

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

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

**December 14, 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. November 9, 2011 TAC Meeting Minutes (9:00-9:05)
Attachment 5**

A copy of the November 9, 2011 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the November 9, 2011 TAC meeting.

**6. NCDOT Presentation on the State Motor Fuels Tax (9:05-9:30)
Attachment 6
Burt Tasaico, NCDOT**

The NC General Assembly has been considering legislation that would cap or cut the State motor fuels tax. In late November, the House voted to cap the tax, but the Senate adjourned before considering the legislation. The legislation may be reconsidered in 2012. Attachment 6 is a news article on this issue. Burt Tasaico, NCDOT State Program Analysis Engineer, will provide a presentation on the State motor fuels tax and other transportation funding.

TAC Action: Receive presentation and consider appropriate follow-up action.

**7. NC 54 Corridor Study (9:30-9:55)
Attachment 7
Leta Huntsinger, LPA Staff
Whit Blanton, Renaissance Planning Group**

A presentation on the NC 54 Corridor Study will be given by Whit Blanton of Renaissance Planning Group. The TAC is asked to release the draft report for public comment. The review and approval schedule is in Attachment 7. The draft report is included in the agenda packet for TAC members and is posted on the NC 54 Corridor Study website:

<http://www.nc54-i40corridorstudy.com/DraftReport.html>.

TCC Recommendation: That the TAC release the NC 54 Corridor Study Draft Report for public comment.

TAC Action: Release the NC 54 Corridor Study Draft Report for public comment.

**8. FY 2014-2020 Transportation Improvement Program – Regional Priority List (9:55-10:15)
Attachment 8, 8A, 8B
Ellen Beckmann, LPA Staff**

The DCHC MPO has begun creating our MPO Regional Priority List for the FY 2014-2020 Transportation Improvement Program. Attachment 8 is a memo describing the priority list and schedule. The MPO's project rankings are due December 16, 2011.

The TCC's recommendation for the final priority list including the rankings and project ranking points was released for public comment on October 28 (Attachment 8A). A public hearing on the priority list was held at the November 9, 2011, TAC meeting. The public comment closes on December 13, 2011. Public comments that have been received are Attachment 8B. LPA staff will submit the final priority list by December 16, 2011.

TCC Recommendation: That the TAC approve the distribution of ranking points for highway and transit projects and the ranking of bicycle/trail and pedestrian projects.

TAC Action: Approve the distribution of ranking points for highway and transit projects and the ranking of bicycle/trail and pedestrian projects included in the FY 14-20 TIP Regional Priority List.

**9. 2040 Long Range Transportation Plan and Comprehensive Transportation Plan (10:15 – 10:30)
Attachment 9, 9A, 9B, 9C
Andy Henry, LPA Staff**

The TAC will receive an update on development of the 2040 Long Range Transportation Plan (2040 LRTP), Comprehensive Transportation Plan CTP) and MPO Collector Street Plan (CSP). Attachment 9 is a current schedule for these projects. The next steps include:

- TAC release Goals, Objectives and Targets, and Public Involvement Plan for public comment at December 2011 TAC meeting;
- TAC release Socioeconomic Data for public comment at February 2012 meeting (including 2010 and 2040 forecast values by TAZ); and,
- TAC review Deficiency Analysis at March 2012 TAC meeting.

The TAC will review the proposed Goals and Objectives (Attachment 9A) and Targets (Attachment 9B) and release these documents for public review. Attachment 9C provides a detailed presentation on the method for calculating the Targets.

The public involvement activities recommended by the TCC include:

- Email, postal mail and public notices of the public review period and activities;
- Online survey, and;
- Public hearing at the January TAC meeting.

Since the TCC meeting, the LPA staff has had discussions about more comprehensive public involvement activities for the Goals and Objectives. As a result, the LPA staff will recommend that more active public presentations be added to those activities and that the public hearing be moved to the February TAC meeting to allow time for these added activities to be completed before the hearing.

TCC Recommendation: That the TAC release the Goals and Objectives and Targets for public comment.

TAC Action: Release the Goals and Objectives and Targets for public comment.

10. Triangle Regional Transit Program – Locally Preferred Alternative (10:30-10:40)

No Attachment

Patrick McDonough, Triangle Transit

Andy Henry, LPA Staff

LPA Staff anticipates the following schedule for the Locally Preferred Alternative:

- Public comment period closes – January 4 (one week before the public hearing)
- TAC conducts public hearing – January 11.
- TCC recommends Locally Preferred Alternative – January 25.
- TAC reviews and takes action on Locally Preferred Alternative – February 8.
- Deadline for providing Locally Preferred Alternative to Triangle Transit – February 15.

The following local reviews were conducted:

- Town of Chapel Hill – 11/14/11 public forum;
- Orange Board of County Commissioners – 11/15/11 regular meeting;
- Durham Board of County Commissioners – 12/05/11 work session; and,
- Durham City Council – 12/08/11 work session.

The full set of Alternatives Analysis reports and information for obtaining electronic and printed copies is on the www.ourtransitfuture.com Web site.

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

11. 2012 TAC and TCC Meeting Schedule (10:40-10:45)

Attachment 11

Ellen Beckmann, LPA Staff

The TAC and TCC meeting schedule for 2012 is Attachment 11.

TAC Action: Approve the 2012 TAC and TCC Meeting Schedule.

12. Election of MPO Officers for 2012 (10:45-10:50)

No Attachment

Ellen Beckmann, LPA Staff

The election of officers for the upcoming calendar year occurs on the agenda at the last TAC meeting of every year. The TAC Chair appoints a nominating committee in November to report back to the TAC in December. Diane Catotti and Mark Kleinschmidt were appointed as the nominating committee in November.

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

Lydia Lavelle and Ellen Reckhow are in their first terms as TAC Chair and Vice-Chair, respectively, and are therefore eligible to serve another term in their current offices.

TAC Action: Elect the TAC Chair and Vice Chair for 2012.

REPORTS:

13. Report from the TAC Chair

Lydia Lavelle, TAC Chair

TAC Action: Receive Report from TAC Chair

14. Report from the TCC Chair

Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

15. Report from Staff

Attachment 15

Felix Nwoko, LPA Staff

16. NCDOT Report

Attachment 16

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

17. Recent News Articles and Updates

Attachment 17

18. NCDOT 2040 Plan – Summary of Second Survey, MPO/RPO Workshops, and Modal Needs

Attachment 18

Adjourn

Next meeting: January 11, 2012

Dates of Upcoming Transportation-Related Meetings:

12/16/2011 Tri-MAP, RDU Authority, 10:30 am

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

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>Completed:</u> See 11/9/11 TAC Agenda.
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
10/12/11	Send a letter requesting the free use of the toll road by public buses.	<u>In Progress:</u> MPO and transit staffs have reviewed the relevant state legislation and are considering the legal issues related to allowing free use by transit vehicles.
11/9/11	Schedule a presentation on the state gas tax	<u>Completed:</u> See 12/14/11 TAC Agenda
11/9/11	Invite Paul Morris to a TAC meeting to discuss transit	<u>In Progress:</u>

41 There were numerous congratulations on the local elections.

42 **PRELIMINARIES:**

43 **Adjustments to the Agenda**

44 Lydia Lavelle stated there is one adjustment to the agenda. An application for Transportation
45 Enhancement – Call for Projects was distributed at the beginning of the meeting and will be discussed
46 after agenda item 12.

47 **Public Comments**

48 There were no comments from the public.

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

50 The Directives to Staff are attached for review.

51 **ACTION ITEMS:**

52 **October 12, 2011 TAC Meeting Minutes (Attachment 5)**

53 A motion was made by Mike Woodard and seconded by Eric Hallman to approve the October
54 12, 2011 TAC Meeting Minutes. The motion carried unanimously.

55 **FY 2014-2020 Transportation Improvement Program – Regional Priority List (Attachments 6 and 6A)**

56 Ellen Beckmann provided an introduction and update for the FY 2014-2020 Transportation
57 Improvement Program – Regional Priority List, along with the attachments.

58 Lydia Lavelle opened the Public Hearing at 10:00 a.m.

59 Ellen Reckhow stated feedback has been received from the public indicating bike projects in
60 Durham County are light. However, Ms. Reckhow notes that there are a lot of bike and sidewalk
61 projects listed under highway modernization projects that we aren't receiving credit for.

62 Ms. Beckmann stated they were instructed to put bike and sidewalk projects over \$1 million on
63 the highway modernization list. Ms. Beckmann responded to the citizens that questioned the lack of
64 projects.

65 Alice Gordon wants the local priority list rankings added to the spreadsheet as well because it is
66 the basis we are using.

67 Ed Harrison stated there still seems to be projects in areas where nobody lives getting points.
68 The rural facilities are not as needed as urban areas.

69 Michael Page stated he is glad to see Cook Road on the list. It needs attention.

70 Lydia Lavelle stated we need to let the public know that some of the Durham highway projects
71 include bike/ped facilities.

72 Chuck Watts, Jr. stated how much gets done for each mode depends on the investment
73 priorities. Several Board members are trying to increase the funds for bike/ped projects.

74 Alice Gordon asked Mr. Watts, Jr. if he has any comments on the MPOs approach to allocating
75 the points. Mr. Watts, Jr. stated in the beginning of prioritization there was an attempt to strategize by
76 classifying the projects in a different category and it didn't help. We need to make sure we
77 communicate our MPO's priorities to NCDOT.

78 Mark Ahrendsen stated we are trying to show where the real needs are and hopefully this
79 message will get to the ones making the decisions on how to allocate the funds. Mr. Watts, Jr. stated
80 this process is an attempt for a data driven transparent process.

81 Lydia Lavelle closed the Public Hearing at 10:23 a.m.

82 Ellen Reckhow asked if we will identify roads not designed to function as they are currently
83 being used in the next thoroughfare plan. Andy Henry stated they will be updated in the CTP.

84 Alice Gordon stated staff needs to look at all modes and categories to see the overall balance of
85 where the projects are located.

86 **NCDOT 2040 Plan (Attachment 7)**

87 Julie Bollinger with NCDOT provided a PowerPoint presentation on the NCDOT 2040 Plan, along
88 with an attachment.

89 Ms. Bollinger shared some preliminary values for modal needs which are in 2011 dollars and
90 include both operating and capital costs to achieve level of performance A: Aviation \$2 billion,
91 Bike/Pedestrian \$1.4 billion, Public Transportation, including light rail \$24.4 billion, Ferry \$1.8 billion,
92 Rail, including high speed and freight \$11.5 billion, Ports \$1.6 billion, and Highway \$129.6 billion for a
93 grand total \$172.2 billion. NCDOT will share the final values as soon as they are ready.

94 Ms. Bollinger stated NCDOT has not developed which revenue scenario will be used. There are
95 several options under consideration.

96 Ellen Reckhow asked why the two local taxes are included. It makes it appear that the state is
97 assuming we will take on more responsibility for roads or will give funds to the state and have to raise
98 taxes. These are red flags for us.

99 Bernadette Pelissier also has concerns with the reference to local taxes and recommends
100 removing the word "local" and make it statewide.

101 Alice Gordon also has concerns with the reference to local taxes. If it is a state plan, it should
102 use state revenue.

103 Mike Woodard stated the sales tax option troubles him as well because we can't go to the well
104 but so many times.

105 Chuck Watts, Jr. stated the options are in response to the bigger picture problem which is
106 decreasing revenue.

107 Ellen Reckhow suggested another option which is an increase in state tax for new cars which is
108 currently only 3%; which is one of the lowest in the country.

109 Ed Harrison stated the local government association needs to provide feedback.

110 Bill Bell stated a caveat for him is a local sales tax without a referendum.

111 Alice Gordon stated she is concerned about the local options, not only property tax, but also
112 sales tax. Ms. Gordon suggested identifying other items that currently have lower taxes that could be
113 options for increasing taxes and revenue.

114 Bernadette Pelissier stated that a tax on vehicle miles traveled (VMT) is a good option.

115 Alice Gordon stated on the Investment Priorities slide there is nothing listed on environmental
116 impacts which this MPO highly values. Environmental impacts need to be a consideration; energy use,
117 sustainability, air quality, and reducing greenhouse gas emissions. Ms. Bollinger stated even though it is
118 not on the slide, it is being considered. Ms. Gordon suggested adding a bullet for environmental
119 impacts.

120 Ellen Reckhow suggested adding "Using transportation infrastructure effectively and efficiently."
121 These programs soften the peaks by reducing peak traffic through TDM programs.

122 Chuck Watts, Jr. read NCDOT's Mission Statement. Mr. Watts, Jr. stated that it addresses many
123 of the issues expressed by the MPO. Mr. Watts, Jr. is concerned with the slide that indicated NCDOT
124 would accept less than optimal conditions. Ms. Bollinger stated sometimes it is not feasible to achieve
125 the highest level of service due to constraints.

126 Mike Woodard asked how the plan will be sent to the state legislature and how will the funding
127 needs be communicated. Ms. Bollinger will check and get back to Mr. Woodard.

128 Lydia Lavelle asked if NCDOT was able to track the geographic nature of the responses received
129 from the survey because it would be helpful to know where the responses were obtained. Ms. Bollinger
130 will check to see which survey requested the zip code and get back to Ms. Lavelle.

131 Ellen Reckhow is concerned about the stormwater pipe on Hillandale Road. How will the water
132 be cleaned before it enters the creek? Joey Hopkins stated NCDOT has to follow Neuse River rules and
133 all local requirements. Mr. Hopkins will check what Best Management Plans are in place and he will get
134 back to Ms. Reckhow.

135 Alice Gordon wants to know what survey questions were addressing environmental concerns.
136 Environmental impacts need to be added to the surveys.

137 A motion was made by Mike Woodard and seconded by Bill Bell to receive the presentation on
138 the 2040 Plan. The motion carried unanimously.

139 **New Freedom (FTA Section 5317) Grant Program – 2006-2009 Amendment (Attachments 8 and 8A)**

140 Maricia Brown provided an introduction for the New Freedom (FTA Section 5317) Grant
141 Program – 2006-2009 Amendment, along with the attachments.

142 A motion was made by Mike Woodard and seconded by Ellen Reckhow to approve the 2006-
143 2009 programs of projects with proposed adjustments. The motion carried unanimously.

144 **FY 2011 UPWP – Amendment #3 (Section 5307 grant funds only) Attachment 9**

145 Maricia Brown provided an introduction for the FY 2011 UPWP – Amendment #3 (Section 5307
146 grant funds only), along with the attachment.

147 A motion was made by Ellen Reckhow and seconded by Mike Woodard to approve the
148 resolution and supporting documents for the FY 2011 UPWP Amendment #3. The motion carried
149 unanimously.

150 **FY 2013 UPWP – Development Schedule (Attachment 10)**

151 Maricia Brown provided an introduction for the FY 2013 UPWP – Development Schedule, along
152 with the attachment. This is an earlier schedule than usual.

153 A motion was made by Mike Woodard and seconded by Eric Hallman to approve the schedule
154 for development of the FY 2012-2013 UPWP. The motion carried unanimously.

155 **FY 2012 UPWP – Amendment Schedule (No Attachments)**

156 Maricia Brown provided an introduction for the FY 2012 UPWP – Amendment Schedule. Ms.
157 Brown reviewed the amended schedule with TAC members.

158 **Triangle Regional Transit Program – Locally Preferred Alternative (No Attachment)**

159 Patrick McDonough stated there is good news on the passage of the Durham transit
160 referendum, people are excited. The Duke GoPass is very popular.

161 There will be presentations to the Town of Chapel Hill with the new council and they will have a
162 meeting on November 15, 2011 with the Orange County Board of County Commissioners and there will
163 be a work session on December 8, 2011. They will be briefing the Durham City Council and Durham
164 County Board of Commissioners on the LPA in December. The MPO will vote on February 8, 2012 on
165 the LPA. Mark Ahrendsen stated there will be an update at the November 30, 2011 Joint TAC meeting.

166 Patrick McDonough stated they will be presenting to the Wake County Commissioners next
167 Monday afternoon with their first look at the financial plan. Our sense is that Wake County may be
168 nearing completion of the local plan.

169 Ed Harrison stated the Burlington-Graham MPO will have to approve the Orange Bus and Rail
170 Plan.

171 Ellen Reckhow stated the Durham County Board of County Commissioners adjusted the Bus &
172 Rail Plan in response to public feedback. It helped to build support for the plan.

173 Alice Gordon stated we will need to follow-up with the Burlington-Graham MPO. Patrick
174 McDonough will follow-up with Damien Graham on the process involving the Burlington-Graham MPO.
175 Alice Gordon stated Orange County has been meeting with Mebane. Ms. Gordon stated it is important
176 that that Orange County Board of County Commissioners have the report on November 15, 2011. There
177 will be a work session for the Orange County Board of County Commissioners on December 8, 2011.

178 A motion was made by Alice Gordon and seconded by Mike Woodard to receive the update on
179 the draft Alternatives Analysis and provide comments on the Alternative Analysis and schedule. The
180 motion carried unanimously.

181 **Transportation Enhancement Call for Projects (Distributed at the beginning of the meeting)**

182 Ellen Beckmann provided an introduction for the Transportation Enhancement Call for Projects,
183 along with the attachment. The application is for the NC Division of State Historic Sites – Bennett Place
184 State Historic Site.

185 Mike Woodard stated we are endorsing the project and asked where the local match is coming
186 from. Ellen Beckmann stated she believes it is coming from the Department of Cultural Resources. It is
187 not a local government sponsored project.

188 A motion was made by Mike Woodard and seconded by Ellen Reckhow to authorize the Chair to
189 draft a letter in support of this project. The motion carried unanimously.

190 **Election of MPO Officers for 2012 (No Attachment)**

191 Lydia Lavelle asked Diane Catotti and Mark Kleinschmidt to serve as the nominating committee
192 for the Election of MPO Officers for 2012. They will report back to the TAC in December.

193 **REPORTS:**

194 **Report from the TAC Chair**

195 Lydia Lavelle reminded everyone there is a Joint TAC meeting on November 30, 2011 at 9:00
196 a.m. at the RDU Airport. There is also a RTA State of Mobility meeting on November 16, 2011 at the
197 Embassy Suites in Cary, NC at 11:30 a.m.

198 **Report for the TCC Chair**

199 Mark Ahrendsen stated there has been some movement on the federal reauthorization bill. In
200 addition to consolidating some programs and provide some additional flexibility, there has been
201 comments about a 95% return to all states. There is also talk about capping the state gas tax which
202 would have financial implications for the TIP funding program.

203 Staff is continuing to work with TTA/CAMPO/NCTA on the questions raised at the last TAC
204 meeting about tolling for transit and the high occupancy vehicles.

205 **Report from Staff (Attachment 16)**

206 The Report from Staff is attached for review.

207 **NCDOT Report (Attachment 17)**

208 Patrick Wilson, NCDOT Division 7, provided an update on projects. There are landscape
209 plantings being proposed at I-85 and Buckhorn Road. We are working on the construction authorization
210 for the Culbreth Road sidewalks.

211 Ed Harrison stated something needs to be fixed when a one-hundred page contract for six-
212 hundred feet of sidewalk is required when using Safe Route to School funds. Mark Ahrendsen stated
213 that Durham has the same concern because the administrative costs for these local projects are
214 burdensome. Joey Hopkins stated he agrees, but without changes in the federal rules, he advises to
215 look for alternative funding sources for small projects. Mr. Hopkins stated that bundling small projects
216 is helpful and a minimum cost of \$100,000 is suggested.

217 Lydia Lavelle questioned the Elm Street sidewalk project being delayed due to soil
218 contamination. Jeff Brubaker stated it is because the Department of Natural Resources wants to look at
219 potential contamination from a former dry cleaning site. Mr. Brubaker will follow up and get back to
220 Ms. Lavelle.

221 Joey Hopkins, NCDOT Division 5, provided an update on projects. There will be revisions to the
222 Alston Avenue project based on the City's request. The basic changes are on-street bike lanes and
223 parking from Main to Holloway. It is on schedule for right-of-way in 2012 and construction 2014.

224 The T.W. Alexander project will be finished during the next construction season.

225 There is a joint project between our Public Transit Division, our Bike/Ped Unit, and Triangle
226 Transit to look at bike and pedestrian access to transit in Durham. They are looking at three corridors
227 which are Fayetteville, Roxboro, and Holloway. There will be a kickoff meeting on November 17, 2011.

228 There is an issue with the federal wage rates between NCDOT and the Department of Labor in
229 North Carolina. There are discrepancies in the brand new Federal Wage Rates from the Department of

230 Labor. We are not going to advertise any projects using federal funds for now and are asking the local
231 governments not to advertise as well. We are hoping it will be less than 30 days.

232 Mr. Hopkins stated it may affect the ATT Bridge. Mark Ahrendsen stated the bridge project is
233 scheduled to be advertised next week. Mr. Hopkins stated NCDOT is trying to see if they can proceed
234 with advertisement and not award the project; but there is still an issue with which wage rate is
235 advertised. Mark Ahrendsen asked if we can advertise the project with the wage rates listed and
236 possibly issue an addendum while advertising. Mr. Hopkins stated they have not received an answer
237 yet, but as soon as they receive an answer they will let the City of Durham and TAC members know.

238 Mr. Hopkins described the gas tax handout. North Carolina is uniquely dependent on the gas
239 tax. Mr. Watts, Jr. stated our system is better, more efficient. Mr. Woodard suggested having a
240 presentation on how the gas tax is calculated. Mr. Hopkins will see if he can schedule someone to
241 provide a presentation at a future TAC meeting.

242 Mr. Hopkins stated that NCDOT is going through a re-organization. There is no longer a Chief
243 Engineers Office. The divisions now answer to the State Highway Administrators Office - Terry Gibson.
244 There is no longer a Highway Design Branch Office. They are working on trying to combine the Resident
245 Engineers with the District Offices. They are working on an implementation plan which is due by the
246 end of the month.

247 Mike Woodard wants to invite Paul Morris, Deputy Secretary for Transit, to a TAC meeting so he
248 can share his views. Mark Ahrendsen will work on getting him scheduled to attend a TAC meeting as we
249 will be looking to the state to be a financial partner in the transit plan.

250 **INFORMATIONAL ITEMS:**

251 **Recent News Articles and Updates (Attachment 18)**

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

253 **NC Metropolitan Mayors Coalition – A Summary of NC Transportation Funding (Attachment 19)**

254 The NC Metropolitan Mayors Coalition – A Summary of NC Transportation Funding is attached
255 for review.

256 **Adjournment**

257 There being no further business before the Transportation Advisory Committee, a motion was
258 made by Mike Woodard and seconded by Alice Gordon to adjourn the meeting at 11:23 a.m. The
259 motion carried unanimously.

Gas tax cap dies in legislature

Associated Press

Published: Monday, November 28, 2011 at 5:44 p.m.

Last Modified: Monday, November 28, 2011 at 10:40 p.m.

RALEIGH | North Carolina House members agreed Monday to temporarily cap the state's gasoline tax - on the verge of sharply rising in the new year - but the Senate decided to leave Raleigh without taking up the idea, saying it wasn't the right time to consider it.

The full House tentatively backed a [bill keeping the state motor fuels tax at 35 cents per gallon through June 30](#). The gas tax is recalculated automatically twice annually - Jan. 1 and July 1 - based on a formula linked to wholesale gas prices. The General Assembly's nonpartisan fiscal staff estimates the state tax would grow to as high as 38.9 cents without the cap.

