

**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

**March 14, 2012
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. February 8, 2012 TAC Meeting Minutes (9:00-9:05)
Attachment 5**

A copy of the February 8, 2012 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the February 8, 2012 TAC meeting.

**6. NC 54/I-40 Corridor Study – Public Hearing (9:05-9:25)
Attachment 6
Leta Huntsinger, LPA Staff**

The TAC released the draft NC 54/I-40 Corridor Study report for public comment in December 2011. The draft report is was previously distributed to TAC members and is posted on the NC 54 Corridor Study website:

<http://www.nc54-i40corridorstudy.com/DraftReport.html>. A summary of comments received to date is included in Attachment 6. The final report will be presented to the TAC in April for approval.

TAC Action: Hold public hearing for the NC 54 Corridor Study.

**7. 2040 Long Range Transportation Plan and Comprehensive Transportation Plan – Goals & Objectives and Targets (9:25-9:40)
Attachment 7, 7A, 7B, 7C
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 7 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 March 2012 TAC meeting;
- TAC release Socioeconomic Data for public comment at March 2012 meeting (including 2010 and 2040 forecast by TAZ); and,
- TAC review Deficiency Analysis at April 2012 TAC meeting.

The TAC and TCC have received presentations on the Goals, Objectives and Targets. The Targets have been revised based on TCC and TAC comments.

The Goals and Objectives are in Attachment 7A, and the Targets are in Attachment 7B. Attachment 7C presents reasons for selecting each Target and presents them in a graphic format.

The Lead Planning Agency (LPA) staff has proposed the following public involvement activities for the Goals, Objectives and Targets:

- Email, postal mail and public notices of the public review period and activities;
- Online survey for Goals and Objectives;
- MPO Newsletter;
- Public workshops (Durham, Chapel Hill, Hillsborough and Pittsboro), and;
- Public hearing at the May TAC meeting.

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.

8. 2040 Long Range Transportation Plan and Comprehensive Transportation Plan – Socio-Economic Data (9:40-9:55)

Attachment 8

Andy Henry, LPA Staff

The baseline SE Data is to be used in developing the Deficiency Analysis and possibly some of the 2040 LRTP Alternatives. Using the comments from the public, staff, local governments and TAC members that are related to the baseline SE Data, the MPO will ultimately develop a land use scenario (and corresponding SE Data) for use in the final 2040 LRTP.

The DCHC MPO and Capital Area MPO (CAMPO) are using the CommunityViz land use modeling process to forecast the baseline SE Data. Attachment 8 provides background and presents the SE Data. The Goals & Objectives and Targets will be released with the baseline SE Data and will be part of the same public input process.

The SE Data page on the DCHC MPO Web site (www.dchcmpo.org) provides several types of maps and tables for reviewing the baseline 2040 SE Data.

TCC Recommendation: That the TAC release the baseline SE Data for public comment.

TAC Action: Release the baseline SE Data for public comment.

**9. Section 5307- FFY12 Partial Apportionment & Split Recommendation (9:55-10:05)
Attachment 9, 9A**

Maricia Brown, LPA Staff

Section 5307 funds are allocated to urbanized areas for transit capital and operating assistance and for transportation related planning. The MPO's partial apportionment was released by FTA in February, 2012. The MPO transit operators met to develop a recommended distribution of the MPO's FTA Section 5307 funds. A letter to FTA regarding the allocation of these funds among the transit operators (DATA, CHT, and TTA) will need to be approved. Once the allocation has been approved by the TAC, the transit operators will be authorized to seek application for via FTA's TEAM process. Please reference Attachment 9 for the memo detailing this grant program. Attachment 9A is the letter of recommendation for FTA.

TCC Recommendation: That the TAC endorse a letter to FTA for the split of the FFY12 (partial) Apportionment of Section 5307 funds.

TAC Action: Endorse a letter to FTA for the split of the FFY12 (partial) Apportionment of Section 5307 funds.

10. FY 2012 UPWP – Amendment #3 (10:05-10:15)

Attachment 10

Maricia Brown, LPA Staff

David Bonk, Town of Chapel Hill

The TAC approved the 2011-2012 UPWP on May 11, 2011. The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP identifies MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs. For any change to the current year program, there must be an amendment in order to program the necessary funds. The proposed amendment #3 is requested to increase funding for Chapel Hill's Ephesus Church-Fordham Boulevard Study. Please reference Attachment 10 for the resolution & financial tables of the proposed change to the FY12 UPWP

TCC Recommendation: That the TAC approve the resolution adopting Amendment #3 to the FY 2011-2012 Unified Planning Work Program.

TAC Action: Approve the resolution adopting Amendment #3 to the FY 2011-2012 Unified Planning Work Program.

11. FY 2014-2020 TIP – Prioritization 2.0 Results (10:15-10:25)

Attachment 11, 11A, 11B, 11C

Ellen Beckmann, LPA Staff

NCDOT's Strategic Planning Office of Transportation (SPOT) released the results of Prioritization 2.0 on January 31, 2012. A table that displays the results for DCHC MPO projects is in Attachment 11. Attachment 11A summarizes the results by mode, goal, tier, and division. The complete statewide results are posted here <http://www.ncdot.org/performance/reform/prioritization/>.

The next step in the development of the FY 2014-2020 TIP is setting the investment levels for each mode, goal, and tier. NCDOT will be holding Strategic Investment Summits where local governments, MPOs, and RPOs will have the opportunity to provide input to this decision. TCC and TAC members are encouraged to attend.

- Divisions 8 & 10 – Feb. 28, 9 am to 4 pm – Stanly County Commons - Albemarle
- Divisions 7 & 9 – Mar. 19, 9 am to 4 pm – Greensboro Coliseum - Greensboro
- Divisions 5 & 6 – Mar. 22, 9 am to 4 pm – Harnett County Government Complex-Lillington

As background information for these summits, LPA staff prepared a document that compares the investments in the 2035 LRTP, the current statewide plan, and the FY 2015-2020 NCDOT Program and Resource Plan (this plan was part of the FY 2012-2018 STIP development). This is provided as Attachment 11B. Attachment 11C is a proposed letter to be sent to NCDOT regarding the Strategic Investment Summits.

TCC Recommendation: Recommend that the TAC endorse a letter to NCDOT regarding the Strategic Investment Summits.

TAC Action: Endorse a letter to NCDOT regarding the Strategic Investment Summits.

12. FY 2012-2018 MTIP – Amendment #2 (10:25-10:30)

Attachment 12, 12A

Ellen Beckmann, LPA Staff

Amendment #2 to the FY 2012-2018 MTIP is requested to ensure that recent changes to the STIP are matched in the MTIP. In addition, while not necessitating a MTIP amendment, the TCC is also asked to recommend a shift in funding between two Chapel Hill STPDA projects. Attachment 12 is a memo describing these actions. Attachment 12A is the resolution and tables amending the MTIP.

TCC Recommendation: That the TAC direct LPA staff to move \$100,000 of STPDA from U-4726IF to U-4726IG. That the TAC adopt the Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area Amendment #2.

TAC Action: Direct LPA staff to move \$100,000 of STPDA from U-4726IF to U-4726IG. Adopt the Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area Amendment #2.

13. STP-DA Obligation Report (10:30-10:35)

Attachment 13

Maricia Brown, LPA Staff

The MPO is still fine-tuning our database of grant/project information in efforts to provide consistent tracking of “real-time” status of our allocated, availability & obligated grant funds as it relates to our all of our federally funded transportation programs. The attached report is an introduction of a new staff report that will be distributed quarterly as part of our TCC/TAC LPA staff informational items. This report specifically addresses STP-DA funds, which is our largest grant program for transportation projects.

TCC Recommendation: That the TAC receive the STP-DA obligation report.

TAC Action: Receive the STP-DA obligation report.

14. Triangle Regional Transit Program – Scoping and PE/DEIS (10:35-10:50)**Attachment 14****Andy Henry, LPA Staff****Juanita Shearer-Swink, Triangle Transit****Patrick McDonough, Triangle Transit**

The DCHC MPO approved the Locally Preferred Alternative for the Durham-Orange and Durham-Wake rail corridors in February 2012. The next steps for the projects are Scoping and Preliminary Engineering/Draft Environmental Impact Statement (PE/DEIS). Triangle Transit will provide an update on the progress of the projects and upcoming events. Attachment 14 is a copy of their presentation

TCC Recommendation: That the TAC receive an update from Triangle Transit on Scoping and PE/DEIS.

TAC Action: Receive an update from Triangle Transit on Scoping and PE/DEIS.

REPORTS:**15. Report from the TAC Chair****Lydia Lavelle, TAC Chair**

TAC Action: Receive Report from TAC Chair

16. Report from the TCC Chair**Mark Ahrendsen, TCC Chair**

TAC Action: Receive Report from TCC Chair

17. Report from Staff**Attachment 17****Felix Nwoko, LPA Staff**

18. NCDOT Report

Attachment 18

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

19. Recent News Articles and Updates

Attachment 19

Adjourn

Next meeting: April 11, 2012

Dates of Upcoming Transportation-Related Meetings:

- 3/19/2012 NCDOT Strategic Investment Summit, Divisions 7 & 9, 9 am to 4 pm – Greensboro Coliseum - Greensboro
- 3/22/2012 NCDOT Strategic Investment Summit, Divisions 5 & 6, 9 am to 4 pm – Harnett County Government Complex- Lillington
- 5/2-4/2012 NC Association of MPOs Annual Conference, Asheville, NC
http://www.fbrmpo.org/ncampo_2012_conference

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

TAC Directives to Staff

06/11/03 – 12/31/10 (Pending/In Progress/On Going)

01/01/11 – 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 |
| 3/10/10 | Address the issues raised regarding the Farrington Road Corridor Study. | <u>In Progress</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>Completed</u> : Bicycle and pedestrian education has been added. |
| 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>Completed:</u> See 1/11/12 TAC Agenda |
| 12/14/11 | Follow-up with Chatham County regarding participation on the TAC | <u>Completed:</u> A letter was sent on 1/25/12 |

| | | |
|----|-----------------------|---|
| 44 | Jonathan Parker | Triangle Transit |
| 45 | Brad Schulz | Triangle Transit |
| 46 | Meg Scully | Durham County |
| 47 | Juanita Shearer-Swink | Triangle Transit |
| 48 | Bruce Sicheloff | News & Observer |
| 49 | Jill Stark | FHWA |
| 50 | Eric Teagarden | Citizen, 710 Meadowmont Lane, Chapel Hill |
| 51 | Michael Waldroup | Citizen |
| 52 | Jeff Weisner | URS |
| 53 | Scott Whiteman | City/County Planning |
| 54 | Patrick Wilson | NCDOT – Division 7 |
| 55 | Darcy Zorio | Orange County |

56
57 **Voting Member
58 *Alternate or Non-Voting Member

59
60 Lydia Lavelle, TAC Chair, called the meeting to order at 9:05 a.m. and the Roll Call was
61 conducted.

62 **PRELIMINARIES:**

63 **Adjustments to the Agenda**

64 Mark Ahrendsen provided an introduction for the handouts that were distributed at the
65 beginning of the meeting.

66 **Public Comments**

67 There were no comments from the public.

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

69 The Directives to Staff are attached for review.

70 **ACTION ITEMS:**

71 **January 11, 2012 TAC Meeting Minutes (Attachment 5)**

72 A motion was made by Mike Woodard and seconded by Mark Kleinschmidt to approve the
73 January 11, 2012 TAC Meeting Minutes. The motion carried unanimously.

74 **Triangle Regional Transit Program – Locally Preferred Alternative (Attachments 6, 6A, and 6B)**

75 Andy Henry provided an introduction for the Triangle Regional Transit Program – Locally
76 Preferred Alternative, along with the attachments.

77 Patrick McDonough provided a PowerPoint Presentation on the Triangle Regional Transit
78 Program – Locally Preferred Alternative, along with the attachments.

79 Patrick McDonough reviewed the recommended LPAs for Durham-Wake and Durham-Orange
80 corridors. Triangle Transit is looking for a resolution on technology, endpoints, alignment, and that the
81 TAC intends to incorporate the LPA into the 2040 LRTP.

82 Chuck Watts, Jr. asked about the NCCU Law School idea and Wib Gulley stated the idea has been
83 informally discussed. Mike Woodard stated we should not be specific at this point.

84 John Kent, a citizen, spoke regarding several items related to New Hope Creek. From the STAC
85 Report summary on pages 6 and 7, a goal to “Avoid threatening the open space and natural habitats”
86 was included; the New Hope Creek corridor is listed in an August 1992 regional wetlands concept plan
87 from the U.S. Fish and Wildlife Service; and the other is the N.C. Wildlife Action Plan 2005 stating New
88 Hope Creek as one of the best of the remaining hardwood bottom lands in the N.C. Piedmont. The
89 other is a December 31, 2002 DCHC MPO letter to NCDOT in support of a larger and longer replacement
90 bridge on US 15-501 to protect New Hope Creek.

91 Geoffrey Green, a citizen, spoke in support of the LPA and resolution that the TCC passed at
92 their last meeting including pushing forward with C1 and C2 alternatives through Chapel Hill.

93 A motion was made by Mike Woodard and seconded by Mark Kleinschmidt to recommend
94 approval of the Resolution to Approve the Locally Preferred Alternative (LPA) for the Durham-Orange
95 County Transit Corridor (Attachment 6) and approve the Resolution to Approve the Locally Preferred
96 Alternative (LPA) for the Durham-Wake County Transit Corridor (Attachment 6A).

97 Alice Gordon stated the Orange County Board of County Commissioners stated they are
98 interested, but not as part of this resolution, in transit in the US 15-501 corridor. They voted on a series

99 of decision points to proceed as follows: proceed with the locally preferred alternative with the end
100 points from UNC to Alston Avenue, proceed with the LPA alignment and recommended alignment for
101 the UNC station, and they are also ready to proceed with the submittal of the light rail transit
102 technology in the corridor. Alice Gordon distributed a resolution that the Orange County Board of
103 County Commissioners put together. Alice Gordon left the room to take a call from the Orange County
104 Clerk for clarification.

105 Ellen Reckhow asked if the motion made by Mike Woodard could be amended to only approve
106 the Resolution for the Locally Preferred Alternative (LPA) for the Durham-Wake County Transit Corridor
107 (Attachment 6A). Alice Gordon stated there is a difference of option on what is being approved. Mike
108 Woodard withdrew the original motion.

109 A motion was made by Mike Woodard and seconded by Ellen Reckhow to approve the
110 Resolution to Approve the Locally Preferred Alternative (LPA) for the Durham-Wake County Transit
111 Corridor (Attachment 6A). The motion carried unanimously.

112 Bernadette Pelissier stated the Orange County BOCC wanted to add the underlined paragraph in
113 the Orange County handout to the MPO's resolution which reflects only that the Board wanted
114 recognition that this wasn't the only project in the LRTP, and that there may be additional issues to
115 study which everyone already agrees on. Ms. Pelissier understands the motion by the Orange County
116 BOCC to adopt the resolution with the change underlined and indicating they preferred C2. Mike
117 Woodard stated if the stricken words are taken out of the resolution that Alice Gordon provided, you
118 are stating that your only preference is C2. Ms. Pelissier confirmed that is her interpretation.

119 Mark Kleinschmidt stated the Town of Chapel Hill Council indicated strong support for C2, but
120 there wasn't support for eliminating C1.

121 Alice Gordon returned to the meeting after speaking with the Clerk. Alice Gordon read the
122 changes the Orange County BOCC made to the resolution (Attachment K). They are as follows: Page 2 –

123 “WHEREAS, the alignment option C2 is potentially compatible with the overall vision for the transit
124 corridor; and” “WHEREAS, the ridership, costs, environmental impacts, community impacts, and impacts
125 on nearby roadway traffic of alignment option C2 needs to be further studied in the Scoping and
126 Preliminary Engineering/Draft Environmental Impact Statement (PE/DEIS) phases before a final decision
127 is made on which alignment should be advanced; and”. Remove the WHEREAS that is underlined.
128 Modify the last paragraph to read: “BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro
129 Metropolitan Planning Organization Transportation Advisory Committee adopts light rail transit
130 technology on the alignment recommended in the “Detailed Definition of Alternatives Technical Report”
131 dated July 2011 with the modification that the C2 option be carried forward” with the balance of the
132 statement being the same as the TAC packet.

133 Lydia Lavelle asked if the Orange County BOCC voted to advance both options with a preference
134 for C2 or did the Board vote to have C1 removed altogether.

135 A motion was made by Alice Gordon to approve the Resolution for the Locally Preferred
136 Alternative (LPA) for the Durham-Orange County Transit Corridor (Attachment 6) with the changes
137 noted above. The motion failed because it did not receive a second.

138 Alice Gordon asked if the Town of Chapel Hill had language to advance C2 as preferred and Ed
139 Harrison stated the Town of Chapel Hill motion was to advance both alternatives with a preference for
140 C2.

141 Alice Gordon suggested leaving the first “WHEREAS” on page 2 of the Resolution as written in
142 the resolution in the TAC packet. Ms. Gordon suggested the following change “BE IT THEREFORE
143 RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation
144 Advisory Committee adopts light rail transit technology on the alignment recommended in the “Detailed
145 Definition of Alternatives Technical Report” dated July 2011 with the modification that both the C1 and

146 C2 options be carried forward with a preference for C2” instead of “as equal partners” with the balance
147 of the statement the same as in the TAC packet.

148 A motion was made by Alice Gordon and seconded by Ellen Reckhow to approve the Resolution
149 to Approve the Locally Preferred Alternative (LPA) for the Durham-Orange County Transit Corridor
150 (Attachment 6) indicating that C1 and C2 will be carried forward with a preference for option C2 for
151 further study. The motion carried unanimously.

152 Chuck Watts, Jr. asked what the impact will be with the motion as stated above and Patrick
153 McDonough stated having two options will be helpful in the future discussions with the agencies. There
154 is no concern with stating a preference if both options go forward. Chuck Watts, Jr. stated it seems that
155 we should consult with the environmental agencies first. Mark Kleinschmidt stated the Town of Chapel
156 Hill prefers C2 for other reasons beyond the environmental interests. Chuck Watts, Jr. stated everyone
157 is concerned about the environmental interests, and we should allow the experts to study both.

158 **Triangle Regional Model (Attachment 7)**

159 Leta Huntsinger provided an introduction for the Triangle Regional Model, along with the
160 attachment. Ms. Huntsinger stated a presentation was given at the last meeting and the final model
161 results are in the TAC packet.

