigh and Richmond, Va. The aim is to reduce travel time between the cities to around two hours, shaving about 90 minutes off the current schedule.

It could be finished between 2018 and 2022.

Three potential routes for the rail running through downtown Raleigh were killed by public criticism last year, but a fourth plan, which state Department of Transportation officials say addresses previous concerns, was on display for public comment Tuesday.

The new route runs from Interstate 440 to downtown Raleigh, with a bridge taking the tracks over Capital Boulevard and away from residential areas.

Chris Shlenker, who lives downtown, said the current route will be more expensive to build than the previous proposals.

"But it definitely appears to have less impact to downtown," he said.

The high-speed rail would close two downtown roads and require the construction of three new bridges.

Many residents, including Amy Etheridge, said they are still digesting the latest proposal.

"It may or may not impact my quality of life as a downtown resident," she said.

Virginia will get over \$44 million towards the construction of a high-speed rail corridor between Richmond and Washington, D.C. The line is eventually expected to run from Boston to Charlotte.

N.C.'s cost to replace 187 state bridges? \$450 million

Triangle Business Journal By Amanda Jones Hoyle Thursday, September 29, 2011

North Carolina's Department of Transportation plans to commit \$450 million over the next three years to replace 187 state-funded bridges in 40 counties, and it wants to hire private engineering firms from across the state to help design the projects.

Many of the projects focus on replacing bridges that are less than 20 feet long and can't qualify for federal funding.

Starting Oct. 3, pre-qualified engineering firms can begin submitting proposals to work on the projects through the N.C. DOT website. A portion of the projects will be designated for bid by smaller design firms, according to a release from Gov. Beverly Perdue's office.

Greer Beaty, spokeswoman for N.C. DOT, says the department has a new goal of outsourcing more of its design work that previously was done inhouse. "Our goal is, if we put this design work out now, we'll get more competition, we'll get better pricing and good turnaround," she says.

Beaty estimates that about \$1.5 million of the \$450 million budget for the bridges' projects will be spend on design costs. The funds have already been approved as part of the department's state highway fund budget, she says.

All interested design firms are encouraged to attend a question and answer session on Oct. 5 at 2809 Beryl Road in Raleigh.

In addition to the design work being advertised in October, N.C. DOT plans to initiate improvement, enhancement or replacement of another 1,000 bridges during this same two-year period.

"Workers are needed to do design and construction, and these projects improve our ability to move people and goods efficiently, expanding our economy," Gov. Perdue said in a statement.

The projects are being advertised on DOT's web site.

Raleigh soon to restart red-light cameras

The News and Observer By Matt Garfield Published in: Traffic October 5, 2011

RALEIGH The city's red-light cameras found new life Tuesday.

Raleigh leaders voted 5-2 to continue the SafeLight program, overturning a decision from two weeks ago that left the cameras temporarily dead.

A new contract must be drawn up before the machines - at 15 intersections citywide - can start operating again.

The previous contract ended Friday at 11:59 p.m. Since then, the cameras have been turned off, and no tickets have been issued, said John Sandor, a city traffic engineer.

City staffers hope to reach a new, two-year deal with ACS Xerox as early as next week, Sandor said.

"Until that is done, they won't be taking any pictures," he said.

The cameras photograph vehicles that enter an intersection after the light has turned red, and the pictures and a \$50 fine are sent to the vehicle's owner, based on the license plate. It's a civil infraction, like a parking ticket, with no effect on driving records or insurance rates.

City traffic engineers say the cameras have helped reduce serious T-bone crashes by discouraging people from running red lights. City audits show that crashes of all kinds declined an average 80 percent at Raleigh intersections where the cameras were installed.

But critics contend the cameras are inherently unfair because vehicle owners automatically receive tickets in the mail without the opportunity to challenge them on the spot.

The council voted 4-3 on Sept. 20 to renew the 8-year-old program, but that was one vote short of the five needed for approval.

Weeks' pivotal vote

Among the "no" votes was Councilman Eugene Weeks, who was upset over the removal of a red-light camera at a busy intersection in Southeast Raleigh.

Weeks changed his stance after city officials agreed to evaluate the intersection, Rock Quarry and Proctor roads.

The city will move quickly to reactivate the cameras, Sandor said.

"We're going to try to speed this up," he said. "It's not in anyone's best interests to have them down."



NCDOT and Municipalities - Serving the Citizens Together

September 28, 2011



NCDOT/Municipalities Partnership

Municipal Street Aid

- 22,000 miles
- Powell Bill Funds from Highway Fund/Highway Trust Fund provided \$128.9 million in 2010
 - Construction
 - Maintenance
 - Sidewalks & bike lanes
 - Traffic lights, signs, pavement markings
 - Bond debt service (if Municipality sells bonds)



NCDOT/Municipalities Partnership

NCDOT Programs

- Transit system grants
- Bike and Pedestrian grants/planning assistance
- Rail improvements
 - Safety, Mobility and Economic Development
- NCDOT service to state roadways within municipality limits
- Disaster/emergency preparation and/or recovery



NCDOT/Municipalities Partnership

New Approach

- Department wide effort to find solutions, try new ideas
- Identify new funding strategies to address transportation issues
 - Design/Build/Finance
 - Toll Road
 - GARVEE Bonds
 - PPP
 - HOV/HOT Lanes
- Develop a new relationship with local governments



Strategic Prioritization

Driving Forces Behind Reform

- Public wanted politics removed from transportation decision-making
- Transportation needs far exceed the available revenue
- Necessary for NCDOT to work effectively & improve delivery



Strategic Prioritization – 1.0 Results (2009)

Highways

- Approx. **\$9B** in available revenue
- Data-driven
- MPO and RPO ranked projects
- **\$45B** in needs
 - 1,100 projects = \$38B
 - Other highway needs = \$7B

Non-Hwy Transportation

- Approx. **\$1.5B** in avail. revenue
- P1.0 not data-driven
- P2.0 data-driven
- Coordinated with MPOs
- **\$9B** in needs
 - 900 Non-Highway Projects

\$54 Billion in Total Transportation Needs
Approx. \$10.5 Billion in Revenue (Years 2015-2020)



Strategic Prioritization – 2.0

NCDOT established a workgroup of planning partners and internal staff to guide implementation of prioritization process

- P 1.0 began in early 2009 and finished in July 2010 with release of DRAFT STIP for years 2011-2020
- Goal is to have a stable list of projects with 95% delivery rate
- P2.0 now underway - 1200 projects being scored
- Draft STIP (years 2013-2022) scheduled for Summer 2012