"Maybe 4 cents on the gallon is not a lot," said Rep. Edgar Starnes, R-Caldwell, before the House voted 96-23 in favor of the bill. "But if you're unemployed or underemployed, then every penny counts and these are the people that we need to help at this time."

The measure could receive final House approval Tuesday, but it didn't matter because the Senate scheduled to hold a procedural session just after midnight Monday and go home without taking up any more legislation. That means the bill is dead.

Like the rest of the legislature, lawmakers from Southeastern North Carolina disagreed on what to do about the gas tax.

Rep. Danny McComas, R-New Hanover, said Monday afternoon that he supported a cap. Because North Carolina has one of the highest gas taxes in the nation - and as a result often has higher fuel prices than neighboring states - many long-distance travelers fuel up before they reach the state line or after they leave North Carolina. That, in turn, reduces gas tax revenues, McComas said.

He also said state residents need financial relief, not additional taxes come Jan. 1.

"Why should we be taxing more and making it more expensive for people to commute to work?" he said.

State Sen. Bill Rabon, a Southport Republican and co-chairman of the Joint Legislative Transportation Oversight Committee, said Monday afternoon he opposes the cap, calling it a "mighty big issue to jump on at the 11th hour."

He said the issue "seems to be as much a political stunt right now as it is good government."

"I'm not going to be one to say, 'Hey I'm the guy who saved you \$23 on gasoline taxes, and I'm really sorry about the school bus that your kid was on that fell through the bridge that we didn't repair,'" Rabon said.

State Department of Transportation officials said Monday that road resurfacing, bridge replacements, ferries, urban loop projects and other DOT services that depend on gas tax revenues would be impacted by the cap.

Rep. Susi Hamilton, D-New Hanover, said she generally opposes a cap because she believes the state can't afford to lose money for roads. She said a 4-cent increase in the gas tax would cost the average motorist less than \$30 a year and pay for much-needed infrastructure projects.

"We need those projects to continue to put North Carolina residents to work," Hamilton said.

Senators were less inclined to lose road-building funds that have been projected in approving this year's budget. Senate leader Phil Berger, R-Rockingham, said members are concerned that Democratic Gov. Beverly Perdue, not the legislature, would decide which projects get delayed. The House bill doesn't make those decisions.

"Now is not the time for us to be dealing with that issue," said Berger, adding that the Senate would be glad to examine the gasoline tax during the budget-adjustment session next May, and create a plan that could actually cut the tax, not cap it. Any bill also would be sent to Perdue, who would be asked to make the bill law or veto it.

The cap would have meant \$95.8 million less in revenues, although the bill's top advocate, Rep. Mitch Gillespie, R-McDowell, said about a third of that loss would be canceled with yet-used money sitting on the bottom line in the Highway Fund.

Supporters of freezing the cap at the current rate said it would give relief to the public while promoting accountability within the Department of Transportation. The House bill would have directed a study of the DOT tax structure. Some people believe the automatic recalculation of the tax keeps the issue from becoming too political. Others argue it prevents lawmakers from having to make tough decisions on the gas tax.

"This is the first step in the right direction," said Rep. Mike Stone, R-Lee.

North Carolina's current combined federal-state gasoline tax of 53.7 cents ranks ninth-highest in the nation, the American Petroleum Institute said. North Carolina's state tax grew by 2.5 cents per gallon this past July.

Opponents said the gas tax goes up because materials to build roads - asphalt among them - increase at the same time because they're made from petroleum, too.

"If we don't have these dollars to look after our highway system, we're making a sad mistake," said Rep. Jim Crawford, D-Granville.

Jim Trogdon, the chief operating officer at the Department of Transportation, said the agency estimates capping the tax for six months would mean 400 miles of road resurfacing and 72 bridge repairs would be delayed. The bill, which would have required cuts throughout the agency, also could have meant longer lines at driver's license offices, he said.

"This is a true and significant impact," said Trogdon, adding that there are also no promises limiting the tax will result in lower prices at the gas pump. Cap supporters said the state would still spend more money overall on bridge and road repairs with a cap.

Christie Barbee, a lobbyist for the Carolina Asphalt Pavement Association, told the House Finance Committee the bill also could have placed up to 2,800 construction jobs at risk, although Gillespie said later he believed the amount was overstated. Still, the bill passed the committee by a 28-3 wide margin, with several Democrats joining Republicans in backing what's considered a politically popular measure.

"We know a political exercise when we see one," House Minority Leader Joe Hackney, D-Orange, said before the floor vote.

Raleigh Bureau Chief Patrick Gannon contributed to this report.

NC 54 Phase II Blueprint Review and Approval Process – *Draft November 21, 2011*

Date	Activity
Nov 16	Presentation to TCC
Nov 21	Request Chapel Hill Council to release report for advisory board review and comment
Dec 14	TAC receives final report and releases for review
Dec 14	Presentation to Durham-Chapel Hill-Orange work group
Dec 21	TCC Meeting – questions and discussion from TCC members
Dec – Feb	Chapel Hill Advisory Board Review
Jan 4	NC 54 status report to JCCPC [2nd Floor Committee Room]
Jan 12	NC 54 Open House
Jan 17	BPAC
Feb 7	Report presented to Durham Planning Commission for review and comment. [Council Chambers]
<i>Feb 15 (Tentative)</i>	Presentation to Orange County Unified Transportation Board
Feb 21	Presentation to Orange County Commissioners
Feb 27	Comment on the report received at the Chapel Hill Public Forum
Mar 5	Report with advisory board comments provided to Durham County Board of Commissioners at a work session for review and comment
Mar 8	Durham City Council receives the report at a work session for review and comment
Mar 12	Chapel Hill Council approves comments on report
Mar 14	TAC Public Hearing
Mar 16	Deadline for public comment
Mar 28	TCC recommends NC 54 recommendations for approval by TAC
Apr 11	Approval by TAC

MEMORANDUM

To: Transportation Advisory Committee
DCHC MPO

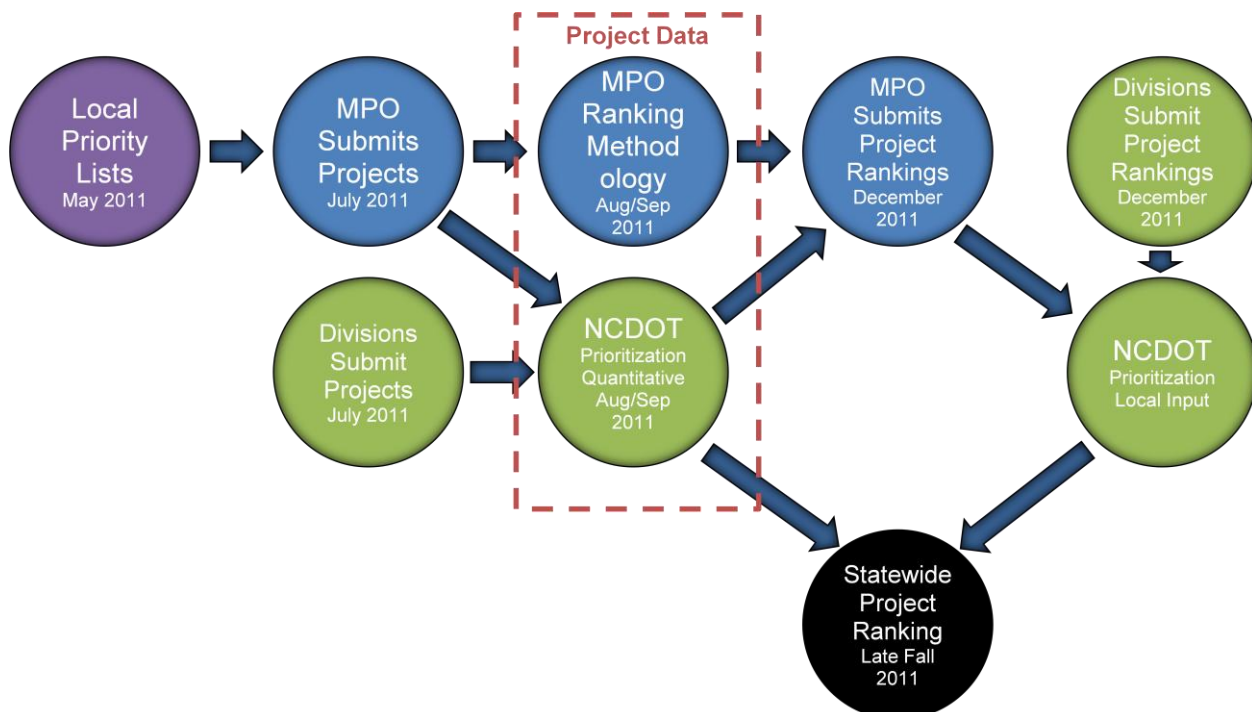
From: DCHC MPO Lead Planning Agency

Date: December 14, 2011

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

The DCHC MPO will be adopting our MPO Regional Priority List for the FY 2014-2020 Transportation Improvement Program at the December TAC meeting.

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. In early October, 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. The 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's schedule is shown below.

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 30-Dec 13	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 TCC's recommendation for rankings and points, the results of the MPO's ranking methodology, and the State scores. There are four tables: Highway, Bicycle, Pedestrian, and Transit. The criteria used in the methodology are not shown in the tables to make the tables easier to read. The detailed tables are on the MPO website.

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).

For the MPO ranking methodology, the maximum total score is 100. The quantitative portion of the State Score is provided for reference. For the quantitative portion of the State Score, the maximum total score is 70 for Statewide tier projects, 50 for Regional tier projects, and 30 for Subregional tier projects.

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). For projects that span MPOs/RPOs, the maximum points each organization can submit is equal to the percentage of the project within the geographic boundary of the organization (for example, if it is a very high priority, DCHC would submit 28 points for a project 28% in DCHC). Organizations can donate points to a neighboring MPO/RPO for a project outside of their area that is a high priority. 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 531- 534 (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 has developed a recommendation for the distribution of ranking points. Generally, the TCC recommends concentrating the MPO's points among a smaller number of projects to give these projects a better chance of getting funding. The TCC's recommendation is as follows:

1. Assign 100 points to the highest project by State score in each of the six tier/goals. This will maximize the scores for these projects in the final statewide ranking and ensure that the MPO's points are distributed among all tiers and goals. (600 points)
 - a. Statewide Mobility - #1144 US 15-501, East Lakeview Dr to Sage Rd, upgrade road to superstreet
 - i. As an operational intersection improvement, it is included in the 2035 LRTP as a Traffic Systems Management project.
 - ii. The MPO noted that this project was requested by Division 7 and was not on the MPO's priority list. During the public comment period, the Town of Chapel Hill submitted a comment that they do not support this project or the other superstreet project (#1143 US 15-501, Ephesus Church Rd. to Manning Dr.) which has the next highest State score for this category.
 - iii. If the TAC elects not to assign points to either of these superstreet projects, the next highest State score in the Statewide Mobility category is #1013 I-40, NC 147 to Wade Avenue, construct managed lanes. This project is 37% in DCHC. DCHC could assign 37 points to this project and donate 63 points to CAMPO to give it the equivalent of 100 points.
 - b. Statewide Infrastructure Health - #527 US 15-501, NC 86 to Ephesus Church Rd, sidewalks, wide outside lanes, and transit accommodations
 - c. Regional Mobility – #650 NC 54, I-40 to Barbee Chapel Rd, widen to 6-lane divided with bicycle, pedestrian, and transit facilities.
 - d. Regional Infrastructure Health - #961 NC 86, US 70A to I-40, wide outside lanes
 - e. Subregional Mobility - #637 Fayetteville Rd, Woodcroft Pkwy to Riddle Rd, widen to 4-lane divided with bike lanes and sidewalks.
 - i. The MPO noted that the City of Durham is considering funding all or part of this project. However, City funding may be insufficient to complete the entire project.
 - f. Subregional Infrastructure Health - #945 Barbee Chapel Rd/Farrington Rd, NC 54 to Stagecoach Rd, bike lanes and sidewalks
 - i. The MPO noted that the result of the NC 54 corridor study and Hillmont project may influence the design at the northern end of this project.
2. Assign 100 points to projects requested by the MPO that are scheduled for funding in FY 2019 or 2020 in the current work program to help ensure that the project schedules for these projects are maintained. (400 points)
 - a. #531-534, NC 54, I-40 to NC 55 (split into four phases). This project was requested by the MPO and has funding in FY 2020 in the current work plan.

- b. The only other project that this applies to is #527 US 15-501, NC 86 to Ephesus Church Rd, sidewalks, wide outside lanes, and transit accommodations. #527 already would receive 100 points since it is the highest statewide infrastructure health project in the MPO by state score.
 - c. Projects #10, I-40 widening in Orange County, and #6-7, I-85 widening in Orange County, also have funding in the current work plan. However, these were not on the MPO's priority list. These projects do not score very well. In addition, as statewide tier projects, the MPO's points only contribute 10 percent to the final score.
3. Assign the remaining points to subregional modernization projects according to the MPO score. Assign 50 points to the top three projects and 25 points to the next six projects. The top nine projects have the highest state scores for this tier/goal. Do not assign points to the two projects shared with TARPO because TARPO will give 100 of their points to these two projects. (300 points)
- a. #632 Jack Bennett Rd, US 15-501 to Lystra Rd, safety improvements
 - b. #375 Estes Dr, Greensboro St to NC 86, bike lanes, sidewalks and transit accommodations
 - c. #659 Dearborn Dr, East Club Blvd to Old Oxford Rd, bike lanes and sidewalks
 - d. #660 W. Cornwallis Rd, Erwin Rd to Chapel Hill Rd, bike lanes and sidewalks
 - e. #950 Old NC 86, Homestead Rd to Eubanks Rd, bike lanes, sidewalks, and transit accommodations
 - f. #951 Eubanks Rd, Old NC 86 to Rogers Rd, bike lanes, sidewalks, and transit accommodations
 - g. #1096 Eubanks Rd, Rogers Rd to NC 86, bike lanes, sidewalks, and transit accommodations
 - h. #952 Mount Carmel Church Rd, US 15-501 to Chatham County line, bike lanes
 - i. #949 Old Mason Farm Rd, NC 54 to Fordham Blvd, bike lanes and sidewalks

Bicycle and Trail

The table of bicycle and trail 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. For the MPO ranking methodology, the maximum total score is 100. The quantitative portion of the State Score is provided for reference. The maximum quantitative State Score is 65.

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

The TCC's recommendation is to rank projects by MPO score.

1. #1493 Rocky Creek Greenway Trail Extension, R. Kelly Bryant Bridge to NC 55
2. #1501 Greensboro Street, Weaver to Shelton
 - The TCC noted that the road will be resurfaced next year and sharrows will be requested. The remainder of the project (median, bicycle signal detection) may be able to be funded through Division, safety or local funds. Carrboro's longer term vision is to add bike lanes. The project description should be changed to reflect a new scope.
3. #1524 Mount Carmel Church Rd, US 15-501 to Bennett Rd
 - The MPO noted that this project is also part of #952 on the highway list. This project is shorter and less expensive and may be more likely to get funding than the highway project.
4. #1497 Campus to Campus Connector, Broad to Seawell School Rd
5. #2054 Morgan Creek Phase 3 in Chapel Hill

- The Town of Chapel Hill has requested that the MPO rank #1530 Bolin Creek Greenway Trail Phase 4 as the #5 project instead of Morgan Creek Phase 3

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. For the MPO ranking methodology, the maximum total score is 100. The quantitative portion of the State Score is provided for reference. The maximum quantitative State Score is 65.

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 NCDOT Bike/Ped Division stated that they would be unlikely to fund a streetscape project with Pedestrian TIP funding if sidewalks already exist.

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

The TCC's recommendation is to rank projects by MPO score, skipping streetscape projects and #1502 NC 54, NC 55 to RTP. Durham staff would prefer pursuing local, STPDA, or CMAQ funding for the NC 54 project due to its smaller size.

1. #1505 Duke St, Murray Ave to Roxboro Rd
2. #1503 Roxboro Rd, Murray Ave to Pacific Ave
3. #1520 Holloway St, Junction Rd to Chandler Rd
4. #1506 Horton Rd, Guess Rd to Roxboro Rd
5. #1504 Cook Rd, Fayetteville Rd to MLK Pkwy

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. For the MPO's ranking methodology, the maximum total score is 100. The quantitative portion of the State Score is provided for reference. The maximum State Score is 100.

The TCC had several concerns about NCDOT's methodology for awarding points and how these scores were included in the MPO's ranking methodology. An alternative MPO ranking methodology was developed that uses the data that the State Scores are based on and meets the intention of the adopted MPO methodology. The alternative MPO score is displayed in the table. The alternate scoring methodology produces a list that logically groups similar projects with replacement vehicles at the top of the list.

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%

The TCC's recommendation is to score projects by project type and assign Triangle Transit half as many points as DATA and CHT projects since Triangle Transit will also receive points from CAMPO.

1. Replacement vehicles: 56/28 points each
2. Expansion vehicles and rail transit design phases: 44/22 points each
3. Park and ride lots, technology, bus rapid transit, bus on shoulder: 31/15 points each

This is the first year NCDOT has attempted to prioritize transit projects and staff have acknowledged that they need to continue to refine their prioritization methodology. NCDOT staff members say that NCDOT plans to continue to provide a 10 percent state match to transit capital projects that receive federal grant funds (typically projects are funded 80 percent federal, 10 percent state, and 10 percent local). In theory, if the state funding runs low, they would use the prioritization results to determine which projects to provide a match to. However, in past years, the local governments' ability to provide a 10 percent match for federal funding has been the limiting factor that determines which projects are funded. Thus the results of the state prioritization methodology are unlikely to have an effect on which transit projects move forward. The transit agencies and local governments will continue to largely determine how federal grant funds are used.

TCC Recommendation: That the TAC approve the distribution of ranking points for highway and transit projects and the ranking of bicycle/trail and pedestrian projects.

TAC Action: Approve the distribution of ranking points for highway and transit projects and the ranking of bicycle/trail and pedestrian projects.

SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	highest state score in tier/goal			Reason/Notes	Submitting Agency and Local Rank
										MPO Score	State Score	TCC Recommended Points		
945	Subregional	Infrastructure Health	Modernization		SR1110	Barbee Chapel Road/Farrington Road	NC 54	SR 1107 (Stagecoach Road)	Construct bike lanes and sidewalks.	85.339	26.044	100	Top Subregional Infrastructure Health project by State Score	Durham, Durham County: no local rank provided
1013	Statewide	Mobility	Capacity		092 I-040		NC 147	Wade Avenue	Construct Managed Lanes	83.201	42.465	0	Submitted by Division 5. Part in CAMPO, DCHC 37%. MPO score only contributes 10% to final score for the Statewide tier and project is only 37% in DCHC. Division 5 to award 85 points to the project.	Submitted through CAMPO
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.	82.742	23.871	50	By MPO Score	Submitted by Chatham County for previous prioritization
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.	82.557	24.653	50	By MPO Score	Carrboro #1
659	Subregional	Infrastructure Health	Modernization		SR1666	Dearborn Drive	SR 1669 (East Club Boulevard)	SR 1004 (Old Oxford Road)	Construct Bicycle Lanes and Sidewalks	82.274	25.762	50	By MPO Score	Durham, Durham County: no local rank provided
660	Subregional	Infrastructure Health	Modernization		SR1158	West Cornwallis Road	SR 1306 (Erwin Road)	SR 1127 (Chapel Hill Road)	Construct Bicycle Lanes and Sidewalks	81.307	24.653	25	By MPO Score	Durham, Durham County: no local rank provided
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.	81.307	24.653	25	By MPO Score	Carrboro #4, Orange County #3
951	Subregional	Infrastructure Health	Modernization		SR1727	Eubanks Road	SR 1009 (Old NC 86)	Rogers Road	Construct bike lanes and sidewalks and transit accommodations.	81.307	24.653	25	By MPO Score	Carrboro #5, Orange County #7
1096	Subregional	Infrastructure Health	Modernization		068 SR1727	Eubanks Road	SR 1729 (Rogers Road)	NC 86	Construct bicycle lanes, sidewalks, safety and intersection improvements.	80.339	23.544	25	By MPO Score	Chapel Hill: no local rank provided
952	Subregional	Infrastructure Health	Modernization		SR1008	Mount Carmel Church Road	US 15-501	Chatham County Line	Construct bike lanes.	80.057	24.653	25	By MPO Score	Submitted by Orange County for previous prioritization
1162	Subregional	Infrastructure Health	Modernization		068 SR1005	Old Greensboro Rd.	SR 2057 (Sturbridge Lane)	Alamance County Line	Add 4-foot paved shoulders	78.807	24.653	0	Part in TARPO, DCHC 22%. TARPO will award 100 points to this project. They are donating 22 points to DCHC.	Orange County through TARPO
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.	78.121	22.436	25	By MPO Score	Submitted by Chapel Hill for previous prioritization
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.	77.742	23.871	0	Part in TARPO, DCHC 28%. TARPO will award 100 points to this project. They are donating 28 points to DCHC.	Orange County through TARPO
1100	Subregional	Infrastructure Health	Modernization		068 SR1927	Merritt Mill Road	1010 (Franklin Street)	1919 (South Greensboro Street)	Construct bicycle lanes and sidewalks.	76.307	22.153	0		Chapel Hill: no local rank provided
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.	74.653	21.327	0		Carrboro #3, Orange County #3
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.	72.839	21.044	0		Hillsborough #3, Orange County #5
953	Subregional	Infrastructure Health	Modernization		SR1009	Old NC 86	I-40	SR 1727 (Eubanks Road)	Widen outside lanes.	72.557	22.153	0		Orange County #3
961	Regional	Infrastructure Health	Modernization		NC086		US 70A	I-40	Add 4' Paved shoulders to accommodate bicycles.	72.016	30.489	100	Top Regional Infrastructure Health project by State Score.	Hillsborough #4, Submitted by Orange County for previous prioritization
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).	71.871	19.936	0		Carrboro #2, Orange County #6
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.	71.463	34.683	0		Chatham County #1
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	70.339	21.044	0	Part in TARPO, DCHC 44%	Orange County #8

SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	highest state score in tier/goal			Reason/Notes	Submitting Agency and Local Rank
										MPO Score	State Score	TCC Recommended Points		
658	Subregional	Infrastructure Health	Modernization		SR1669	Club Boulevard	Ambridge Street	SR 1670 (East Geer Street)	Construct Bicycle Lanes and Sidewalks	70.057	19.653	0		Durham, Durham County: no local rank provided
663	Regional	Infrastructure Health	Modernization		NC086	Martin Luther King, Jr. Boulevard	I-40	North Street	Construct Bicycle Lanes and Sidewalks	68.895	27.672	0		Submitted by Chapel Hill for previous prioritization
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)	68.403	18.827	0		Submitted by Chapel Hill for previous prioritization
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.	67.557	19.653	0		Submitted by Chapel Hill for previous prioritization
653	Subregional	Infrastructure Health	Modernization		SR1721	Lystra Road	US 15/501	SR 1008 (Farrington Point Road)	Safety improvements.	66.653	15.827	0		Submitted by Chatham County for previous prioritization
944	Regional	Infrastructure Health	Modernization		NC751	Hope Valley Road	SR 1146 (South Roxboro Road)	Martin Luther King, Jr. Parkway	Construct bike lanes and sidewalks.	66.155	26.932	0		Durham, Durham County: no local rank provided
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.	65.719	19.901	100	Top Subregional Mobility project by State Score. Durham is considering funding this project but may not have enough funding to construct all of it.	Durham, Durham County: no local rank provided
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).	65.369	26.746	100	To maintain schedule/funding in 12-18 TIP. Funded for feasibility study and R/W in 2020 in 12-18 TIP. Division 5 to award 90 points to this project.	Durham, Durham County: no local rank provided
666	Regional	Infrastructure Health	Modernization		NC054		US 15/501	SR 1110 (Barbee Chapel Road)	Construct Bicycle Lanes and Sidewalks	65.296	27.133	0		Submitted by Chapel Hill for previous prioritization
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.	64.531	30.732	100	Top Regional Mobility project by State Score.	Durham, Durham County: no local rank provided
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.	64.251	38.032	100	Top Statewide Infrastructure Health project by State Score. Also to maintain schedule/funding in 12-18 TIP. Funded for Construction in FY2019 in 12-18 TIP.	Submitted by Chapel Hill for previous prioritization
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).	64.116	27.286	100	To maintain schedule/funding in 12-18 TIP. Funded for feasibility study and R/W in 2020 in 12-18 TIP. Division 5 to award 90 points to this project.	Durham, Durham County: no local rank provided
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).	63.801	25.707	100	To maintain schedule/funding in 12-18 TIP. Funded for feasibility study and R/W in 2020 in 12-18 TIP. Division 5 to award 90 points to this project.	Durham, Durham County: no local rank provided
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	63.082	16.673	0		Hillsborough #2, Orange County #4
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.	62.572	28.802	0		Carried over from previous prioritization
947	Subregional	Infrastructure Health	Modernization		SR1102, SR 1977	Sedwick Road	SR 1100 (Grandale Drive)	SR 1945 (South Alston Avenue)	Construct bike lanes and sidewalks.	62.153	16.327	0		Durham, Durham County: no local rank provided
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.	60.961	18.809	0		Hillsborough #1, Orange County #1
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)	60.831	42.339	0		Submitted through CAMPO
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).	60.621	17.436	0		Durham, Durham County: no local rank provided
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	60.356	43.627	0	Submitted by Division 7. An interchange at US 15-501/Manning Drive is not in the 2035 L RTP.	Division 7

SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	highest state score in tier/goal			Reason/Notes	Submitting Agency and Local Rank
										MPO Score	State Score	TCC Recommended Points		
1305	Subregional	Infrastructure Health	Modernization		086 SR2008	Carmichael Street	US 15/501	Northern Terminus of Roadway	Repave and with bicycle accommodations	59.25	15.5	0		Chapel Hill: no local rank provided
1144	Statewide	Mobility	Capacity		068 US015	Fordham Boulevard	East Lakeview Drive	Sage Road	Upgrade road to "Superstreet"	58.878	49.924	100	Top Statewide Mobility project by State Score. Chapel Hill Council will provide comments on this project.	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.	58.759	23.521	0	Durham is considering funding this project.	Durham, Durham County: no local rank provided
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.	58.686	15.218	0		Durham, Durham County: no local rank provided
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.	58.106	15.588	0		Durham, Durham County: no local rank provided
1014	Statewide	Mobility	Capacity		092 I-540		I-40	US 64 Bypass	Convert Freeway to TOLLED Facility and widen to 8 lanes	57.87	21.993	0	Part in CAMPO, DCHC 2%	Submitted through CAMPO
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)	57.337	8.0627	0	Part in CAMPO, DCHC 46%	Submitted through CAMPO
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 .	57.186	28.738	0		Orange County #9
997	Statewide	Mobility	Capacity		032 NC147	Durham Freeway	I-40	East End Connector	Widen roadway to 6 lanes and rehabilitate pavement	56.822	25.192	0	Division 5 to award 85 points to this project.	Division 5
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.	56.723	21.901	100	To maintain schedule/funding in 12-18 TIP. Funded for feasibility study and R/W in 2020 in 12-18 TIP. Division 5 to award 90 points to this project.	Durham, Durham County: no local rank provided
649	Subregional	Infrastructure Health	Modernization		SR1762	Jeremiah Drive	SR 1721 (Lystra Road)	End of Road	Elevate road for flood control.	56.25	12.5	0		Submitted by Chatham County for previous prioritization
655	Subregional	Mobility	Interchange/Intersection		SR1780	Estes Drive	SR 1772 (Greensboro Street)		SR 1780 (Estes Drive)/SR 1772 (Greensboro Street) construct roundabout.	55.115	17.81	0		Submitted by Carrboro for previous prioritization
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.	54.428	10.186	0		Durham, Durham County: no local rank provided
937	Statewide	Mobility	Interchange/Intersection		US015, US501		SR 1742 (Ephesus Church Road)		Intersection Improvements	54.202	24.065	0		Submitted by Chapel Hill for previous prioritization
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.	53.647	11.603	0	Not in 2035 L RTP	Carried over from previous prioritization - not in 2035 L RTP
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.	52.907	14.638	0		Carrboro #6
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.	52.598	15.716	0		Durham, Durham County: no local rank provided
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.	51.742	10.163	0		Carried over from previous prioritization
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	51.217	18.02	0	Durham is considering funding this project but may not have enough funding to construct all of it.	Durham, Durham County: no local rank provided
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.	50.605	16.338	0		Durham, Durham County: no local rank provided
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.	49.251	17.212	0		Durham, Durham County: no local rank provided

SPOTID	Tier	Goal	Improvement Type	TIP #	Route	Route Name	From / Cross Street	To	Description	highest state score in tier/goal			Reason/Notes	Submitting Agency and Local Rank
										MPO Score	State Score	TCC Recommended Points		
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.	49.014	29.426	0	MPO score only contributes 10% to final score for the Statewide tier. Low MPO and state score. Funded for Construction in FY2019-2020 in 12-18 TIP.	Carried over from previous prioritization
487	Subregional	Mobility	Capacity	U-4716D	SR1978	Hopson Street	SR 1999 (Davis Drive)	NC 54 (Miami Blvd)	Widen to multi-lanes.	48.757	10.373	0		Carried over from previous prioritization - not in 2035 LRTP
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.	47.574	10.216	0		Chapel Hill: no local rank provided
558	Regional	Mobility	Capacity			I-85/US 70 Connector	US 70		Reconstruct interchange to allow for full movements	46.314	10.528	0	DCHC 98%	Orange County #2
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.	45.827	21.122	0	MPO score only contributes 10% to final score for the Statewide tier. Low MPO and state score. Funded for R/W in FY 2019-2010 in 12-18 TIP.	Carried over from previous prioritization
555	Regional	Mobility	Capacity		NC751		US 64	Durham County Line	Widen to 4 lanes with bicycle lanes on existing location.	40.588	15.643	0	Not in 2035 LRTP, part in TARPO, DCHC 60%	Carried over from previous prioritization - not in 2035 LRTP
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.	37.648	13.147	0		Durham, Durham County: no local rank provided
1097	Statewide	Infrastructure Health	Modernization		032 NC147		East End Connector	US 15/501	Modernization, pavement Rehabilitation and ramp consolidations/interchange upgrades	35.862	12.671	0		Division 5
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.	31.773	15.229	0	MPO score only contributes 10% to final score for the Statewide tier. Low MPO and state score. Funded for R/W in FY 2019-2010 in 12-18 TIP.	Carried over from previous prioritization

SPOT ID	Route Name	From	To	Description	Name and Short Description	Counties	Total Cost (Sum)	MPO Score	MPO Rank	State Score	Notes	Submitting Agency and Local Rank	TCC Recommended Rank
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	92.8	1	52	Used v/c on NC 55	Durham, Durham County #3	1
1501	1919 (Greensboro Street)	Weaver Street	Shelton Street	N. Greensboro St. corridor from Weaver St. to Shelton St. – bicycle lanes and pedestrian improvements (paint, median, bicycle signal detection, etc.)	1919 - N. Greensboro St. corridor from Weaver St. to Shelton St. – bicycle lanes and pedestrian improvements (paint, median, bicycle signal detection, etc.)	Orange	TBD - new cost estimate needed to reflect change in scope	68.9	2	52	The road will be resurfaced next year and sharrow will be requested. Description was changed to add widening for bike lanes. Points decreased due to additional right-of-way likely needed.	Submitted by Carrboro for previous prioritization	2
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	65.0	3	60	Overlaps with highway project #952. Subcommittee recommends ranking this project since the longer/more expensive highway project is unfunded.	Submitted by Chapel Hill for previous prioritization	3
1497	Campus to Campus Connector	Broad Street	1843 (Seawell School Road)	Campus to Campus Connector (Broad St. to Seawell School)	Campus to Campus Connector (Broad St. to Seawell School)	Orange	\$900,000	64.7	4	52	Used v/c on Estes	Carrboro #1, Chapel Hill no local rank provided	4
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)	Morgan Creek Phase 3 in Chapel Hill - from the end of	Orange	\$3,700,000	61.7	5	35	Used v/c on Fordham	Submitted by Chapel Hill for previous prioritization	5
1530	Bolin Creek Greenway Trail Phase IV	Umstead Park	Carolina North	Bolin Creek Phase IV (Umstead Park to Carolina North, follow	Bolin Creek Greenway Trail Phase IV - (from Umstead Park	Orange	\$3,100,000	61.4	6	52	used v/c on Estes	Submitted by Chapel Hill for previous prioritization	
1498	Horace Williams Greenway	1777 (Homestead Road) and Carolina North	Chapel Watch Village	Horace Williams Greenway: Chapel Watch Village to	Horace Williams Greenway - Chapel Watch Village to	Orange	\$3,000,000	60.8	7	56	Used v/c on NC 86	Chapel Hill no local rank provided	
1500	Morgan Creek Greenway Trail – Carrboro Section	University Lake	Existing Trail	Morgan Creek Greenway in Carrboro - Construct a multi-	Morgan Creek Greenway in Carrboro - Construct a multi-	Orange	\$3,120,000	58.9	8	48	Used v/c on Fordham	Carrboro #2	
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	57.5	9	42	used v/c on Mangum/Roxboro	Durham, Durham County #4	
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	56.7	10	58		Carrboro #3	
1529	US 15-501 (Fordham Boulevard) Overpass /	1902 (Manning Drive)	Old Mason Farm Road	US 15-501 (Fordham Blvd) pedestrian and bicycle	US 15-501 (Fordham Blvd) pedestrian and bicycle	Orange	\$2,300,000	55.0	11	42	Overlaps with highway project #1143.	Submitted by Chapel Hill for previous prioritization	
1531	Bolin Creek/Little Creek Greenway Trail	Estes Drive Extension at Chapel Hill Community Center	Pinehurst Drive	Bolin Creek/Little Creek Greenway (Chapel Hill)	Bolin Creek/Little Creek Greenway Trail (Chapel Hill)	Orange	\$3,200,000	54.7	12	52	Used v/c on Estes	Submitted by Chapel Hill for previous prioritization	
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	51.7	13	54	Same as highway project #1096.	Submitted by Chapel Hill for previous prioritization	
1492	1103 (Scott King Road)	1118 (Fayetteville Road)	1100 (Grandale Road)	Scott King Road (Fayetteville Rd. to Grandale Rd.) – On-road	1103 - Scott King Road (Fayetteville Rd. to Grandale	Durham	\$630,000	50.6	14	46		Durham, Durham County #2	
1495	NC 751	1307 (Erwin Road)	US 70 Business (Hillsborough Road)	NC 751 (Erwin Rd. roundabout to Hillsborough Rd./US 70) – On-	NC 751 - Erwin Rd. roundabout to Hillsborough Rd./US 70 – On-	Durham, Orange	\$860,000	49.7	15	48		Durham, Durham County #5	
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-	1401 - Cole Mill Road (Rose of Sharon Rd. to Orange County	Durham	\$725,000	43.1	16	46		Durham, Durham County #6	
1919	SR 1006 (Orange Grove Road)	I-40	SR 1102 (Dodsons Cross Road)	Orange Grove Rd (SR1006), Orange County, Bicycle 4'	SR 1006 (Orange Grove Road) - Orange County, Bicycle 4'	Orange	\$40,920	37.5	17	50	Part in TARPO	Submitted through TARPO	
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	37.5	18	48	Used v/c on Erwin	Chapel Hill no local rank provided	
1885	Buckhorn Rd (SR 1114)	US 70	SR 1146 (Old Ten Road)	Buckhorn Rd Bike Lane Widening (SR 1114) 4' Paved	Buckhorn Rd (SR 1114) - Bike Lane Widening - (SR 1114) - 4'	Orange	\$470,085	35.8	19	35	Part in TARPO and BGMPO	Submitted through TARPO	
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	32.5	20	50	Part in TARPO	Submitted through TARPO	

SPOT ID	Route Name	From	To	Description	Name and Short Description	Counties	Total Cost (Sum)	MPO Score	Rank	State Score	Notes	Submitting Agency and Local Rank	TCC Recommended Rank
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.) –	Durham	\$1,150,000	85.6	1	57		Durham, Durham County #4	1
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	83.9	2	57	Only a short portion is within the City limits. Suggest pursuing STPDA or CMAQ funding instead of Bike/Ped Division Funds.	Durham, Durham County #1	
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	Durham	\$350,000	83.1	3	55		Durham, Durham County #2	2
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	80.6	4	57	Streetscape project; Since sidewalks mostly already exist, NCDOT Bike/Ped Division would not fund this project. Subcommittee recommends withdrawing the project.	Submitted by Durham for previous prioritization	
1520	NC 98 (Holloway Street)	1838 (Junction Road)	1919 (Chandler Road)	NC 98 (Holloway St) (SR 1838 (Junction Rd) to SR 1919	NC 98 (Holloway St) (SR 1838 (Junction Rd) to SR 1919	Durham	\$810,000	78.9	5	57		Durham, Durham County #6	3
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	77.2	6	57		Durham, Durham County #5	4
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	75.6	7	52	Streetscape project; Since sidewalks mostly already exist, NCDOT Bike/Ped Division would not fund this project. Subcommittee recommends withdrawing the project.	Submitted by Durham for previous prioritization	
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	70.6	8	57	Streetscape project; Since sidewalks mostly already exist, NCDOT Bike/Ped Division would not fund this project. Subcommittee recommends withdrawing the project.	Submitted by Durham for previous prioritization	
1504	Cook Road	1118 (Fayetteville Road), near Hillside High School	Martin Luther King Jr. Parkway	Cook Road (Fayetteville Rd. near Hillside High to Martin	Cook Road (Fayetteville Rd. near Hillside High to Martin	Durham	\$420,000	68.9	9	57		Durham, Durham County #3	5
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	68.3	10	60	Overlaps with highway project #527 which is funded in FY 2019 in the 12-18 TIP. Subcommittee recommends pursuing sidewalk through this project.	Submitted by Chapel Hill for previous prioritization	
1507	1010 (Main Street)	1009 (Hillsborough Road)	1005 (Jones Ferry Road)	W. Main St. – Install improved pedestrian crossings and	1010 - W. Main St. – Install improved pedestrian crossings	Orange	\$132,480	67.2	11	57		Carrboro #1	
1527	1919 (Greensboro Street)	Old Pittsboro Road	1771 (Merritt Mill Road)	SR 1919 (S Greensboro St) (Old Pittsboro Rd to SR 1771	SR 1919 (S Greensboro St) from Old Pittsboro Rd to SR 1771	Orange	\$635,000	62.2	12	52		Carrboro #2	
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	60.6	13	52	Streetscape project; Since sidewalks mostly already exist, NCDOT Bike/Ped Division would not fund this project. Subcommittee recommends withdrawing the project.	Submitted by Durham for previous prioritization	
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	55.6	14	52	Existing sidewalks on one side of street. Used AADT on Main in downtown	Submitted by Durham for previous prioritization	
1511	US 15-501	1532 (Mann's Chapel Road)	N/A	US 15-501 at Mann's Chapel Rd. - Add pedestrian refuge	US 15-501 at Mann's Chapel Rd. - Add pedestrian refuge	Chatham	\$300,000	54.2	15	43		Chatham County #1	
1528	Cleland Drive / Burning Tree Drive	US 15-501	NC 54	Cleland Dr/Burning Tree Dr (Cleland Dr and Burning Tree	Cleland Drive / Burning Tree Drive - sidewalks.	Orange	\$440,000	50.6	16	48		Submitted by Chapel Hill for previous prioritization	
1508	1782 (Estes Drive)	1772 (Greensboro Street)	Town Limits	Estes Dr. – Construct a sidewalk on the south side of the road	1782 - Estes Dr. – Construct a sidewalk on the south side of	Orange	\$550,000	49.7	17	42		Carrboro #4	

SPOT ID	Route Name	From	To	Description	Name and Short Description	Counties	Total Cost (Sum)	MPO Score	Rank	State Score	Notes	Submitting Agency and Local Rank	TCC Recommended Rank
1509	1009 (Old NC 86)	1777 (Homestead Road)	1727 (Eubanks Road)	Old NC 86 – Construct a sidewalk on the east side of the	1009 - Old NC 86 – Construct a sidewalk on the east side of the	Orange	\$520,670	36.4	18	42		Carrboro #5	
1510	1006 (Orange Grove Road)	1221 (New Grady Brown School Road)	Timbers Drive	SR 1006, Orange Grove Road, at Interstate 40: Construct a	SR 1006, Orange Grove Road, at Interstate 40: Construct a	Orange	\$1,010,000	27.2	19	32		Hillsborough #1, Orange County #1	

SPOT ID	GOAL	TIER	Transit Partners and Providers	STIP#	DESCRIPTION	Alternative MPO Methodology			TCC Recommended Points	Notes
						MPO Score	MPO Rank	State Score		
1410	health	sub regional	CHAPEL HILL TRANSIT	TA-4748	Replacement Van - Paratransit	62.18	1	27.0	56	
1411	health	sub regional	DURHAM AREA TRANSIT AUTHORITY / DATA	TA-5019A	Replacement Van - Paratransit	45.79	2	5.0	56	
1400	health	sub regional	DURHAM AREA TRANSIT AUTHORITY / DATA	TA-4923	Replacement Bus - fixed route	41.70	3	26.7	56	
1394	health	regional	TRIANGLE TRANSIT	TA-4818	Replacement Bus	40.50	4	3.1	28	
1415	health	regional	TRIANGLE TRANSIT	TA-5107	Replacement Van - vanpool	37.50	5	7.9	28	
1391	health	sub regional	CHAPEL HILL TRANSIT	TA-4726A	Replacement Bus	35.66	6	19.6	56	
1342	mobility	sub regional	DURHAM AREA TRANSIT AUTHORITY / DATA	TA-4755	Expansion Bus	33.41	7	35.4	44	
1385	mobility	regional	TRIANGLE TRANSIT	TE-4903A	Fixed Guideway - Raleigh-Rtp-Durham Design Phase 1	30.67	8	5.2	22	
1384	mobility	regional	TRIANGLE TRANSIT	TE-4903B	Fixed Guideway - Chapel Hill-Durham Design Phase 1	30.06	9	5.2	44	
1344	mobility	regional	TRIANGLE TRANSIT	TA-5123	Expansion Bus	29.49	10	19.6	22	
1373	mobility	sub regional	DURHAM AREA TRANSIT AUTHORITY / DATA	TD-5267	Facility - Park & Ride, 2 Lots	24.85	11	12.3	31	
1372	mobility	regional	TRIANGLE TRANSIT	TD-4941	Facility - Park & Ride Regional Expansion	22.57	12	4.3	15	
1368	mobility	sub regional	CHAPEL HILL TRANSIT	TD-4710	Facility - Park & Ride	22.35	13	17.8	31	
1370	mobility	regional	PIEDMONT AUTHORITY FOR REGIONAL TRANSPORTATION	TD-5268	Facility - Park & Ride in Buckhorn Economic Development District in Orange County	18.93	14	11.2	0	The TCC recommends no points for this project because (1) it is unlikely to be ready by FY 2015 and (2) park and ride lots in Mebane and Hillsborough are higher priorities.
1418	mobility	regional	TRIANGLE TRANSIT	TT-5213	Technology - Regional Fare System Upgrade	18.75	15	12.7	15	
1383	mobility	sub regional	CHAPEL HILL TRANSIT	TE-5203	Fixed Guideway - Bus Rapid Transit Operational Improvements (plan 2013, con 2014)U-5119	14.84	16	14.3	31	
1354	mobility	regional	TRIANGLE TRANSIT	TD-4944	Facility - I-40 Bus Bypass Shoulder Project.	13.01	17	7.3	15	

total points

550

Public Comments on the FY 2014-2020 Transportation Improvement Program – Regional Priority List – As of December 7, 2011

From: Dave Connelly [drpconnelly@gmail.com]
Sent: Monday, November 07, 2011 3:09 PM
To: Beckmann, Ellen; Ahrendsen, Mark
Cc: Edward Harrison; McKeel, Dale
Subject: Re: Notice: Public Comment Period and Public Hearing on DCHC MPO Transportation Priority List

Hi all,

I live in Durham County and am a fan of trails, greenways, and cycling accommodations. But I'm not a professional planner, so I may mis-interpret the numbers on page 5 (Bicycle & Trail Projects) of the current draft MPO Priority List.

First, here's the 2010 census population.

<<http://censtats.census.gov/usa/usa.shtml>>

- Durham County 267,587
- Orange County 133,801
- Chatham County 63,505

Bike/Trail funding proposed, top 8 MPO-ranked projects:

- Durham County \$1,785,000 = \$6.67 per capita
- Orange County \$14,395,000 = \$107.58 per capita
- Chatham County \$0

On the other hand, Durham County is to receive the lion's share of pedestrian projects (\$4,640,000 for the 1st 9 items). But that doesn't make up for the \$14M assigned to Orange bike projects. As for highway projects, I don't see \$ amounts, so they're harder to compare.

Are our Durham TAC and TCC representatives thinking that we need to focus funding efforts on pedestrian facilities? Or are we focusing funding in general on Orange County?

Thanks for clarifying, Dave.

"A little knowledge is a dangerous thing."

From: Toby [toby.berla@gmail.com]
Sent: Monday, November 07, 2011 3:20 PM
To: Durham BPAC
Cc: Beckmann, Ellen
Subject: DCHC-MPO Draft Priority List for 2014-2020

The Durham-Chapel Hill-Carrboro MPO recently announced public sessions to discuss their Draft Priority List for 2014-2020. I've included the announcement from the below. My question about the Bicycle, Trail, and Pedestrian Projects is this:

The proposed spending priorities for bicycle, trail, and pedestrian projects seem seriously out of balance. How is the concept of equity reflected in the draft priority list?

Here are the numbers I found in the draft priority list (pages 5-8):
(<http://www.dchcmpo.org/dmdocuments/1218PriorityList.pdf>)

Of the 20 ranked bicycle and trail projects, four are in Durham County, one is in both Durham and Orange Counties, and 15 projects are in Orange County. (None of the projects are in Chatham County, although the MPO includes a slice of rural northern Chatham County.)