162 A motion was made by Diane Catotti and seconded by Mike Woodard to approve version 5 of
163 the Triangle Model (TRMv5) for use in developing the 2040 LRTP. The motion carried unanimously.

164 **FY 2012 UPWP – Amendment #2 (Attachment 8)**

165 Felix Nwoko provided an introduction for the FY 2012 UPWP – Amendment #2, along with the
166 attachment. The request came from TJCOG to remove the funds for a planning grant that was not
167 received. It will deobligate it in FY 2011-2012 and reobligate it in the FY 2013 Unified Planning Work
168 Program. They will be submitting a grant request in FY 2013.

169 A motion was made by Diane Catotti and seconded by Ellen Reckhow to approve the resolution
170 adopting Amendment #2 to the FY 2011-2012 Unified Planning Work Program. The motion carried
171 unanimously.

172 **Chapel Hill Application for a NCDOT Bicycle Planning Grant (Attachment 9)**

173 A motion was made by Mike Woodard and seconded by Alice Gordon to approve the resolution
174 endorsing the Town of Chapel Hill's application for a NCDOT bicycle and pedestrian planning grant. The
175 motion carried unanimously.

176 **Federal Functional Classification for U-4763B (Attachments 10 and 10A)**

177 Felix Nwoko provided an introduction for the Federal Functional Classification for U-4763B,
178 along with the attachments.

179 A motion was made by Mike Woodard and seconded by Ellen Reckhow to approve the
180 Resolution Endorsing the Federal Functional Classification Revisions for U-4763B. The motion carried
181 unanimously.

182 **REPORTS:**

183 **Report from the TAC Chair**

184 Lydia Lavelle stated Orange County continues to have transit committee meetings.

185 Ellen Reckhow asked if Orange County feels they are on schedule now to make a decision on the
186 referendum and Bernadette Pelissier stated they have discussed what needs to occur for the BOCC to
187 make its decision. The Board still needs to discuss cost sharing and other negotiations necessary to
188 make a decision.

189 **Report from the TCC Chair**

190 Mark Ahrendsen stated there will be a Regional Bicycle/Pedestrian Stakeholders meeting on
191 March 2, 2012 at RDU. There will be a Statewide Bicycle/Pedestrian summit for October 12 and October

192 13, 2012. There will also be a Foreseeing the Future presentation on February 29, 2012 at the Research
193 Triangle Park.

194 **NCDOT Reports (Attachment 14)**

195 Patrick Wilson, NCDOT Division 7, provided an update on projects.

196 Lydia Lavelle thanked NCDOT for attending the meeting in Carrboro last night on the Smith Level
197 Road project. Alice Gordon thanked NCDOT staff and stated she is happy to see the projects are moving
198 forward.

199 Joey Hopkins, NCDOT Division 5, provided an update on projects. Mr. Hopkins reminded
200 everyone of the NCDOT Strategic Investment Summit for the Divisions that will be held in February and
201 March. The results of the Prioritization 2.0 results have been released and will be input into the next ten
202 year plan.

203 Mr. Hopkins reminded everyone of the Mobility Fund deadline to submit projects is February 29,
204 2012. The MPO has decided to let each local government decide to submit their own projects as there is
205 no requirement for the process to go through the MPO. Each group can submit up to five projects.
206 There is no minimum project amount.

207 Ellen Reckhow has a concern that the TCC didn't bring projects to the TAC for support. Mr.
208 Hopkins stated there are no points for TAC support.

209 Ellen Beckmann stated the TCC discussed this at the last meeting and since there is no
210 requirement that it go through the MPO, the TCC elected to let the local jurisdictions submit projects.
211 Any major project needs to be in our LRTP so it should be compatible with our vision. There is no
212 benefit to getting multiple jurisdictions to submit the same project. The scoring is based on 80% travel
213 time savings and 20% multimodal benefits. Ellen Reckhow stated if there is time, the projects should be
214 brought forward for our information even if the TAC doesn't approve it. The submittal is in three weeks
215 and it won't occur again until next year.

216 Joey Hopkins said it is a competitive process and he prefers that Division 7 not know Division 5's
217 projects until they have been submitted because it is competitive. Joey Hopkins stated there is no local
218 match required and it is not part of the equity formula. All projects must be deliverable within five
219 years.

220 Ellen Beckmann stated the TCC could bring a list to the next TAC meeting of all projects that
221 have been submitted in the MPO as an informational item. Mike Woodard stated it won't be anything
222 that we haven't seen and previously endorsed.

223 **INFORMATIONAL ITEMS:**

224 **Recent News Articles and Updates (Attachment 15)**

225 Mark Kleinschmidt stated Peter Rogoff from FTA visited and a quote "now it's time" made it into
226 the article. We should feel confident that we are on a path consistent with national priorities.

227 Ellen Reckhow stated that the balance of the quote emphasized that we need to plan for growth
228 rather than be overwhelmed by it.

229 **Adjournment**

230 There being no further business before the Transportation Advisory Committee, a motion was
231 made by Alice Gordon and seconded by Mike Woodard to adjourn the meeting at 10:17 a.m.

NC 54/I-40 Corridor Study
Public Comment Summary

As of March 8, 2012

(Note: Official comment period closes March 16, 2012)

Public comment via:

1. Project website and email
2. January 12 Open House, Durham City Hall
3. February 13 Open House, Chapel Hill Town Hall
4. Citizen Advisory Groups
5. Elected officials

General Themes to date:

1. More positive feedback and support than received during the Phase I public review process
2. Support enhanced bicycle and pedestrian facilities in the corridor
3. Support improved transit in the corridor
4. Opposition to the light rail C-1 alignment (NOTE: the light rail alignment was taken as a "given" for the NC 54 Corridor Study, both C-1 and C-2 are accommodated in the recommendations)
5. Opposition to Southwest Durham Drive (NOTE: Southwest Durham Drive is part of a separate adopted plan and was taken as a "given" for the NC 54 Corridor Study)
6. Citizens would like to see more details regarding landscaping and buffering to protect adjoining neighborhoods from the proposed NC 54 widening
7. Citizens would like to see improved advanced directional signing for the I-40 Interchange
8. Other detailed comments to be summarized in the final official record

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

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

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

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

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.

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).

The targets that the MPO seeks to achieve with its transportation 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. The final measures from the adopted 2040 LRTP will be compared to these targets in the final 2040 LRTP report.

The values in the tables are used as follows:

Comparison Data – this information provides contextual values for comparing the 2040 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 and 2040 E+C** – This is the no-build condition, or “Existing plus Committed” (E+C). It is the 2035 and 2040 SE Data using the existing transportation network.
- **2035 LRTP and 2040** – This is the 2035 and 2040 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 2035 SE Data adjusted with a five-year growth cycle to reflect the 2040 horizon year.

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 run additional travel demand models and receives feedback from the TAC and public:

- Percent of Peak Period VMT at Congestion – The precipitous climb from 2010 (3%) to 2040E+C (24%) appears too large when compared with changes among the other Targets in the table.
- Average Travel Time – The very slight increase 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.
- Greenhouse Gas Change – The community target for the Durham Greenhouse Gas Local Action Plan, adopted in 2007, is to reduce emissions by 30% from 2005 by 2030. This was proposed to be achieved through a combination of local, state, and federal actions. For transportation, many of the most effective measures are state and federal actions (vehicle technology and fuel efficiency standards for example). With no action, emissions from transportation were projected to increase by 56% from 2005 to 2030. This is a significant increase and it is important to note that it is based on total emissions (not per capita). In the 2007 Durham plan, three scenarios (good, better, and best) were proposed that showed what could be achieved through local action alone. These scenarios showed a 48% increase (good), a 41% increase (better), and a 34% increase (best). The analysis of the 2035 LRTP showed that we increased emissions by 49% from 2005 to 2035. MPO staff proposes using the targets established in the 2007 Durham plan that can be achieved through local action alone. While these targets are not as inspiring as the -10%, -20%, and -30% targets proposed for the 2035 LRTP, they are more realistic for what can be achieved through the LRTP such as through changes in the transportation network, land use patterns, and pricing/tolling.
- Percent of Minority and Low-Income Population within ¼ mile of transit – The 2010 U.S. 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 from which staff is not able to create a single Target. Thus this Target has been split into a minority measure and a low-income measure.

Table 2 – Proposed Targets for 2040 LRTP

| No. | Mobility Targets | Comparison Data | | | Targets | | |
|-----|--|-----------------|----------|---------|---------|--------|-------|
| | | 2010 | 2040 E+C | 2040 | Good | Better | Best |
| 1 | VMT Per Capita (daily miles) | 31 | 31 | 31 | 30 | 29 | 28 |
| 2 | Percent of Peak Period VMT at Congestion (V/C > 1) | 3% | 24% | 10% | 9% | 7% | 5% |
| 3 | Average Travel Time: all peak trips (daily minutes) | 15 | 16 | 15 | 14 | 13 | 12 |
| 4 | Transit Mode Share: all trips | 2.8% | 2.2% | 2.6% | 3% | 5% | 7% |
| 5 | Percent SOV Trip Share: work trips | 81% | 80% | 79% | 78% | 75% | 72% |
| 6 | Percent Non-motorized Trip Share: all trips | 10% | 11% | 12% | 13% | 14% | 16% |
| 7 | Greenhouse Gas Change (community target) | | | 49%* | 48% | 41% | 34% |
| 8 | Cost of Congestion (daily; in million \$) | \$0.62 | \$3.2 | \$1.9 | \$1.8 | \$1.5 | \$1.2 |
| 9 | Percent of Minority/Low Income Population within 1/4 mile of transit | 64%/67% | 64%/67% | 78%/78% | 80% | 85% | 90% |

*49% represents the increase in emissions from 2005 to 2035 from the evaluation of the 2035 LRTP. An analysis of the 2040 modeling results has not been done. However, it is likely similar to the 2035 LRTP results.

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.
- 2040e+c – This is the 2040 population and employment using the existing transportation network plus any projects that are committed to being completed. This is the **2040e+c** column and value in the charts.
- 2035 – This shows how a major transportation investment might affect the Target value. It is the 2040 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:

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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 per capita)</h4> <table border="1" style="margin: 10px auto; border-collapse: collapse;"> <thead> <tr> <th>Year/Target</th> <th>Value</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>31</td> </tr> <tr> <td>2040e+c</td> <td>31</td> </tr> <tr> <td>2035</td> <td>31</td> </tr> <tr> <td>Good</td> <td>30</td> </tr> <tr> <td>Better</td> <td>29</td> </tr> <tr> <td>Best</td> <td>28</td> </tr> </tbody> </table> </div> | Year/Target | Value | 2010 | 31 | 2040e+c | 31 | 2035 | 31 | Good | 30 | Better | 29 | Best | 28 |
| Year/Target | Value | | | | | | | | | | | | | | | |
| 2010 | 31 | | | | | | | | | | | | | | | |
| 2040e+c | 31 | | | | | | | | | | | | | | | |
| 2035 | 31 | | | | | | | | | | | | | | | |
| Good | 30 | | | | | | | | | | | | | | | |
| Better | 29 | | | | | | | | | | | | | | | |
| Best | 28 | | | | | | | | | | | | | | | |

Method: From the Triangle Regional Model (TRM), the total daily vehicle miles are divided by the total population of the TRM area.

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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>Year/Target</th> <th>Percent Congested</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>3%</td> </tr> <tr> <td>2040e+c</td> <td>24%</td> </tr> <tr> <td>2035</td> <td>10%</td> </tr> <tr> <td>Good</td> <td>9%</td> </tr> <tr> <td>Better</td> <td>7%</td> </tr> <tr> <td>Best</td> <td>5%</td> </tr> </tbody> </table> </div> | Year/Target | Percent Congested | 2010 | 3% | 2040e+c | 24% | 2035 | 10% | Good | 9% | Better | 7% | Best | 5% |
| Year/Target | Percent Congested | | | | | | | | | | | | | | | |
| 2010 | 3% | | | | | | | | | | | | | | | |
| 2040e+c | 24% | | | | | | | | | | | | | | | |
| 2035 | 10% | | | | | | | | | | | | | | | |
| Good | 9% | | | | | | | | | | | | | | | |
| Better | 7% | | | | | | | | | | | | | | | |
| Best | 5% | | | | | | | | | | | | | | | |

Method: From the Triangle Regional Model (TRM), the vehicle miles traveled during peak periods that are on roadway links with a volume-to-capacity ratio that exceeds “1” (i.e., traffic exceeds the roadway capacity) is divided by the total vehicle miles traveled in peak periods.

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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 (daily, in \$ millions)</p> <table border="1" style="margin: 10px auto; border-collapse: collapse;"> <thead> <tr> <th>Year/Scenario</th> <th>Cost (\$ millions)</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>\$0.6</td> </tr> <tr> <td>2040e+c</td> <td>\$3.2</td> </tr> <tr> <td>2035</td> <td>\$1.9</td> </tr> <tr> <td>Good</td> <td>\$1.8</td> </tr> <tr> <td>Better</td> <td>\$1.5</td> </tr> <tr> <td>Best</td> <td>\$1.2</td> </tr> </tbody> </table> </div> | Year/Scenario | Cost (\$ millions) | 2010 | \$0.6 | 2040e+c | \$3.2 | 2035 | \$1.9 | Good | \$1.8 | Better | \$1.5 | Best | \$1.2 |
| Year/Scenario | Cost (\$ millions) | | | | | | | | | | | | | | | |
| 2010 | \$0.6 | | | | | | | | | | | | | | | |
| 2040e+c | \$3.2 | | | | | | | | | | | | | | | |
| 2035 | \$1.9 | | | | | | | | | | | | | | | |
| Good | \$1.8 | | | | | | | | | | | | | | | |
| Better | \$1.5 | | | | | | | | | | | | | | | |
| Best | \$1.2 | | | | | | | | | | | | | | | |

Method: From the Triangle Regional Model (TRM), the total daily hours of vehicle and truck delay is multiplied by the cost of time, which is \$16.30 and \$88.12, respectively (from Texas Transportation Institute -- TTI). A vehicle occupancy factor accounts for multiple persons per vehicle and a TTI method accounts for wasted gas consumption.

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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. | <div style="text-align: center;"> <p>Average Peak Travel Time (minutes)</p> <table border="1" style="margin: 0 auto; border-collapse: collapse;"> <thead> <tr> <th>Scenario</th> <th>Average Peak Travel Time (minutes)</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>15</td> </tr> <tr> <td>2040e+c</td> <td>16</td> </tr> <tr> <td>2035</td> <td>15</td> </tr> <tr> <td>Good</td> <td>14</td> </tr> <tr> <td>Better</td> <td>13</td> </tr> <tr> <td>Best</td> <td>12</td> </tr> </tbody> </table> </div> | Scenario | Average Peak Travel Time (minutes) | 2010 | 15 | 2040e+c | 16 | 2035 | 15 | Good | 14 | Better | 13 | Best | 12 |
| Scenario | Average Peak Travel Time (minutes) | | | | | | | | | | | | | | | |
| 2010 | 15 | | | | | | | | | | | | | | | |
| 2040e+c | 16 | | | | | | | | | | | | | | | |
| 2035 | 15 | | | | | | | | | | | | | | | |
| Good | 14 | | | | | | | | | | | | | | | |
| Better | 13 | | | | | | | | | | | | | | | |
| Best | 12 | | | | | | | | | | | | | | | |

Method: From the Triangle Regional Model (TRM), the average travel time for trips in the peak period is calculated.

Draft

↓ 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-left: auto; margin-right: auto;"> <caption>SOV Mode Share (Work Trips) Data</caption> <thead> <tr> <th>Scenario</th> <th>SOV Mode Share (%)</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>81%</td> </tr> <tr> <td>2040e+c</td> <td>80%</td> </tr> <tr> <td>2035</td> <td>79%</td> </tr> <tr> <td>Good</td> <td>78%</td> </tr> <tr> <td>Better</td> <td>75%</td> </tr> <tr> <td>Best</td> <td>72%</td> </tr> </tbody> </table> </div> | Scenario | SOV Mode Share (%) | 2010 | 81% | 2040e+c | 80% | 2035 | 79% | Good | 78% | Better | 75% | Best | 72% |
| Scenario | SOV Mode Share (%) | | | | | | | | | | | | | | | |
| 2010 | 81% | | | | | | | | | | | | | | | |
| 2040e+c | 80% | | | | | | | | | | | | | | | |
| 2035 | 79% | | | | | | | | | | | | | | | |
| Good | 78% | | | | | | | | | | | | | | | |
| Better | 75% | | | | | | | | | | | | | | | |
| Best | 72% | | | | | | | | | | | | | | | |

Method: From the Triangle Regional Model (TRM), work trips in single-occupied vehicles are divided by all work trips.

Draft

↑ 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. <p><small><u>Method:</u> From Triangle Regional Model (TRM), total bicycle and pedestrian trips divided total trips for all modes.</small></p> | <div style="text-align: center;"> <p>Non-Motorized Trip Share (All Trips)</p> <table border="1" style="margin: auto;"> <caption>Non-Motorized Trip Share (All Trips) Data</caption> <thead> <tr> <th>Year/Scenario</th> <th>Share (%)</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>10%</td> </tr> <tr> <td>2040e+c</td> <td>11%</td> </tr> <tr> <td>2035</td> <td>12%</td> </tr> <tr> <td>Good</td> <td>13%</td> </tr> <tr> <td>Better</td> <td>14%</td> </tr> <tr> <td>Best</td> <td>16%</td> </tr> </tbody> </table> </div> | Year/Scenario | Share (%) | 2010 | 10% | 2040e+c | 11% | 2035 | 12% | Good | 13% | Better | 14% | Best | 16% |
| Year/Scenario | Share (%) | | | | | | | | | | | | | | | |
| 2010 | 10% | | | | | | | | | | | | | | | |
| 2040e+c | 11% | | | | | | | | | | | | | | | |
| 2035 | 12% | | | | | | | | | | | | | | | |
| Good | 13% | | | | | | | | | | | | | | | |
| Better | 14% | | | | | | | | | | | | | | | |
| Best | 16% | | | | | | | | | | | | | | | |

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 6% 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. | <p style="text-align: center;">Transit Mode Share (All Trips)</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <caption>Transit Mode Share (All Trips) Data</caption> <thead> <tr> <th>Year/Scenario</th> <th>Transit Mode Share (%)</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>2.8%</td> </tr> <tr> <td>2040e+c</td> <td>2.2%</td> </tr> <tr> <td>2035</td> <td>2.6%</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>7.0%</td> </tr> </tbody> </table> | Year/Scenario | Transit Mode Share (%) | 2010 | 2.8% | 2040e+c | 2.2% | 2035 | 2.6% | Good | 3.0% | Better | 5.0% | Best | 7.0% |
| Year/Scenario | Transit Mode Share (%) | | | | | | | | | | | | | | | |
| 2010 | 2.8% | | | | | | | | | | | | | | | |
| 2040e+c | 2.2% | | | | | | | | | | | | | | | |
| 2035 | 2.6% | | | | | | | | | | | | | | | |
| Good | 3.0% | | | | | | | | | | | | | | | |
| Better | 5.0% | | | | | | | | | | | | | | | |
| Best | 7.0% | | | | | | | | | | | | | | | |

Method: From the Triangle Regional Model (TRM), total transit trips are divided by total trips for all modes.