2.0 Prioritization Model - Highways

Total Score = Quantitative Score + Local Input/Rank + Multimodal Score

Quantitative score

- Congestion Score (volume/capacity + average daily traffic)
- Pavement Score (pavement condition rating)
- Safety Score (critical crash rate, crash severity, crash density)
- Benefit Cost
- Economic Competitiveness
- Shoulder Width
- Lane Width

Local Input/Rank score driven by top local priority projects

MPO/RPO Rank — use local methodology to rank order priorities

Division Rank — use knowledge of local area to rank order priorities

Multimodal Bonus score – enhancing multimodal connections/choices



2.0 Prioritization - Non-Highways

- Spring 2011 - All Non-Highway Transportation Divisions have data-driven methodologies
- Bicycle-Pedestrian / Transit (similar to Highways) include local rankings by MPOs/RPOs
- Rail / Aviation / Ferry use a pure data-driven methodology currently



How are Prioritized projects Funded?

Prioritization Process produces project scores & evaluates system performance

NCDOT staff provide input on future system performance

2012 Summits Set Overall Investment Strategy to Achieve Desired Performance Targets

Scores + Future Performance → Work Program/STIP

Prioritization does not Equal Programming



Investment Strategy Summit

Investment strategy allocates funding by:

Goal

- Safety
- Mobility
- Infrastructure Health

Tier

- Statewide
- Regional
- Sub-Regional

Mode

- Highway
- Non-Highway

SUMMIT OUTPUT: \$'s Needed and Priority Projects for STIP





Programming Considerations

- Division Equity / relative project cost
- Investment Targets From Investment Strategy Summits
- Preconstruction Readiness/deliverability/status
- Logical segment progression within larger project
- Special funding eligibility (earmarks, intrastate, etc.)
- Restrictive funding sources prioritized separately
 - STIP (bridge program, safety programs)
 - Non STIP (small construction, contract resurfacing, etc)
- Fiscal Year Balancing (cash flow)



NCDOT/Municipalities Partnership

How funding impacts prioritization

- The number of projects NCDOT is able to program is completely dependent upon funding
- Long range plans are developed based on anticipated funding levels
- If funding levels decrease, the number of projects will decrease as well
 - It is expected that MPO/RPOs will have to reprioritize based on any funding strategy changes
 - Projects will be delayed

Funding

State Funding



Motor Fuel Tax
60%

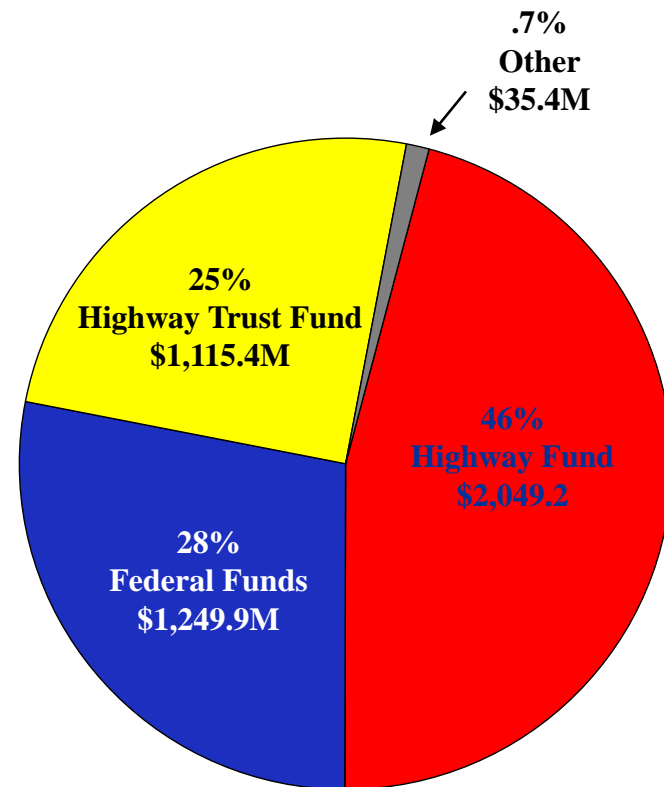
Highway Use Tax 15%
Fees 25%

Federal Funding



Motor Fuel Tax 92%

Fees 8%





Revenue Uncertainty

State

Motor Fuel Tax January 1, 2012 Rate

Federal

Reauthorization & Annual Appropriation

State Revenues (SFY 2012-13, \$ in Millions)	MFT Rate Capped	
	Biennium Decrease	Program Impact
HF - Contract Resurfacing	\$(139.0)	2,780 L-miles
HF - System Preservation	(139.0)	428 Bridges
HF - sub-total	\$(278.0)	
HTF - Intrastate	\$(55.8)	2 Projects
HTF - Loop	(25.2)	3 projects
HTF - Powell Bill	(5.9)	All 100 counties
HTF - Reserves	(7.7)	n/a
HTF - sub-total	\$(94.6)	
Grand Total	\$(370.7)	