The total estimated cost of the Durham-only projects is \$5,890,000. The Orange-only project costs total around \$23,544,000. The single project that is in both counties (NC 751 from the Erwin roundabout to US-70) has an estimated cost of \$860,000. It appears that about 2/3 of that project will be in Durham County, and 1/3 in Orange County. So let's allocate \$575,000 to Durham, and \$285,000 to Orange. That results in the following totals:

Durham County projects: \$6,465,000.
Orange County projects: \$23,829,000.

Per the 2010 US Census (<http://quickfacts.census.gov/qfd/states/37000.html>), here are the county population figures:

Durham County: 267,587 people
Orange County: 133,801 people

So it appears that the MPO is proposing to spend around \$178 per person for bike and trail projects in Orange County, and around \$24 per person in Durham County. That's more than SEVEN TIMES as much per capita spending proposed for bike and trail projects for Orange County than for Durham County!

Looking at the proposed pedestrian projects (pages 7-8) for 2014-2020, there are 19 projects listed. 11 are in Durham County, 7 in Orange County, and one is in Chatham. The total estimated cost of the 11 Durham projects is \$4,995,000, or about \$19 per resident. For the Orange County projects, the total estimated cost is \$3,463,000, or about \$26 per resident. (The single Chatham project is for \$300,000.)

The MPO is proposing pedestrian projects in Orange County that will cost 35% more per capita than the projects proposed for Durham County.

Am I missing something?

Regards,

Toby Berla
Durham BPAC and DOST Member

**A RESOLUTION APPROVING RECOMMENDATIONS REGARDING THE
FY2014-2020 CHAPEL HILL TRANSPORTATION PRIORITY PROJECTS
(2011-11-21/R-2)**

WHEREAS, the Durham-Chapel Hill-Carrboro Transportation Advisory Committee has begun the process to develop the 2014-2020 Metropolitan Transportation Improvement Program; and

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

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

WHEREAS, the Council received comments from the public on the 2014-2020 transportation priorities;

NOW, THEREFORE, BE IT RESOLVED, by the Council of the Town of Chapel Hill that the Council adopts the following recommendations regarding the 2014-2020 Transportation Priority List for submission to the Durham-Chapel Hill-Carrboro Transportation Advisory Committee:

- The Town does not support the proposed implementation of superstreet designs for US 15-501, between East Lakeview and Sage Road and for Fordham Blvd., between Ephesus Church Road and Manning Drive. The proposed allocation of 100 points to the US 15-501 projects should be revised and those points allocated to other projects.
- The Town proposes to replace Morgan Creek Greenway, Phase 3 (MPO #5) with Bolin Creek Greenway, Phase IV (MPO#6)

This the 21st day of November, 2011.

The following resolution was introduced by Alderman Haven-O'Donnell and seconded by Alderman Coleman:

A RESOLUTION PROVIDING COMMENTS TO THE DURHAM-CHAPEL HILL-
CARRBORO METROPOLITAN PLANNING ORGANIZATION ON THE DRAFT 2014-
2020 REGIONAL PRIORITY LIST
Resolution No. 56/2011-12

WHEREAS, the Town of Carrboro participates in regional transportation planning, including the adoption of long- and short-range transportation improvement programs, through the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO); and,

WHEREAS, the Town of Carrboro is represented on the DCHC-MPO's Transportation Advisory Committee (TAC) by members of the Board of Aldermen; and,

WHEREAS, every two years, the North Carolina Department of Transportation develops a Statewide Transportation Improvement Program (STIP) to guide statewide transportation investments; and,

WHEREAS, the DCHC-MPO is required to approve a Metropolitan Transportation Improvement Program (MTIP) for the metropolitan area that becomes a subset of the STIP; and,

WHEREAS, on May 17, 2011, the Board of Aldermen approved a 2014-2020 Local Priority List of transportation projects to be considered for prioritization in the MPO Regional Priority List; and,

WHEREAS, NCDOT and MPO evaluation has resulted in a draft Regional Priority List to be considered for approval by the TAC;

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that:

1. The Board provides the following comments on the draft Regional Priority List and-or MPO rating methodology:
 - a. The Board recommends that the TAC reallocate the 25 points from Old NC 86 and 25 points from Eubanks Road to the Estes Drive project for a total of 100 points for Estes Drive.
2. TAC representatives may represent any Board action on this item to the TAC.

The foregoing resolution having been submitted to a vote received the following vote and was duly adopted this 22nd day of November 2011:

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

Noes: None

Absent or Excused: None

Goals and Objectives.

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's goals and objectives are:

1. Overall Transportation System

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

Objectives:

- a) Establish performance standards that will measure the effectiveness of the urban area's overall transportation system in supporting access to goods, services, activities, and destinations.
- b) Select and program transportation projects, which are consistent with community goals and are a cost-effective use of funds.
- c) Develop and maintain a multi-modal regional transportation model that reflects travel patterns and incorporates innovative techniques for evaluating the impacts of proposed transportation investments on travel and land use patterns.
- d) Promote non-automobile transportation alternatives and create efficient connections between all transportation modes.
- e) Conserve natural resources and reduce the rate of energy consumption.
- f) Develop cooperative strategies with employers to reduce congestion and increase the efficiency of the transportation system.
- g) Use transportation funds based on the priority needs of the urban area, in keeping with community values.
- h) Seek additional funding and funding sources to ensure implementation of the long range plan.
- i) Monitor the implementation of the Plan and the targets through the biannual TIP process.
- j) Ensure that the transportation needs are met for all populations, especially for the youth and elderly, the mobility impaired, and the economically disadvantaged.
- k) Work cooperatively with the North Carolina Department of Transportation, neighboring Metropolitan Planning Organizations and Rural Planning Organizations and other transportation-related organizations to address the transportation issues of the broader region.

2. Multi-Modal Street and Highway System

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

Objectives:

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

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

3. Public Transportation System

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

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the public transportation system.
- b) Increase public transit ridership by enlarging the service area and increasing the frequency of service within the urban area.
- c) Coordinate transit service within the urban area by promoting high quality, seamless, integrated, and customer-friendly service.
- d) Expand ridesharing, carpool, and vanpool services and opportunities.
- e) Develop and implement alternatives to the use of single occupant vehicles, including high occupancy vehicle (HOV) facilities and regional rail services.
- f) Develop and implement the Regional Transit Plan.
- g) Develop a regional park and ride system for cars and bicycles to support transit services and encourage ridesharing.

4. Pedestrian and Bicycle System

Goal: A pedestrian and bicycle system that: provides a safe alternative means of transportation; allows greater access to public transit; supports recreational opportunities; and includes off-road trails

Objectives:

- a) Establish performance standards and report on the condition and effectiveness of the pedestrian and bicycle system.
- b) Maintain and implement a Regional Pedestrian Plan and a Regional Bicycle Plan.
- c) Identify and recommend ways that local governments may provide adequate staff and resources to meet the goals of their pedestrian and bicycle programs.
- d) Develop a regional bicycle and pedestrian policy that establishes linkages between activity centers and provides for access to public transit.
- e) Ensure that bicycle and pedestrian facilities are included in the planning, design, and construction of every roadway and development project, including the connection to external transportation facilities, in accordance with bicycle and pedestrian plans and local ordinances.
- f) Increase education about the benefits of pedestrian and bicycle alternatives.
- g) Support the enforcement of pedestrian and bicycle regulations.
- h) Pursue strong funding commitment for building both pedestrian and bicycle facilities.
- i) Provide greater safety for pedestrians and bicyclists of all levels of ability, and safer interaction with users of other modes of transportation.

- j) Encourage the efforts and activities of citizen advocacy groups for pedestrian and bicycling by providing information and support for their programs.

5. Integration of Land Use and Transportation

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

Objectives:

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

6. Protection of Natural Environment and Social Systems

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

Objectives:

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

7. Public Involvement

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

Objective:

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

- b) Encourage a broad cross section of citizens to take a proactive role in the transportation policy and planning process.
- c) Educate the public and elected officials, in order to increase public understanding of both the options and the constraints of transportation alternatives.
- d) Determine the public's knowledge of the metropolitan transportation system, and public values, attitudes and concerns regarding transportation.
- e) Determine which elements of the Transportation Plan would support or diminish the public's desired lifestyle.

8. Safety and Security

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

Objective:

- a) Reduce fatality, injury, and crash/incident rates on all modes.
- b) Reduce vulnerability of transportation facilities/users to terrorists, natural disasters and risks by implementing and monitoring an evacuation plan, and working with the regional emergency management team.
- c) Reduce economic losses due to transportation crashes and incidents.
- d) Improve the ability to identify high accident locations, and evaluate their impacts in TIP project prioritization.
- e) Provide a safe environment for transportation users through the "3 Es" (Engineering, Enforcement and Education).
- f) Increase transit safety and security for riders and employees.

9. Freight Transportation and Urban Goods Movement

Goal: Improve mobility and accessibility of freight and urban goods movement.

Objective:

- a) Relieve congestion on heavily-traveled truck routes.
- b) Improve mobility and access to intermodal operations and facilities.
- c) Establish and designate truck routes consistent with federal, state and local regulations.

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

Key Targets for the 2040 LRTP

What is the 2040 LRTP?

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) performs the long-range transportation planning for Durham County and parts of Orange County and Chatham County. The DCHC MPO is developing their 2040 Long Range Transportation Plan (2040 LRTP) which will identify the highway, transit, pedestrian and other transportation projects to be implemented, maintained and operated over the next twenty-nine years in the MPO's planning area.

What are the Targets?

The DCHC MPO has identified a list of Targets that will be used to evaluate the extent to which the adopted 2040 LRTP meets the MPO's goals and objectives. These Targets use measurements from the Triangle Regional Model (a travel demand model), such as the miles traveled, trips taken, congestion levels, and mode split (between automobiles, transit, bicycling and walking), to compare the Target value and the value generated by the 2040 LRTP.

What are the Key Targets?

The Key Targets are a subset of a larger table of Targets. These nine Key Targets represent a broad spectrum of the various types of measurements and provide a general overview of the represented measurement. In addition, this Key Targets document identifies the reasons the Target is important and what changes need to be made in land use, transportation and other policies to meet the Target. This presentation is intended for the citizens, public officials and staff who are interested in transportation issues but do not need the details of the complete table.

What is the Guide Data?

The Targets have Guide Data for two scenarios to help set the Target values:

- 2010 – This is the current condition. It is the 2010 population and employment using the 2010 transportation network (e.g., highways and transit service). This is the **2010** column and value in the charts.
- 2035 LRTP – This shows how a major transportation investment might affect the Target value. It is the values from the 2035 LRTP (i.e., the current long range plan), including the 2035 population and employment using the 2035 transportation network, which is budgeted at over \$8 billion and includes light rail and High Occupancy Vehicle (HOV) lanes. This is the **2035 column** and value in the charts.

What is the Target Range?

There are three Target values -- Good, Better and Best. The use of more than one Target value helps to set a range of values that can be used for comparison.

Additional Information

Additional information, including a table of the complete list of Targets, is available at the DCHC MPO's Web site – www.dhcmpo.org.

You can also contact:

Andy Henry
Transportation Planner
101 City Hall Plaza
Durham, NC 27701

(919) 560-4366, ext. 36419
andrew.henry@durhamnc.gov

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2040 LRTP and CTP Targets

↓ Reduce Vehicle Miles Traveled (VMT)

Why Reduce VMT?	How to Reduce VMT?	Trends and Targets												
<ul style="list-style-type: none"> ▪ <u>Reduce pollutant emissions</u> – Triangle Region is on federal non-attainment and maintenance plan for ozone and carbon monoxide, respectively. ▪ <u>Minimize congestion</u> – Bi-annual mobility report lists Triangle Region among those areas with the fastest growing traffic congestion. ▪ <u>Relieve transportation demand</u> – NCDOT study concludes that Triangle Region transportation needs will outpace revenues by several billion dollars over next few decades. 	<ul style="list-style-type: none"> ▪ <u>Transportation</u> – Encourage transit use, carpooling, walking and bicycling. ▪ <u>Land Use</u> – Permit more concentrated residential and employment development along key travel corridors. ▪ <u>Land Use</u> – Permit more mixed-use development. 	<div style="text-align: center;"> <h4>Vehicle Miles Traveled (Daily)</h4> <table border="1" style="margin: 0 auto;"> <caption>Vehicle Miles Traveled (Daily) Data</caption> <thead> <tr> <th>Year/Target</th> <th>VMT (Daily)</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>28</td> </tr> <tr> <td>2035</td> <td>33</td> </tr> <tr> <td>Good</td> <td>29</td> </tr> <tr> <td>Better</td> <td>27</td> </tr> <tr> <td>Be</td> <td>24</td> </tr> </tbody> </table> </div>	Year/Target	VMT (Daily)	2010	28	2035	33	Good	29	Better	27	Be	24
Year/Target	VMT (Daily)													
2010	28													
2035	33													
Good	29													
Better	27													
Be	24													

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↓ Reduce Congestion (Percent of Peak Period Vehicle Miles Traveled [VMT] at Congestion)

Why Reduce Congestion?	How to Reduce Congestion?	Trends and Targets												
<ul style="list-style-type: none"> ▪ <u>Reduce Travel Costs</u> – Mobility Report concludes annual congestion cost is \$537 per commuter in Triangle. ▪ <u>Reduce Travel Time</u> – Mobility Report estimates 25 hours of annual delay per commuter in Triangle. ▪ <u>Reduce Pollution</u> – Congestion reduces travel speed and increases pollution. 	<ul style="list-style-type: none"> ▪ <u>Transportation</u> – Encourage transit use, carpooling, walking and bicycling. ▪ <u>Transportation</u> – Implement Congestion Management Program practices such as traffic signal synchronization and spot improvements at traffic bottlenecks. ▪ <u>Transportation</u> – Increase highway, transit and other transportation mode capacity, especially along critical corridors. ▪ <u>Land Use</u> – Permit more mixed-use development. ▪ <u>Design</u> – Permit design elements that support alternative transportation modes such as sidewalks and grid street patterns with shorter block lengths. 	<div style="text-align: center;"> <p>Percent Congested at Peak Period</p> <table border="1" style="margin: auto;"> <caption>Percent Congested at Peak Period Data</caption> <thead> <tr> <th>Category</th> <th>Percent Congested</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>3%</td> </tr> <tr> <td>2035</td> <td>7%</td> </tr> <tr> <td>Good</td> <td>10%</td> </tr> <tr> <td>Better</td> <td>7%</td> </tr> <tr> <td>Best</td> <td>3%</td> </tr> </tbody> </table> </div>	Category	Percent Congested	2010	3%	2035	7%	Good	10%	Better	7%	Best	3%
Category	Percent Congested													
2010	3%													
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↓ Reduce Cost of Congestion

Why Reduce Congestion Cost?	How to Reduce Congestion Cost?	Trends and Targets												
<ul style="list-style-type: none"> ▪ <u>Reduce Travel Costs</u> – Mobility Report concludes annual congestion cost is \$537 per peak hour traveler in Triangle. ▪ <u>Reduce Travel Time</u> – Mobility Report estimates 25 hours of annual delay per peak traveler in Triangle ▪ <u>Reduce Pollution</u> -- Congestion reduces travel speed and increases pollution. 	<ul style="list-style-type: none"> ▪ <u>Transportation</u> – Encourage transit use, carpooling, walking and bicycling. ▪ <u>Transportation</u> – Implement Congestion Management Program practices such as traffic signal synchronization and spot improvements at traffic bottlenecks. ▪ <u>Transportation</u> – Increase highway, transit and other transportation mode capacity, especially along critical corridors. ▪ <u>Land Use</u> – Permit more mixed-use development. ▪ <u>Design</u> – Permit design elements that support alternative transportation modes such as sidewalks and grid street patterns with shorter block lengths. 	<div style="text-align: center;"> <p>Cost of Congestion (\$ millions)</p> <table border="1" style="margin: 0 auto; border-collapse: collapse;"> <thead> <tr> <th>Year/Scenario</th> <th>Cost (\$ millions)</th> </tr> </thead> <tbody> <tr> <td>2005</td> <td>\$351</td> </tr> <tr> <td>2035</td> <td>\$496</td> </tr> <tr> <td>Good</td> <td>\$1,030</td> </tr> <tr> <td>Better</td> <td>\$848</td> </tr> <tr> <td>Best</td> <td>\$666</td> </tr> </tbody> </table> </div>	Year/Scenario	Cost (\$ millions)	2005	\$351	2035	\$496	Good	\$1,030	Better	\$848	Best	\$666
Year/Scenario	Cost (\$ millions)													
2005	\$351													
2035	\$496													
Good	\$1,030													
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Best	\$666													

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↓ Reduce Travel Time (Average Peak Travel Time)

Why Reduce Travel Time?	How to Reduce Travel Time?	Trends and Targets												
<ul style="list-style-type: none"> ▪ <u>Reduce In-Vehicle Time</u> – Travel model estimates that the average peak-hour travel time in the western Triangle will increase 22% from 2005 to 2035. ▪ <u>Reduce Greenhouse Gases</u> – Longer vehicle trips produce greater amounts of greenhouse gases that contribute to global warming. 	<ul style="list-style-type: none"> ▪ <u>Transportation</u> – Implement Congestion Management Program practices such as traffic signal synchronization and spot improvements at traffic bottlenecks. ▪ <u>Transportation</u> – Increase highway, transit and other transportation mode capacity. ▪ <u>Land Use</u> – Permit more mixed-use development. 	<p style="text-align: center;">Average Peak Travel Time (minutes)</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Scenario</th> <th>Average Peak Travel Time (minutes)</th> </tr> </thead> <tbody> <tr> <td>2005</td> <td>14</td> </tr> <tr> <td>2035</td> <td>14</td> </tr> <tr> <td>Good</td> <td>16</td> </tr> <tr> <td>Better</td> <td>15</td> </tr> <tr> <td>Best</td> <td>13</td> </tr> </tbody> </table>	Scenario	Average Peak Travel Time (minutes)	2005	14	2035	14	Good	16	Better	15	Best	13
Scenario	Average Peak Travel Time (minutes)													
2005	14													
2035	14													
Good	16													
Better	15													
Best	13													

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↓ Reduce Single-Occupied Vehicle (SOV) Share (Work Trips)

Why Decrease SOV Share?	How to Decrease SOV Share?	Trends and Targets												
<ul style="list-style-type: none"> ▪ <u>Reduce Congestion</u> – SOV contributes to congestion, which wastes time, fuel and money. ▪ <u>Reduce Pollution</u> – SOV contributes to air pollutants. Triangle Region is on federal maintenance plan for carbon monoxide and ozone. 	<ul style="list-style-type: none"> ▪ <u>Transportation</u> – Increase support for Transportation Demand Management programs such as carpooling, vanpooling, and company-based rideshare efforts. ▪ <u>Transportation</u> – Support infrastructure that creates incentives to rideshare such as HOT (high occupancy vehicle/toll) and park-and-ride facilities. ▪ <u>Ordinance</u> – Create local ordinances that support ridesharing. ▪ <u>Land Use</u> – Permit more concentrated employment development that enables easier ride matching. ▪ <u>Design</u> – Permit design elements that support ridesharing such as convenient drop off points. 	<div style="text-align: center;"> <p>SOV Mode Share (Work Trips)</p> <table border="1" style="margin: auto;"> <caption>SOV Mode Share (Work Trips) Data</caption> <thead> <tr> <th>Category</th> <th>SOV Mode Share (%)</th> </tr> </thead> <tbody> <tr> <td>2005</td> <td>82.0%</td> </tr> <tr> <td>2035</td> <td>81.0%</td> </tr> <tr> <td>Good</td> <td>78.4%</td> </tr> <tr> <td>Better</td> <td>74.3%</td> </tr> <tr> <td>Best</td> <td>66.0%</td> </tr> </tbody> </table> </div>	Category	SOV Mode Share (%)	2005	82.0%	2035	81.0%	Good	78.4%	Better	74.3%	Best	66.0%
Category	SOV Mode Share (%)													
2005	82.0%													
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Good	78.4%													
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Best	66.0%													

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↑ Increase Percent Non-Motorized Trip Share (All Trips)

Why Increase Non-Motorized Share?	How to Increase Non-Motorized Share?	Trends and Targets												
<ul style="list-style-type: none"> ▪ <u>Reduce Pollution</u> – Motorized vehicles are major emitters of carbon monoxide, nitrogen oxides (ozone precursor), carbon dioxide (greenhouse gas), particulate matter and several other toxics that are linked to increased health ailments and global warming. ▪ <u>Reduce Congestion</u> – The percent of congested peak travel miles in the Triangle has risen from 13% to 49%, between 1982 and 2010. Bicycle and walking trips can replace vehicle trips to help abate the growing vehicle congestion problem. ▪ <u>Support Personal Health</u> – Lack of exercise is a leading contributor to the obesity epidemic in the U.S. 	<ul style="list-style-type: none"> ▪ <u>Transportation</u> – Increase investment in bicycle and pedestrian facilities and programs. ▪ <u>Transportation</u> – Require bicycle and pedestrian facilities on new and improved roadways, as appropriate. ▪ <u>Ordinance</u> – Require bicycle and pedestrian facilities and supportive design in new and renovated developments. ▪ <u>Land Use</u> – Permit more concentrated residential and employment development along key travel corridors. ▪ <u>Land Use</u> – Permit more mixed-use development. ▪ <u>Land Use</u> – Encourage shorter block lengths and greater roadway connectivity. 	<div style="text-align: center;"> <p>Non-Motorized Trip Share (All Trips)</p> <table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th>Year/Target</th> <th>Share (%)</th> </tr> </thead> <tbody> <tr> <td>2005</td> <td>6.8%</td> </tr> <tr> <td>2035</td> <td>6.8%</td> </tr> <tr> <td>Good</td> <td>9.0%</td> </tr> <tr> <td>Better</td> <td>11.0%</td> </tr> <tr> <td>Best</td> <td>15.0%</td> </tr> </tbody> </table> </div>	Year/Target	Share (%)	2005	6.8%	2035	6.8%	Good	9.0%	Better	11.0%	Best	15.0%
Year/Target	Share (%)													
2005	6.8%													
2035	6.8%													
Good	9.0%													
Better	11.0%													
Best	15.0%													

Draft

↑ Increase Transit Mode Share (All Trips)

Why Increase Transit Mode Share?	How to Increase Transit Mode Share?	Trends and Targets												
<ul style="list-style-type: none"> ▪ <u>Provide Transportation Alternatives</u> – Approximately 3% of households do not own a vehicle, and carless households have increased at twice the rate of other households. ▪ <u>Reduce Congestion</u> – Congestion wastes time, fuel and money. ▪ <u>Reduce Pollution</u> – Triangle Region has difficulty meeting carbon monoxide, ozone, and greenhouse gases standards. Using transit instead of driving a single-occupied-vehicle reduces overall pollution emissions. 	<ul style="list-style-type: none"> ▪ <u>Transportation</u> – Increase transit capacity and investment. ▪ <u>Land Use</u> – Permit more concentrated residential and employment development along key travel corridors that have transit and adjacent to proposed transit station areas. ▪ <u>Design</u> – Encourage the type of scale, building orientation, connections, public spaces, parking, amenities and other design elements that support transit. 	<div style="text-align: center;"> <p>Transit Mode Share (All Trips)</p> <table border="1" style="margin: auto;"> <caption>Transit Mode Share (All Trips) Data</caption> <thead> <tr> <th>Year/Target</th> <th>Mode Share (%)</th> </tr> </thead> <tbody> <tr> <td>2005</td> <td>2.1%</td> </tr> <tr> <td>2035</td> <td>3.0%</td> </tr> <tr> <td>Good</td> <td>3.0%</td> </tr> <tr> <td>Better</td> <td>5.0%</td> </tr> <tr> <td>Best</td> <td>8.0%</td> </tr> </tbody> </table> </div>	Year/Target	Mode Share (%)	2005	2.1%	2035	3.0%	Good	3.0%	Better	5.0%	Best	8.0%
Year/Target	Mode Share (%)													
2005	2.1%													
2035	3.0%													
Good	3.0%													
Better	5.0%													
Best	8.0%													