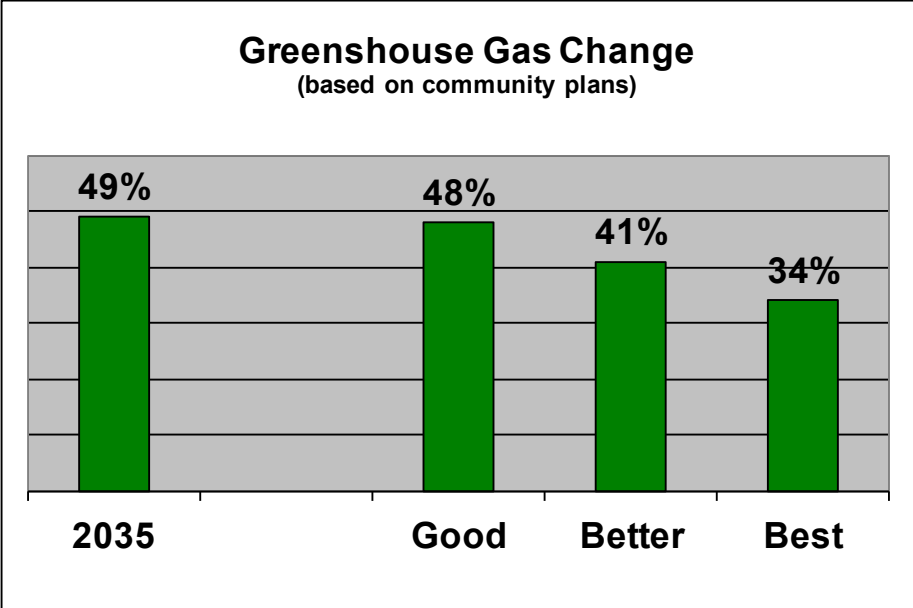
Draft

↑ Increase Percent of Minority and Low Income 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 6% 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. <p><u>Method:</u> Using geographic information software, U.S. Census data (block group level) of minority and low-income households is compared to the current and planned (2035 LRTP) transit network.</p> | <div style="text-align: center;"> <p>Percent of Minority & Low Income Within 1/4 Mile of Transit</p> <table border="1" style="margin: 10px auto; border-collapse: collapse;"> <caption>Percent of Minority & Low Income Within 1/4 Mile of Transit</caption> <thead> <tr> <th>Year</th> <th>Good</th> <th>Better</th> <th>Best</th> </tr> </thead> <tbody> <tr> <td>2010</td> <td>64%</td> <td>67%</td> <td>67%</td> </tr> <tr> <td>2040e+c</td> <td>64%</td> <td>67%</td> <td>78%</td> </tr> <tr> <td>2035</td> <td>80%</td> <td>85%</td> <td>90%</td> </tr> </tbody> </table> </div> | Year | Good | Better | Best | 2010 | 64% | 67% | 67% | 2040e+c | 64% | 67% | 78% | 2035 | 80% | 85% | 90% |
| Year | Good | Better | Best | | | | | | | | | | | | | | | |
| 2010 | 64% | 67% | 67% | | | | | | | | | | | | | | | |
| 2040e+c | 64% | 67% | 78% | | | | | | | | | | | | | | | |
| 2035 | 80% | 85% | 90% | | | | | | | | | | | | | | | |

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. | <div style="text-align: center;"> <p>Greenhouse Gas Change (based on community plans)</p>  <table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th>Scenario</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>2035</td> <td>49%</td> </tr> <tr> <td>Good</td> <td>48%</td> </tr> <tr> <td>Better</td> <td>41%</td> </tr> <tr> <td>Best</td> <td>34%</td> </tr> </tbody> </table> </div> | Scenario | Percentage | 2035 | 49% | Good | 48% | Better | 41% | Best | 34% |
| Scenario | Percentage | | | | | | | | | | | |
| 2035 | 49% | | | | | | | | | | | |
| Good | 48% | | | | | | | | | | | |
| Better | 41% | | | | | | | | | | | |
| Best | 34% | | | | | | | | | | | |

Method: The Durham Greenhouse Gas Local Action Plan designates greenhouse gas increases of 48%, 41% and 34% for their low, medium and high goals. These goals are based on the portion of greenhouse gas emitted from the transportation section and under the control of the locality.

2040 Long Range Transportation Plan

Alternative Targets

Staff continues to explore some alternative Targets to the draft ones that represent measures of congestion and greenhouse gas emissions. Two possible improvements to draft Target #2 (Percent of Peak Period VMT at Congestion) and Target #7 (Greenhouse Gas Change) are shown below. Alternative #2 represents data from the regional travel demand model that is more easily comprehended and Target #7 accounts for the growing population in the region. These alternatives can be further developed during the public involvement period and possibly replace the two draft Targets in the final version of the Targets.

Alternative Targets

| No. | Mobility Targets | Comparison Data | | | Targets | | |
|-----|---|-----------------|----------|------|---------|--------|-------|
| | | 2010 | 2040 E+C | 2040 | Good | Better | Best |
| 2 | Percent of population whose average trip time is greater than 15 minutes: all trips | 27% | 44% | 28% | 25% | 22% | 20% |
| 7 | Greenhouse Gas : annual per capita emissions from transportation sector (in tons) | | | | 11.80 | 11.30 | 10.70 |

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

Socioeconomic Data

Transportation Coordinating Committee
February 22, 2012



Presentation Outline

- Need for SE Data
- Guide Totals and Method
- Community Visualization
- 2040 Maps (dwelling units and employment)
- Receive Comments
- Next Steps (TAC release)



Need for SE Data

What is SE Data?

- Where people live and work
- By Traffic Analysis Zone (TAZ)
- Years: 2010 Base Year, plus 2020, 2030 and 2040 forecasts

Why Collect Data? – Input into the Triangle Regional Model; which is major tool for:

- 2040 Long Range Transportation Plan and Comprehensive Transportation Plan
- Air Quality Conformity
- Regional Transit and Area Plans (e.g., Regional Rail Study and NC 54 Study)
- Project Studies (e.g., Triangle Parkway and East End Connector)



What is “where people live and work”?

Population

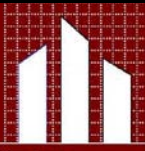
- Dwelling units
- Households
- Population
- Students (post secondary)
- On-campus students
- Average income
- Student enrollment

Employment

- Service
- Office
- Industrial
- Retail
- Highway Retail (restaurants)
- Special Generators
 - Universities
 - Hospitals
 - Shopping Centers
 - Airports

... These are input values for the travel demand model (TRM)
... These inputs are by Traffic Analysis Zone (TAZ)

DCHC

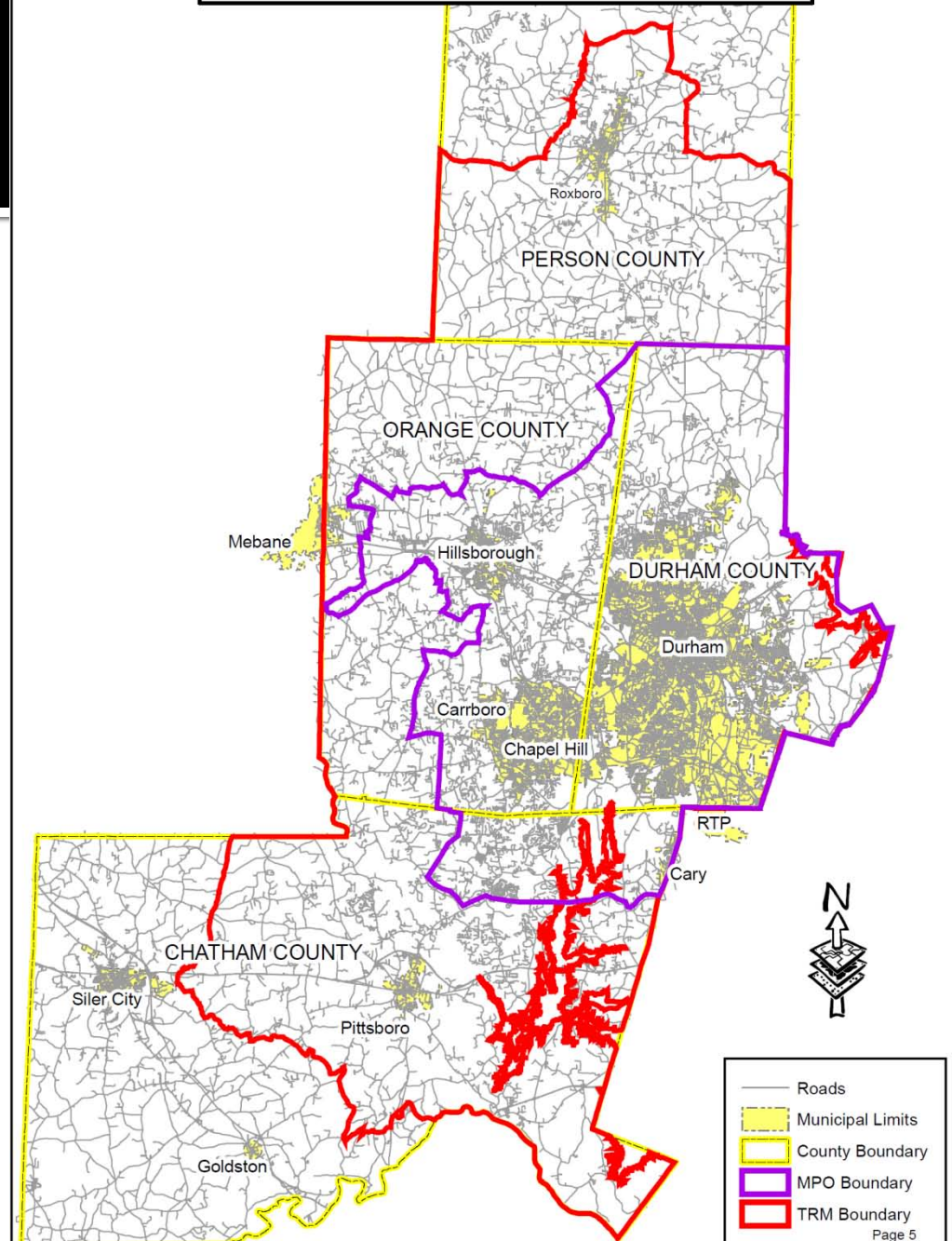


Durham-Chapel Hill-Carrboro

METROPOLITAN
Planning Organization

What is TRM Area?

DCHC MPO, TRM and County Boundaries





Method – 2010 Base Year

Dwelling Units (Population)

- SE Data: 2010 U.S. Census
- Guide Total: 2010 U.S. Census

Employment

- SE Data:
 - Start with InfoUSA data
 - Local planners use Web-based tool to add, delete and adjust.
- Guide Total: Based on N.C. Employment Security Commission (ESC) data and commonly used adjustment factor.



Method – 2040 Forecast – Guide Totals

Dwelling Units (Population)

- Use N.C. Office of State Management and Budget county-level population forecasts up to year 2031.
- Project county-level population to year 2040 based on trend in years 2026-2031.

Employment

- Calculate county-level employment growth from 2010 to 2040 using Woods & Poole Economics forecasts.
- Apply resulting growth factors to county-level Employment Security Commission (ESC) figures.

... Want more details on Guide Totals method?
See “SE Data” at www.dchcmpo.org.



Method – 2040 Forecast – Guide Totals

Population

--Guide Totals--

2035 LRTP

2040 LRTP

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

TAC reviewed these Guide Totals at October 2011 meeting.

Growth rate increase
(+77,000 in Durham County)

Growth rate decrease



Method – 2040 Forecast – Guide Totals

Employment-2

--Guide Totals--

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

TAC reviewed these Guide Totals at October 2011 meeting.

Growth rate decrease



Method – 2040 Forecast – CommunityViz

What is CommunityViz

- Land use model software.
- Used in Triangle-wide project called *Imagine 2040*.
- Participation from all Triangle jurisdictions.

How does CommunityViz Work?

- CommViz Method:
 - Each parcel has suitability value (= how attractive for development)
 - In order of suitability value, it allocates dwelling units and employment to parcels if:
 - Available for development
 - Can accommodate the growth type (e.g., single family, multi-family, commercial, industrial)

... Want more details on How CommunityViz Works?
See “SE Data” at www.dchcmpo.org.



Method – 2040 Forecast – CommunityViz

Which CommunityViz Models will be completed?

Baseline

Used as baseline SE Data for deficiency analysis (business-as-usual) and possibly some Alternatives

- Trend – Based on local zoning
- Community Plan – Based on local comprehensive plans

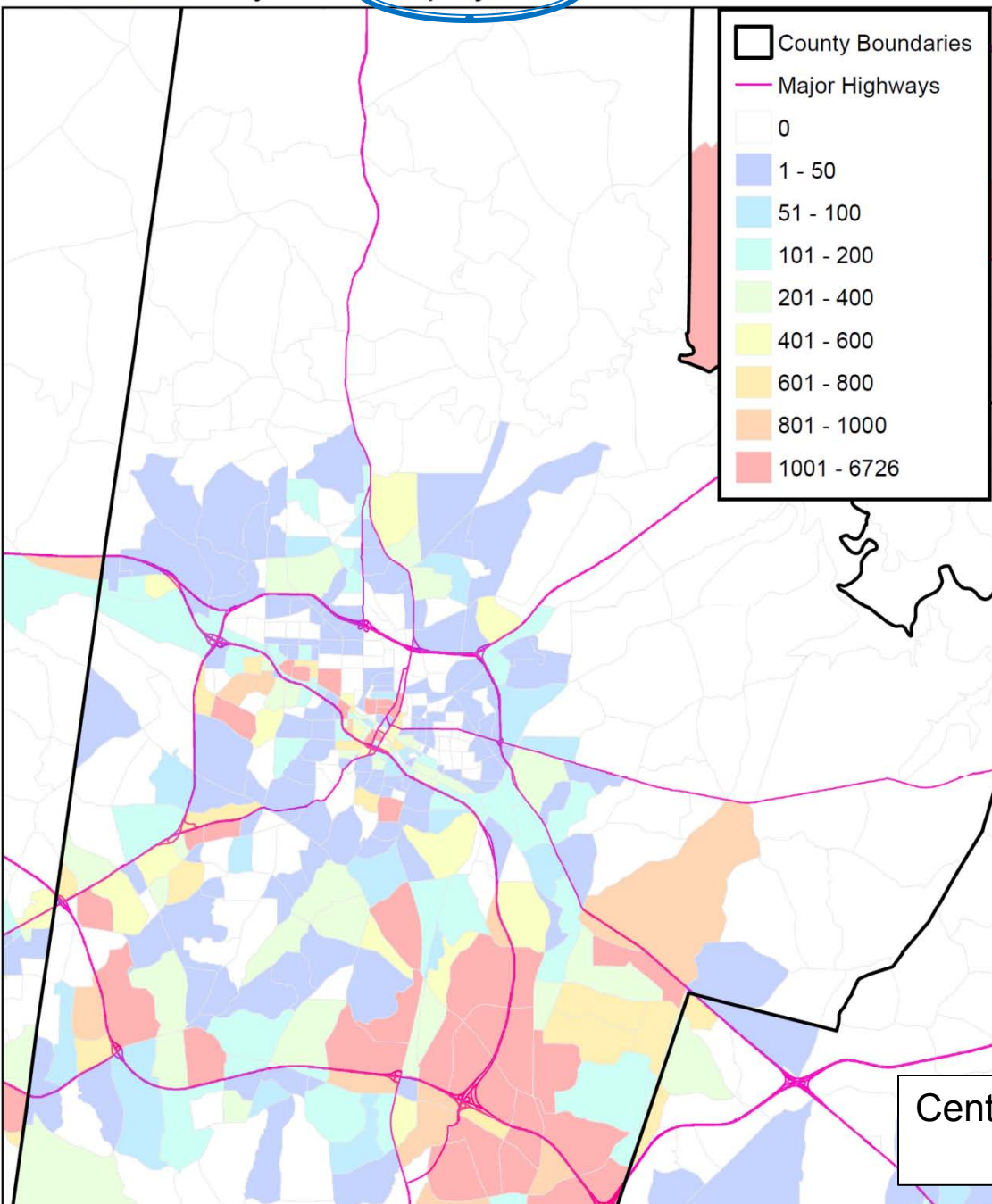
Used for
Baseline

Land Use Scenarios

Used for transportation Alternatives in 2040 LRTP (visions of alternative future) and possibly for final 2040 LRTP

- Transit – Accommodate regional rail transit
- Managed Development – More development in service areas.
- Hybrid – Combining attractive features of other scenarios

Baseline SE Data (Draft)