Reauthorization

- Expired 9/30/2009
- 8 Extensions
- Now until 3/31/2012

Appropriation

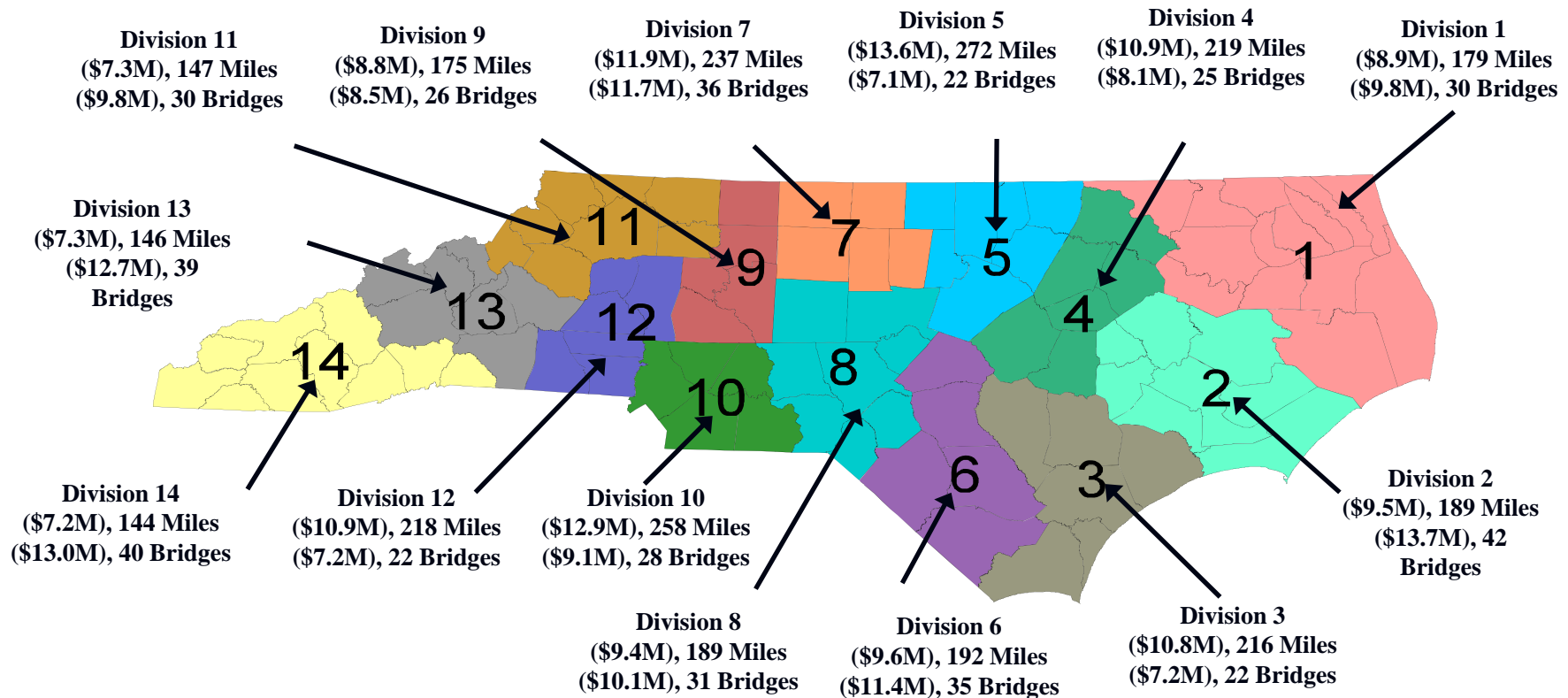
- No bill as of now
- Issue – Sustainable Funding
- Congressional Budget Office
 - 35% less for Highways
 - 38% less for Transit



Biennium 2011-13 Maintenance Funding Impacts (from capping gas tax at 35.0 cents/gallon)

Statewide
 (\$139.1M) , 2,780 Miles*
 (139.1M), 428 Bridges**

* Contract Resurfacing (Lane-Miles)
 ** Bridge (Rehabilitation, Replacement & Preservation)



ATTACHMENT A

2012-2013 Potential Reductions by Capping
the Motor Fuel Tax Rate at 35.0 ¢ per gallon