Draft

↑ Increase Percent of EJ Population within One-Quarter Mile of Transit

Why Increase Transit Access?	How to Increase Transit Access?	Trends and Targets												
<ul style="list-style-type: none"> ▪ <u>Provide opportunity</u> – Approximately 3% of households do not own a vehicle, and carless households have increased at twice the rate of other households. ▪ <u>Reduce Congestion</u> – Congestion wastes time, fuel and money, and contributes to air pollutants. Transit use can help reduce roadway congestion. ▪ <u>Support Personal Health</u> – Lack of exercise is a leading contributor to the obesity epidemic in the U.S. Transit use has shown to induce bicycling and walking trips. ▪ <u>Reverse Transit Disinvestment</u> – Triangle transit investment lags behind comparable regions. 	<ul style="list-style-type: none"> ▪ <u>Transportation</u> – Increase transit routes and service levels. ▪ <u>Transportation</u> – Increase transit investment. ▪ <u>Land Use</u> – Permit more concentrated residential and employment development along key travel corridors that best support transit. ▪ <u>Design</u> – Encourage transit-supportive scale, building orientation, connections, public spaces, parking, amenities and other design elements along transit corridors and station areas. 	<div style="text-align: center;"> <p>Percent of EJ Pop. Within 1/4 Mile of Transit</p> <table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th>Year/Target</th> <th>Percent</th> </tr> </thead> <tbody> <tr> <td>2005</td> <td>58%</td> </tr> <tr> <td>2035</td> <td>82%</td> </tr> <tr> <td>Good</td> <td>65%</td> </tr> <tr> <td>Better</td> <td>75%</td> </tr> <tr> <td>Best</td> <td>85%</td> </tr> </tbody> </table> </div>	Year/Target	Percent	2005	58%	2035	82%	Good	65%	Better	75%	Best	85%
Year/Target	Percent													
2005	58%													
2035	82%													
Good	65%													
Better	75%													
Best	85%													

Draft

↓ Reduce Greenhouse Gases (based on community plans)

Why Reduce Greenhouse Gases?	How to Reduce Greenhouse Gases?	Trends and Targets								
<ul style="list-style-type: none"> ▪ <u>Support Environment</u> – Greenhouse gases are causing global warming. An estimated 39% of the greenhouse gases in Durham County are from the vehicle emissions. ▪ <u>Reduce Pollution</u> – Greenhouse gas emissions are accompanied by other pollutants such as carbon monoxide, nitrogen oxides (ozone precursor), and particulate matter that are linked to increased health ailments. 	<ul style="list-style-type: none"> ▪ <u>Local Initiative</u> – Support efforts of Durham greenhouse gas local action plan. ▪ <u>Land Use</u> – Permit more concentrated residential and employment development along key travel corridors. Study concludes that 10% density increase results in 4.3% emissions reduction in urban areas. ▪ <u>Land Use</u> – Permit more mixed-use development. ▪ <u>Transportation</u> – Increase investment and ordinance support for bicycle and pedestrian facilities and programs. 	<p style="text-align: center;">Greenhouse Gas Reduction (based on community plans)</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Category</th> <th>Reduction Target</th> </tr> </thead> <tbody> <tr> <td>Good</td> <td>10%</td> </tr> <tr> <td>Better</td> <td>20%</td> </tr> <tr> <td>Best</td> <td>30%</td> </tr> </tbody> </table>	Category	Reduction Target	Good	10%	Better	20%	Best	30%
Category	Reduction Target									
Good	10%									
Better	20%									
Best	30%									

Development of Performance Targets

As part of the same process for creating the Goals and Objectives, the DCHC MPO develops a set of performance targets to provide a set of broadly based quantitative measures that evaluate the transportation plan from several different perspectives. The targets mostly use measurements from the Triangle Regional Model (the region's travel demand model), such as the miles traveled, trips taken, congestion levels, and mode split (between automobiles, transit, bicycling and walking).

These measures and the targets the MPO seeks to achieve with its investments are shown in the tables below. Table 1 shows the measures and targets from the 2035 LRTP report and Table 2 has the proposed targets for the 2040 LRTP. These proposed targets were calculated by applying the change between the 2005 and 2010 value to the target. For example, the 2010 VMT per Capita (28.2) is 99% of the 2005 value (28.5). Thus, the targets used for the 2035 LRTP (29.1, 27.5 and 24.5 in this case) were multiplied by 99% to produce the proposed 2040 LRTP targets. The final measures from the adopted 2040 LRTP will be compared to these targets in the final 2040 LRTP report.

It should be noted that at this time the MPO staff only has the requisite data to complete 2010 and 2035 models for use in creating a context to set up the Targets. The 2040 E+C is not yet available because the draft 2040 Socioeconomic Data (SE Data) will not be ready until January 2012. Thus, the calculation method described in the preceding paragraph was used as an alternative.

Comparison Data – this information provides contextual values for comparing the 2035 LRTP and Target values:

- 2005 and 2010– This is the current condition. It is the 2005 or 2010 population and employment using the 2005 or 2010 transportation network (e.g., highways and transit service).
- 2035 E+C – This is the no-build condition, or “Existing plus Committed” (E+C). It is the 2035 SE Data using the existing transportation network.
- 2035 Data – This is the 2035 SE Data using the 2035 LRTP network. In the first table, these are the values from the final 2035 LRTP report. In the second table, it is the same network and SE Data but has been run on a new model, called TRM 5.0.

Targets – There are three Target values, Good, Better and Best. The use of more than one Target value helps to set a range of values that can be used for comparison.

Table 1 – Targets from 2035 LRTP

No.	Mobility Targets	Comparison Data		2035 LRTP	Targets		
		2005	2035 E+C		Good	Better	Best
1	VMT Per Capita (daily miles)	28.5	31.6	32.0	29.1	27.5	24.5
2	Percent of Peak Period VMT at Congestion (V/C > 1)	3.0%	10.4%	3.7%	12%	8%	4%
3	Average Travel Time: all peak trips (daily minutes)	16.6	20.5	18.3	19	17	15
4	Transit Mode Share: all trips	2.4%	2.3%	3.3%	3.0%	5.0%	8.0%
5	Percent SOV Trip Share: work trips	81.8%	82.3%	81.2%	78.4%	74.3%	66.0%
6	Percent Non-motorized Trip Share: all trips	7.1%	6.8%	6.8%	9%	11%	15%
7	Greenhouse Gas Change (community target)			+49%	-10%	-20%	-30%
8	Cost of Congestion (in million \$)	\$351	\$1,211	\$496	1,030	848	666
9	Percent of EJ Population within 1/4 mile of transit	58%	59%	85%	65%	75%	85%

In Table 2 below, several measures will likely change as staff has time to check and reconsider the model output that was used to develop these Targets and receives feedback from the TAC and public:

- Percent of Peak Period VMT at Congestion – The precipitous climb from 2010 (2.6%) to 2035 (6.7%) appears unusual when compared values in the 2035 LRTP table.
- Average Travel Time – The decrease from 2010 (14.3) to 2035 (14.1) runs counter to the large increase in congestion, and does not match the increase in the 2035 LRTP table.
- Cost of Congestion – These values are currently expressed in 2008 dollars. Staff will adjust these values to account for inflation.
- Percent of EJ Population within ¼ mile of transit – It might not be possible to calculate this target for 2010. EJ (Environmental Justice) population includes minority population and households in poverty. The US Census did not use a so-called long form, and as a result, income data is only available through the American Community Survey (ACS) process. ACS sampling size does not permit income reporting below the Census tract or block group geography, which are much larger than Census block geography and too large for a reliable calculation of this value.

Table 2 – Proposed Targets for 2040 LRTP

No.	Mobility Targets	Comparison Data		2035 LRTP	Targets		
		2010	2040 E+C		Good	Better	Best
1	VMT Per Capita (daily miles)	28.2	N/A	32.7	28.9	27.3	24.3
2	Percent of Peak Period VMT at Congestion (V/C > 1)	2.6%	N/A	6.7%	10%	7%	3%
3	Average Travel Time: all peak trips (daily minutes)	14.3	N/A	14.1	16	15	13
4	Transit Mode Share: all trips	2.9%	N/A	3.1%	3.6%	6.1%	9.7%
5	Percent SOV Trip Share: work trips	80.2%	N/A	79.5%	76.9%	72.9%	64.7%
6	Percent Non-motorized Trip Share: all trips	10.0%	N/A	11.0%	13%	16%	21%
7	Greenhouse Gas Change (community target)			+49%	-10%	-20%	-30%
8	Cost of Congestion (in million \$)	\$291	N/A	\$411	852	702	551
9	Percent of EJ Population within 1/4 mile of transit	58%	N/A	85%	65%	75%	85%

N/A indicates that the value is not yet available.

Bold indicates that the value is the same as that used in the 2035 LRTP process.

DCHC MPO TAC/TCC Meeting Dates 2012

Durham City Hall, Committee Room

Transportation Advisory Committee
(TAC)

2nd Wednesday of the month, 9 am

11-Jan-12

08-Feb-12

14-Mar-12

11-Apr-12

09-May-12

13-June-12

No July TAC meeting

08-Aug-12

12-Sept-12

10-Oct-12

14-Nov-12

12-Dec-12

Technical Coordinating Committee
(TCC)

4th Wednesday of the month, 9 am

25-Jan-12

22-Feb-12

28-Mar-12

25-Apr-12

23-May-12

27-June-12

25-July-12

22-Aug-12

26-Sept-12

24-Oct-12

28-Nov-12

*19-Dec-12**

Tentative Joint TAC Meeting Dates (locations and times TBD)

30-May-12

31-Oct-12

* One week earlier than usual (3rd Wednesday of the month) to avoid conflict with a holiday

TAC meetings are occasionally moved to 7 pm to accommodate public hearings.
Appropriate notice will be provided for schedule changes.

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: December 14, 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 Physical Division: 5 Administrative Division: 15 Length: 4.2 miles Resident Engineer: D. Brian Harrington, PE 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 Availability Date: 9/19/2008 Completion Date: 7/1/2011 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:	Route: NC-147 County: Durham TIP Number: U-4763B Federal Aid Number: TIFIA-540(2) RE Phone Number: (919)836-4873 Cost Overrun/Underrun: Letting Date: 8/5/2008 Work Began: 8/3/2009 Estimated Completion: Scheduled Progress: Actual Progress:
Contract Number: C202064 Physical Division: 5 Administrative Division: 5 Length: 1.165 miles Resident Engineer: Cadmus Capehart, PE 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 Availability Date: 2/1/2010 Completion Date: 8/15/2011 Revised Completion Date: Last Estimate Thru: 11/30/2011 Last Estimate Paid:	Route: SR-2028 County: Durham TIP Number: U-3309A Federal Aid Number: STP-2028(4) RE Phone Number: (919)840-0914 Cost Overrun/Underrun: 5.28% Letting Date: 12/15/2009 Work Began: 2/8/2010 Estimated Completion: 4/30/2012 Scheduled Progress: 100% Actual Progress: 86.17%
Contract Number: C202164 Physical Division: 5 Administrative Division: 5 Length: 0.767 miles Resident Engineer: Mark W. Luther, PE 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 Availability Date: 6/27/2011 Completion Date: 7/13/2012 Revised Completion Date: Last Estimate Thru: 11/15/2011 Last Estimate Paid: 11/22/2011	Route: SR-1959 County: Durham TIP Number: U-4011 Federal Aid Number: STP-1959(3) RE Phone Number: (919)220-4680 Cost Overrun/Underrun: 0.32% Letting Date: 5/17/2011 Work Began: 7/13/2011 Estimated Completion: 7/13/2012 Scheduled Progress: 26.61% Actual Progress: 13.77%
Contract Number: C202340 Physical Division: 5 Administrative Division: 5 Length: 1.07 miles Resident Engineer: Mark W. Luther, PE Location Description: SR-1321 (HILLDALE 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 Availability Date: 8/30/2010 Completion Date: 6/15/2012 Revised Completion Date: Last Estimate Thru: 11/7/2011 Last Estimate Paid: 11/17/2011	Route: SR-1321 County: Durham TIP Number: U-3804 Federal Aid Number: STM-0505(50) RE Phone Number: (919)220-4680 Cost Overrun/Underrun: 4.39% Letting Date: 7/20/2010 Work Began: 9/30/2010 Estimated Completion: 6/15/2012 Scheduled Progress: 56% Actual Progress: 44.01%
Contract Number: C202507 Physical Division: 5 Administrative Division: 15 Length: 18.8 miles Resident Engineer: Jason R. Peterson, PE Location Description: NC-540 FROM NC-55 NEAR APEX TO NC-54 NEAR RTP AND NC-147 FROM I-40 TO	Route: I-540 County: Durham TIP Number: R-2635, U-4763B Federal Aid Number: TIFIA-540(2) RE Phone Number: (919)571-3000

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: 3/30/2012 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: 13.92% 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: 4/30/2012 Last Estimate Thru: 11/7/2011 Scheduled Progress: 100% Last Estimate Paid: 11/17/2011 Actual Progress: 78.08%	Route: NC-147 County: Durham TIP Number: R-5164D Federal Aid Number: STM-0147(3) RE Phone Number: (919)840-0914
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 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: 4.47% 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: 11/15/2011 Scheduled Progress: 38% Last Estimate Paid: 11/21/2011 Actual Progress: 61.03%	Route: I-85 County: Durham TIP Number: I-5145 Federal Aid Number: IMS-085-4(118)178 RE Phone Number: (919)840-0914
Contract Number: C202712 Physical Division: 5 Administrative Division: 5 Length: 13.04 miles	Route: NC-751, SR-1811, SR-1903 SR-1905, SR-1919, SR-1921 SR-1959 County: Durham TIP Number: 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:** 24.44%
Availability Date: 4/4/2011 **Letting Date:** 2/15/2011
Completion Date: 9/30/2011 **Work Began:** 5/5/2011
Revised Completion Date: 11/28/2011 **Estimated Completion:** 12/1/2011
Last Estimate Thru: 10/31/2011 **Scheduled Progress:** 100%
Last Estimate Paid: 11/4/2011 **Actual Progress:** 99.76%

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:** 2.51%
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: 10/31/2011 **Scheduled Progress:** 90.17%
Last Estimate Paid: 11/15/2011 **Actual Progress:** 68.59%

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:** -11.38%
Availability Date: 9/6/2011 **Letting Date:** 7/26/2011
Completion Date: 11/30/2011 **Work Began:** 9/6/2011
Revised Completion Date: **Estimated Completion:** 1/13/2012
Last Estimate Thru: 11/30/2011 **Scheduled Progress:** 100%
Last Estimate Paid: **Actual Progress:** 66.53%

Contract Number: DE00012 **Route:**
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 0.6 miles **Federal Aid Number:**
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
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 **Cost Overrun/Underrun:** 25.27%
Availability Date: 9/19/2011 **Letting Date:** 8/30/2011
Completion Date: 12/23/2011 **Work Began:** 9/23/2011
Revised Completion Date: 12/30/2011 **Estimated Completion:** 12/23/2011
Last Estimate Thru: 11/7/2011 **Scheduled Progress:** 67%
Last Estimate Paid: 11/16/2011 **Actual Progress:** 72.52%

Contract Number: DO00069 **Route:** NC-147
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** BK-5102G
Length: 0 miles **Federal Aid Number:** BRNHS-0147(4)
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
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 **Cost Overrun/Underrun:**

<p>Availability Date: 7/11/2011 Completion Date: 11/7/2011 Revised Completion Date: 8/28/2012 Last Estimate Thru: Last Estimate Paid:</p>	<p>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: 11/2/2011 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: 11/9/2011 Last Estimate Paid: 12/1/2011</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: -1.4% Letting Date: 9/2/2010 Work Began: 7/21/2011 Estimated Completion: 11/9/2011 Scheduled Progress: 100% Actual Progress: 100%</p>

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	100% Complete	\$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

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. 1/17/12	work to begin by 12/12/11	\$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.			Work Completed by Town's POC	\$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.)		11/15/2011	F.A. construction complete	\$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)		12/31/2011	F.A. construction underway	\$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		Bike racks ordered by County and bus shelter ordered by Contractor	\$20,275	CMAQ
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)		10/3/2012	MA with Town executed	\$200,000.00	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	Contract executed	\$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	10/9/2011	100% 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
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	Letting delayed due to soil contamination	\$300,000.00	SRTS

Orange	SR-5001 AR	Construct 320' of 5' sidewalk on Culbreth Road between Cobleridge Rd. in Chapel Hill and Rossburn Rd. in Carrboro	After construction authorization is approved	7/22/2012	Construction Authorization requested	\$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	4/1/2012	FA construction in Spring 2012	\$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	Consultant design pending	\$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	12/15/2011	F.A. widening & contract resurfacing complete; signs pending	\$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			Signal design underway	\$7000 PE	Spot Safety-State
Orange	U-4726 DC	Wilson Park Multi-Use Path	6/20/2012		Municipal Agreement with Town of Carrboro; Advertisement delayed by USDOL wage analysis	\$21,085 PE \$210,855 C	STPDA
Orange	U-4726 DD	Construct sidewalk on Rogers Road from Homestead Road to Meadowrun Ct.	6/20/2012		Municipal Agreement with Town of Carrboro; Design underway	\$67,025 PE \$469,175 C	STPDA
Orange	U-4726 DE	Construct Bolin Creek Multi-use Path from Homestead Road to Chapel Hill High School	6/20/2012		Municipal Agreement with Town of Carrboro for construction (replaces EL-4994) Design underway	\$59,000 PE	STPDA

Transit tax passes: 'Great day for Durham,' Bell says

The Herald-Sun By Ray Gronberg November 9, 2011

DURHAM — Voters in Tuesday's general election made Durham County the second community in the state with the authority to levy a half-percent, local-option sales tax to pay for an expansion of public transit.

The transit levy — one of two local-option taxes on the ballot — received 60.1 percent of the vote countywide.

City and county officials, along with local business leaders, were pleased at a result that essentially mirrored the results of an early March poll.

Tuesday was “a great day for Durham,” Mayor Bill Bell said. “I’m really serious about it. I couldn’t be happier.”

County Commissioners Chairman Michael Page echoed the mayor’s reaction.

“I’m glad, delighted that citizens realized the long-term needs we have in preparing for the next few decades in establishing transit, getting our transportation system a lot more up to speed with the growth we anticipate,” Page said.

The complete but unofficial results show that 16,517 people voted for the transit levy, while 11,864 voted against.

The March poll, conducted by Regional Transportation Alliance pollster Paul Fallon, found that 59.7 percent of those surveyed at the time were supporting the idea of a transit tax.

Officials asked the Greater Durham Chamber of Commerce and an ad-hoc campaign committee to turn that sentiment into an election result.

Bell last month flatly predicted victory. Campaign co-chairwoman Susan Ross more cautiously last week said things were looking good.

Chamber President Casey Steinbacher conceded, though, that a Fallon “flash poll” conducted Tuesday and Wednesday of last week last week had pegged the levy as having only a 3 percent lead, with 17 percent of those surveyed undecided.

One support group, the Durham-Orange Friends of Transit, on Monday said on its Facebook page that “exit polling results for early voting [were] discouraging” and called on volunteers to work Tuesday to get out the vote.

“We think we converted a lot of people by really getting grassroots in the community,” Steinbacher said. “I can’t stress enough how important it was to get out and talk to people and explain what it meant. A lot of people had a lot of questions.”

Officials expect the levy to generate about \$18 million to \$19 million in new revenue.

Money from it would pay first for added bus service in Durham, and later would finance work on two rail systems. Commuter rail lines would use existing railroad lines to connect Durham with Raleigh and eastern Wake County. The second, more expensive, plan of the two would add a new light rail corridor.

Officials have said they’ll wait until either Wake or Orange counties passes a similar tax before they ask Page and his colleagues on the commissioners to implement Durham’s half-cent sales tax.

Fallon’s March survey found the idea of the tax had similar levels of support in Durham and Orange. In Wake, though, only 51 percent of those surveyed backed a transit tax. Both Orange and Wake leaders opted to hold off on calling referendums until 2012 at least.

Now that the tax has passed here, the next steps for Durham officials include “encouraging our neighboring counties ... to join us in a truly regional [transit] plan,” City Councilman Mike Woodard said.

The tax had received near-unanimous support from Durham’s major political groups, the main exception being the Durham County Republican Party.

Its chairman, Ted Hicks, said Tuesday he thought the results of Tuesday's referendum would have been different had voter turnout been higher.

Countywide, turnout was 17.4 percent of those registered to vote, Board of Elections officials said.

"The message is about 40 percent, plus or minus, voted no on these things," Hicks said, alluding also to a local-option tax to pay for education programs that also passed on Tuesday. "That is a very significant shift, and that really needs to be highlighted. The fiscal irresponsibility of local government is starting to get people's attention."

Hicks added that the challenge opponents had is that "the Republican party and the Republican voter in Durham is just so demoralized because the deck is stacked against them."

Steinbacher, who represents the business community, said few people told pro-transit campaigners they were against it because of an outright aversion to transit or to taxes. Many, though, weren't sure how they personally or the community in general would benefit, she said.

Tuesday's 60.1 percent showing for the transit tax bettered the result of the last transportation-related referendum, a city street-paving bond that appeared on the 2010 general election ballot.

The 2010 street bond passed with 57 percent of the vote.

Charlotte, which, before Tuesday, was the only community in the state with voter-approved transit-tax authority, used the money to build a rail line from its downtown to the southern reaches of the city.

Durham vote may reignite transit debate in Orange County

The Herald-Sun By Ray Gronberg November 10, 2011

DURHAM – Transit backers in southern Orange County were feeling a bit of Durham envy on Wednesday, a day after voters in Durham approved a half-percent sales-tax surcharge to finance expanded or new bus and rail systems.

"Durham has really stepped up here and demonstrated some leadership," Chapel Hill Mayor Mark Kleinschmidt said, referring to the referendum that passed with 60.1 percent of the vote. "I suspect the people of Orange County will catch that fever as well."

Kleinschmidt added that he would "advocate" that his Town Council begin pushing the Orange County Commissioners to schedule a similar referendum in his own county in 2012.

"It's up to the commissioners to put this on the ballot," he said. "They have a lot of other voices to listen to, but from Chapel Hill, at least from me, there's very enthusiastic support for moving forward."

Tuesday's vote made Durham the second community in the state – following Charlotte, where a similar measure passed in 1998 – to gain voters' permission to levy a sales tax to help pay for transit expansions.

Supporters noted that Durham's referendum passed by a slightly greater margin than the one in Charlotte. That went through with 58 percent of the vote, said Gerry Cohen, a former Chapel Hill councilman who now runs the N.C. General Assembly's bill-drafting office.