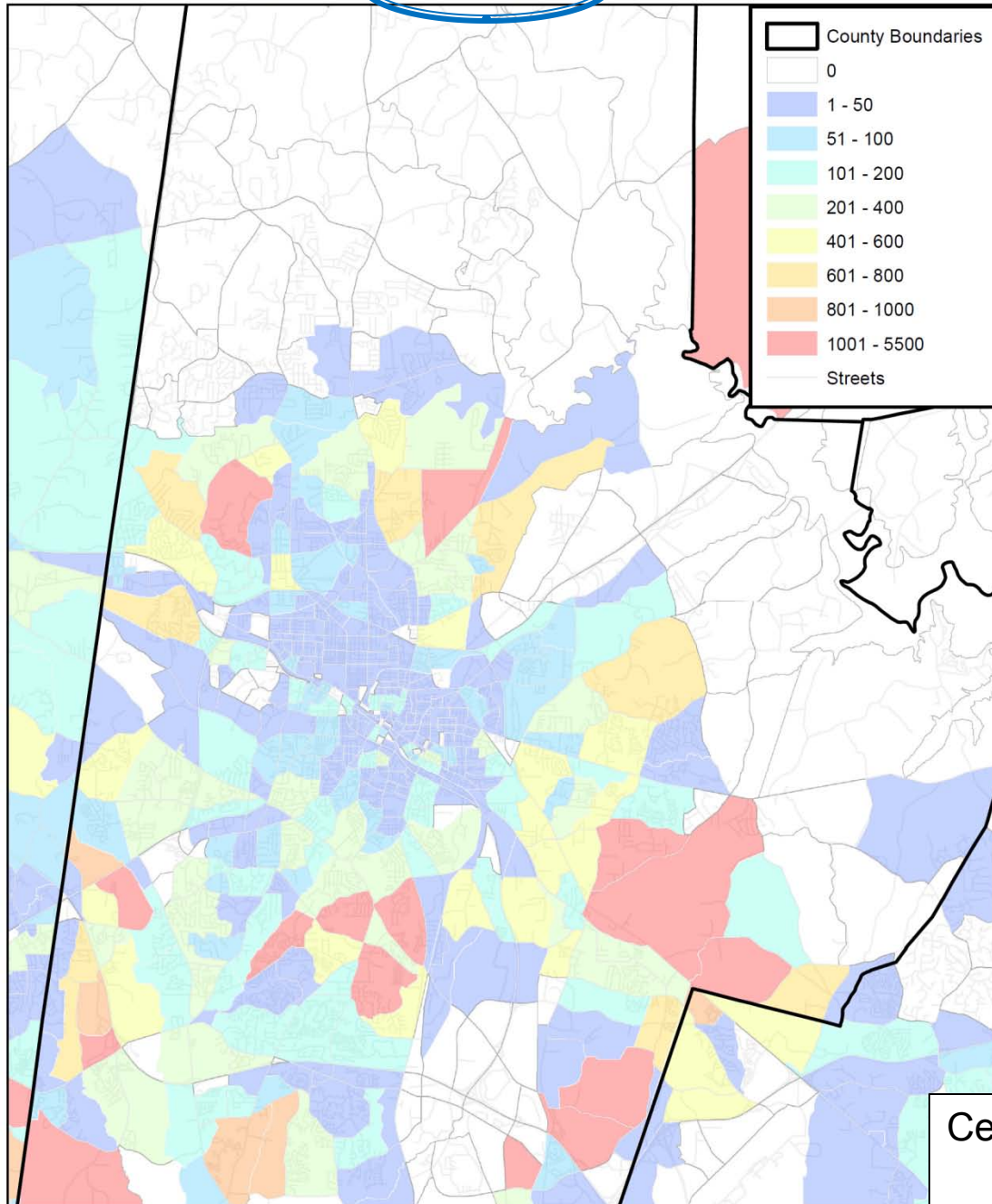


Hot Spots:

- RTP area
- Duke and Ninth Street
- NCCU
- South Square
- NC 54/I-40
- US 70 East

Central Durham close up map,
See "SE Data" at www.dchcmpo.org.

Durham County
Community Plan - Dwelling Unit Growth 2010-2040



Baseline SE Data (Draft)

Hot Spots:

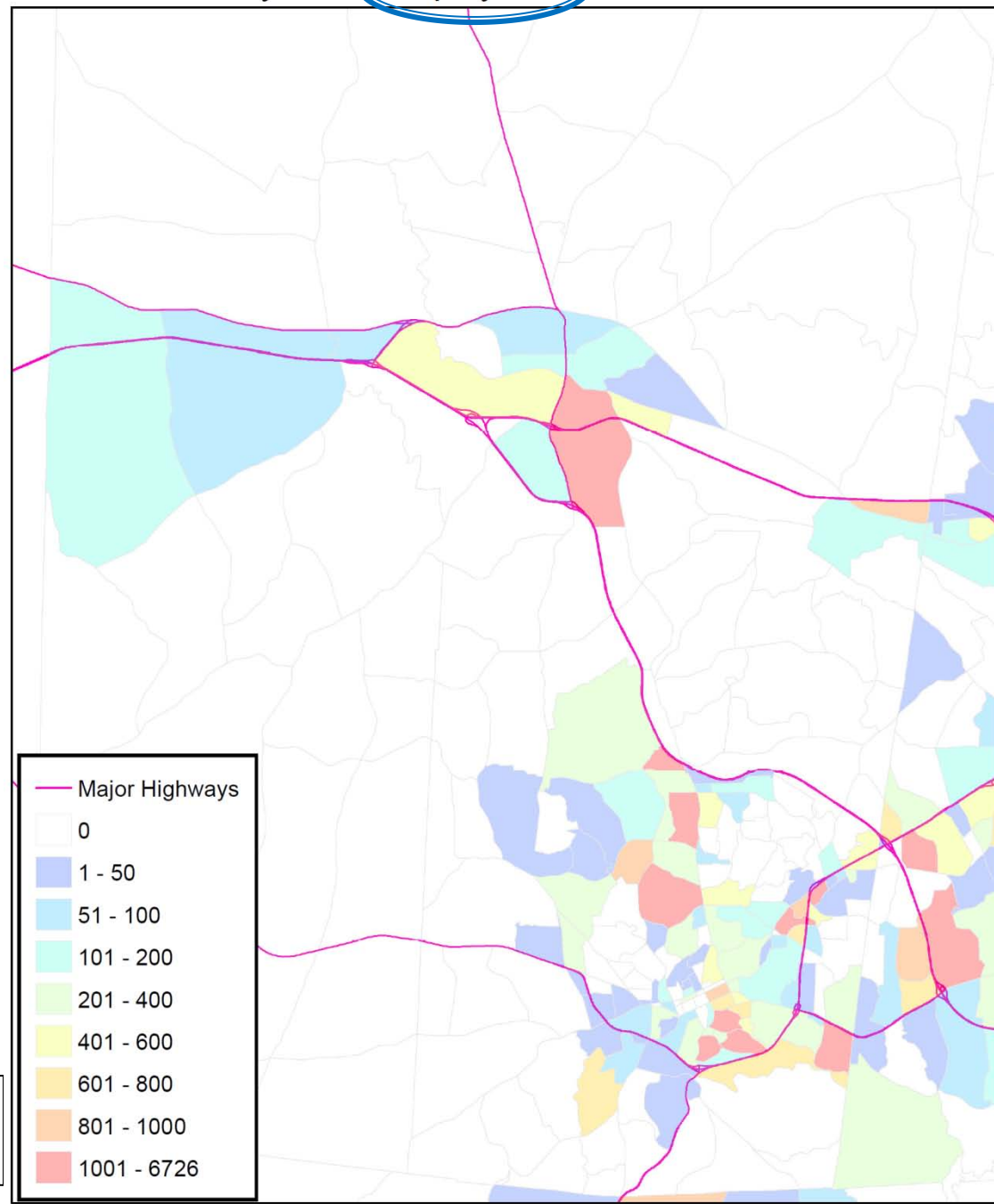
- Between NC 98 and US 70
- Between RTP and RDU
- MLK/Cornwallis/NC55
- NC 54/I-40
- Old Oxford Rd.

Central Durham close up map,
See "SE Data" at www.dchcmpo.org.

Baseline SE Data (Draft)

Hot Spots:

- UNC-Chapel Hill
- Carolina North
- E. Franklin/Fordham Blvd.
- Hillsborough: I-85/I-40



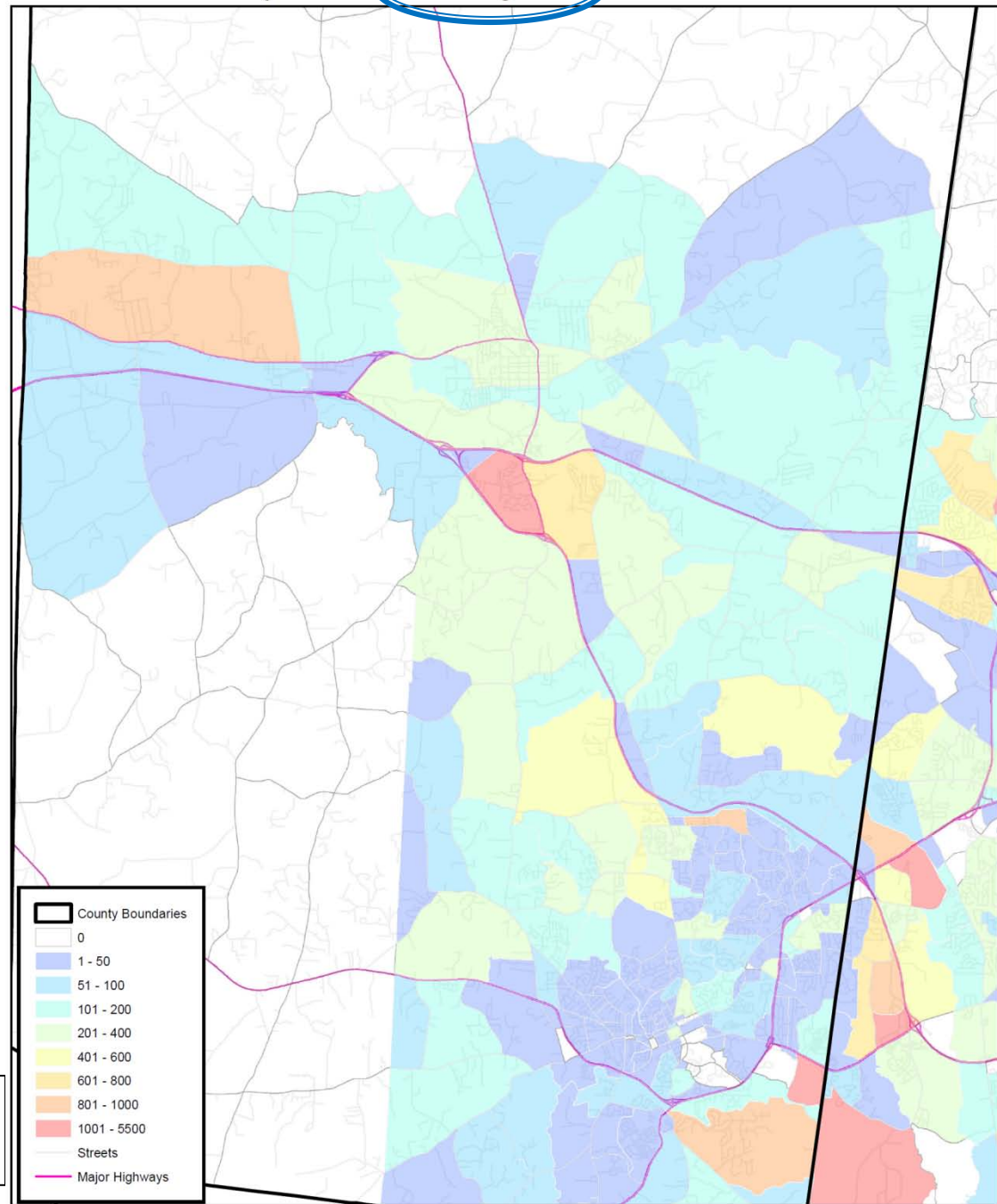
Chapel Hill close up map,
See "SE Data" at www.dchcmpo.org.

Baseline SE Data (Draft)

Orange County
Community Plan - Dwelling Unit Growth 2010-2040

Hot Spots:

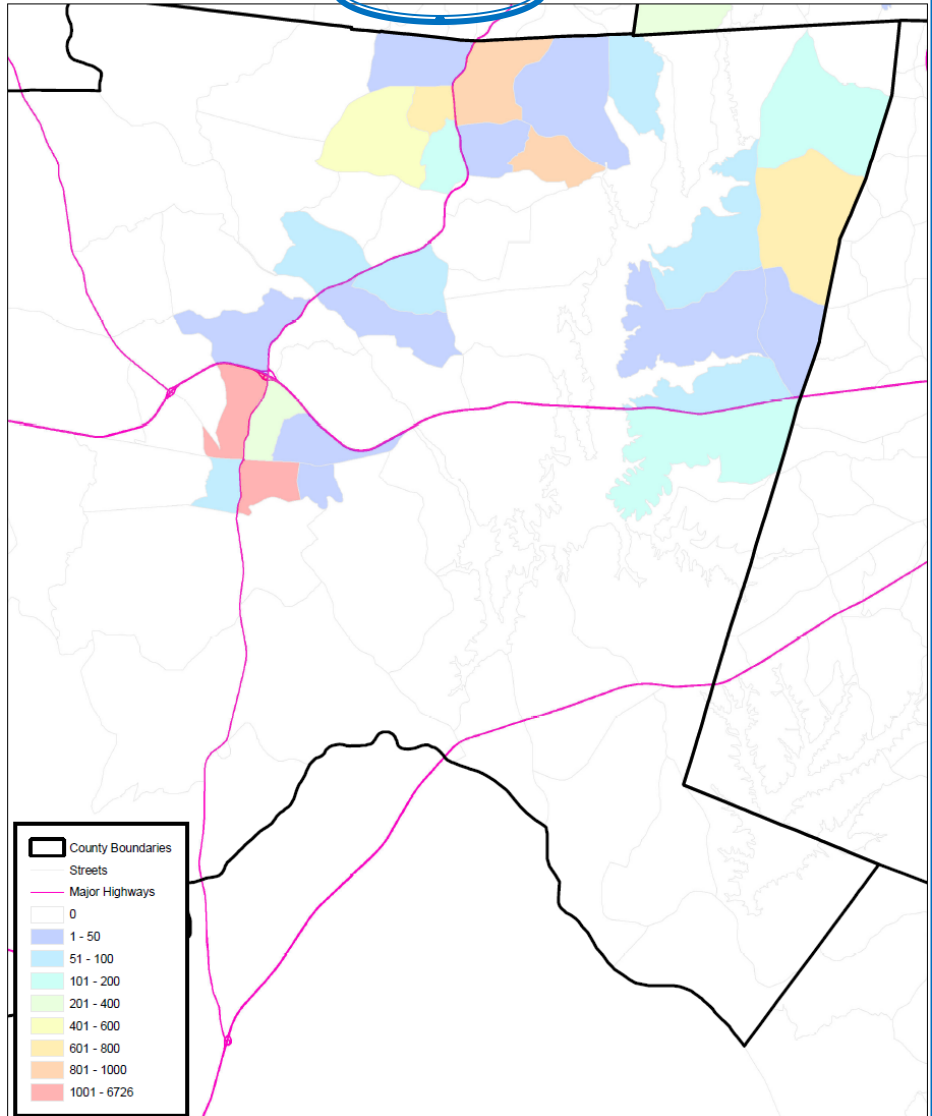
- Hillsborough: I-85/I-40
- US 70 west
- NC 54 east



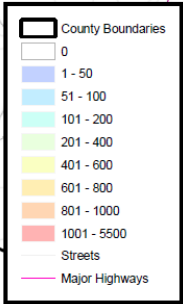
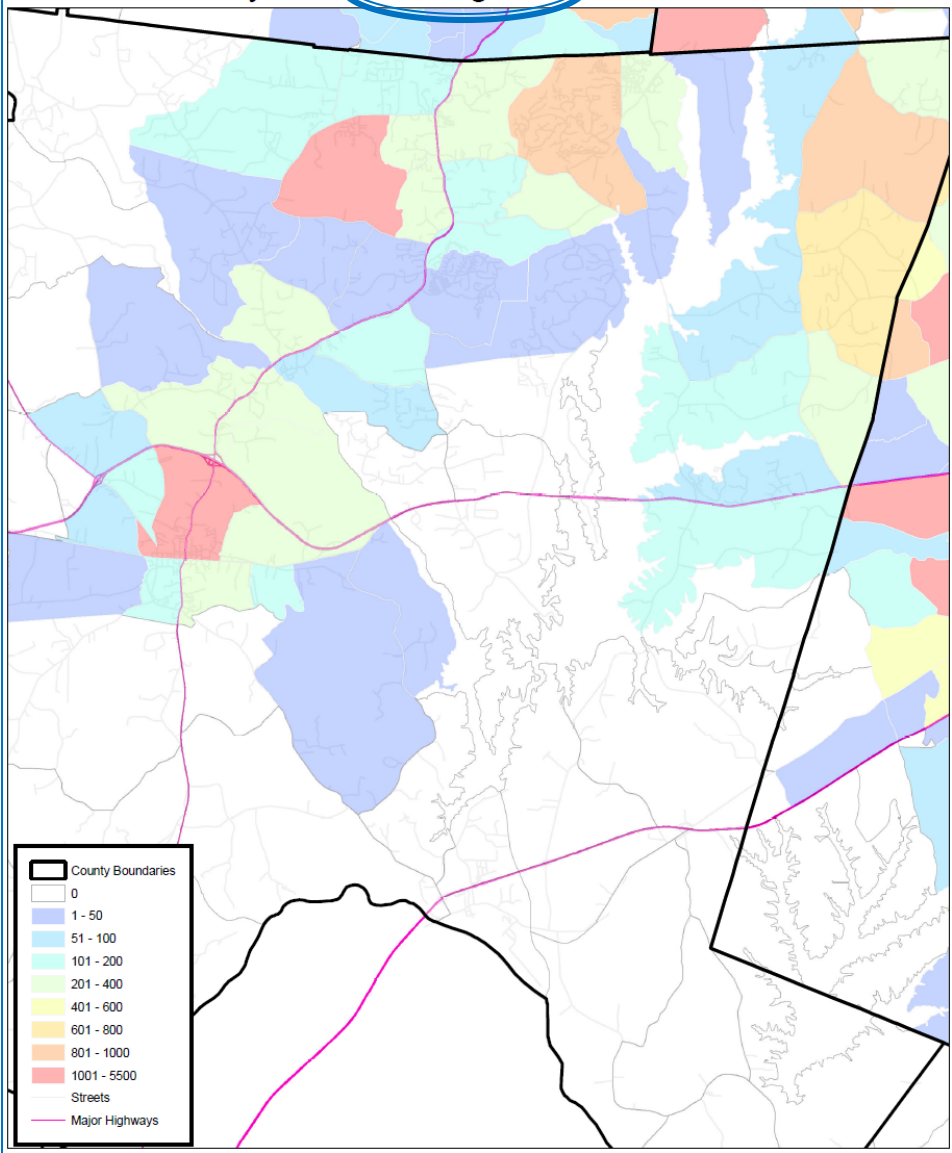
Chapel Hill close up map,
See "SE Data" at www.dchcmppo.org.