HIGHWAY FUND					HIGHWAY TRUST FUND		Grand Total	
Div County	Contract \$	Resurfacing Mileage	System Preservation (Bridges) \$	Total Number	Powell Bill	(I) Intrastate and (L) Loop Projects Description		
7 ALAMANCE	\$ (2,425,370)	\$ 48.5	\$ (2,925,000)	9	\$ (6,350,370)	\$ (105,915)	\$ (6,456,285)	
12 ALEXANDER	(654,060)	13.1	(975,000)	3	(1,629,060)	(2,374)	(1,631,433)	
11 ALLEGHANY	(307,354)	6.1	(975,000)	3	(1,282,354)	(2,502)	(1,284,856)	
10 ANSON	(1,375,323)	27.5	(1,300,000)	4	(2,675,323)	(14,300)	(2,689,624)	
11 ASHE	(932,703)	18.7	(1,625,000)	5	(2,557,703)	(4,142)	(2,561,845)	
11 AVERY	(627,538)	12.6	(975,000)	3	(1,602,538)	(5,483)	(1,608,021)	
2 BEAUFORT	(1,744,461)	34.9	(1,625,000)	5	(3,369,461)	(18,714)	(3,388,176)	
1 BERTIE	(1,474,342)	29.5	(1,300,000)	4	(2,774,342)	(7,346)	(2,781,688)	
6 BLADEN	(787,289)	15.7	(650,000)	2	(1,437,289)	(10,432)	(1,447,721)	
3 BRUNSWICK	(2,306,446)	46.1	(2,275,000)	7	(4,581,446)	(71,391)	(4,652,837)	
13 BUNCOMBE	(3,087,268)	61.7	(3,900,000)	12	(6,987,268)	(120,417)	(7,107,685)	
13 BURKE	(894,546)	17.9	(650,000)	2	(1,544,546)	(38,186)	(1,582,732)	
10 CABARRUS	(2,214,443)	44.3	(975,000)	3	(3,189,443)	(145,815)	(3,335,258)	
11 CALDWELL	(870,385)	17.4	(975,000)	3	(1,845,385)	(45,144)	(1,890,529)	
1 CAMDEN	(284,028)	5.7	(325,000)	1	(609,028)	-	(609,028)	
2 CARTERET	(1,127,721)	22.6	(1,300,000)	4	(2,427,721)	(37,015)	(2,464,736)	
7 CASWELL	(650,198)	13.0	(650,000)	2	(1,300,198)	(1,908)	(1,302,106)	
12 CATAWBA	(3,005,046)	60.1	(1,950,000)	6	(4,955,046)	(91,572)	(5,046,618)	
8 CHATHAM	(1,286,028)	25.7	(650,000)	2	(1,936,028)	(14,807)	(1,950,835)	
14 CHEROKEE	(533,886)	10.7	(975,000)	3	(1,508,886)	(4,806)	(1,513,692)	
1 CHOWAN	(259,695)	5.2	(650,000)	2	(909,695)	(6,021)	(915,716)	
14 CLAY	(159,415)	3.2	(325,000)	1	(484,415)	(662)	(485,077)	
12 CLEVELAND	(1,869,057)	37.4	(975,000)	3	(2,844,057)	(48,499)	(2,892,556)	
6 COLUMBUS	(1,845,887)	36.9	(4,225,000)	13	(6,070,887)	(21,314)	(6,092,201)	
2 CRAVEN	(1,726,384)	34.5	(2,925,000)	9	(4,651,384)	(67,892)	(4,719,277)	
6 CUMBERLAND	(3,215,035)	64.3	(3,900,000)	12	(7,115,035)	(261,771)	(7,376,806)	
1 CURRITUCK	(1,109,513)	22.2	(325,000)	1	(1,434,513)	-	(1,434,513)	
1 DARE	(868,152)	17.4	(975,000)	3	(1,843,152)	(25,853)	(1,869,005)	
9 DAVIDSON	(2,610,654)	52.2	(2,275,000)	7	(4,885,654)	(60,205)	(4,945,859)	
9 DAVIE	(610,118)	12.2	(975,000)	3	(1,585,118)	(7,333)	(1,592,451)	
3 DUPLIN	(1,933,794)	38.7	(975,000)	3	(2,908,794)	(19,035)	(2,927,829)	
5 DURHAM	(2,767,912)	55.4	(650,000)	2	(3,417,912)	(249,413)	(3,667,325)	
4 EDGEcombe	(1,267,206)	25.3	(975,000)	3	(2,242,206)	(39,774)	(2,281,980)	
9 FORSYTH	(3,060,980)	61.2	(3,250,000)	10	(6,310,980)	(342,885)	(6,653,865)	
5 FRANKLIN	(767,613)	15.4	(650,000)	2	(1,417,613)	(9,470)	(1,427,083)	
12 GASTON	(2,296,583)	45.9	(975,000)	3	(3,271,583)	(150,915)	(3,422,498)	
1 GATES	(354,083)	7.1	(975,000)	3	(1,329,083)	(404)	(1,329,487)	
14 GRAHAM	(162,743)	3.3	(650,000)	2	(812,743)	(1,230)	(813,972)	
5 GRANVILLE	(1,830,974)	36.6	(1,300,000)	4	(3,130,974)	(22,155)	(3,153,129)	
2 GREENE	(878,310)	17.6	(975,000)	3	(1,853,310)	(3,083)	(1,856,392)	
7 GUILFORD	(5,206,422)	104.1	(3,575,000)	11	(8,781,422)	(419,166)	(9,200,588)	
4 HALIFAX	(1,496,962)	29.9	(2,275,000)	7	(3,771,962)	(30,456)	(3,802,418)	
6 HARNETT	(2,116,227)	42.3	(650,000)	2	(2,766,227)	(31,977)	(2,798,204)	
14 HAYWOOD	(1,125,676)	22.5	(2,925,000)	9	(4,050,676)	(23,264)	(4,073,940)	
14 HENDERSON	(1,376,705)	27.5	(2,600,000)	8	(3,976,705)	(26,693)	(4,003,398)	
1 HERTFORD	(719,204)	14.4	(650,000)	2	(1,369,204)	(11,724)	(1,380,929)	
8 HOKE	(471,725)	9.4	(650,000)	2	(1,121,725)	(5,887)	(1,127,612)	
1 HYDE	(78,400)	1.6	(975,000)	3	(1,053,400)	-	(1,053,400)	
12 IREDELL	(2,011,908)	40.2	(1,625,000)	5	(3,636,908)	(71,690)	(3,708,598)	
14 JACKSON	(1,667,580)	33.4	(1,950,000)	6	(3,617,580)	(4,164)	(3,621,744)	
4 JOHNSTON	(2,527,766)	50.6	(1,950,000)	6	(4,477,766)	(56,980)	(4,534,746)	
2 JONES	(650,341)	13.0	(975,000)	3	(1,625,341)	(2,188)	(1,627,529)	
8 LEE	(1,289,943)	25.8	(650,000)	2	(1,939,943)	(34,658)	(1,974,602)	
2 LENIOR	(1,403,518)	28.1	(1,300,000)	4	(2,703,518)	(31,829)	(2,735,347)	
						(L) Wilmington Bypass, US 74/76 in Brunswick County to US 421 in New Hanover County (R-2633 BC). Paving accelerated from FY 18 to FY 13	(18,500,000)	(23,152,837)
						(I) US 74 Shelby Bypass, west of SR 1161 (Pleasant Ridge Road) to West of NC 226 (R-2707 F) Paving accelerated from FY 17 to FY 13	(15,900,000)	(18,792,556)
						(I) SR 2601 (Macy Grove Road), Industrial Park Drive to SR 1005 (Old US 421) in Kernersville, Forsyth County (U-2800) Construction	(42,000,000)	(48,653,865)
						(L) Greensboro Western Loop, US 220 (Battleground Avenue) to SR 2303 (Lawndale Drive) (U-2524 D) Construction accelerated from FY 19 to FY 18.	(22,000,000)	(31,200,587)

ATTACHMENT A

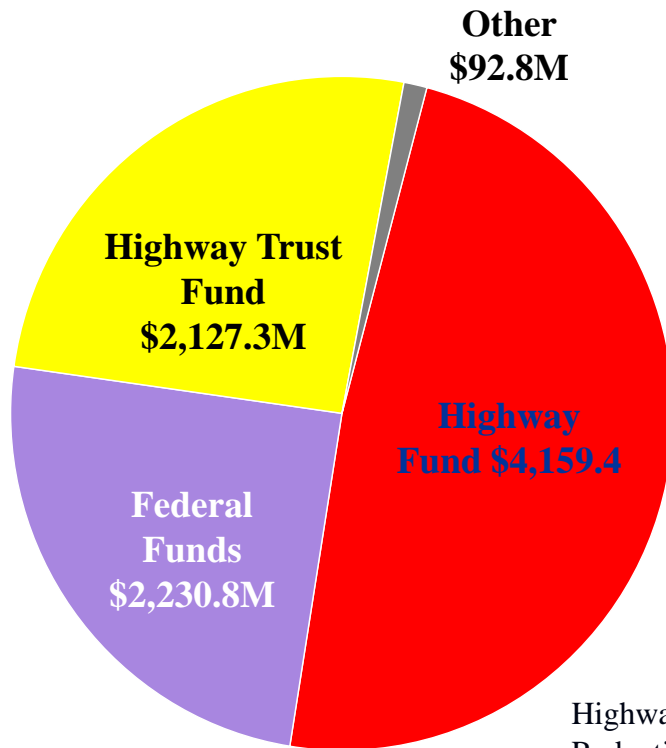
2012-2013 Potential Reductions by Capping
the Motor Fuel Tax Rate at 35.0 ¢ per gallon