Durham officials have signaled they'll hold off on using their new tax authority until either Orange or Wake counties passes a similar referendum. That, they say, will ensure an expanded transit network has a regional focus.

Orange and Wake, however, both opted to hold off until at least 2012.

Of the two, passage appears more likely in Orange. A March poll found levels of support among voters there similar to those in Durham.

A transit tax had only bare-majority support among voters in Wake, which has 12 incorporated cities and towns and a more rough-and-tumble brand of politics than either Durham or Orange.

"Wake County will be the final frontier, I think," Carrboro Mayor Mark Chilton said.

Orange commissioners opted for delay on the transit issue to concentrate on a different levy, a quarter-percent sales surcharge to pay for economic development work and schools.

It also passed Tuesday, with 60.7 percent of the vote.

Orange County Commissioners Chairwoman Bernadette Pelissier on Wednesday said she hopes the Durham vote gives renewed impetus to the push for a transit referendum in her county.

"I think it's a good sign, Durham saying they want to do it," she said. "We want to partner with them. I think we'll start moving ahead."

But Pelissier conceded that her board doesn't "have a specific plan" or schedule for deciding the matter.

"That doesn't mean we won't develop one," she said. "We had already started that work. We just have not finished it. But we've started and already have done a lot on it."

Triangle Transit General Manager David King said his staff is scheduled to brief Orange commissioners next week on a routing study his agency paid for in anticipation of eventually seeking federal subsidies for a new Durham-to-Chapel Hill rail line.

"We've set the table for them to get back on the subject of approving an Orange County [transit] plan," a precondition for scheduling a referendum, King said.

Chilton, whose town abuts Chapel Hill, said he'd like the Orange commissioners to put a referendum on 2012's May primary ballot to avoid having the issue drowned out amid next year's presidential campaign.

He also said "Durham has a lot to be proud of" by taking the plunge and passing its transit referendum this year.

Chilton had favored holding a transit vote in Orange this year, and on Wednesday said Orange commissioners will have to give constituents an "extremely compelling reason why not" if they don't schedule one in 2012.

"Our county commission is made of a whole bunch of people who were mostly endorsed by the Sierra Club," Chilton said. "Now is the time to prove what that means – or, for that matter, whether those endorsements are deserved."

Transit tax opposition centered in outlying areas

The Herald-Sun By Ray Gronberg November 10, 2011

DURHAM – Unofficial precinct-level returns show the opposition to Durham's transit tax referendum was concentrated in the northern and eastern-most reaches of the county.

The half-percent local-option sales levy enjoyed majority support in 45 of the county's 57 voting precincts, and at two of the three early-voting sites the Board of Elections opened for this year's general election.

The proposal fared poorly in the Rougemont, Bahama and Treyburn areas of northern Durham, and in the precincts in and around the Bethesda area of eastern Durham.

With the levy receiving support from 60.1 percent of those who cast ballots, the outcome "in this kind of climate says people realize transit is a benefit even if they don't use it personally," said Frank Hyman, a former city councilman who's taken in recent years to advising would-be candidates for local elective office.

Organized opposition to the levy had come only from the Durham County Republican Party, which argued that existing bus networks are under-used and should be downsized.

But the precinct numbers suggest party affiliation didn't necessarily play a deciding role in the way the referendum played out.

Half of the 12 precincts that went against the tax are majority Democratic in registration.

Republicans don't constitute a majority in any Durham precinct, but by targeting unaffiliated voters and Libertarians, GOP activists in theory could assemble winning coalitions in nine. Of those, six went against the tax.

But the other three – concentrated in southwest Durham, an area that sees heavy car and truck traffic along U.S. 15-501 and N.C. 54 – favored passage of the transit levy.

The precinct returns were also noteworthy in that out of 12 precincts that in 2010 voted against a city street paving bond, eight on Tuesday favored the transit levy.

Those that flipped included several strongholds of the Durham Committee on the Affairs of Black People, such as Precinct 41, which votes at White Rock Baptist Church.

The Durham Committee endorsed the transit tax, but last year urged its adherents to vote against the street bond.

Returns suggest black voters in general supported the transit tax, but were hardly monolithic in doing so.

The referendum rolled up 1,734 votes of its 5,548-vote winning margin in the county's 20 majority-black precincts.

But it only managed double-digit wins in several of those, and the voters of one majority black precinct actually went against it. That was Precinct 52, which votes at the Evangel Assembly of God church on Lynn Road in the Bethesda area.

Contra Hyman, the areas that went against the tax also tended to be places with comparatively scant access to Durham Area Transit Authority bus service.

For example, only a single DATA route – Route 17 – penetrates northern Durham as far as Treyburn.

Only a couple routes run through the Bethesda area. Others skirt it.

One key Bethesda precinct, Precinct 31, receives direct DATA service only along U.S. 70 and Angier Avenue, via the system's Route 2. Its voters – who cast ballots at the Bethesda Ruritan Club on South Miami Boulevard – went 247 to 130 against the tax.

A resident of Precinct 31, Ray Guthrie Jr., on Wednesday said he's been trying "for 20 years" to get officials to put a bus stop at the corner of Ellis Road and Rada Drive – an area DATA doesn't run through.

"I've seen disabled people walk a mile just to get on a bus ... 75- and 80-year-old people walk down a dangerous road trying to get there," he said in a voicemail that otherwise signaled opposition to the levy as being part of the "liberal agenda of Durham."

Meanwhile, Triangle Transit officials announced the first in a series of public meetings that will give residents a chance to weigh in on a potential revamp of DATA's route network.

The sessions will take place next Tuesday and Wednesday at venues like Durham Station, Fullsteam Brewery and the Durham Center for Senior Life. For more information and schedules, see <http://bit.ly/s853Fd>.

Triangle Transit General Manager David King, his staff and the consultants they're working with are trying to come with "a more efficient and effective service that carries more people for the same amount of money."

King added that the agency would also, in advance of Durham implementing the transit tax, try to do some of the prep work that has to precede the establishment of new park-and-ride lots in places like the northern part of the county.

There, "if we want express [bus] service, we'll have to figure out one or more places for people to leave their cars," King said. "Anything we can do now to cut that [development] time, so that when the half cent is levied we're ready to roll, will be to the good."

Durham officials have said they'll hold off on actually implementing the transit tax until neighboring Orange or Wake counties pass a similar referendum.

Federal transportation network: An area ripe for Democratic and Republican political consensus

By The Associated Press, Published: November 9, 2011

WASHINGTON — A Senate panel cleared legislation Wednesday overhauling federal highway programs, prompting lawmakers to talk of a looming bipartisan consensus that would end years of stalemate on repairing and expanding an aging transportation network.

In a rare show of bipartisanship, the 18 members of the Senate Environment and Public Works Committee pushed the legislation forward for further action, even withholding, for now, amendments that hadn't been agreed to in advance by both parties.

The two-year transportation plan was drafted by the committee's Democratic chairwoman, Sen. Barbara Boxer of California, and its senior Republican, Sen. James Inhofe of Oklahoma. The bill's co-sponsors include the Senate Finance Committee's Democratic chairman, Sen. Max Baucus of Montana, and its senior Republican, Sen. David Vitter of Louisiana, who are trying to find the money to pay for the plan.

"I don't think there is any question, if you look at the four of us, that this is the definition of bipartisan work," Vitter said. "This is a jobs bill, this is an infrastructure bill that is designed to succeed, that can succeed."

Despite last week's Senate defeat of President Barack Obama's \$50 billion infrastructure jobs bill, momentum is building for congressional passage of a long-term transportation plan to repair crumbling roads and bridges, move people and freight more efficiently, and boost employment.

House Speaker John Boehner, R-Ohio, recently removed a major roadblock by agreeing to support a continuation of current highway program spending levels. He said Republicans will introduce a six-year transportation plan this month, and he expects House passage before the end of the year.

The Senate bill is a significant departure from the current highway program. It aims to give states more flexibility in choosing what kinds of projects best meet their needs, while at the same time requiring that they show in a more systematic way that they are using their aid to achieve federal goals like relieving traffic congestion, reducing air pollution and keeping roads and bridges in good repair. It would eliminate or collapse 90 separate highway programs, each with its own pot of money, into 30 mostly larger pots.

It also would increase funding for a federal transportation loan guarantee program from \$122 million a year to \$1 billion a year, while reducing the share of money states have to contribute to projects. The federal guarantees can reduce states' financing cost for large projects through lower interest rates. The lower rates and guaranteed revenue through tolls or some other user fee can also attract as much as \$30 in private investment for each dollar in federal aid, thus significantly increasing the overall funds available for transportation projects, supporters of the program said.

Rep. John Mica, R-Fla., chairman on the House Transportation Committee, hasn't yet introduced his plan, but he has described key features that are similar to the Senate bill. For example, he has said he intends to eliminate or collapse all 108 existing federal highway and transit programs into a handful of aid programs to give states more flexibility in choosing projects. He has also said he, too, would increase the loan guarantee program to \$1 billion a year and ease state contribution requirements.

"Congress is realizing we need to do something, and Republicans are realizing they can't just sit there and say no" to appeals for more spending on infrastructure to boost the economy, said Joshua Schank, president of the Eno Transportation Foundation, a nonpartisan think tank.

Two congressionally-mandated transportation commissions have warned that if the U.S. doesn't sharply increase spending to repair and improve its infrastructure, the nation will face a future of nightmarish congestion. Current transportation systems — highway, rail and aviation — won't be able to handle the projected population growth of 100 million more Americans by 2050. The federal Highway Trust Fund, which pays for highway and transit aid, is spending more money than it takes in, but the backlog of projects is still growing. A recent report by the Carnegie

Endowment for Peace estimates that the U.S. transportation system, excluding aviation, adds over \$100 billion annually to the national deficit when deferred maintenance is counted.

John Horsley, executive director of the American Association of State Highway and Transportation Officials, said he's encouraged by what he's hearing from lawmakers in both parties. The association has been urging Congress to pass a bill providing long-term spending authority for highway and transit programs. The last long-term bill expired in 2009. Programs have continued to limp along under a series of short-term extensions. The current extension expires in March.

The lack of long-term funding certainty has weakened the ability of state highway departments to commit to major projects that can increase transportation capacity. Such projects usually require several years to complete. Instead, money often winds up directed to repaving and other upkeep projects

"The best jobs bill Congress could come up with right now is a long-term transportation bill," Horsley said.

Like many issues before Congress, the biggest question mark is where lawmakers will find the money to pay for the overhaul. The Senate bill, including safety and transit programs, would spend \$109 billion over two years. Sponsors are still \$12 billion short of the money needed to pay for it, although Baucus pledged Wednesday to somehow find the funds. In the House, Republicans have discussed a six-year, \$286 billion bill paid for by revenue from expanded oil and natural gas drilling. But there are serious questions whether the money could be raised before it's spent and whether federal trust fund rules might prevent relying on revenue that's not directly raised from use of roads and bridges.

"Finding the money is going to be a real challenge and presents the largest obstacle to enactment of any legislation," Schank said.

And each of the programs being eliminated or losing guaranteed funding — from Appalachian highways to covered bridges to safe routes to schools — has supporters who are already lobbying to protect their interests. In the past two months, bicycling and pedestrian groups have generated an estimated 70,000 emails to lawmakers urging that funding for their programs be retained.

"The House bill by all accounts isn't going to have a word about bike and pedestrian projects in it," said Andy Clarke, president of the League of American Bicyclists. "We realize a lot is at stake."

Growing congestion on 540 could require toll lanes

wral.com November 23, 2011 7:53 p.m.

Growing congestion on Interstate 540 could require an expansion of the state's first toll road, part of which is set to open to traffic next month, a regional transportation planner said Wednesday.

The Triangle Expressway is an 18-mile stretch of road that includes the western part of 540. Tolling is scheduled to begin in January on a 3.4-mile stretch that runs through Research Triangle Park.

The rest of 540 is currently free, but planner Chris Lukasina said that could change in the future.

The long-term plan for the road, slated for completion around 2035, includes widening it from six lanes to eight, Lukasina said. Two of those lanes could become toll lanes, with varying costs throughout the day depending on traffic.

"At different times of day, or as congestion picks up or slows down, they can change the toll on that particular lane," Lukasina said.

In other words, drivers will be able to pay their way into a faster lane.

"It really becomes about how do we fit this big puzzle together with what's needed and what we have to pay for it," he said. "The way we were able to afford to do that was to look at tolling on those two new lanes."

Lukasina said the future of 540 is still flexible and a widening project could happen sooner than 2035 if increases in traffic congestion outpace planners' projections.

Will NC cap the gas tax -- and cut road-and-bridge spending?

The News and Observer by Bruce Sicheloff 11/28/2011 - 09:15 a.m.

A possible cap on the state gas tax is among the agenda items for this week's drive-by session of the General Assembly. This could be a tough decision.

If the Republicans who control the legislature agree to stop the tax from rising higher in January (in keeping with their lower-tax leanings), they will effectively cut this year's budget for road and bridge repair (one of their few higher-spending priorities).

North Carolina's motor fuels tax rose in July to its current record-high 35 cents per gallon -- leaving only eight states with a higher gas tax, according to the American Petroleum Institute. The tax rate is set by a formula that will change the tax on Jan. 1 based on average wholesale fuel prices from April through September.

Gas prices have fallen recently, but they were higher during that six-month period. So if the legislature does nothing, the tax will rise in January to 38.9 or 39 cents -- higher than the tax in all but five other states. (By the way: This gas tax comparison does not tell the whole story, because North Carolina is lower than other states (including some neighbors) in the rate it sets for its second-biggest transportation funding source, the highway use tax on car sales and leases.)

In this year's budget the legislature increased spending for road and bridge maintenance, and paid for it in part with a gas tax projected to average 37.5 cents a gallon for the year ending next July 1. Since it's 35 cents for the first half of the fiscal year, it would have to rise to 40 cents for the second six months to make that 37.5 average. At 39 cents it will fall a little short, and if it stays at 35 cents it will fall far short.

How far short? Here's some math provided by NCDOT and the NC Metropolitan Mayors Coalition (which is lobbying against a tax cap). It shows that a tax cap would cut the money needed to replace 428 bridges and resurface 2,780 miles of highways across the state.

Read more: <http://blogs.newsobserver.com/crosstown/will-nc-cap-the-gas-tax-and-cut-road-and-bridge-spending#ixzz1fyKKllrc>

Triangle Parkway opens toll-free Thursday. Why drive it?

The News and Observer Submitted by Bruce Sicheloff 12/06/2011 - 07:30 a.m.

The 3.7-mile Triangle Parkway, the first leg of North Carolina's first modern toll road, will open Thursday for 26 days of toll-free motoring (tolls start Jan. 3).

No need to set your alarm clock Thursday morning: the actual driving doesn't start until after a 10:30 a.m. ribbon-cutting.

Will you drive this road free this week? Will you pay to drive it later? I'm reporting on this today. Please let me hear from you by email, and don't forget your name and daytime phone number. If you drive Triangle Parkway Thursday, I'd really like to hear from you then, too.

Triangle Parkway extends the Durham Freeway south from Interstate 40 through Research Triangle Park to the 540 Outer Loop. The rest of the Triangle Expressway, from RTP to Holly Springs, will open in 2012.

Exits at Hopson Road and Davis Drive are close to workplaces including the Environmental Protection Agency, Eisai and Ericsson.

Toll collection – all electronic, with no coin booths – starts Jan. 3. See ncquickpass.com for details.

Read more: <http://blogs.newsobserver.com/crosstown/home#ixzz1fyLTrHhm>



MPO/RPO REGIONAL WORKSHOP DISCUSSION RECORD

DATES and LOCATIONS: October 13, 2011 - Hickory, NC
 October 18, 2011 – Rocky Mount, NC
 October 19, 2011 – Fayetteville, NC
 October 20, 2011 – Greensboro, NC

In response to the request from the North Carolina MPO and RPO Associations for an opportunity to involve MPO/RPO members and TAC/TCC leadership in the North Carolina Department of Transportation's 2040 Plan, four structured listening sessions were scheduled across North Carolina. The four workshops included identical PowerPoint presentations (see attached) and strategic questions for attendees. Attendees comprised of MPO/RPO leadership and staff, TAC and TCC members including several NCDOT Board of Transportation members.

The agenda included discussion of the 2040 Plan overview and framework, transportation investment considerations, strategic operating policies opportunities and the next steps for the Plan.

Focused discussion topics included transportation system needs and performance expectations, transportation funding, investment priorities and suggested changes to NCDOT operating policies. Participants in the four workshops raised the following comments and opinions. Participants were not necessarily in agreement on the substance and importance of all issues.

TRANSPORTATION SYSTEM NEEDS & PERFORMANCE EXPECTATIONS:

What performance levels do our transportation systems need to provide to promote economic opportunities?

- Performance levels of local networks are important to economic opportunities
- What is deemed acceptable in one city may not be acceptable in another; e.g., one city may feel an 'F' rating is acceptable for one hour per day during rush-hour
- Might be reasonable to expect 'B' level for the majority of the day and accept 'D' during peak times
- It is impossible to expect zero congestion in an economically robust region
- If we spend all the necessary funds to create 'A' level transportation, what is the gain? Empty roads, transit, etc...
- View improvements based upon travel time rather than just building or expanding
- Eastern North Carolina needs increased rail access to NC ports in order to transport agricultural products

Theme: Performance level needs vary by region.

How can/should performance levels vary? By mode, tier, investment goal, other considerations?

- For some modes, statewide considerations are most important, for others, regional needs are more significant
- To achieve successful economic recruiting in NC, focus must be regional
- Majority of input suggested that sub-regional and regional tiers should have the highest consideration
- Investment scenarios focus on only one mode – modal integration is necessary
- DOT should grade itself on a regional basis and on interconnectivity
- Regional MPO/RPO must be more synergistic

Theme: It is important that transportation investments support all modes, and that funding recognizes that types of needs vary by region. There cannot be a one-size-fits-all mentality.

TRANSPORTATION FUNDING:

Should NCDOT and its partners be pursuing additional revenues to fund transportation? What spending threshold is reasonable? Are gas taxes a sustainable funding source?

As revenues from the NC gas tax decrease due to increased fuel-efficient vehicles on the road, NC must find alternate funding. Suggestions included the following:

- Raise the automobile registration fee for incoming population
- Raise Vehicle Property Tax
- Implement user fees for subdivision roads
- Re-allocate monies; e.g., Greenway extending from the mountains to sea is wonderful in a robust economy, however, given the current economic environment, that money could be better spent at local level for transportation rather than recreation
- Fee on Vehicle Miles Travelled (VMT)
 - Some participants believed VMT to be the best option
 - Differing views stated that NC won't receive sufficient monies on VMT with the anticipated increased population age and that VMT does not capture the fact that all citizens benefit from roads – even those who utilize alternate transportation
 - Concern about equity with VMT (link between VMT and vehicle weight?)
 - Balance VMT with lower gas tax
- Tolling:
 - Virginia is profiting from North Carolina tourists by tolling roads into NC (Chesapeake Expressway and the Chesapeake Bay Tunnel)
 - Local residents should be offered discounted Pass (like Chesapeake)
 - Tolling won't ease Statewide lack of funding as toll revenues are typically used only on the highway that is being tolled.
 - Skepticism that the working population can handle tolls
 - Essentially a user fee - the same as VMT

Theme: As NC moves to new revenue sources to fund transportation programs, the focus should be on sources that are user-fee based, such as VMT and tolling, rather than general revenue sources such as general sales taxes.

What spending threshold is reasonable?

- Public will not tolerate fees on auto insurance or added local sales tax
- If a local tax is implemented – 100% must return to local area
- Cannot ask the local government to raise taxes to pay for interstate highway

- Misconception that government does have money and doesn't need to raise additional capital, there is a "trust issue" with the public
- Pass bond issues rather than raise taxes
- Revenue is down, services are down, government cannot raise taxes – "good effort to provide more focus strategically"

Theme: The current economic environment is not conducive to seeking an increase in tax or user fee rates.

Public Education:

- Public needs to recognize that transportation is seriously underfunded
- Public must understand that if maintenance on highways and roads is deferred for too long, the price to elevate roads to acceptable levels increases dramatically
- Public must comprehend that there can be devastating consequences if current roads are not properly maintained

Theme: Critical to meeting long-term transportation needs will be gaining public acceptance by educating the public on the true needs and the economic impact of not meeting those needs.

Local Influence:

- Some local governments are funding their own sidewalks
- Receiving initial investment for bicycle/pedestrian infrastructure can be difficult
- Morganton/Hickory restriped several roads for bike lanes, which was well received locally

Theme: Local governments need to be creative in order to control aspects of their transportation systems.

INVESTMENT PRIORITIES:

If we can't address all our needs, what are the most important considerations in setting priorities?

- Specific recommendations:
 - Finish strategic highway corridors (if funding is taken away – we are cut off from other States)
 - Mountains need a four lane highway for mobility (currently use US 421, a two lane, steep, curvy road)
 - Hurricane Evacuation Routes (Additional ferries for the Outer Banks?)
 - Preserve bridges
- Priorities should be safety and congestion relief
- Shift focus from highways to other modes based on needs
- Transfer funds from roads to mass transit
- There is a need for expanded rail passenger service
- Devote funds to light rail - how will the population move in the future?
- Define *need* versus comprehensive list of all desired maintenance/upgrades
- Strategically look at needed infrastructure and funding - allocate resources to accommodate
- Freight needs to have predictability for movement
- Charlotte, Raleigh, Atlanta have proven that building additional lanes is not the solution – with the anticipated population growth, cities will face the same issues in a few years

- Reflect varying importance, i.e., bike routes in urban areas are used daily whereas bike routes between cities are not
- Wherever we gain the most for our limited monies
- Provide road and maintenance only - allow regional to implement usage changes, i.e. carpool only
- Fund transportation that improves current situation and is also working towards the future

Theme: Investment priorities should give strong consideration to reallocating funding from roads and highways to alternative modes of transportation.

Strategic Operating Policies Opportunities

What changes in state transportation policy are needed?

- Concern regarding P2.0 scoring matrix; for example, an 11 mile road is divided into four segments
- Some measure of economic impact for proposed highway improvement projects, such as return on investment, should be included in P2.0 scoring
- Need data points for economic development
- Look at comprehensive picture and implement improvements based on travel time rather than building/improving for the sake of upgrading
- Look at strategic locations for intermodal connections (Distribution Centers)
- Review economic benefits for project, which have huge impact on land use
 - Development patterns need to be addressed – trying to reconnect through transit once sprawl exists is complicated
 - Access to available land areas that can be developed
- Remove discretionary funding
- Eliminate bridges to nowhere
- Be transparent (NCDOT transparency applauded by another participant)
- Efficiency – NCDOT rated 5th or 6th in nation for efficiency; many states have much larger budgets with substantially fewer roads
- Decentralize Transportation Planning Branch – move them out of Raleigh and spread throughout the State
- Equitable portions for rural and urban
- Part of the maintenance problem is that NC doesn't have the money needed to rebuild roads, so resurfaces roads which will need to be rebuilt in time
- Ensure connection/coordination between SPOT and 2040 Plan for comprehension
- SPOT – Projects with later horizon years fare better than earlier horizon
 - Re-evaluating placement of certain projects
 - Give weight to horizon years
- Equity restrictions prohibit the ability of the State to spread the wealth
- Need quantitative Economic Return Model not driven by politics

Theme: NCDOT needs to have more of a local planning presence across the state; planning will benefit if NCDOT personnel are more attuned to local issues. Efficiency, transparency and equity should be the goal of NCDOT policies, programs and processes. This is particularly true with regard to prioritization of projects: project evaluation formulas need to ensure that projects promising high return in terms of economic benefits are given high priority.