Baseline SE Data (Draft)

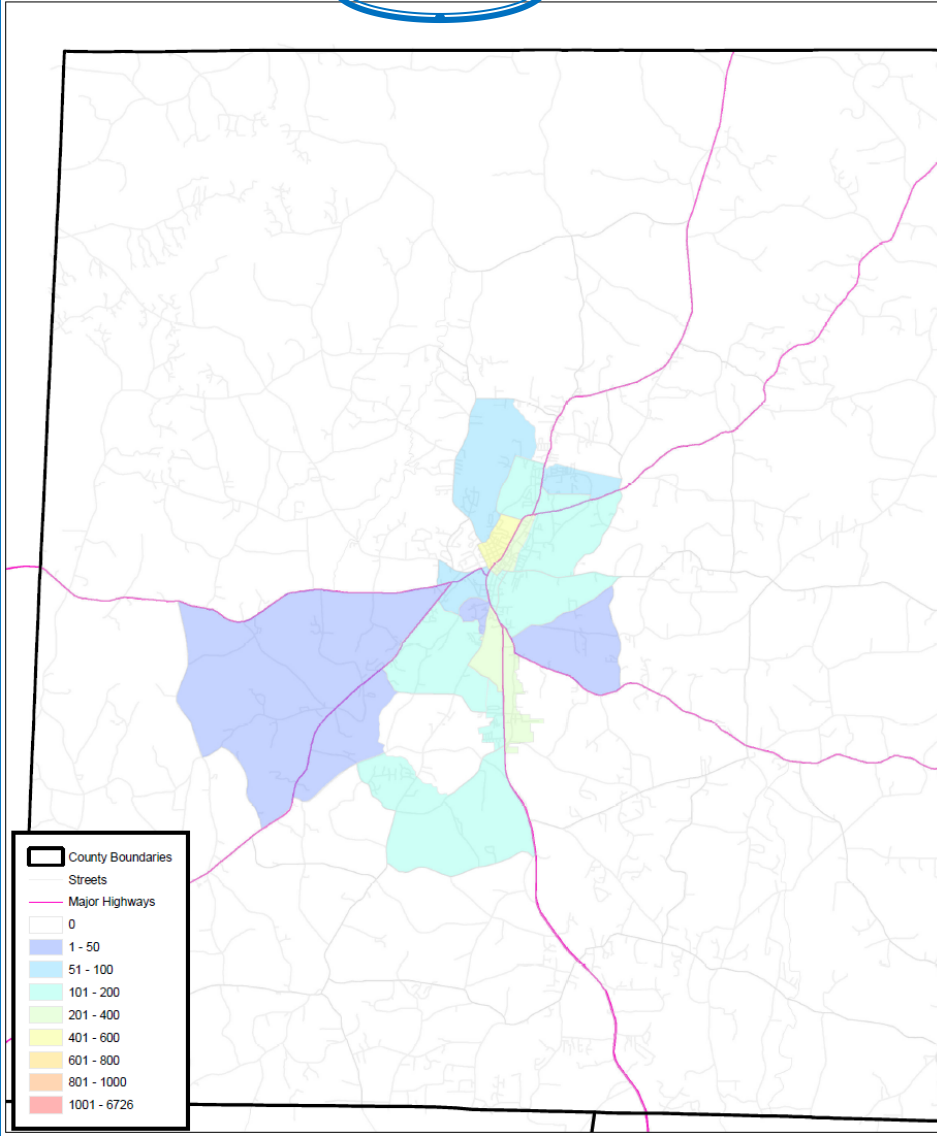
Chatham County
Community Plan - Employment Growth 2010-2040



Chatham County
Community Plan - Dwelling Unit Growth 2010-2040

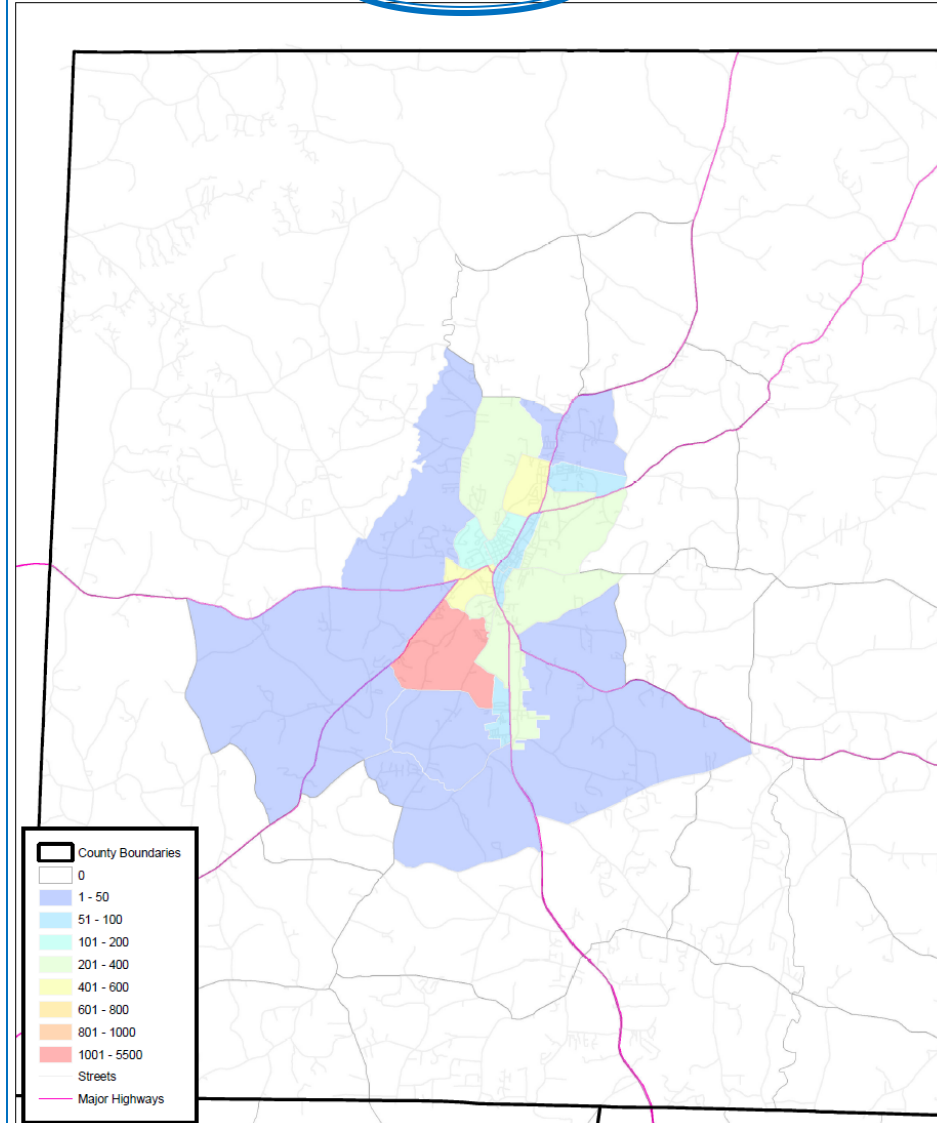


Person County
Community Plan **Employment** Growth 2010-2040



Baseline SE Data (Draft)

Person County
Community Plan **Dwelling Unit** Growth 2010-2040





SE Data Release for Public Comment

Baseline 2040 Socioeconomic Data

- Community Plan scenario

Contents

- Background information on 2040 LRTP and CTP, and importance of SE Data.
- Maps and Tables (by county):
 - dwelling units and employment
 - 2010, 2010 to 2040 growth and 2040

Public Input

- Workshops (with Goals & Objectives): Durham, Chapel Hill, Hillsborough and Pittsboro.
- TAC Public Hearing (May 2012)
- MPO Newsletter

MEMORANDUM

TO: Transportation Advisory Committee
DCHC MPO

FROM: Maricia Brown,
DCHC MPO Lead Planning Agency

DATE: March 14, 2012

SUBJECT: FFY 2012 Section 5307/5340 Apportionment for Durham NC UZA

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Funding is made available to designated recipients that must be public bodies with the legal authority to receive and dispense Federal funds. Governors, responsible local officials and publicly owned operators of transit services are to designate a recipient to apply for, receive, and dispense funds for transportation management areas pursuant to 49 USC 5307(a)(2). Generally, a transportation management area (tma) is an urbanized area with a population of 200,000 or over. The Governor or Governor's designee is the designated recipient for urbanized areas between 50,000 and 200,000.

For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. Eligible activities include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

The DCHC- MPO has received a partial FFY2012 Apportionment and has submitted a recommended split by agency. Funding is apportioned on the basis of legislative formulas. For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density.

Please reference attachment to this agenda item.

Member Organizations

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

March 8, 2012

Regional Administrator
Federal Transit Administration
Atlanta Federal Center
230 Peachtree Street, NW, Suite 800
Atlanta, GA 30303-8917

Attn: Marie Lopez, Transportation Program Specialist

Subject: FFY 2012 Section 5307/5340 (Partial) Apportionment for Durham NC UZA

Dear Regional Administrator:

We have been advised that the FFY 2012 apportionment for the Durham-Chapel Hill-Carrboro Urbanized Area includes both 5307 and 5340 funds and is \$3,480,216. Distribution of the FFY 2012 Section 5307/5340 Durham UZA apportionment in the table below includes an allocation to all three transit operators within the DCHC MPO. The Transit Enhancement and Safety and Security apportionments are also calculated in the table below.

| | FFY 2012 | Transit | Safety and | Net |
|-------------------------------|----------------------|--------------------|-------------------|----------------------|
| | Partial | Enhancement | Security | Available for |
| | Apportionment | 1% | 1% | Transit |
| | | | | Expenditures |
| Chapel Hill | 972,893.00 | 9,729.00 | 9,729.00 | 953,435.00 |
| Durham Area Transit Authority | 1,857,405.00 | 18,574.00 | 18,574.00 | 1,820,257.00 |
| Triangle Transit | 649,918.00 | 6,499.00 | 6,499.00 | 636,920.00 |
| Totals | 3,480,216.00 | 34,802.00 | 34,802.00 | 3,410,612.00 |

The Durham-Chapel Hill-Carrboro (DCHC) Metropolitan Planning Organization (MPO), as the Designated Recipient for the Durham UZA, request that the Federal Transit Administration approve each operator’s FFY 2012 FTA Section 5307/5340 grant application in accordance with the amounts apportioned.

Page 2 of 2
March 8, 2012

Please copy the North Carolina Department of Transportation, Public Transportation Division with your confirmation letter stating that the approved distribution has been completed. Should you have any questions regarding this request, please contact Felix Nwoko (Felix.Nwoko@Durhamnc.gov) or Maricia Brown, (Maricia.brown@Durhamnc.gov).

Sincerely,

Lydia Lavelle, Chair
Transportation Advisory Committee

cc: Marie Lopez, Transportation Program Specialist - FTA
Tom Bonfield, Durham City Manager
Roger Stancil, Chapel Hill Town Manager
David D. King, TTA General Manager
Felix Nwoko, MPO Lead Planning Agency
Harmon Crutchfield, DATA Transit Administrator
Stephen Spade, Chapel Hill Transit Administrator
Bill Barlow, NCDOT PTD

RESOLUTION

**TO APPROVE AMENDMENT #3 TO THE FY 2011-2012 UNIFIED PLANNING
WORK PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO
METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)**

March 14, 2012

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

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

WHEREAS, the Durham-Chapel Hill-Carrboro MPO requests an amendment to the 2011-2012 UPWP as outlined on the attached tables; and

WHEREAS, members of the Transportation Advisory Committee agree that the Unified Planning Work Program amendment effectively advances transportation planning for 2011-2012

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee hereby endorses Amendment #3 of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for FY 2011-2012 as described in the attached sheets.

Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

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

Date: March 14, 2012

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

**Durham-Chapel Hill-Carrboro Urban Area
FY 2011-2012 Unified Planning Work Program
Funding Distribution by Agency Funding Sources**

TAC 3/14/2012 Attachment 10

**FHWA Planning Funds
MPO PL & STP-DA Total**

| | Task Description | STP-DA Section 133(b)(3)(7) | | | PL Section 104(f) | | | TOTAL PL & STP-DA After Amend. #2 February 8, 2012 | | |
|--------------|--|--------------------------------|--------------------|--------------------|----------------------|------------------|------------------|---|--------------------|--------------------|
| | | Local | FHWA | Total | Local | FHWA | Total | Local | FHWA | Total |
| | | 20% | 80% | 100% | 20% | 80% | 100% | 20% | 80% | 100% |
| II-A | Surveillance of Change | | | | | | | | | |
| | 1 Traffic Volume Counts | \$3,525 | \$14,100 | \$17,625 | \$728 | \$2,912 | \$3,640 | \$4,253 | \$17,012 | \$21,265 |
| | 2 Vehicle Miles of Travel | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 3 Street System Changes | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 4 Traffic Accidents | \$650 | \$2,600 | \$3,250 | \$58 | \$232 | \$290 | \$708 | \$2,832 | \$3,540 |
| | 5 Transit System Data | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 6 Dwelling Unit, Pop. & Emp. Change | \$0 | \$0 | \$0 | \$12,192 | \$48,768 | \$60,960 | \$12,192 | \$48,768 | \$60,960 |
| | 7 Air Travel | \$0 | \$0 | \$0 | \$400 | \$1,600 | \$2,000 | \$400 | \$1,600 | \$2,000 |
| | 8 Vehicle Occupancy Rates | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 9 Travel Time Studies | \$0 | \$0 | \$0 | \$7,064 | \$28,256 | \$35,320 | \$7,064 | \$28,256 | \$35,320 |
| | 10 Mapping | \$14,880 | \$59,520 | \$74,400 | \$6,942 | \$27,768 | \$34,710 | \$21,822 | \$87,288 | \$109,110 |
| | 11 Central Area Parking Inventory | \$952 | \$3,808 | \$4,760 | \$0 | \$0 | \$0 | \$952 | \$3,808 | \$4,760 |
| | 12 Bike & Ped. Facilities Inventory | \$1,000 | \$4,000 | \$5,000 | \$652 | \$2,608 | \$3,260 | \$1,652 | \$6,608 | \$8,260 |
| | 13 Bike & Ped. Counts | \$10,000 | \$40,000 | \$50,000 | \$760 | \$3,040 | \$3,800 | \$10,760 | \$43,040 | \$53,800 |
| II-B | Long Range Transp. Plan | | | | | | | | | |
| | 1 Collection of Base Year Data | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 2 Collection of Network Data | \$0 | \$0 | \$0 | \$64 | \$256 | \$320 | \$64 | \$256 | \$320 |
| | 3 Travel Model Updates | \$63,356 | \$253,424 | \$316,780 | \$0 | \$0 | \$0 | \$63,356 | \$253,424 | \$316,780 |
| | 4 Travel Surveys | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 5 Forecast of Data to Horizon year | \$0 | \$0 | \$0 | \$17,100 | \$68,400 | \$85,500 | \$17,100 | \$68,400 | \$85,500 |
| | 6 Community Goals & Objectives | \$0 | \$0 | \$0 | \$2,678 | \$10,712 | \$13,390 | \$2,678 | \$10,712 | \$13,390 |
| | 7 Forecast of Future Travel Patterns | \$3,486 | \$13,944 | \$17,430 | \$600 | \$2,400 | \$3,000 | \$4,086 | \$16,344 | \$20,430 |
| | 8 Capacity Deficiency Analysis | \$9,200 | \$36,800 | \$46,000 | \$600 | \$2,400 | \$3,000 | \$9,800 | \$39,200 | \$49,000 |
| | 9 Highway Element of th LRTP | \$1,120 | \$4,480 | \$5,600 | \$396 | \$1,584 | \$1,980 | \$1,516 | \$6,064 | \$7,580 |
| | 10 Transit Element of the LRTP | \$1,760 | \$7,040 | \$8,800 | \$64 | \$256 | \$320 | \$1,824 | \$7,296 | \$9,120 |
| | 11 Bicycle & Ped. Element of the LRTP | \$12,800 | \$51,200 | \$64,000 | \$1,496 | \$5,984 | \$7,480 | \$14,296 | \$57,184 | \$71,480 |
| | 12 Airport/Air Travel Element of LRTP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 13 Collector Street Element of LRTP | \$1,000 | \$4,000 | \$5,000 | \$96 | \$384 | \$480 | \$1,096 | \$4,384 | \$5,480 |
| | 14 Rail, Water or other mode of LRTP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 15 Freight Movement/Mobility Planning | \$3,600 | \$14,400 | \$18,000 | \$0 | \$0 | \$0 | \$3,600 | \$14,400 | \$18,000 |
| | 16 Financial Planning | \$2,500 | \$10,000 | \$12,500 | \$2,000 | \$8,000 | \$10,000 | \$4,500 | \$18,000 | \$22,500 |
| | 17 Congestion Management Strategies | \$102,130 | \$408,520 | \$510,650 | \$1,256 | \$5,024 | \$6,280 | \$103,386 | \$413,544 | \$516,930 |
| | 18 Air Qual. Planning/Conformity Anal. | \$0 | \$0 | \$0 | \$3,378 | \$13,512 | \$16,890 | \$3,378 | \$13,512 | \$16,890 |
| II-C | Short Range Transit Planning | | | | | | | | | |
| | 1 Short Range Transit Planning | \$0 | \$0 | \$0 | \$224 | \$896 | \$1,120 | \$224 | \$896 | \$1,120 |
| III-A | Planning Work Program | | | | | | | | | |
| | Planning Work Program | \$0 | \$0 | \$0 | \$9,134 | \$36,536 | \$45,670 | \$9,134 | \$36,536 | \$45,670 |
| III-B | Transp. Improvement Plan | | | | | | | | | |
| | TIP | \$0 | \$0 | \$0 | \$12,364 | \$49,456 | \$61,820 | \$12,364 | \$49,456 | \$61,820 |
| III-C | Cvl Rgts. Cmp./Otr .Reg. Reqs. | | | | | | | | | |
| | 1 Title VI | \$1,000 | \$4,000 | \$5,000 | \$0 | \$0 | \$0 | \$1,000 | \$4,000 | \$5,000 |
| | 2 Environmental Justice | \$1,692 | \$6,768 | \$8,460 | \$64 | \$256 | \$320 | \$1,756 | \$7,024 | \$8,780 |
| | 3 Minority Business Enterprise | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 4 Planning for the Elderly & Disabled | \$0 | \$0 | \$0 | \$32 | \$128 | \$160 | \$32 | \$128 | \$160 |
| | 5 Safety/Drug Control Planning | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 6 Public Involvement | \$13,000 | \$52,000 | \$65,000 | \$454 | \$1,816 | \$2,270 | \$13,454 | \$53,816 | \$67,270 |
| | 7 Private Sector Participation | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| III-D | Incidental Plng./Project Dev. | | | | | | | | | |
| | 1 Transportation Enhancement Plng. | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 2 Enviro. Analysis & Pre-TIP Plng. | \$1,089 | \$4,356 | \$5,445 | \$96 | \$384 | \$480 | \$1,185 | \$4,740 | \$5,925 |
| | 3 Special Studies | \$174,500 | \$698,000 | \$872,500 | \$10,314 | \$41,256 | \$51,570 | \$184,814 | \$739,256 | \$924,070 |
| | 4 Regional or Statewide Planning | \$13,885 | \$55,540 | \$69,425 | \$351 | \$1,403 | \$1,754 | \$14,236 | \$56,943 | \$71,179 |
| III-E | Management & Operations | | | | | | | | | |
| | 1 Management & Operations | \$58,291 | \$233,165 | \$291,456 | \$22,471 | \$89,884 | \$112,355 | \$80,762 | \$323,049 | \$403,811 |
| | Totals | \$495,416 | \$1,981,665 | \$2,477,081 | \$114,028 | \$456,111 | \$570,139 | \$609,444 | \$2,437,776 | \$3,047,220 |