HIGHWAY FUND						HIGHWAY TRUST FUND			Grand Total	
Div	County	Contract \$	Resurfacing Mileage	System Preservation (Bridges) \$	Number	Total	Powell Bill	(I) Intrastate and (L) Loop Projects Description		
12	LINCOLN	\$ (1,087,347)	21.7	\$ (650,000)	2	\$ (1,737,347)	\$ (13,800)		\$ (1,751,147)	
14	MACON	(567,051)	11.3	(975,000)	3	\$ (1,542,051)	(7,496)		\$ (1,549,547)	
13	MADISON	(318,430)	6.4	(650,000)	2	\$ (968,430)	(4,341)		\$ (972,771)	
1	MARTIN	(1,224,819)	24.5	(1,300,000)	4	\$ (2,524,819)	(12,425)		\$ (2,537,245)	
13	MCDOWELL	(1,124,987)	22.5	(1,950,000)	6	\$ (3,074,987)	(9,873)		\$ (3,084,860)	
10	MECKLENBURG	(5,267,060)	105.3	(3,575,000)	11	\$ (8,842,060)	(916,827)		\$ (9,758,887)	
13	MITCHELL	(417,162)	8.3	(975,000)	3	\$ (1,392,162)	(3,863)		\$ (1,396,025)	
8	MONTGOMERY	(964,649)	19.3	(1,625,000)	5	\$ (2,589,649)	(11,374)		\$ (2,601,023)	
8	MOORE	(1,985,802)	39.7	(1,625,000)	5	\$ (3,610,802)	(57,501)		\$ (3,668,304)	
4	NASH	(2,191,630)	43.8	(1,625,000)	5	\$ (3,816,630)	(62,840)		\$ (3,879,470)	
3	NEW HANOVER	(2,599,708)	52.0	(975,000)	3	\$ (3,574,708)	(126,453)	(L) Wilmington Bypass, US 74/76 in Brunswick County to US 421 in New Hanover County (R-2633 BC). Paving accelerated from FY 18 to FY 13	(12,400,000)	\$ (16,101,161)
1	NORTHAMPTON	(1,028,775)	20.6	(975,000)	3	\$ (2,003,775)	(8,503)		\$ (2,012,278)	
3	ONSLow	(1,918,077)	38.4	(975,000)	3	\$ (2,893,077)	(87,167)		\$ (2,980,245)	
7	ORANGE	(1,689,092)	33.8	(1,625,000)	5	\$ (3,314,092)	(86,727)		\$ (3,400,820)	
2	PAMLICO	(272,987)	5.5	(650,000)	2	\$ (922,987)	(4,926)		\$ (927,913)	
1	PASQUOTANK	(601,552)	12.0	(325,000)	1	\$ (926,552)	(22,062)		\$ (948,614)	
3	PENDER	(593,782)	11.9	(650,000)	2	\$ (1,243,782)	(9,846)		\$ (1,253,628)	
1	PERQUIMANS	(316,608)	6.3	(975,000)	3	\$ (1,291,608)	(3,355)		\$ (1,294,963)	
5	PERSON	(999,418)	20.0	(325,000)	1	\$ (1,324,418)	(10,058)		\$ (1,334,476)	
2	PITT	(1,659,959)	33.2	(3,900,000)	12	\$ (5,559,959)	(118,329)		\$ (5,678,287)	
14	POLK	(332,547)	6.7	(975,000)	3	\$ (1,307,547)	(5,440)		\$ (1,312,987)	
8	RANDOLPH	(1,668,974)	33.4	(3,250,000)	10	\$ (4,918,974)	(62,073)		\$ (4,981,047)	
8	RICHMOND	(1,326,042)	26.5	(1,300,000)	4	\$ (2,626,042)	(23,669)		\$ (2,649,711)	
6	ROBESON	(1,630,777)	32.6	(1,950,000)	6	\$ (3,580,777)	(49,891)		\$ (3,630,668)	
7	ROCKINGHAM	(1,881,505)	37.6	(2,925,000)	9	\$ (4,806,505)	(46,791)		\$ (4,853,296)	
9	ROWAN	(1,651,528)	33.0	(1,300,000)	4	\$ (2,951,528)	(75,480)		\$ (3,027,008)	
13	RUTHERFORD	(1,090,174)	21.8	(975,000)	3	\$ (2,065,174)	(26,091)		\$ (2,091,265)	
3	SAMPSON	(1,447,177)	28.9	(1,300,000)	4	\$ (2,747,177)	(16,962)		\$ (2,764,139)	
8	SCOTLAND	(432,257)	8.6	(325,000)	1	\$ (757,257)	(22,262)		\$ (779,519)	
10	STANLY	(1,451,503)	29.0	(650,000)	2	\$ (2,101,503)	(39,528)		\$ (2,141,031)	
9	STOKES	(831,096)	16.6	(650,000)	2	\$ (1,481,096)	(10,589)		\$ (1,491,685)	
11	SURRY	(1,836,960)	36.7	(975,000)	3	\$ (2,811,960)	(23,115)		\$ (2,835,075)	
14	SWAIN	(528,013)	10.6	(650,000)	2	\$ (1,178,013)	(2,018)		\$ (1,180,032)	
14	TRANSYLVANIA	(727,090)	14.5	(975,000)	3	\$ (1,702,090)	(9,374)		\$ (1,711,464)	
1	TYRRELL	(48,163)	1.0	-	-	\$ (48,163)	(1,032)		\$ (49,195)	
10	UNION	(2,577,628)	51.6	(2,600,000)	8	\$ (5,177,628)	(103,478)		\$ (5,281,107)	
5	VANCE	(552,576)	11.1	(325,000)	1	\$ (877,576)	(20,060)		\$ (897,636)	
5	WAKE	(5,915,895)	118.3	(3,900,000)	12	\$ (9,815,895)	(737,470)		\$ (10,553,365)	
5	WARREN	(765,096)	15.3	-	-	\$ (765,096)	(2,941)		\$ (768,037)	
1	WASHINGTON	(575,847)	11.5	-	-	\$ (575,847)	(5,966)		\$ (581,812)	
11	WATAUGA	(981,281)	19.6	(975,000)	3	\$ (1,956,281)	(21,908)		\$ (1,978,189)	
4	WAYNE	(1,724,087)	34.5	(650,000)	2	\$ (2,374,087)	(54,715)		\$ (2,428,802)	
11	WILKES	(1,100,326)	22.0	(2,600,000)	8	\$ (3,700,326)	(11,301)		\$ (3,711,626)	
4	WILSON	(1,730,756)	34.6	(650,000)	2	\$ (2,380,756)	(65,439)		\$ (2,446,194)	
11	YADKIN	(688,275)	13.8	(650,000)	2	\$ (1,338,275)	(9,297)		\$ (1,347,571)	
13	YANCEY	(365,611)	7.3	(3,575,000)	11	\$ (3,940,611)	(2,196)		\$ (3,942,807)	
		\$ (139,015,000)	\$ 2,780	\$ (139,100,000)	428	\$ (278,115,000)	\$ (5,857,711)		\$ (110,800,000)	\$ (394,772,711)