Additional topics raised and discussed:

Economic Opportunity

- Performance levels of local networks are important to economic opportunities
- Economic recruitment process is a much quicker process than infrastructure improvement - new/potential tenants must have roads, services, etc.
- NC must be able to react quickly or will lose economic opportunities; perhaps a special funding pot is needed to support economic recruiting

Equity Formula:

- Trust Fund – equity formula had unintended consequences for multi-modal
- Equity formula – should be closer to the local level, funded accordingly with needs
- Tax burden needs to be proportional on resource
- Less reactionary – guide transportation needs from highway to rail

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Technical Memorandum: Second Public Survey



2040 Plan – NC Statewide Transportation Plan Update

To: Tyler Bray, NCDOT; Terry Arellano, NCDOT; Nicole Meister, NCDOT

From: Judy Meyer, PIA (Atkins Team)

Date: Revised Final, November 2011

Subject: 2040 Plan Second Public Survey Response Report

A second public survey was released in September 2011 in both electronic and hard copy form for the 2040 Plan. While the first survey released in April 2011 sought ideas and thoughts about the future of transportation, the second public survey asked people to provide input on specific transportation investments, and funding options. The survey was completed by individuals on a random basis and therefore the survey should not be considered statistically valid as would the results from a poll or other formal survey instrument.

Notice of the availability of the survey was sent to 2040 Plan Statewide Stakeholder Group (SSG) and Agency Coordination Group (ACG) members. And email also was sent to more than 900 organizations, agencies and institutions with a request to complete the survey and to pass it on to others. Follow-up calls were made to an estimated 200 organizations to make sure they received the email and to reiterate the request to distribute it to others. A link to the survey was displayed prominently on the NCDOT web page dedicated to the 2040 Plan. Notice of the survey also was included in media releases, and messages posted to Facebook and Twitter.

The survey was made available beginning September 5, 2011 and it closed on September 30, 2011.

A total of 3,509 survey responses were submitted during this time period. This includes surveys submitted in both English and Spanish. An estimated 13 percent of respondents were students, the majority of which were college students.

Highlights of feedback from the survey include:

- In a climate of limited funds, NCDOT's top priorities should be:
 - Focusing on projects and programs that will boost the economy and create jobs
 - Focusing on other forms of transportation besides highways
- Better coordination of transportation and land development and investing more in public transportation are most important to address the transportation needs of a changing population
- Shorter commute times and improved air and water quality are the biggest contributors to respondents' quality of life
- More than 63 percent of respondents indicated expanding passenger service within cities or between downtowns and suburbs should be the focus of passenger rail efforts.
- Nearly half of respondents (48.2 percent) said highway enhancements would offer the biggest benefit to North Carolina's economic prosperity.
- Although several respondents indicated any new revenues for transportation should come from a combination of sources, the top new sources were toll roads and local option sales taxes. At least one-third of respondents indicated there should be no new revenues and NCDOT should make do with existing funding levels.
- The existing revenue sources respondents indicated would be most acceptable to increase were user fees and Highway Use Taxes (motor vehicle sales tax). Several respondents on this question also noted

a combination of increases of various revenue sources would likely be more acceptable. At least one-third of respondents indicated there should be no increases of existing revenues and NCDOT should make do with existing funding levels.

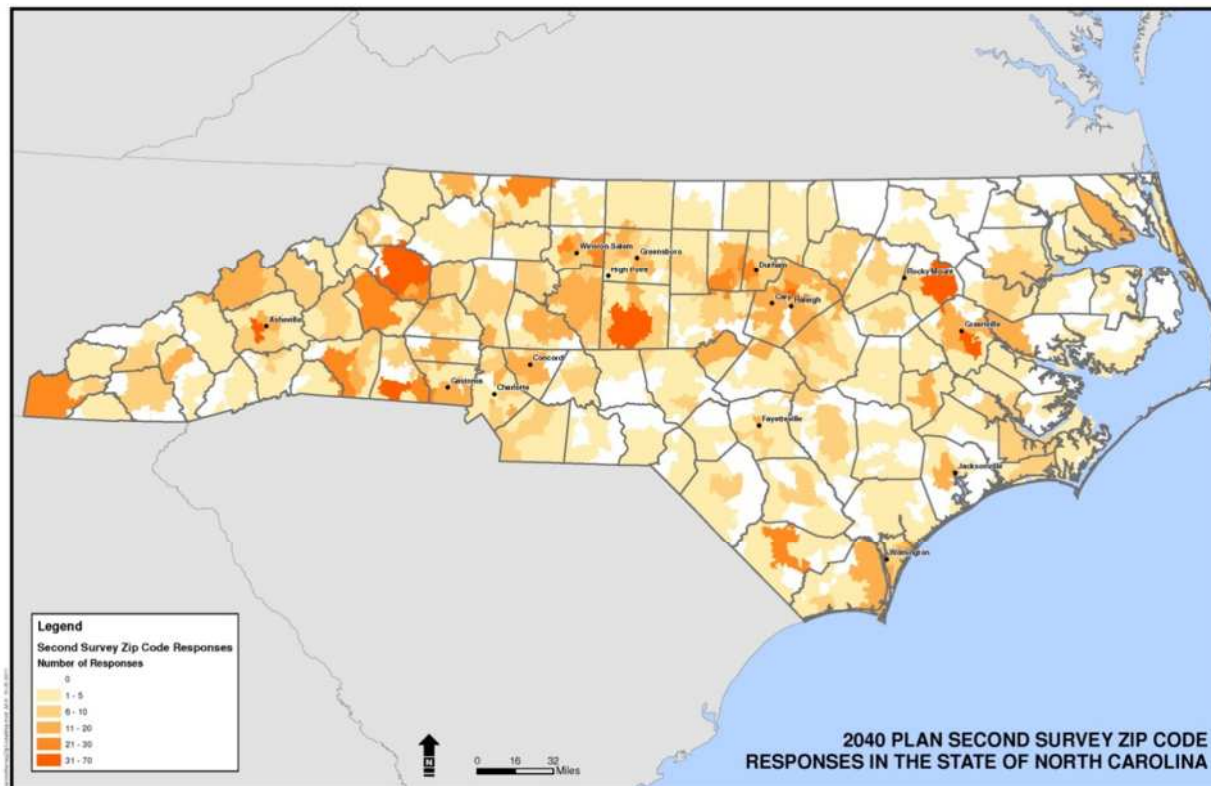
- More than half of the additional comments continued the discussion about funding options, with many respondents noting a combination of funding sources is preferred, or noting that NCDOT should not be seeking additional funds.

Detailed results of the second public survey follow. Comments submitted in the “additional comments” field are available as a separate document on request.

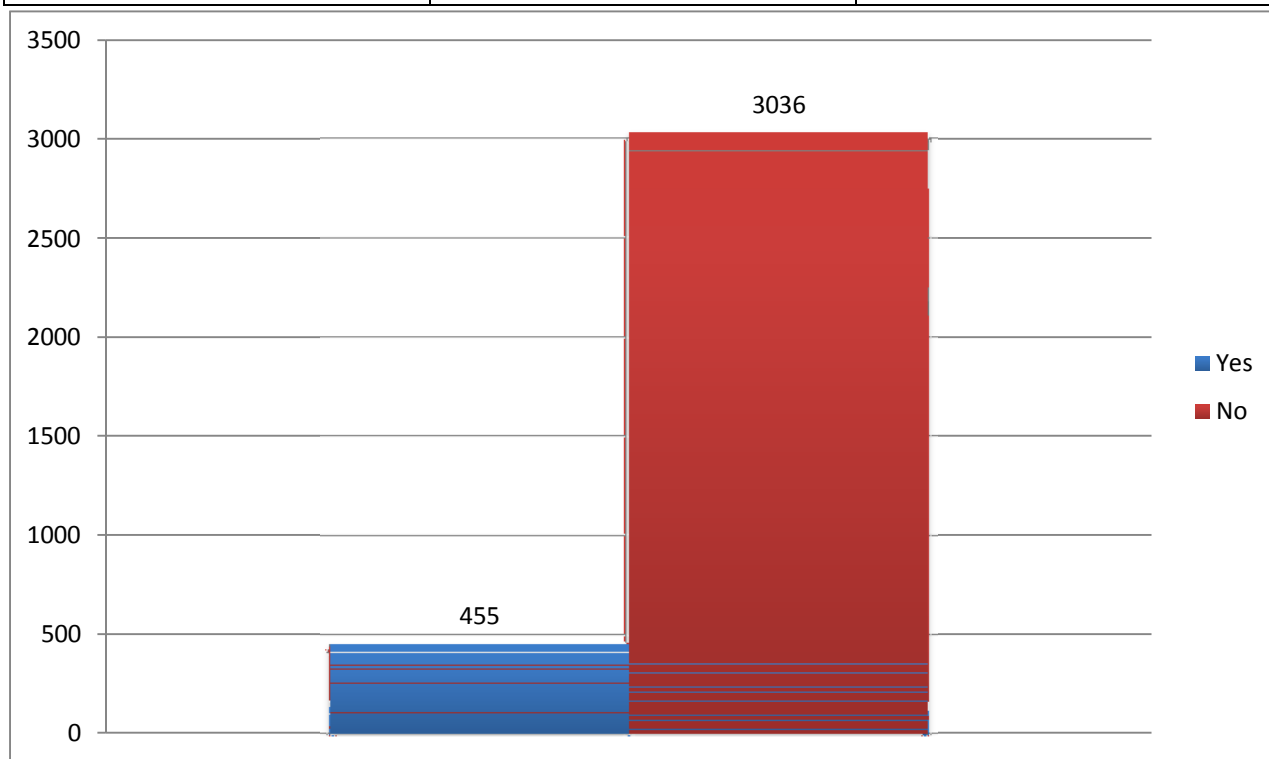
NCDOT 2040 Plan Second Public Survey Response Summary (October 12, 2011)

The following pages provide a summary of the responses received to the second 2040 Plan public survey. This report represents the results of 3,509 responses to the English and Spanish surveys. This report provides the results in two formats for each multiple choice question – written and graphic. The “other” responses and the additional comments allowed for in the last question have been categorized or grouped as much as possible. There were many responses that could not be grouped. A separate file that contains all additional comments received is available on request.

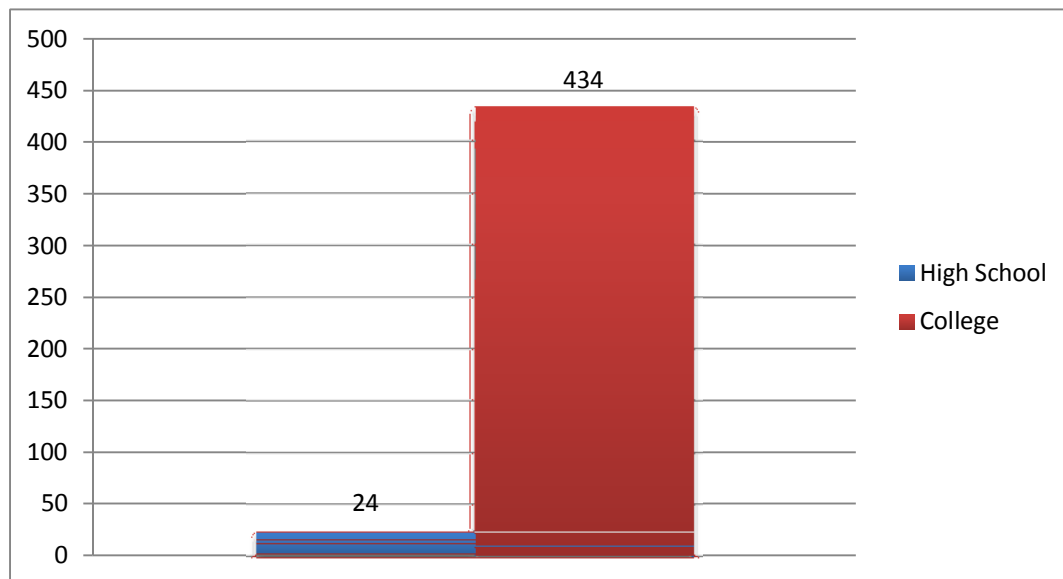
Respondents were asked to provide their ZIP Code.TM The following map illustrates those responses received from within North Carolina. There also were comments received from other states.



2. Are you a student?		
Answer Options	Response Percent	Response Count
Yes	13.0%	455
No	87.0%	3036

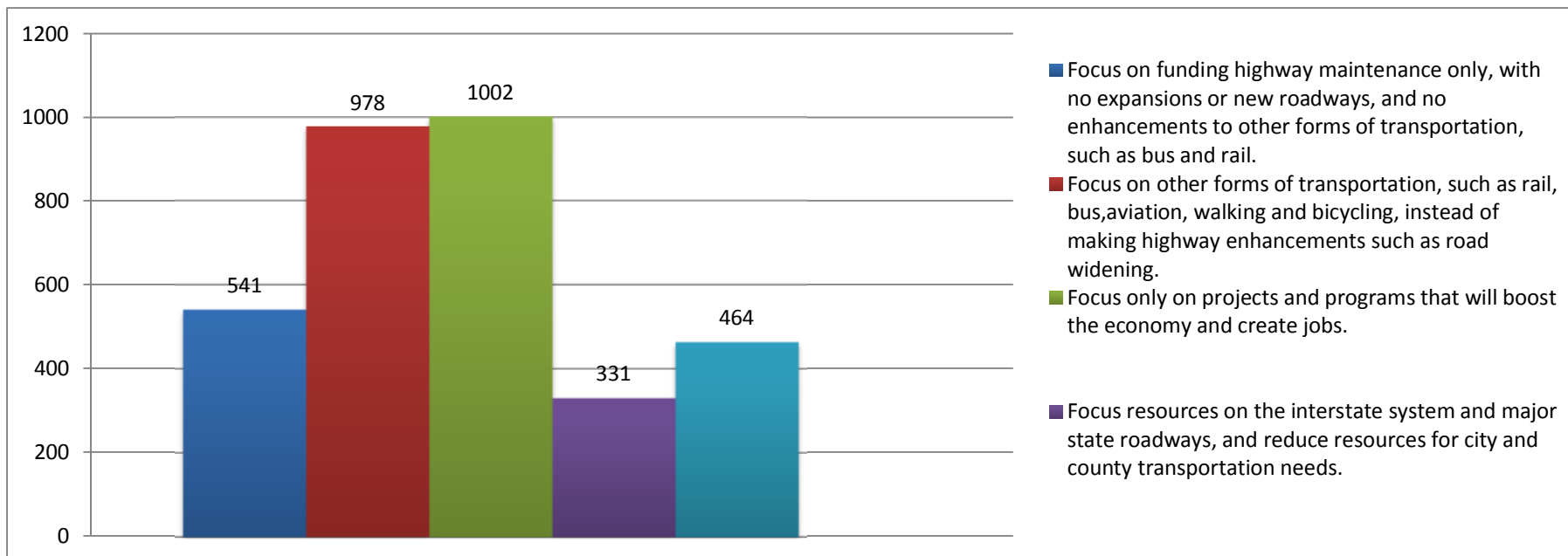


3. Since you are a student, what level of school do you attend?		
Answer Options	Response Percent	Response Count
High School	5.2%	24
College	94.8%	434



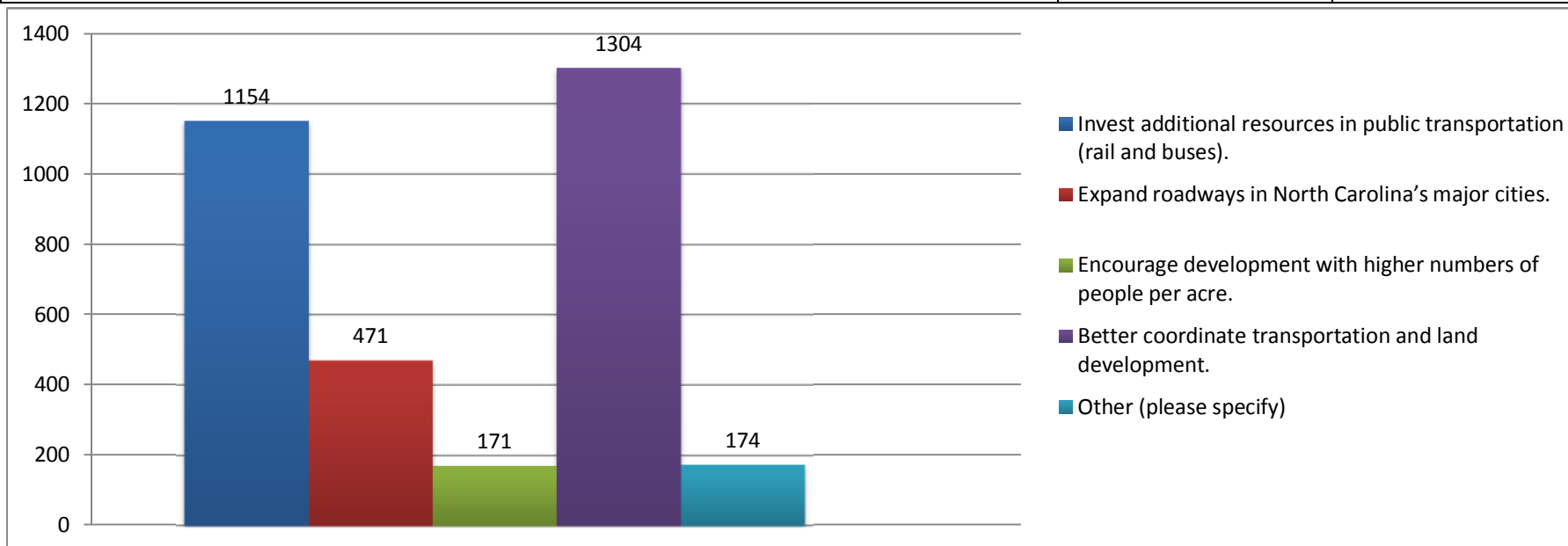
4. Although several billion dollars are expected to be available over the next 30 years for improvements for highways, bicycle and pedestrian facilities, passenger and freight rail, aviation and ferries, this amount is insufficient to address all needs. Given this limited funding, which of the following should NCDOT make its highest priority? Please select only one.

Answer Options	Response Percent	Response Count
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.	16.3%	541
Focus on other forms of transportation, such as rail, bus,aviation, walking and bicycling, instead of making highway enhancements such as road widening.	29.5%	978
Focus only on projects and programs that will boost the economy and create jobs.	30.2%	1002
Focus resources on the interstate system and major state roadways, and reduce resources for city and county transportation needs.	9.9%	331
Other (please specify) Combination 168, Funding 13, Highways/Roads 181, Other 58, Public Trans/Bike 37, Safety 16	14.0%	464



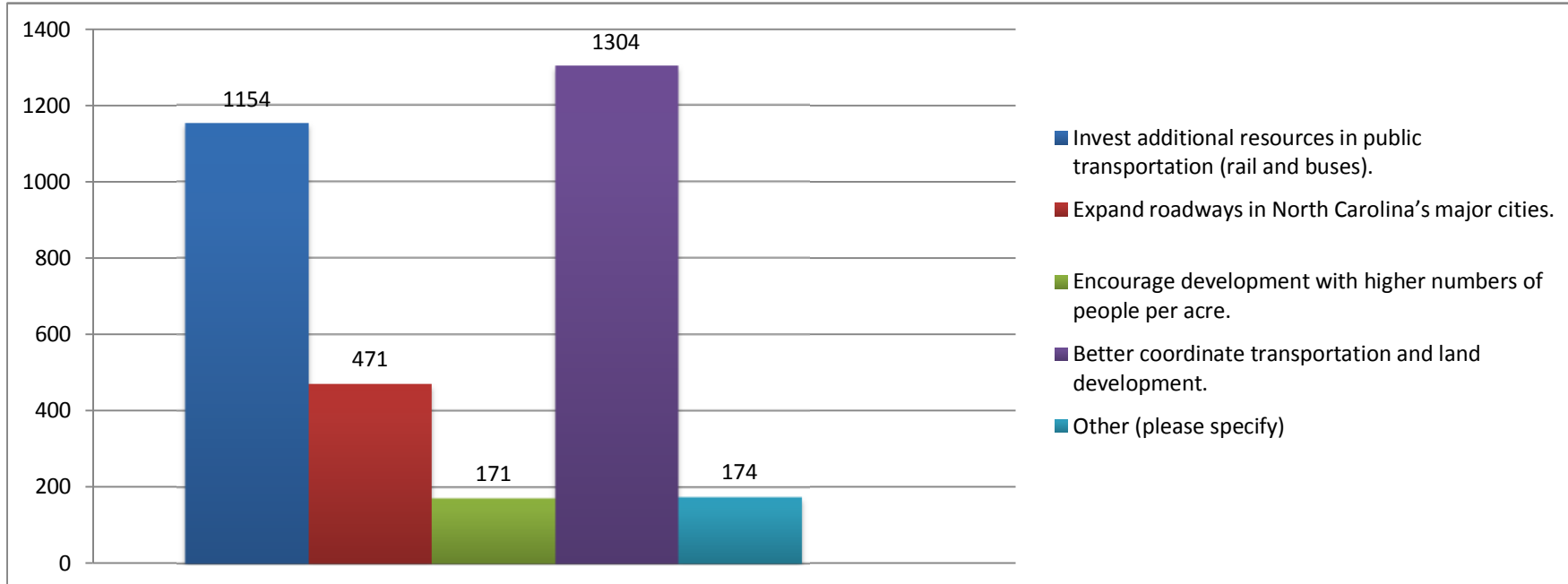
5. By 2040 there will be 3 million more people living in North Carolina - equal to the entire population of Iowa. Our residents will be older and more diverse, and more people will reside in and near large cities. Which of the following is the most important to address the transportation needs of our changing population? Please select only one.