**Durham-Chapel Hill-Carrboro Urban Area
 FY 2011-2012 Unified Planning Work Program
 Funding Distribution by Agency Funding Sources**

TAC 3/14/2012 Attachment 10

**FHWA Planning Funds
 MPO PL & STP-DA Total**

| | Task Description | STP-DA Section 133(b)(3)(7) | | | PL Section 104(f) | | | TOTAL PL & STP-DA Amend #3 March 14, 2012 | | |
|---------------|--|--------------------------------|---------------|---------------|----------------------|----------|----------|--|---------------|---------------|
| | | Local | FHWA | Total | Local | FHWA | Total | Local | FHWA | Total |
| | | 20% | 80% | 100% | 20% | 80% | 100% | 20% | 80% | 100% |
| II-A | Surveillance of Change | | | | | | | | | |
| | 1 Traffic Volume Counts | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 2 Vehicle Miles of Travel | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3 Street System Changes | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4 Traffic Accidents | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5 Transit System Data | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6 Dwelling Unit, Pop. & Emp. Change | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7 Air Travel | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8 Vehicle Occupancy Rates | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 9 Travel Time Studies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10 Mapping | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11 Central Area Parking Inventory | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12 Bike & Ped. Facilities Inventory | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 13 Bike & Ped. Counts | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| II-B | Long Range Transp. Plan | | | | | | | | | |
| | 1 Collection of Base Year Data | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 2 Collection of Network Data | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3 Travel Model Updates | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4 Travel Surveys | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5 Forecast of Data to Horizon year | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6 Community Goals & Objectives | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7 Forecast of Future Travel Patterns | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8 Capacity Deficiency Analysis | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 9 Highway Element of th L RTP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10 Transit Element of the L RTP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11 Bicycle & Ped. Element of the L RTP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 12 Airport/Air Travel Element of L RTP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 13 Collector Street Element of L RTP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 14 Rail, Water or other mode of L RTP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 15 Freight Movement/Mobility Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 16 Financial Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 17 Congestion Management Strategies | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 18 Air Qual. Planning/Conformity Anal. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| II-C | Short Range Transit Planning | | | | | | | | | |
| | 1 Short Range Transit Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| III-A | Planning Work Program | | | | | | | | | |
| | Planning Work Program | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| III-B | Transp. Improvement Plan | | | | | | | | | |
| | TIP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| III-C | Cvl Rgts. Cmp./Otr .Reg. Reqs. | | | | | | | | | |
| | 1 Title VI | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 2 Environmental Justice | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3 Minority Business Enterprise | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4 Planning for the Elderly & Disabled | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5 Safety/Drug Control Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6 Public Involvement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7 Private Sector Participation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| III-D | Incidental Plng./Project Dev. | | | | | | | | | |
| | 1 Transportation Enhancement Plng. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 2 Enviro. Analysis & Pre-TIP Plng. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3 Special Studies | \$7,500 | \$30,000 | \$37,500 | \$0 | \$0 | \$0 | \$7,500 | \$30,000 | \$37,500 |
| | 4 Regional or Statewide Planning | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| III-E | Management & Operations | | | | | | | | | |
| | 1 Management & Operations | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | | 7,500 | 30,000 | 37,500 | 0 | 0 | 0 | 7,500 | 30,000 | 37,500 |

**Durham-Chapel Hill-Carrboro Urban Area
FY 2011-2012 Unified Planning Work Program
Funding Distribution by Agency Funding Sources**

TAC 3/14/2012 Attachment 10

**FHWA Planning Funds
MPO PL & STP-DA Total**

| | Task Description | STP-DA Section 133(b)(3)(7) | | | PL Section 104(f) | | | TOTAL PL & STP-DA After Amend. #3 March 14, 2012 | | |
|--------------|--|--------------------------------|--------------------|--------------------|----------------------|------------------|------------------|---|--------------------|--------------------|
| | | Local | FHWA | Total | Local | FHWA | Total | Local | FHWA | Total |
| | | 20% | 80% | 100% | 20% | 80% | 100% | 20% | 80% | 100% |
| II-A | Surveillance of Change | | | | | | | | | |
| | 1 Traffic Volume Counts | \$3,525 | \$14,100 | \$17,625 | \$728 | \$2,912 | \$3,640 | \$4,253 | \$17,012 | \$21,265 |
| | 2 Vehicle Miles of Travel | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 3 Street System Changes | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 4 Traffic Accidents | \$650 | \$2,600 | \$3,250 | \$58 | \$232 | \$290 | \$708 | \$2,832 | \$3,540 |
| | 5 Transit System Data | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 6 Dwelling Unit, Pop. & Emp. Change | \$0 | \$0 | \$0 | \$12,192 | \$48,768 | \$60,960 | \$12,192 | \$48,768 | \$60,960 |
| | 7 Air Travel | \$0 | \$0 | \$0 | \$400 | \$1,600 | \$2,000 | \$400 | \$1,600 | \$2,000 |
| | 8 Vehicle Occupancy Rates | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 9 Travel Time Studies | \$0 | \$0 | \$0 | \$7,064 | \$28,256 | \$35,320 | \$7,064 | \$28,256 | \$35,320 |
| | 10 Mapping | \$14,880 | \$59,520 | \$74,400 | \$6,942 | \$27,768 | \$34,710 | \$21,822 | \$87,288 | \$109,110 |
| | 11 Central Area Parking Inventory | \$952 | \$3,808 | \$4,760 | \$0 | \$0 | \$0 | \$952 | \$3,808 | \$4,760 |
| | 12 Bike & Ped. Facilities Inventory | \$1,000 | \$4,000 | \$5,000 | \$652 | \$2,608 | \$3,260 | \$1,652 | \$6,608 | \$8,260 |
| | 13 Bike & Ped. Counts | \$10,000 | \$40,000 | \$50,000 | \$760 | \$3,040 | \$3,800 | \$10,760 | \$43,040 | \$53,800 |
| II-B | Long Range Transp. Plan | | | | | | | | | |
| | 1 Collection of Base Year Data | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 2 Collection of Network Data | \$0 | \$0 | \$0 | \$64 | \$256 | \$320 | \$64 | \$256 | \$320 |
| | 3 Travel Model Updates | \$63,356 | \$253,424 | \$316,780 | \$0 | \$0 | \$0 | \$63,356 | \$253,424 | \$316,780 |
| | 4 Travel Surveys | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 5 Forecast of Data to Horizon year | \$0 | \$0 | \$0 | \$17,100 | \$68,400 | \$85,500 | \$17,100 | \$68,400 | \$85,500 |
| | 6 Community Goals & Objectives | \$0 | \$0 | \$0 | \$2,678 | \$10,712 | \$13,390 | \$2,678 | \$10,712 | \$13,390 |
| | 7 Forecast of Future Travel Patterns | \$3,486 | \$13,944 | \$17,430 | \$600 | \$2,400 | \$3,000 | \$4,086 | \$16,344 | \$20,430 |
| | 8 Capacity Deficiency Analysis | \$9,200 | \$36,800 | \$46,000 | \$600 | \$2,400 | \$3,000 | \$9,800 | \$39,200 | \$49,000 |
| | 9 Highway Element of th LRTP | \$1,120 | \$4,480 | \$5,600 | \$396 | \$1,584 | \$1,980 | \$1,516 | \$6,064 | \$7,580 |
| | 10 Transit Element of the LRTP | \$1,760 | \$7,040 | \$8,800 | \$64 | \$256 | \$320 | \$1,824 | \$7,296 | \$9,120 |
| | 11 Bicycle & Ped. Element of the LRTP | \$12,800 | \$51,200 | \$64,000 | \$1,496 | \$5,984 | \$7,480 | \$14,296 | \$57,184 | \$71,480 |
| | 12 Airport/Air Travel Element of LRTP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 13 Collector Street Element of LRTP | \$1,000 | \$4,000 | \$5,000 | \$96 | \$384 | \$480 | \$1,096 | \$4,384 | \$5,480 |
| | 14 Rail, Water or other mode of LRTP | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 15 Freight Movement/Mobility Planning | \$3,600 | \$14,400 | \$18,000 | \$0 | \$0 | \$0 | \$3,600 | \$14,400 | \$18,000 |
| | 16 Financial Planning | \$2,500 | \$10,000 | \$12,500 | \$2,000 | \$8,000 | \$10,000 | \$4,500 | \$18,000 | \$22,500 |
| | 17 Congestion Management Strategies | \$102,130 | \$408,520 | \$510,650 | \$1,256 | \$5,024 | \$6,280 | \$103,386 | \$413,544 | \$516,930 |
| | 18 Air Qual. Planning/Conformity Anal. | \$0 | \$0 | \$0 | \$3,378 | \$13,512 | \$16,890 | \$3,378 | \$13,512 | \$16,890 |
| II-C | Short Range Transit Planning | | | | | | | | | |
| | 1 Short Range Transit Planning | \$0 | \$0 | \$0 | \$224 | \$896 | \$1,120 | \$224 | \$896 | \$1,120 |
| III-A | Planning Work Program | | | | | | | | | |
| | Planning Work Program | \$0 | \$0 | \$0 | \$9,134 | \$36,536 | \$45,670 | \$9,134 | \$36,536 | \$45,670 |
| III-B | Transp. Improvement Plan | | | | | | | | | |
| | TIP | \$0 | \$0 | \$0 | \$12,364 | \$49,456 | \$61,820 | \$12,364 | \$49,456 | \$61,820 |
| III-C | Cvl Rgts. Cmp./Otr .Reg. Reqs. | | | | | | | | | |
| | 1 Title VI | \$1,000 | \$4,000 | \$5,000 | \$0 | \$0 | \$0 | \$1,000 | \$4,000 | \$5,000 |
| | 2 Environmental Justice | \$1,692 | \$6,768 | \$8,460 | \$64 | \$256 | \$320 | \$1,756 | \$7,024 | \$8,780 |
| | 3 Minority Business Enterprise | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 4 Planning for the Elderly & Disabled | \$0 | \$0 | \$0 | \$32 | \$128 | \$160 | \$32 | \$128 | \$160 |
| | 5 Safety/Drug Control Planning | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 6 Public Involvement | \$13,000 | \$52,000 | \$65,000 | \$454 | \$1,816 | \$2,270 | \$13,454 | \$53,816 | \$67,270 |
| | 7 Private Sector Participation | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| III-D | Incidental Plng./Project Dev. | | | | | | | | | |
| | 1 Transportation Enhancement Plng. | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| | 2 Enviro. Analysis & Pre-TIP Plng. | \$1,089 | \$4,356 | \$5,445 | \$96 | \$384 | \$480 | \$1,185 | \$4,740 | \$5,925 |
| | 3 Special Studies | \$182,000 | \$728,000 | \$910,000 | \$10,314 | \$41,256 | \$51,570 | \$192,314 | \$769,256 | \$961,570 |
| | 4 Regional or Statewide Planning | \$13,885 | \$55,540 | \$69,425 | \$351 | \$1,403 | \$1,754 | \$14,236 | \$56,943 | \$71,179 |
| III-E | Management & Operations | | | | | | | | | |
| | 1 Management & Operations | \$58,291 | \$233,165 | \$291,456 | \$22,471 | \$89,884 | \$112,355 | \$80,762 | \$323,049 | \$403,811 |
| | Totals | \$502,916 | \$2,011,665 | \$2,514,581 | \$114,028 | \$456,111 | \$570,139 | \$616,944 | \$2,467,776 | \$3,084,720 |

Prioritization 2.0 - HIGHWAY Project Data and Final Scores (Simplified)

| SPOTID | Old SPOTID (P1.0) | Tier | Goal | Improvement Type | TIP # | Route | Route Name | From / Cross Street | To | Description | Scoring Category | Congestion Points | Safety Points | Pavement Points | Benefit Cost Points | Econ. Comp. Points | Lane Width Points | Shoulder Width Points | Weighted Total Quantitative Points | Total Division Points | Total MPO/RPO Points | Multimodal Bonus Points | Total Points | Division Concatenated | MPO/RPO Concatenated | County Concatenated | Rank |
|--------|-------------------|-------------|----------|---------------------------|---------|--------------|---|-------------------------------|---------------------------------|---|----------------------|-------------------|---------------|-----------------|---------------------|--------------------|-------------------|-----------------------|------------------------------------|-----------------------|----------------------|-------------------------|--------------|-----------------------|---|---------------------|------|
| 1013 | | Statewide | Mobility | Capacity | | 092 I-040 | | NC 147 | Wade Avenue | Construct Managed Lanes | Mobility-Statewide | 100.00 | 66.53 | 4.00 | 9.40 | 71.97 | | | 36.13 | 85 | 50 | 8 | 66.13 | 05,, | Capital Area MPO, Durham-Chapel Hill-Carrboro MPO, | Durham,Wake,, | 12 |
| 10 | 42714 | 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. | Mobility-Statewide | 81.60 | 44.36 | 10.00 | 11.69 | 53.32 | | | 29.43 | 100 | 0 | 0 | 49.43 | 07,, | Durham-Chapel Hill-Carrboro MPO,, | Orange... | 52 |
| 1144 | | Statewide | Mobility | Capacity | | 068 US015 | Fordham Boulevard | East Lakeview Drive | Sage Road | Upgrade road to "Superstreet" | Mobility-Statewide | 86.20 | 44.36 | 38.00 | 100.00 | 14.48 | | | 46.92 | 0 | 0 | 0 | 46.92 | 07,, | Durham-Chapel Hill-Carrboro MPO,, | Orange... | 61 |
| 997 | | Statewide | Mobility | Capacity | | 032 NC147 | Durham Freeway | I-40 | East End Connector | Widen roadway to 6 lanes and rehabilitate pavement | Mobility-Statewide | 77.04 | 55.44 | 9.00 | 10.14 | 13.10 | | | 25.19 | 85 | 0 | 0 | 42.19 | 05,, | Durham-Chapel Hill-Carrboro MPO,, | Durham... | 90 |
| 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 | Mobility-Statewide | 91.24 | 44.36 | 15.00 | 40.69 | 83.06 | | | 40.63 | 0 | 0 | 0 | 40.63 | 07,, | Durham-Chapel Hill-Carrboro MPO,, | Orange... | 101 |
| 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) | Mobility-Statewide | 100.00 | 44.36 | 3.00 | 16.24 | 63.55 | | | 34.34 | 0 | 0 | 0 | 34.34 | 05,, | Durham-Chapel Hill-Carrboro MPO,, | Durham... | 123 |
| 366 | 43506 | Statewide | Mobility | Capacity | U-2807 | US015, US501 | | I-40 | US 15/501 | I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade. | Mobility-Statewide | 84.92 | 66.53 | 15.00 | 5.73 | 25.20 | | | 28.80 | 0 | 0 | 0 | 28.80 | 05,, | Durham-Chapel Hill-Carrboro MPO,, | Durham... | 153 |
| 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. | Mobility-Statewide | 68.64 | 66.53 | 38.00 | 7.06 | 1.44 | | | 25.74 | 0 | 0 | 0 | 25.74 | 07,, | Durham-Chapel Hill-Carrboro MPO,, | Orange... | 169 |
| 1014 | | Statewide | Mobility | Capacity | | 092 I-540 | | I-40 | US 64 Bypass | Convert Freeway to Tolled Facility and widen to 8 lanes | Mobility-Statewide | 66.84 | 66.53 | 8.00 | 0.83 | 10.06 | | | 21.99 | 0 | 0 | 0 | 21.99 | 05,, | Capital Area MPO, Durham-Chapel Hill-Carrboro MPO, | Durham,Wake,, | 206 |
| 7 | 42689 | 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. | Mobility-Statewide | 57.76 | 77.62 | 15.00 | 0.35 | 2.37 | | | 21.12 | 0 | 0 | 0 | 21.12 | 07,, | Durham-Chapel Hill-Carrboro MPO,, | Orange... | 217 |
| 937 | 46022 | Statewide | Mobility | Interchange/Inter section | | US015, US501 | | SR 1742 (Ephesus Church Road) | | Intersection Improvements | Mobility-Statewide | 70.20 | 50.00 | 12.00 | 3.77 | 0.71 | | | 21.07 | 0 | 0 | 0 | 21.07 | 07,, | Durham-Chapel Hill-Carrboro MPO,, | Orange... | 218 |
| 6 | 42688 | 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. | Mobility-Statewide | 53.32 | 33.27 | 10.00 | 0.26 | 1.87 | | | 15.23 | 0 | 0 | 0 | 15.23 | 07,, | Durham-Chapel Hill-Carrboro MPO,, | Orange... | 265 |
| 534 | 46021 | 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. | Mobility-Regional | 100.00 | 66.53 | 12.00 | 1.88 | 1.55 | | | 24.29 | 90 | 100 | 3 | 74.79 | 05,, | Durham-Chapel Hill-Carrboro MPO,, | Durham... | 3 |
| 533 | 46020 | 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). | Mobility-Regional | 100.00 | 66.53 | 0.00 | 2.28 | 1.56 | | | 23.75 | 90 | 100 | 3 | 74.25 | 05,, | Durham-Chapel Hill-Carrboro MPO,, | Durham... | 5 |
| 650 | 44274 | 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. | Mobility-Regional | 99.92 | 44.36 | 18.00 | 26.40 | 13.42 | | | 27.73 | 0 | 100 | 3 | 55.73 | 05,, | Durham-Chapel Hill-Carrboro MPO,, | Durham... | 28 |
| 532 | 46019 | Regional | Mobility | Capacity | U-5324B | NC054 | | SR 1118 (Fayetteville Road) | NC 751 | 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). | Mobility-Regional | 87.76 | 77.62 | 0.00 | 6.08 | 7.24 | | | 22.71 | 0 | 100 | 3 | 50.71 | 05,, | Durham-Chapel Hill-Carrboro MPO,, | Durham... | 31 |
| 531 | 46018 | 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. | Mobility-Regional | 74.60 | 66.53 | 2.00 | 2.80 | 2.68 | | | 18.90 | 0 | 100 | 3 | 46.90 | 05,, | Durham-Chapel Hill-Carrboro MPO,, | Durham... | 41 |
| 652 | 44276 | 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. | Mobility-Regional | 65.44 | 66.53 | 57.00 | 7.84 | 1.60 | | | 20.52 | 0 | 0 | 0 | 20.52 | 05,, | Durham-Chapel Hill-Carrboro MPO,, | Durham... | 143 |
| 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. | Mobility-Regional | 51.08 | 66.53 | 8.00 | 1.60 | 0.60 | | | 14.21 | 0 | 0 | 0 | 14.21 | 05,, | Durham-Chapel Hill-Carrboro MPO,, | Durham... | 182 |
| 326 | 43462 | 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. | Mobility-Regional | 45.64 | 66.70 | 5.00 | 3.21 | 2.87 | | | 13.34 | 0 | 0 | 0 | 13.34 | 05,, | Durham-Chapel Hill-Carrboro MPO,, | Durham... | 195 |
| 555 | 44013 | Regional | Mobility | Capacity | | NC751 | | US 64 | Durham County Line | Widen to 4 lanes with bicycle lanes on existing location. | Mobility-Regional | 31.84 | 66.53 | 22.00 | 2.36 | 29.90 | | | 12.64 | 0 | 0 | 0 | 12.64 | 08,, | Durham-Chapel Hill-Carrboro MPO, Triangle Area RPO, | Chatham... | 204 |
| 558 | 44023 | Regional | Mobility | Interchange/Inter section | | | I-85/US 70 Connector | US 70 | | Reconstruct interchange to allow for full movements | Mobility-Regional | 15.72 | 99.80 | 6.00 | 13.31 | 1.94 | | | 10.53 | 0 | 0 | 0 | 10.53 | 07,, | Durham-Chapel Hill-Carrboro MPO, Triangle Area RPO, | Orange... | 223 |
| 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. | Mobility-Regional | 38.96 | 33.27 | 12.00 | 0.52 | 0.28 | | | 10.15 | 0 | 0 | 0 | 10.15 | 05,, | Durham-Chapel Hill-Carrboro MPO,, | Durham... | 231 |
| 637 | 44255 | 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. | Mobility-Subregional | 66.12 | 66.53 | 7.00 | | | | | 16.90 | 0 | 100 | 3 | 59.90 | 05,, | Durham-Chapel Hill-Carrboro MPO,, | Durham... | 36 |
| 200 | 43093 | Subregional | Mobility | Capacity | R-2825 | SR1009 | South Churton Street | I-40 | Eno River | I-40 to Eno River. Widen to Multi-Lanes with landscaped median, bicycle lanes, and sidewalks, widen Bridge No. 240 over Southern Railroad. | Mobility-Subregional | 65.48 | 33.27 | 21.00 | | | | | 15.81 | 0 | 0 | 0 | 15.81 | 07,, | Durham-Chapel Hill-Carrboro MPO,, | Orange... | 197 |
| 1034 | | Subregional | Mobility | Capacity | | 032 SR1146 | | 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 | Mobility-Subregional | 48.76 | 44.36 | 61.00 | | | | | 15.02 | 0 | 0 | 0 | 15.02 | 05,, | Durham-Chapel Hill-Carrboro MPO,, | Durham... | 206 |
| 655 | 44279 | Subregional | Mobility | Interchange/Inter section | | SR1780 | Estes Drive | SR 1772 (Greensboro Street) | | SR 1780 (Estes Drive)/SR 1772 (Greensboro Street) construct roundabout. | Mobility-Subregional | 50.80 | 50.00 | 43.00 | | | | | 14.81 | 0 | 0 | 0 | 14.81 | 07,, | Durham-Chapel Hill-Carrboro MPO,, | Orange... | 211 |