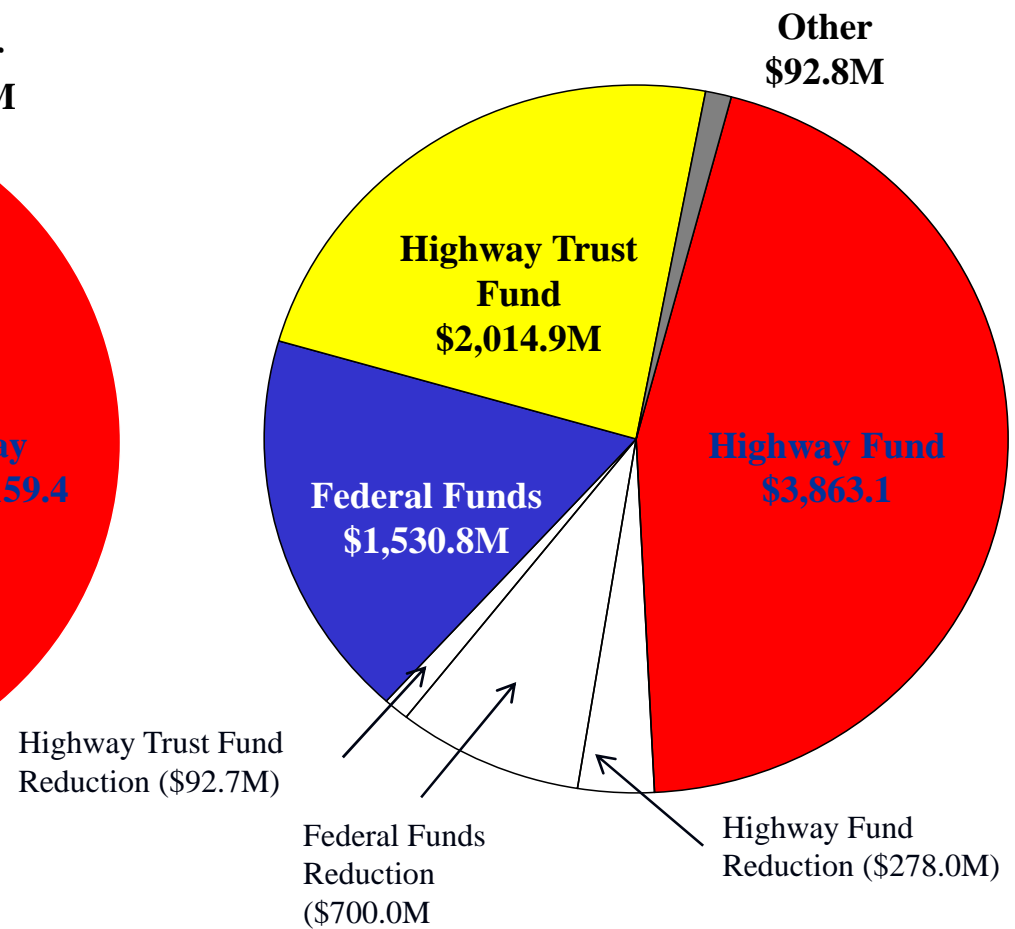
Last Updated: September 2011



2011-13 Biennium Budget (2 years)
(No Gas Cap & no Federal Reduction)

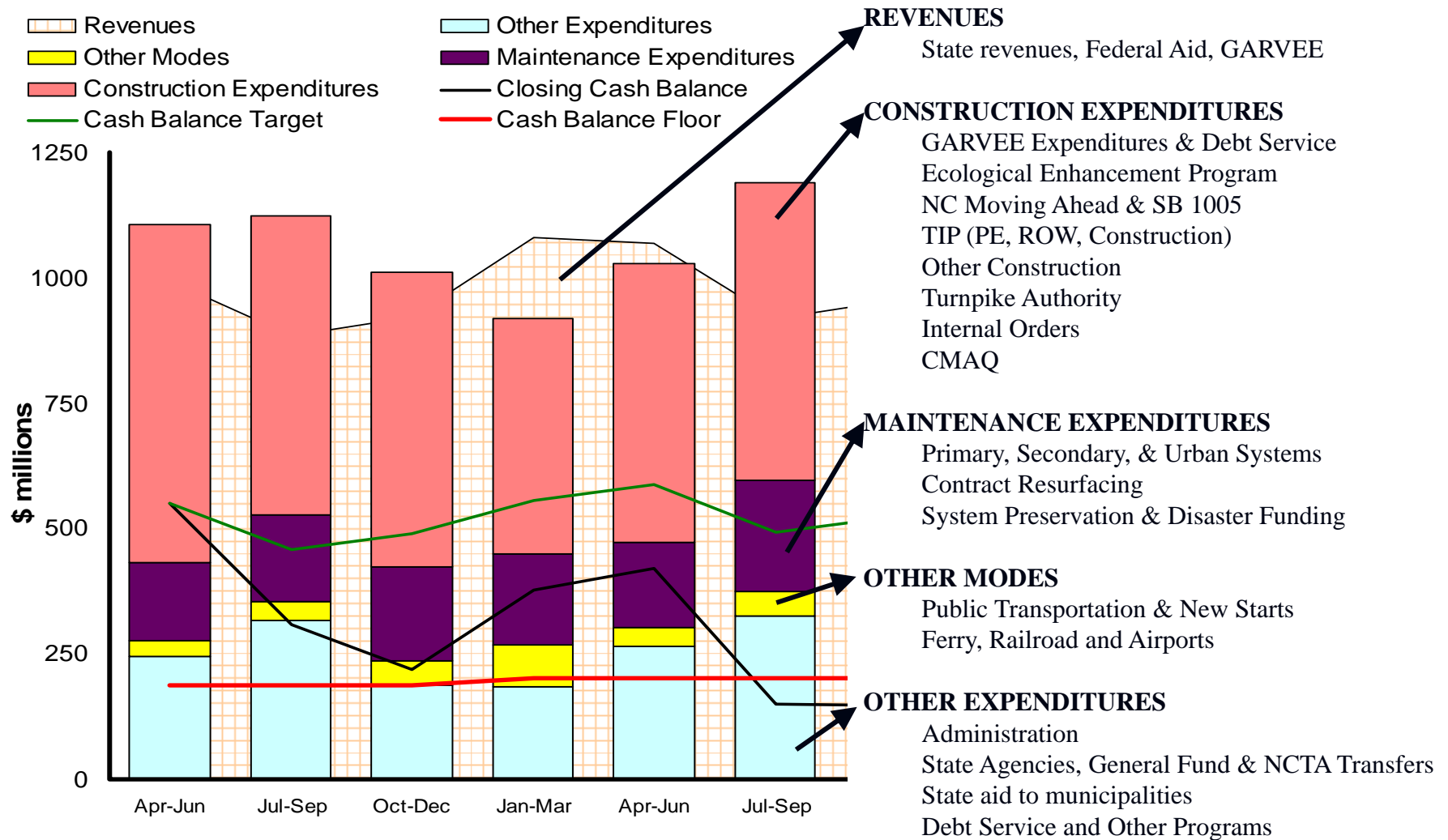


2011-13 Biennium Budget (2 years)
(35.0 Gas Cap & 35 % Federal Reduction)