Answer Options	Response Percent	Response Count
Invest additional resources in public transportation (rail and buses).	35.2%	1154
Expand roadways in North Carolina's major cities.	14.4%	471
Encourage development with higher numbers of people per acre.	5.2%	171
Better coordinate transportation and land development.	39.8%	1304
Other (please specify) Equity/Rural 15, Land Use/Density 20, Other/Survey Comment 60, Specific Mode Comment 68, Status Quo/Maintenance 11	5.3%	174



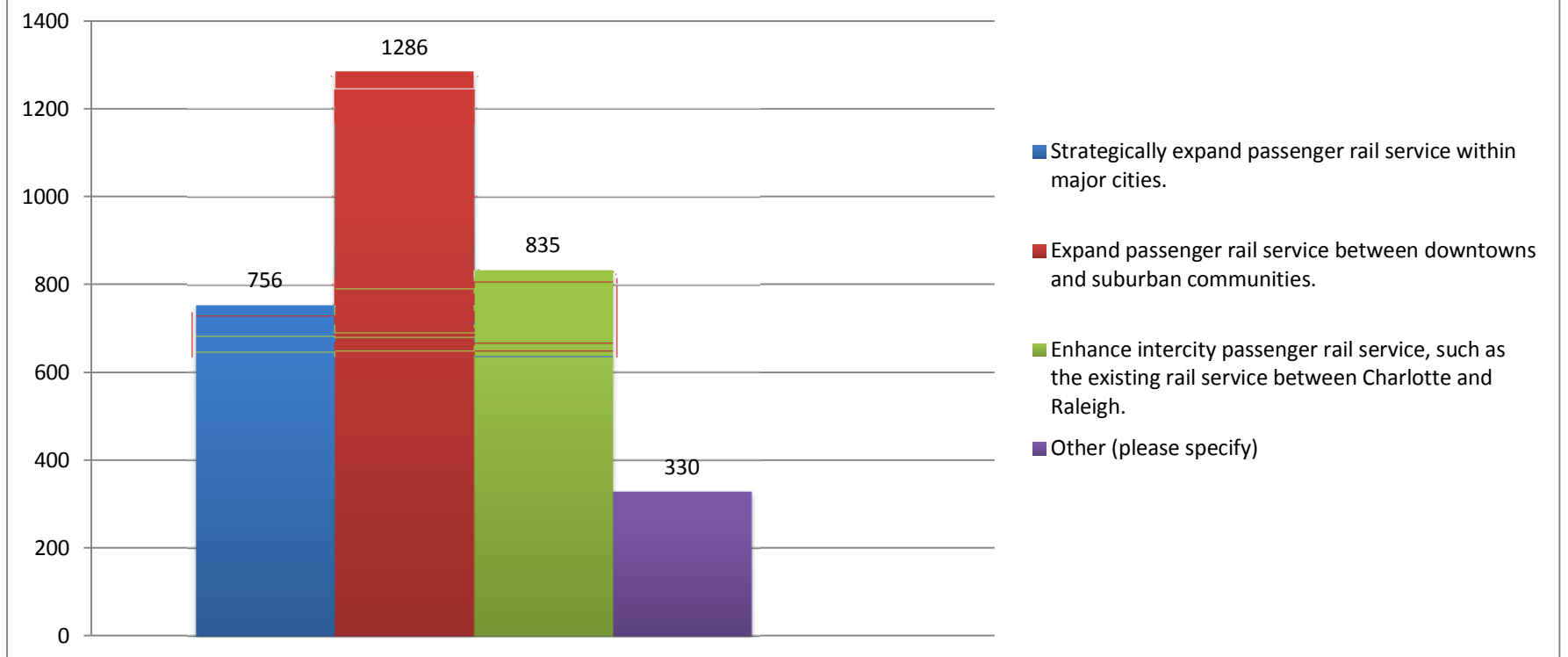
6. Which of the following contributes most to your quality of life and should be a priority for future transportation investments? Please select only one.

Answer Options	Response Percent	Response Count
Improved air and water quality	24.0%	777
Shorter commute times	26.3%	851
Communities that accommodate walking and bicycling	20.8%	672
Easily accessible public transportation (bus and rail) options	23.0%	747
Enhanced aviation or ferry facilities	1.1%	37
Other (please specify) Combination 32, Non Road Modes 9, Other/Survey Comment 61, Roadway Specific 57	4.8%	156



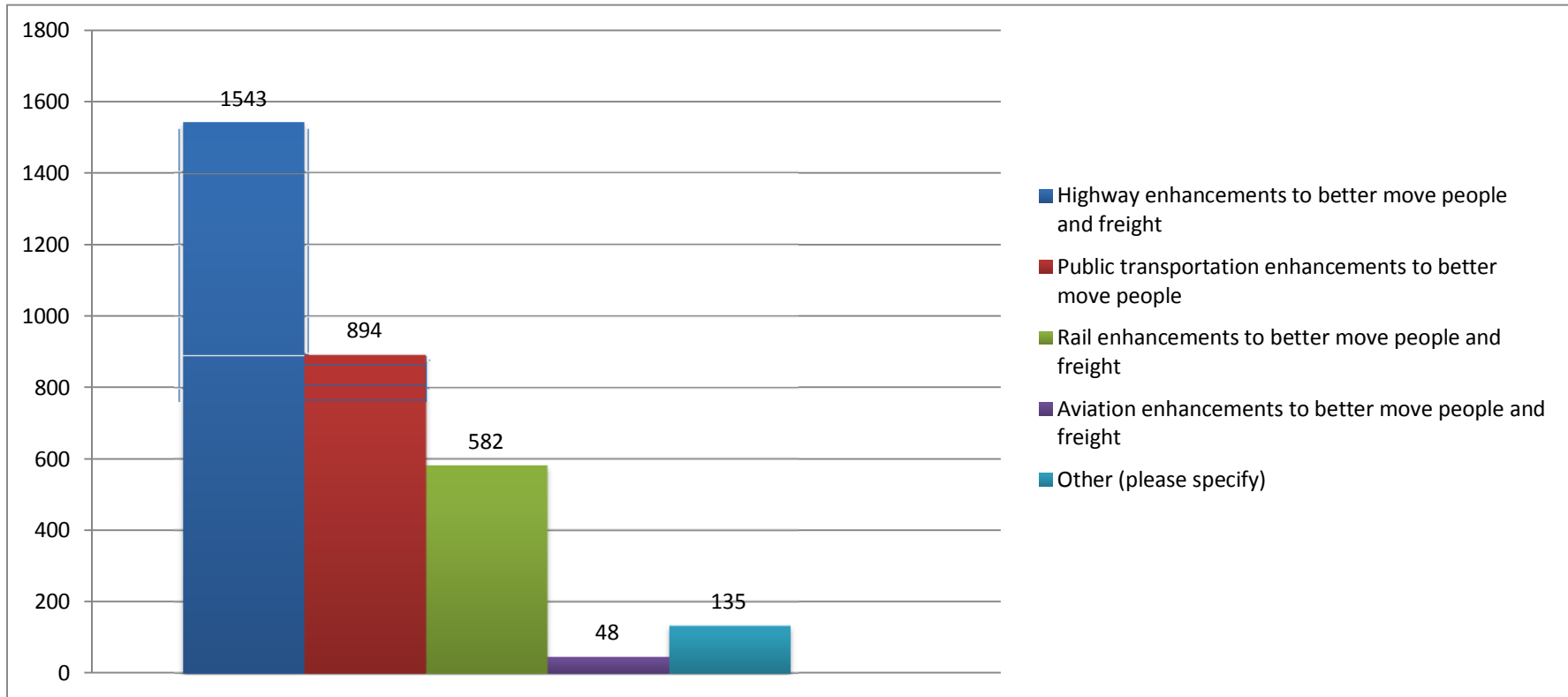
7. Passenger rail is expensive, and North Carolina has limited funds to dedicate to rail. If additional funding can be found, which of the following should be the focus for future rail service? Please select only one.

Answer Options	Response Percent	Response Count
Strategically expand passenger rail service within major cities.	23.6%	756
Expand passenger rail service between downtowns and suburban communities.	40.1%	1286
Enhance intercity passenger rail service, such as the existing rail service between Charlotte and Raleigh.	26.0%	835
Other (please specify) Forget Rail 138, Freight Focus 13, Intercity Rail 58, Intra-city Rail 22, Other/Survey Comment 108	10.3%	330



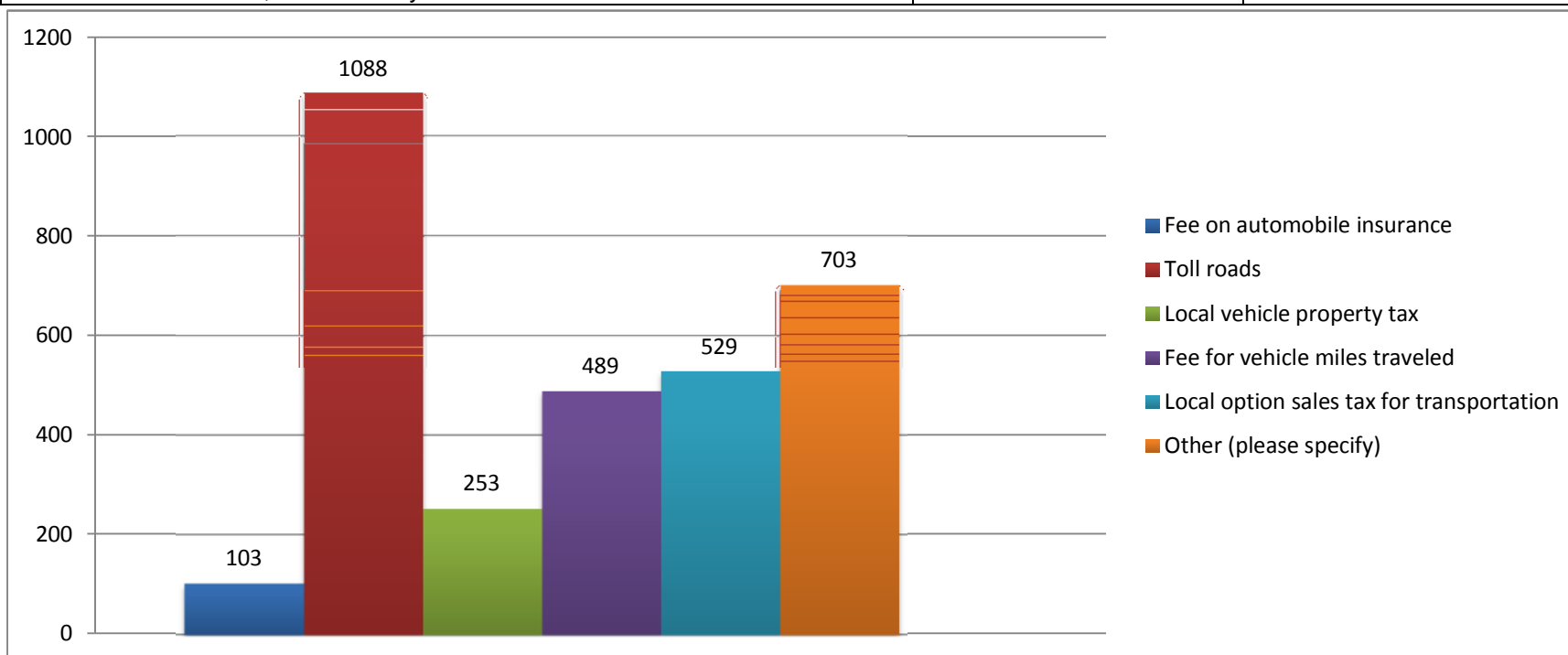
8. Investments in _____ will be the greatest benefit to economic prosperity. Please select only one of the following to fill in the blank.

Answer Options	Response Percent	Response Count
Highway enhancements to better move people and freight	48.2%	1543
Public transportation enhancements to better move people	27.9%	894
Rail enhancements to better move people and freight	18.2%	582
Aviation enhancements to better move people and freight	1.5%	48
Other (please specify) Existing Infrastructure 11, Jobs 5, Mode Specific 61, Other/Survey Comment 57, Technology 2	4.2%	135



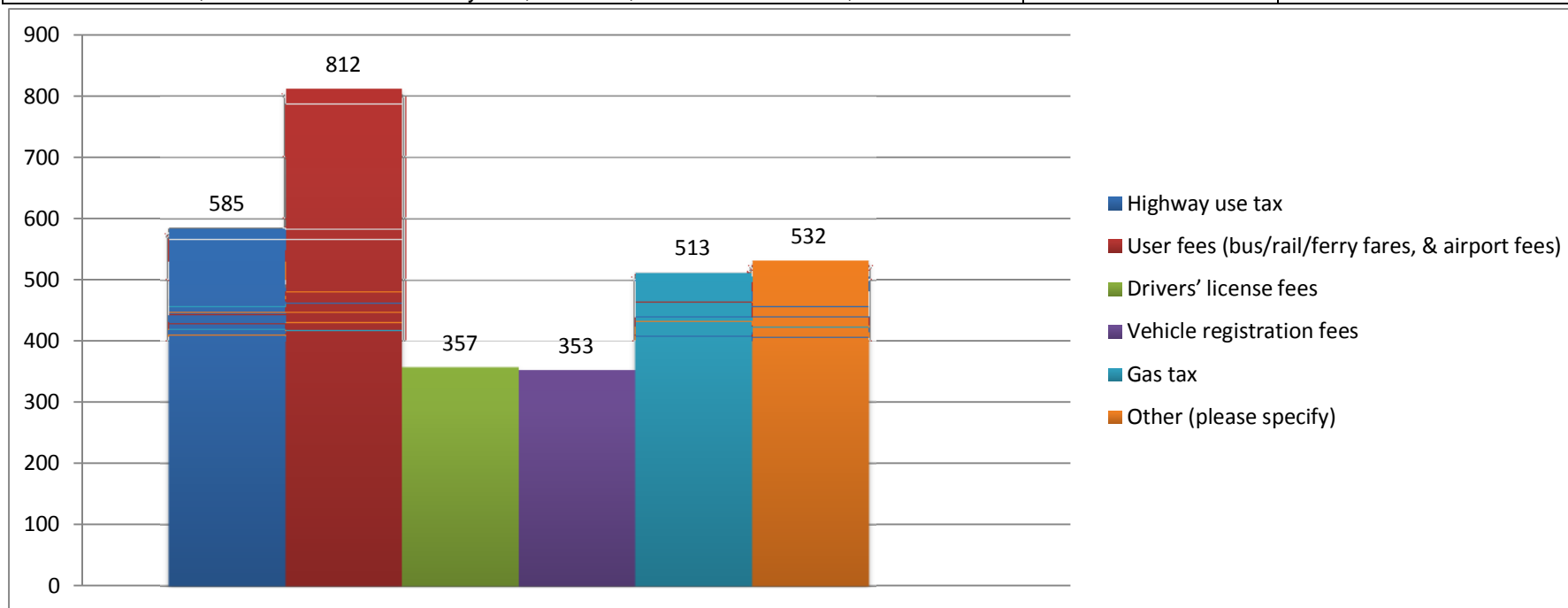
9. The state's gasoline tax is a primary source of funding for roads and highways in North Carolina. More fuel-efficient vehicles and electric vehicles are reducing the amount of fuel consumed, which is reducing the funding for transportation. Of the following, which do you believe the state should consider as a new source to help make up for the loss of revenues? Please select the one you feel is most acceptable.

Answer Options	Response Percent	Response Count
Fee on automobile insurance	3.3%	103
Toll roads	34.4%	1088
Local vehicle property tax	8.0%	253
Fee for vehicle miles traveled	15.4%	489
Local option sales tax for transportation	16.7%	529
Other (please specify) Combination 27, Gas Tax 48, No new/streamline/efficient 208, Other fees/taxes/sources 205, Other/Survey Comment 225	22.2%	703



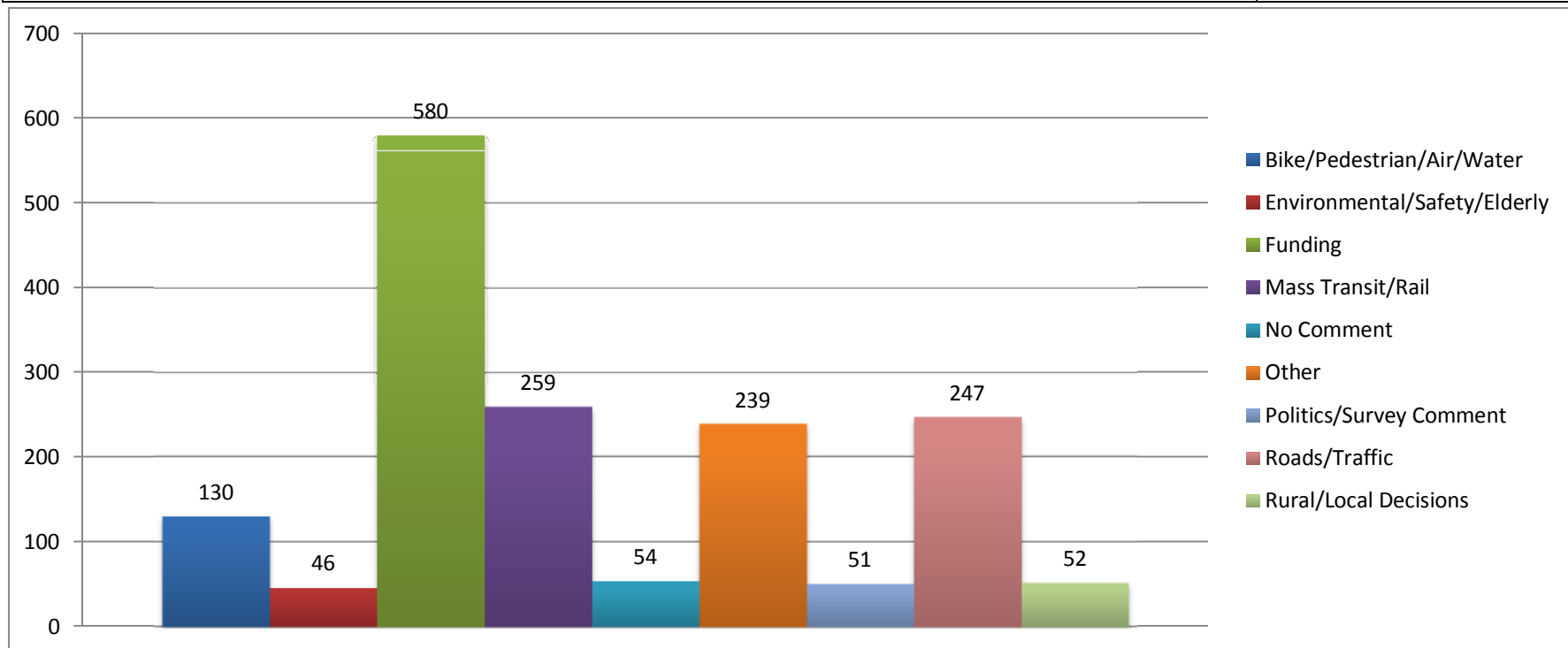
10. Which of the following existing revenue sources should the state consider increasing to fund transportation? Please select the one you feel is most acceptable.

Answer Options	Response Percent	Response Count			
Highway use tax	18.6%	585			
User fees (bus/rail/ferry fares, & airport fees)	25.8%	812			
Drivers' license fees	11.3%	357			
Vehicle registration fees	11.2%	353			
Gas tax	16.2%	513	Other (please specify) Combination 23, No Raise/None/Efficiency 314, Other 90, Other fees/taxes 87, Toll Roads 24	16.9%	532
Other (please specify) Combination 23, No Raise/None/Efficiency 314, Other 90, Other fees/taxes 87, Toll Roads 24	16.9%	532			



11. Please provide additional comments about how North Carolina should prioritize transportation needs or raise additional transportation funding.

Answer Options	Response Count
Bike/Pedestrian/Air/Water	130
Environmental/Safety/Elderly	46
Funding	580
Mass Transit/Rail	259
No Comment	54
Other	239
Politics/Survey Comment	51
Roads/Traffic	247
Rural/Local Decisions	52



Modal Needs Summary

Mode	Backlog	Accruing	30-Yr Total
Aviation	\$682 M	\$1,360 M	\$2,042 M
Rail	\$310 M	\$11,144 M	\$11,454 M
Bike/Ped	\$1,129 M	\$252 M	\$1,381 M
Public Transportation	\$13,875 M	\$10,532 M	\$24,407 M
Ferry	\$271 M	\$1,496 M	\$1,767 M
Ports	\$66 M	\$1,554 M	\$1,620 M
Highways	\$42,777 M	\$86,775 M	\$129,552 M
Grand Total	\$59,101 M	\$113,121 M	\$172,222 M

Highway estimate may change pending coordination with Prioritization 2.0.

All costs millions, in 2011 \$

9



NCDOT 2040 Plan**SUMMARY of MODAL NEEDS ESTIMATION METHODS**

10/20/2011

<i>Mode / Mode Element</i>	2006 Mid-Cycle STP		2011 Estimate for 2040 STP		
	<i>Estimation Method</i>	<i>Current Deficiencies Noted</i>	<i>Estimation Method</i>	<i>Current Deficiencies Noted</i>	<i>Lead Estimator</i>
HIGHWAYS				Yes	NCDOT
Pavement	Estimated using sampling of road segments applied to roadway characteristics database using HERS-ST software.	Yes	10-year estimate developed with pavement management system software and pavement inventory database.	Yes	NCDOT
Bridges	Estimate developed with bridge management system software and bridge database.	Yes	Estimate developed with bridge management system software and bridge database.	Yes	Atkins
Maintenance	Developed from maintenance needs estimate for annual maintenance report.	Yes	Developed from maintenance needs estimate for annual maintenance report.	Yes	Atkins
Expansion	Estimated using sampling of road segments and traffic growth rates applied to roadway characteristics database using HERS-ST software.	Yes	Developed from analysis of roadway characteristics database in GIS format, applying traffic growth rates and segment capacities developed by the SPOT office, and applying cost improvement matrix - for non-metro areas. MPOs provided listing of highway needs per most recent LRTPs for metro areas. Coordinated with listing of costs to complete for Loops and Intrastate road improvements.	Yes	MPOs and Atkins
Modernization	Estimated using sampling of road segments and traffic growth rates applied to roadway characteristics database using HERS-ST software.	Included under "Roadways"	Developed from analysis of roadway characteristics database in GIS format, screened against minimum tolerable standards, and applying cost improvement matrix.	Yes	NCDOT
Safety	Included with other roadway costs; estimation method not evident.	No	Developed through estimates formulated for Prioritization 2.0 estimates, extended to 30-year period.	Yes	NCDOT
ITS	Estimated using regional ITS program requirements.		Developed from updated ITS program requirements, including both capital and operating costs.	None identified	NCDOT

<i>Mode / Mode Element</i>	2006 Mid-Cycle STP		2011 Estimate for 2040 STP		
	<i>Estimation Method</i>	<i>Current Deficiencies Noted</i>	<i>Estimation Method</i>	<i>Current Deficiencies Noted</i>	<i>Lead Estimator</i>
PUBLIC TRANSIT	Transit 2001 Study and other needs assumptions, with costs applied.	None	Developed from review and analysis of historic department funding role and review of programmatic needs; coordinated with Prioritization 2.0 estimates.	Yes	NCDOT
BICYCLE/PED	Programmatic doubling of historic investment level.	None	Developed from review of nearly 100 planning reports and review of programmatic needs; coordinated with Prioritization 2.0 estimates.	Yes	NCDOT
RAIL	North Carolina Rail Plan 2000 and other inputs, costed out.	None	Developed from listing of freight and passenger projects identified in new Rail system Plan, with costing of capital and operating requirements.	Yes	NCDOT
FERRIES	2001 Ferry Capacity Analysis and other inputs; infrastructure assets and operating costs estimated for each facility/service.	None	Developed from listing of infrastructure assets and operating costs estimated for each facility/service.	Yes	NCDOT
PORTS	Not estimated.	N/A	Developed from 10-year capital needs estimate, and historical operating budget, allocated to goals, and extrapolated to 30 years; excludes any major new strategic investments to ports.	Yes	Atkins
AVIATION	2004 Airport Development Plan Initiative and 1995 Statewide Aviation System Master Plan as inputs to cost estimating.	None	Developed from current listing of project needs and state funding participation.	Yes	NCDOT