Prioritization 2.0 - HIGHWAY Project Data and Final Scores (Simplified)

| SPOTID | Old SPOTID (P1.0) | Tier | Goal | Improvement Type | TIP # | Route | Route Name | From / Cross Street | To | Description | Scoring Category | Congestion Points | Safety Points | Pavement Points | Benefit Cost Points | Econ. Comp. Points | Lane Width Points | Shoulder Width Points | Weighted Total Quantitative Points | Total Division Points | Total MPO/RPO Points | Multimodal Bonus Points | Total Points | Division Concatenated | MPO/RPO Concatenated | County Concatenated | Rank |
|--------|-------------------|-------------|-----------------------|---------------------------|---------|----------------------|--|--|---|---|---------------------------|-------------------|---------------|-----------------|---------------------|--------------------|-------------------|-----------------------|------------------------------------|-----------------------|----------------------|-------------------------|--------------|-----------------------|---|---------------------|------|
| 647 | 44269 | 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 | Mobility-Subregional | 53.80 | 33.27 | 25.00 | | | | | 13.67 | 0 | 0 | 0 | 13.67 | 07,, | Durham-Chapel Hill Carrboro MPO,, | Orange,, | 221 |
| 651 | 44275 | 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. | Mobility-Subregional | 41.40 | 88.71 | 0.00 | | | | | 12.72 | 0 | 0 | 0 | 12.72 | 05,, | Durham-Chapel Hill Carrboro MPO,, | Durham,, | 239 |
| 1033 | | Subregional | Mobility | Capacity | | 032 SR1118 | | Renaissance Parkway | NC 751 | Widen roadway to four lanes with a median and bicycle, pedestrian and transit facilities as appropriate. | Mobility-Subregional | 34.76 | 88.71 | 24.00 | | | | | 12.59 | 0 | 0 | 0 | 12.59 | 05,, | Durham-Chapel Hill Carrboro MPO,, | Durham,, | 244 |
| 654 | 44278 | Subregional | Mobility | Interchange/Inter section | | 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. | Mobility-Subregional | 43.44 | 50.00 | 9.00 | | | | | 11.64 | 0 | 0 | 0 | 11.64 | 07,, | Durham-Chapel Hill Carrboro MPO,, | Orange,, | 261 |
| 239 | 43162 | Subregional | Mobility | Capacity | R-3438 | | New Route - Hillsborough Western Bypass | US 70 | NC 57 | US 70 to NC 57. Two Lanes on New Location. | Mobility-Subregional | 35.88 | 66.53 | 22.00 | | | | | 11.60 | 0 | 0 | 0 | 11.60 | 07,, | Durham-Chapel Hill Carrboro MPO,, | Orange,, | 262 |
| 487 | 45383 | Subregional | Mobility | Capacity | U-4716D | SR1978 | Hopson Street | SR 1999 (Davis Drive) | NC 54 (Miami Blvd) | Widen to multi-lanes. | Mobility-Subregional | 24.80 | 33.27 | 15.00 | | | | | 7.37 | 0 | 0 | 0 | 7.37 | 05,, | Durham-Chapel Hill Carrboro MPO,, | Durham,, | 334 |
| 1056 | | Subregional | Mobility | Interchange/Inter section | | 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. | Mobility-Subregional | 36.08 | 0.00 | 0.00 | | | | | 7.22 | 0 | 0 | 0 | 7.22 | 07,, | Durham-Chapel Hill Carrboro MPO,, | Orange,, | 337 |
| 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. | Mobility-Subregional | 10.00 | 88.71 | 15.00 | | | | | 7.19 | 0 | 0 | 0 | 7.19 | 05,, | Durham-Chapel Hill Carrboro MPO,, | Durham,, | 338 |
| 372 | 43514 | 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. | Mobility-Subregional | 16.00 | 33.27 | 46.00 | | | | | 7.16 | 0 | 0 | 0 | 7.16 | 05,, | Durham-Chapel Hill Carrboro MPO,, | Durham,, | 339 |
| 859 | 45036 | 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) | Mobility-Subregional | 0.68 | 66.53 | 32.00 | | | | | 5.06 | 0 | 0 | 0 | 5.06 | 05,, | Capital Area MPO,Durham-Chapel Hill-Carrboro MPO, | Durham,Wake,, | 367 |
| 527 | 44257 | 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. | Modernization-Statewide | 91.96 | 44.36 | 14.00 | | | 0 | 100 | 35.03 | 0 | 100 | 3 | 48.03 | 07,, | Durham-Chapel Hill Carrboro MPO,, | Orange,, | 8 |
| 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. | Modernization-Statewide | 28.12 | 88.71 | 0.00 | | | 0 | 100 | 31.68 | 0 | 0 | 0 | 31.68 | 07,08, | Durham-Chapel Hill Carrboro MPO,, | Chatham,Orange,, | 17 |
| 1097 | | Statewide | Infrastructure Health | Modernization | | 032 NC147 | | East End Connector | US 15/501 | Modernization, pavement Rehabilitation and ramp consolidations/interchange upgrades | Modernization-Statewide | 67.44 | 33.27 | 26.00 | | | 0 | 0 | 12.67 | 0 | 0 | 0 | 12.67 | 05,, | Durham-Chapel Hill Carrboro MPO,, | Durham,, | 26 |
| 961 | 44333 | Regional | Infrastructure Health | Modernization | | NC086 | | US 70A | I-40 | Construct wide outside lanes. | Modernization-Regional | 30.72 | 66.53 | 11.00 | | | 25 | 100 | 27.49 | 0 | 100 | 3 | 55.49 | 07,, | Durham-Chapel Hill Carrboro MPO,, | Orange,, | 13 |
| 663 | 44308 | Regional | Infrastructure Health | Modernization | | NC086 | Martin Luther King, Jr. Boulevard | I-40 | North Street | Construct Bicycle Lanes and Sidewalks | Modernization-Regional | 51.56 | 55.44 | 31.00 | | | 0 | 100 | 24.67 | 0 | 0 | 0 | 24.67 | 07,, | Durham-Chapel Hill Carrboro MPO,, | Orange,, | 100 |
| 666 | 44311 | Regional | Infrastructure Health | Modernization | | NC054 | | US 15/501 | SR 1110 (Barbee Chapel Road) | Construct Bicycle Lanes and Sidewalks | Modernization-Regional | 71.12 | 33.27 | 45.00 | | | 0 | 100 | 24.13 | 0 | 0 | 0 | 24.13 | 05,07, | Durham-Chapel Hill Carrboro MPO,, | Durham,Orange,, | 103 |
| 944 | 44293 | Regional | Infrastructure Health | Modernization | | NC751 | Hope Valley Road | SR 1146 (South Roxboro Road) | Martin Luther King, Jr. Parkway | Construct bike lanes and sidewalks. | Modernization-Regional | 46.76 | 55.44 | 21.00 | | | 0 | 100 | 23.93 | 0 | 0 | 0 | 23.93 | 05,, | Durham-Chapel Hill Carrboro MPO,, | Durham,, | 107 |
| 632 | 44250 | 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. | Modernization-Subregional | | 88.71 | | | | 50 | 100 | 23.87 | 100 | 50 | 0 | 73.87 | 08,, | Durham-Chapel Hill Carrboro MPO,, | Chatham,, | 3 |
| 945 | 44301 | Subregional | Infrastructure Health | Modernization | | SR1110 | Barbee Chapel Road/Farrington Road | NC 54 | SR 1107 (Stagecoach Road) | Construct bike lanes and sidewalks. | Modernization-Subregional | | 55.44 | | | | 75 | 100 | 23.04 | 0 | 100 | 3 | 66.04 | 05,, | Durham-Chapel Hill Carrboro MPO,, | Durham,, | 6 |
| 659 | 44292 | Subregional | Infrastructure Health | Modernization | | SR1666 | Dearborn Drive | SR 1669 (East Club Boulevard) | SR 1004 (Old Oxford Road) | Construct Bicycle Lanes and Sidewalks | Modernization-Subregional | | 77.62 | | | | 50 | 100 | 22.76 | 0 | 100 | 3 | 65.76 | 05,, | Durham-Chapel Hill Carrboro MPO,, | Durham,, | 7 |
| 375 | 43518 | 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. | Modernization-Subregional | | 66.53 | | | | 50 | 100 | 21.65 | 0 | 100 | 3 | 64.65 | 07,, | Durham-Chapel Hill Carrboro MPO,, | Orange,, | 9 |
| 1162 | | Subregional | Infrastructure Health | Modernization | | 068 SR1005 | | SR 2057 (Sturbridge Lane) | Alamance County Line | Add 4-foot paved shoulders | Modernization-Subregional | | 66.53 | | | | 50 | 100 | 21.65 | 0 | 100 | 3 | 64.65 | 07,, | Durham-Chapel Hill Carrboro MPO, Triangle Area RPO, | Orange,, | 9 |
| 958 | 44073 | 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. | Modernization-Subregional | | 88.71 | | | | 50 | 100 | 23.87 | 0 | 100 | 0 | 63.87 | 07,, | Durham-Chapel Hill Carrboro MPO, Triangle Area RPO, | Orange,, | 11 |
| 660 | 44296 | Subregional | Infrastructure Health | Modernization | | SR1158 | West Cornwallis Road | SR 1306 (Erwin Road) | SR 1127 (Chapel Hill Road) | Construct Bicycle Lanes and Sidewalks | Modernization-Subregional | | 66.53 | | | | 50 | 100 | 21.65 | 0 | 25 | 3 | 34.65 | 05,, | Durham-Chapel Hill Carrboro MPO,, | Durham,, | 30 |
| 950 | 44328 | Subregional | Infrastructure Health | Modernization | | SR1009 | Old NC 86 | SR 1777 (Homestead Road) | SR 1727 (Eubanks Road) | Construct bike lanes and sidewalks and transit accommodations. | Modernization-Subregional | | 66.53 | | | | 50 | 100 | 21.65 | 0 | 25 | 3 | 34.65 | 07,, | Durham-Chapel Hill Carrboro MPO,, | Orange,, | 30 |
| 951 | 44339 | Subregional | Infrastructure Health | Modernization | | SR1727 | Eubanks Road | SR 1009 (Old NC 86) | Rogers Road | Construct bike lanes and sidewalks and transit accommodations. | Modernization-Subregional | | 66.53 | | | | 50 | 100 | 21.65 | 0 | 25 | 3 | 34.65 | 07,, | Durham-Chapel Hill Carrboro MPO,, | Orange,, | 30 |
| 952 | 44342 | Subregional | Infrastructure Health | Modernization | | SR1008 | Mount Carmel Church Road | US 15-501 | Chatham County Line | Construct bike lanes. | Modernization-Subregional | | 66.53 | | | | 50 | 100 | 21.65 | 0 | 25 | 3 | 34.65 | 07,, | Durham-Chapel Hill Carrboro MPO,, | Orange,, | 30 |
| 1096 | | Subregional | Infrastructure Health | Modernization | | 068 SR1727 | | SR 1729 (Rogers Road) | NC 86 | Construct bicycle lanes, sidewalks, safety and intersection improvements. | Modernization-Subregional | | 55.44 | | | | 50 | 100 | 20.54 | 0 | 25 | 3 | 33.54 | 07,, | Durham-Chapel Hill Carrboro MPO,, | Orange,, | 35 |