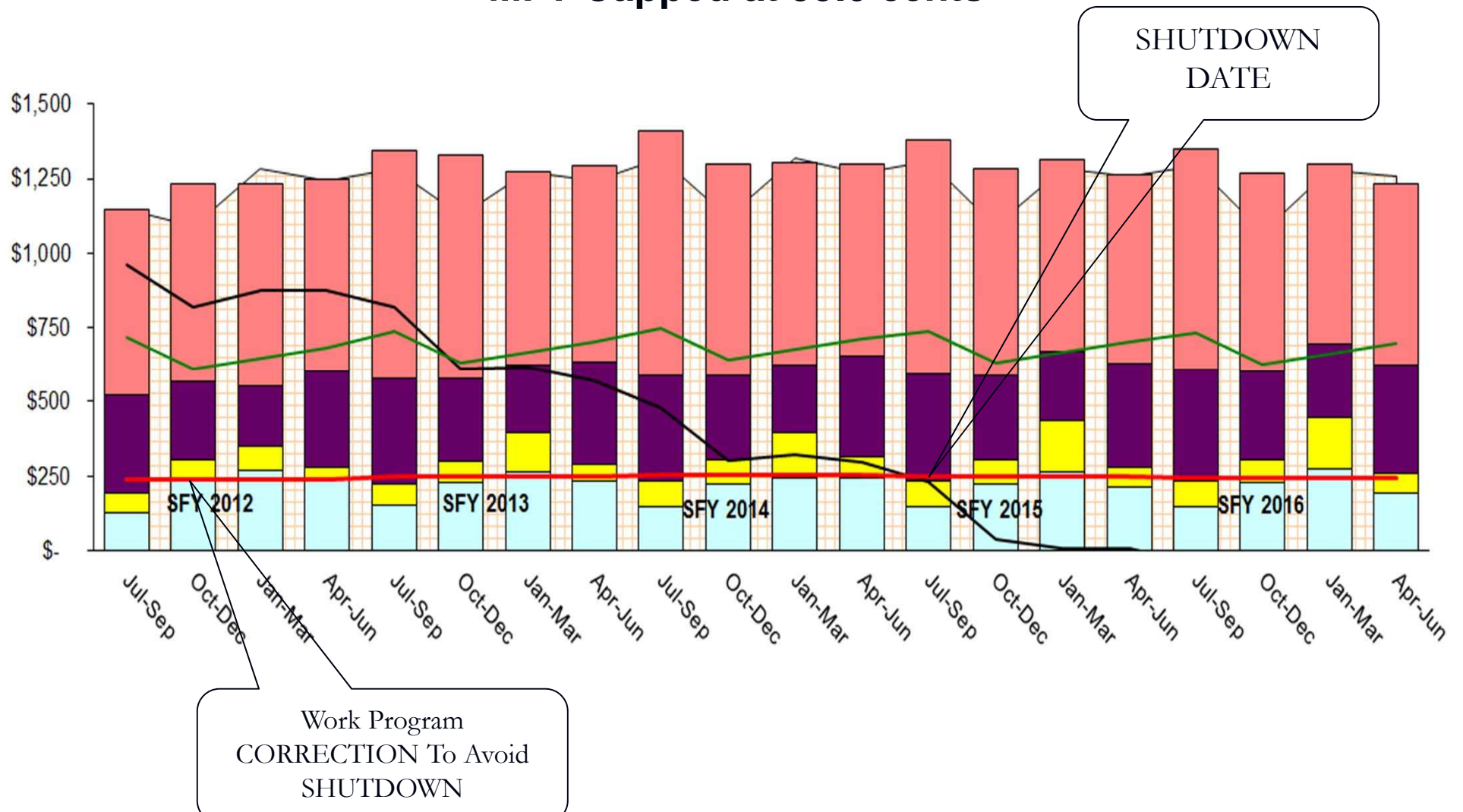
Cash Model Legend





Cash Model

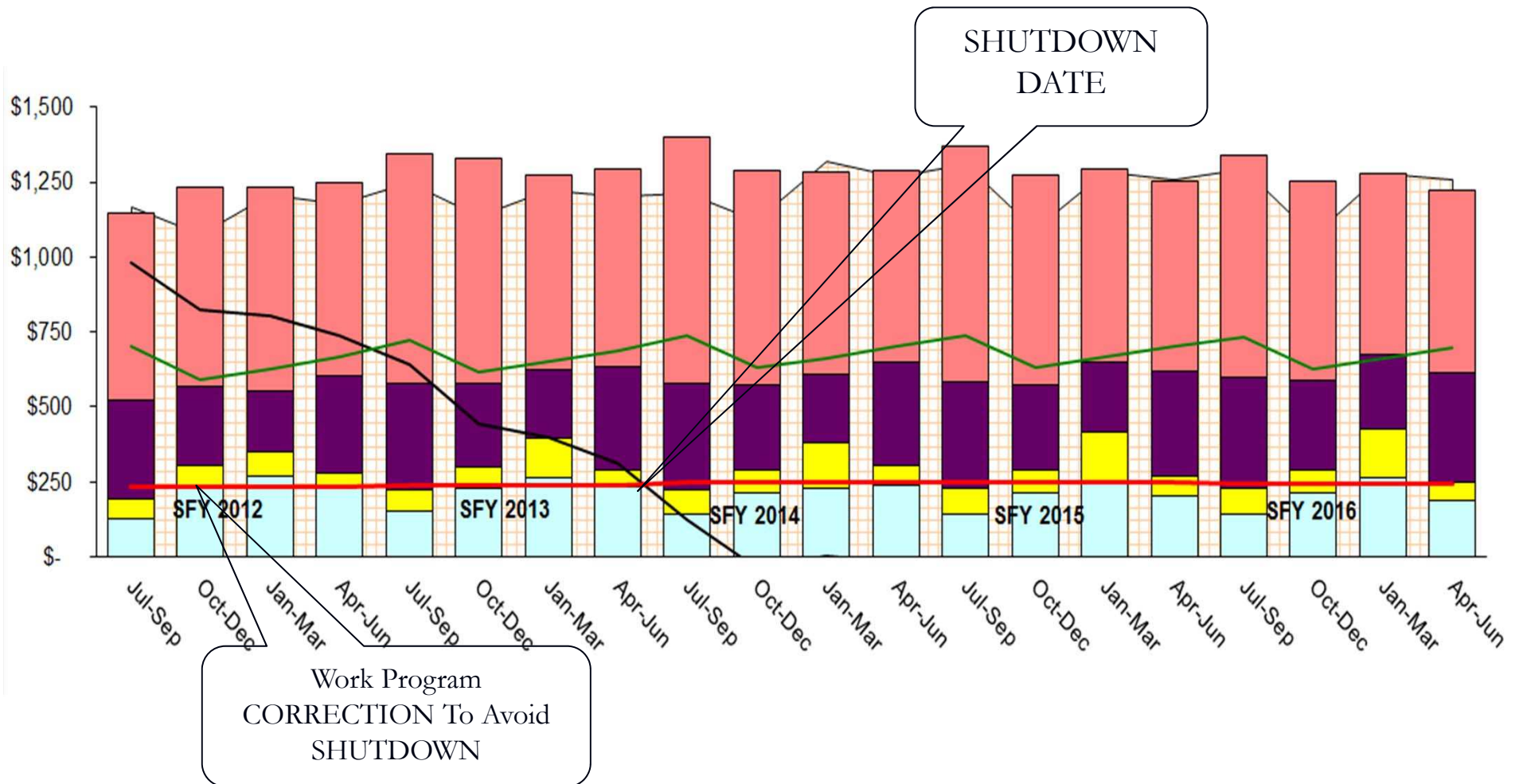
MFT Capped at 35.0 cents





Cash Model

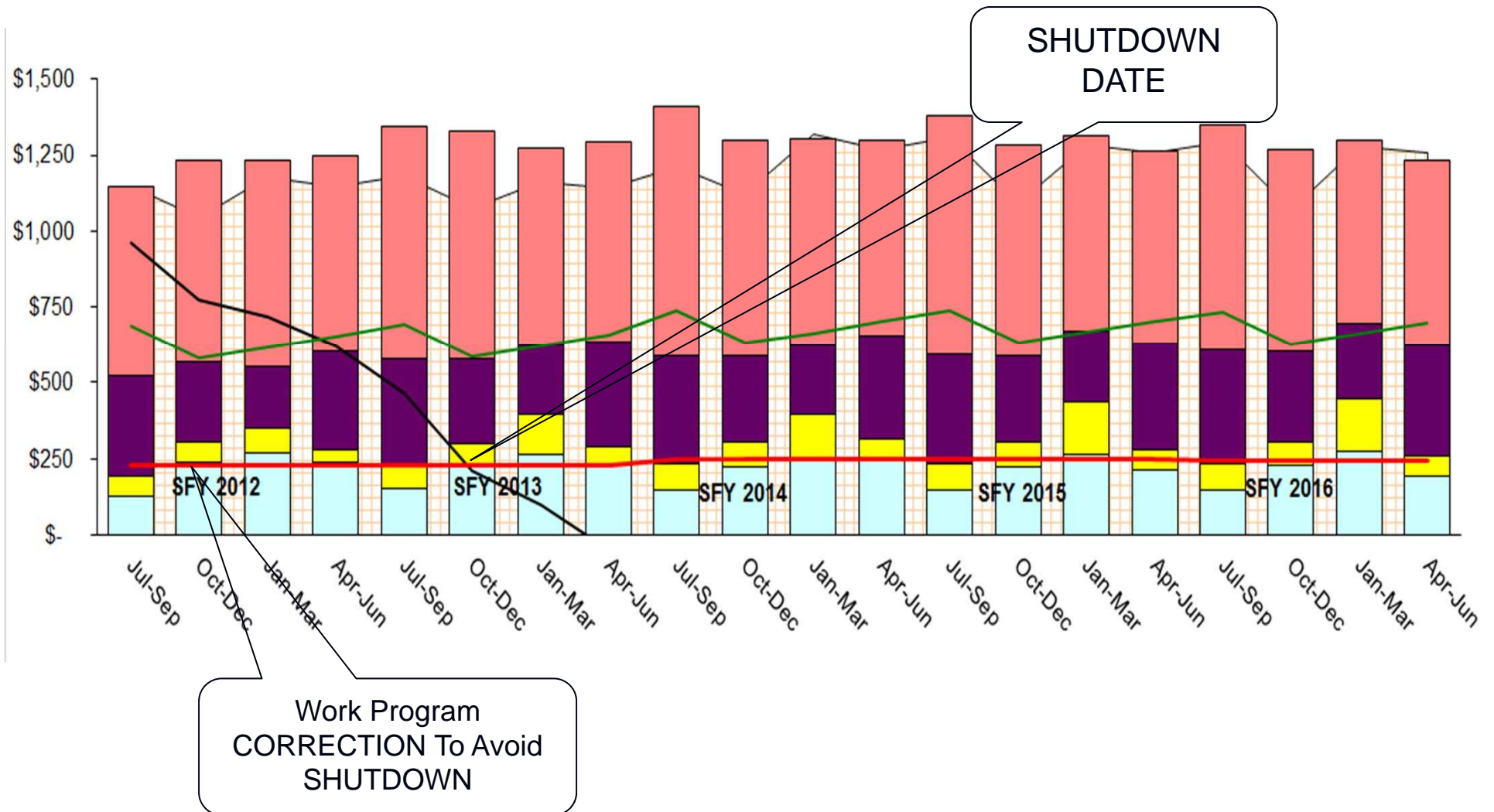
35% Federal Reduction





Cash Model

MFT Capped at 35.0 cents & 35% Federal Reduction





How to work together

Communication

- Come to NCDOT with transportation challenges and we will work help you find a solution
- Support transportation funding AT LEAST at the current level
 - If funding is cut at either state or federal level, impacts could to drastic
- Continue to support programing based on data, not politics



Questions and Discussion