Prioritization 2.0 - HIGHWAY Project Data and Final Scores (Simplified)

| SPOTID | Old SPOTID (P1.0) | Tier | Goal | Improvement Type | TIP # | Route | Route Name | From / Cross Street | To | Description | Scoring Category | Congestion Points | Safety Points | Pavement Points | Benefit Cost Points | Econ. Comp. Points | Lane Width Points | Shoulder Width Points | Weighted Total Quantitative Points | Total Division Points | Total MPORPO Points | Multimodal Bonus Points | Total Points | Division Concatenated | MPO/RPO Concatenated | County Concatenated | Rank |
|--------|-------------------|-------------|-----------------------|------------------|---------|-----------------|---|---------------------------------------|---------------------------------|---|---------------------------|-------------------|---------------|-----------------|---------------------|--------------------|-------------------|-----------------------|------------------------------------|-----------------------|---------------------|-------------------------|--------------|-----------------------|---|---------------------|------|
| 949 | 44327 | 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. | Modernization-Subregional | | 44.36 | | | | 50 | 100 | 19.44 | 0 | 25 | 3 | 32.44 | 07,, | Durham-Chapel Hill Carrboro MPO,, | Orange,, | 38 |
| 662 | 44300 | Subregional | Infrastructure Health | Modernization | | SR1945 | South Alston Avenue | Capps Street | SR 1171 (Riddle Road) | Construct Bicycle Lanes and Sidewalks | Modernization-Subregional | | 66.53 | | | | 50 | 100 | 21.65 | 0 | 0 | 0 | 21.65 | 05,, | Durham-Chapel Hill Carrboro MPO,, | Durham,, | 61 |
| 953 | 44344 | Subregional | Infrastructure Health | Modernization | | SR1009 | Old NC 86 | I-40 | SR 1727 (Eubanks Road) | Widen outside lanes. | Modernization-Subregional | | 66.53 | | | | 25 | 100 | 19.15 | 0 | 0 | 0 | 19.15 | 07,, | Durham-Chapel Hill Carrboro MPO,, | Orange,, | 79 |
| 1100 | | Subregional | Infrastructure Health | Modernization | | 068 SR1927 | Merritt Mill Road | 1010 (Franklin Street) | 1919 (South Greensboro Street) | Construct bicycle lanes and sidewalks. | Modernization-Subregional | | 66.53 | | | | 25 | 100 | 19.15 | 0 | 0 | 0 | 19.15 | 07,, | Durham-Chapel Hill Carrboro MPO,, | Orange,, | 79 |
| 948 | 44325 | Subregional | Infrastructure Health | Modernization | | SR1009 | Old NC 86 | SR 1009 (Hillsborough Road) | SR 1777 (Homestead Road) | Construct bike lanes and sidewalks and transit accommodations. | Modernization-Subregional | | 33.27 | | | | 50 | 100 | 18.33 | 0 | 0 | 0 | 18.33 | 07,, | Durham-Chapel Hill Carrboro MPO,, | Orange,, | 88 |
| 408 | 43561 | 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. | Modernization-Subregional | | 55.44 | | | | 25 | 100 | 18.04 | 0 | 0 | 0 | 18.04 | 07,, | Durham-Chapel Hill Carrboro MPO,, | Orange,, | 90 |
| 1095 | | Subregional | Infrastructure Health | Modernization | EB-5108 | 068 SR1104 | Dairyland Road | SR 1111 (Union Grove Church Road) | SR 1006 (Orange Grove Road) | Construct 4-foot paved shoulders on Dairyland Road | Modernization-Subregional | | 55.44 | | | | 25 | 100 | 18.04 | 0 | 0 | 0 | 18.04 | 07,, | Durham-Chapel Hill Carrboro MPO, Triangle Area RPO, | Orange,, | 94 |
| 365 | 43505 | 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). | Modernization-Subregional | | 44.36 | | | | 25 | 100 | 16.94 | 0 | 0 | 0 | 16.94 | 07,, | Durham-Chapel Hill Carrboro MPO,, | Orange,, | 101 |
| 641 | 44262 | 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. | Modernization-Subregional | | 66.53 | | | | 0 | 100 | 16.65 | 0 | 0 | 0 | 16.65 | 07,, | Durham-Chapel Hill Carrboro MPO,, | Orange,, | 103 |
| 658 | 44289 | Subregional | Infrastructure Health | Modernization | | SR1669 | Club Boulevard | Ambridge Street | SR 1670 (East Geer Street) | Construct Bicycle Lanes and Sidewalks | Modernization-Subregional | | 66.53 | | | | 0 | 100 | 16.65 | 0 | 0 | 0 | 16.65 | 05,, | Durham-Chapel Hill Carrboro MPO,, | Durham,, | 103 |
| 653 | 44277 | Subregional | Infrastructure Health | Modernization | | SR1721 | Lystra Road | US 15/501 | SR 1008 (Farrington Point Road) | Safety improvements. | Modernization-Subregional | | 33.27 | | | | 25 | 100 | 15.83 | 0 | 0 | 0 | 15.83 | 08,, | Durham-Chapel Hill Carrboro MPO,, | Chatham,, | 107 |
| 826 | 44892 | 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) | Modernization-Subregional | | 33.27 | | | | 25 | 100 | 15.83 | 0 | 0 | 0 | 15.83 | 07,, | Durham-Chapel Hill Carrboro MPO,, | Orange,, | 107 |
| 631 | 44249 | 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). | Modernization-Subregional | | 44.36 | | | | 0 | 100 | 14.44 | 0 | 0 | 0 | 14.44 | 05,07, | Durham-Chapel Hill Carrboro MPO,, | Durham,Orange,, | 121 |
| 947 | 44320 | Subregional | Infrastructure Health | Modernization | | SR1102, SR 1977 | Sedwick Road | SR 1100 (Grandale Drive) | SR 1945 (South Alston Avenue) | Construct bike lanes and sidewalks. | Modernization-Subregional | | 33.27 | | | | 0 | 100 | 13.33 | 0 | 0 | 0 | 13.33 | 05,, | Durham-Chapel Hill Carrboro MPO,, | Durham,, | 127 |
| 649 | 44273 | Subregional | Infrastructure Health | Modernization | | SR1762 | Jeremiah Drive | SR 1721 (Lystra Road) | End of Road | Elevate road for flood control. | Modernization-Subregional | | 0.00 | | | | 25 | 100 | 12.50 | 0 | 0 | 0 | 12.50 | 08,, | Durham-Chapel Hill Carrboro MPO,, | Chatham,, | 131 |
| 1305 | | Subregional | Infrastructure Health | Modernization | | 086 SR2008 | Carmichael Street | US 15/501 | Northern Terminus of Roadway | Repave with bicycle accommodations | Modernization-Subregional | | 0.00 | | | | 25 | 100 | 12.50 | 0 | 0 | 0 | 12.50 | 07,, | Durham-Chapel Hill Carrboro MPO,, | Orange,, | 131 |
| 946 | 44303 | 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. | Modernization-Subregional | | 22.18 | | | | 0 | 100 | 12.22 | 0 | 0 | 0 | 12.22 | 05,, | Durham-Chapel Hill Carrboro MPO,, | Durham,, | 134 |

Prioritization 2.0 - BICYCLE PEDESTRIAN Project Data and Final Scores

| SPOT ID | Improvement Type | Goal | Tier | TIP # | Municipality | Route Name | From | To | Description | MPO/RPO | Division(s) | County(s) | Construction Cost | Right-of-Way Cost | Total Cost | ROW Score | Access Score | Connection Score | In Plan Score | Crash Score | Density Score | Total Quantitative Score | MPO/RPO Points | Total Score | Rank |
|---------|---------------------------|----------|-------------|---------|--------------|---|---|--|---|---------------------------------|-------------|----------------|-------------------|-------------------|-------------|-----------|--------------|------------------|---------------|-------------|---------------|--------------------------|----------------|-------------|------|
| 1493 | Bicycle/Multiuse Facility | Mobility | Subregional | | Durham | 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 | Durham-Chapel Hill-Carrboro MPO | 05 | Durham | \$1,610,000 | \$175,000 | \$1,785,000 | 5 | 10 | 5 | 15 | 5 | 12 | 52 | 35 | 87 | 18 |
| 1524 | Bicycle/Multiuse Facility | Mobility | Subregional | | Chapel Hill | 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. | Durham-Chapel Hill-Carrboro MPO | 07 | Orange | \$375,000 | \$0 | \$375,000 | 18 | 10 | 5 | 15 | 0 | 12 | 60 | 21 | 81 | 25 |
| 1501 | Bicycle/Multiuse Facility | Mobility | Subregional | | Carrboro | 1919 (Greensboro Street) | Weaver Street | Shelton Street | N. Greensboro St. corridor from Weaver St. to Shelton St. – widen for bike lanes, add bicycle signal detection, and median | Durham-Chapel Hill-Carrboro MPO | 07 | Orange | \$200,000 | \$0 | \$200,000 | 10 | 10 | 5 | 15 | 0 | 12 | 52 | 28 | 80 | 27 |
| 1497 | Bicycle/Multiuse Facility | Mobility | Subregional | | Carrboro | Campus to Campus Connector | Broad Street | 1843 (Seawell School Road) | Campus to Campus Connector (Broad St. to Seawell School Rd.) – Construct a multi-use path between Broad St. and Village Dr. and between Village Dr. and Seawell School Rd.; install on-street bicycle facilities on Village Dr. | Durham-Chapel Hill-Carrboro MPO | 07 | Orange | \$850,000 | \$50,000 | \$900,000 | 10 | 10 | 5 | 15 | 0 | 12 | 52 | 14 | 66 | 62 |
| 1530 | Bicycle/Multiuse Facility | Mobility | Subregional | | Chapel Hill | Bolin Creek Greenway Trail Phase IV | Umstead Park | Carolina North | Bolin Creek Phase IV (Umstead Park to Carolina North, follow Umstead Dr to Estes Dr, then along Estes Dr to Carolina North) multi-use path. | Durham-Chapel Hill-Carrboro MPO | 07 | Orange | \$3,050,000 | \$50,000 | \$3,100,000 | 10 | 10 | 5 | 15 | 0 | 12 | 52 | 7 | 59 | 90 |
| 1522 | Bicycle/Multiuse Facility | Mobility | Subregional | | Carrboro | NC 54 Sidepath | James Street | Anderson Park Entrance | NC 54 Sidepath (James St to Anderson Prk) multi-use path. | Durham-Chapel Hill-Carrboro MPO | 07 | Orange | \$700,000 | \$0 | \$700,000 | 18 | 10 | 5 | 15 | 0 | 10 | 58 | 0 | 58 | 95 |
| 1498 | Bicycle/Multiuse Facility | Mobility | Subregional | | Chapel Hill | Horace Williams Greenway | 1777 (Homestead Road) and Carolina North | Chapel Watch Village | Horace Williams Greenway: Chapel Watch Village to Homestead Road | Durham-Chapel Hill-Carrboro MPO | 07 | Orange | \$3,000,000 | \$0 | \$3,000,000 | 18 | 10 | 5 | 15 | 0 | 8 | 56 | 0 | 56 | 104 |
| 1526 | Bicycle/Multiuse Facility | Mobility | Subregional | | Chapel Hill | Horace Williams Trail (adjacent to Norfolk Souther rail line) | 1777 (Homestead Road) and Carolina North | 1725 (Mill House Road) at the Chapel Hill Town Operations Center | Horace Williams Trail (Homestead Rd and Carolina North to the Town Operations Center, adjacent to the Norfolk Southern rail line (formerly Southern Railroad Greenway)). | Durham-Chapel Hill-Carrboro MPO | 07 | Orange | \$3,500,000 | \$0 | \$3,500,000 | 18 | 10 | 5 | 15 | 0 | 8 | 56 | 0 | 56 | 104 |
| 1525 | Bicycle/Multiuse Facility | Mobility | Subregional | | Chapel Hill | 1727 (Eubanks Road) | 1729 (Rogers Road) | NC 86 (Martin Luther King Boulevard) | SR 1727 (Eubanks Rd) (Rogers Rd to NC 86) bicycle lanes. | Durham-Chapel Hill-Carrboro MPO | 07 | Orange | \$824,000 | \$0 | \$824,000 | 18 | 10 | 5 | 15 | 0 | 6 | 54 | 0 | 54 | 111 |
| 1531 | Bicycle/Multiuse Facility | Mobility | Subregional | | Chapel Hill | Bolin Creek/Little Creek Greenway Trail | Estes Drive Extension at Chapel Hill Community Center | Pinehurst Drive | Bolin Creek/Little Creek Greenway (Chapel Hill Community Center to Pinehurst Dr) multi-use path. | Durham-Chapel Hill-Carrboro MPO | 07 | Orange | \$3,100,000 | \$100,000 | \$3,200,000 | 10 | 10 | 5 | 15 | 0 | 12 | 52 | 0 | 52 | 126 |
| 1495 | Bicycle/Multiuse Facility | Mobility | Subregional | | Durham | NC 751 | 1307 (Erwin Road) | US 70 Business (Hillsborough Road) | NC 751 (Erwin Rd. roundabout to Hillsborough Rd./US 70) – On-road bicycle facilities | Durham-Chapel Hill-Carrboro MPO | 05, 07 | Durham, Orange | \$820,000 | \$40,000 | \$860,000 | 10 | 10 | 5 | 15 | 0 | 8 | 48 | 0 | 48 | 145 |
| 1499 | Bicycle/Multiuse Facility | Mobility | Subregional | | Chapel Hill | Dry Creek Trail Phase 1 | Perry Creek Road | 1734 (Erwin Road) | Dry Creek Trail: Phase 1 Perry Creek Road to Erwin Road | Durham-Chapel Hill-Carrboro MPO | 07 | Orange | \$1,250,000 | \$0 | \$1,250,000 | 18 | 0 | 5 | 15 | 0 | 10 | 48 | 0 | 48 | 145 |
| 1500 | Bicycle/Multiuse Facility | Mobility | Subregional | EL-4828 | Carrboro | Morgan Creek Greenway Trail -- Carrboro Section | University Lake | Existing Trail | Morgan Creek Greenway in Carrboro - Construct a multi-use path from University Lake to the western terminus of the first phases of the greenway and a multi-use path spur to BPW Club Rd. | Durham-Chapel Hill-Carrboro MPO | 07 | Orange | \$3,100,000 | \$20,000 | \$3,120,000 | 10 | 10 | 5 | 15 | 0 | 8 | 48 | 0 | 48 | 145 |
| 1492 | Bicycle/Multiuse Facility | Mobility | Subregional | | Durham | 1103 (Scott King Road) | 1118 (Fayetteville Road) | 1100 (Grandale Road) | Scott King Road (Fayetteville Rd. to Grandale Rd.) – On-road bicycle facilities | Durham-Chapel Hill-Carrboro MPO | 05 | Durham | \$565,000 | \$65,000 | \$630,000 | 10 | 10 | 5 | 15 | 0 | 6 | 46 | 0 | 46 | 154 |
| 1496 | Bicycle/Multiuse Facility | Mobility | Subregional | | Durham | 1401 (Cole Mill Road) | 1404 (Rose of Sharon Road) | Orange County Line | Cole Mill Road (Rose of Sharon Rd. to Orange County line) – On-road bicycle facilities | Durham-Chapel Hill-Carrboro MPO | 05 | Durham | \$650,000 | \$75,000 | \$725,000 | 10 | 10 | 5 | 15 | 0 | 6 | 46 | 0 | 46 | 154 |
| 1491 | Bicycle/Multiuse Facility | Mobility | Subregional | | Durham | West Ellerbee Creek Greenway Trail Extension | Current trail terminus at Maryland Avenue | Stadium Drive | W. Ellerbee Creek Trail (existing trail to Stadium Drive) – Shared Use Path | Durham-Chapel Hill-Carrboro MPO | 05 | Durham | \$1,535,000 | \$100,000 | \$1,635,000 | 0 | 10 | 5 | 15 | 0 | 12 | 42 | 0 | 42 | 168 |
| 1494 | Bicycle/Multiuse Facility | Mobility | Subregional | | Durham | Duke Beltline Rail-Trail | 1127 (Chapel Hill Street) | Y east of NC 55 (Avondale Drive) | Duke Beltline Trail – Shared Use Path | Durham-Chapel Hill-Carrboro MPO | 05 | Durham | \$2,750,000 | \$0 | \$2,750,000 | 0 | 10 | 5 | 15 | 0 | 12 | 42 | 0 | 42 | 168 |
| 1529 | Bicycle/Multiuse Facility | Mobility | Subregional | | Chapel Hill | US 15-501 (Fordham Boulevard) Overpass / Underpass | 1902 (Manning Drive) | Old Mason Farm Road | US 15-501 (Fordham Blvd) pedestrian and bicycle overpass/underpass across Fordham Blvd between SR 1902 (Manning Dr) and Old Mason Farm Rd. | Durham-Chapel Hill-Carrboro MPO | 07 | Orange | \$1,000,000 | \$1,300,000 | \$2,300,000 | 0 | 10 | 5 | 15 | 0 | 12 | 42 | 0 | 42 | 168 |
| 2054 | Bicycle/Multiuse Facility | Mobility | Subregional | | Chapel Hill | Morgan Creek Phase 3 in Chapel Hill | End of Phase 2 | Carrboro Town Limits | Morgan Creek Phase II (from the end of Phase I to Carrboro Town line) multi-use path. | Durham-Chapel Hill-Carrboro MPO | 07 | Orange | \$3,500,000 | \$200,000 | \$3,700,000 | 0 | 10 | 5 | 15 | 0 | 12 | 42 | 0 | 42 | 168 |

Prioritization 2.0 - BICYCLE PEDESTRIAN Project Data and Final Scores

| SPOT ID | Improvement Type | Goal | Tier | TIP # | Municipality | Route Name | From | To | Description | MPO/RPO | Division(s) | County(s) | Construction Cost | Right-of-Way Cost | Total Cost | ROW Score | Access Score | Connection Score | In Plan Score | Crash Score | Density Score | Total Quantitative Score | MPO/RPO Points | Total Score | Rank |
|---------|------------------|----------|-------------|-------|--------------|--------------------------------------|---|--------------------------------------|--|---------------------------------|-------------|-----------|-------------------|-------------------|-------------|-----------|--------------|------------------|---------------|-------------|---------------|--------------------------|----------------|-------------|------|
| 1505 | Pedestrian | Mobility | Subregional | | Durham | US 501 Bypass (Duke Street) | Murray Avenue | US 501 Business (Roxboro Road) | Duke Street (Murray Ave. to Roxboro Rd.) – Sidewalks | Durham-Chapel Hill-Carrboro MPO | 05 | Durham | \$1,080,000 | \$70,000 | \$1,150,000 | 10 | 10 | 5 | 15 | 5 | 12 | 57 | 35 | 92 | 8 |
| 1503 | Pedestrian | Mobility | Subregional | | Durham | US 501 Business (Roxboro Road) | Murray Avenue | Pacific Avenue | Roxboro Road (Pacific Ave. to Murray Ave.) – Sidewalks | Durham-Chapel Hill-Carrboro MPO | 05 | Durham | \$275,000 | \$75,000 | \$350,000 | 10 | 10 | 5 | 15 | 5 | 10 | 55 | 28 | 83 | 21 |
| 1520 | Pedestrian | Mobility | Subregional | | Durham | NC 98 (Holloway Street) | 1838 (Junction Road) | 1919 (Chandler Road) | NC 98 (Holloway St) (SR 1838 (Junction Rd) to SR 1919 (Chandler Road)) sidewalk and wide outside lanes. | Durham-Chapel Hill-Carrboro MPO | 05 | Durham | \$590,000 | \$220,000 | \$810,000 | 10 | 10 | 5 | 15 | 5 | 12 | 57 | 21 | 78 | 28 |
| 1506 | Pedestrian | Mobility | Subregional | | Durham | 1443 (Horton Road) | NC 157 (Guess Road) | US 501 (Roxboro Road) | Horton Road (Guess Rd. to Roxboro Rd.) – Sidewalks | Durham-Chapel Hill-Carrboro MPO | 05 | Durham | \$445,000 | \$80,000 | \$525,000 | 10 | 10 | 5 | 15 | 5 | 12 | 57 | 14 | 71 | 43 |
| 1512 | Pedestrian | Mobility | Subregional | | Durham | 1118 (Fayetteville Road) | 1158 (Cornwallis Road) | Nelson Street | SR 1118 (Fayetteville Rd) (SR 1158 (W Cornwallis Rd) to Nelson St) bike lanes and sidewalks. | Durham-Chapel Hill-Carrboro MPO | 05 | Durham | \$385,000 | \$5,000 | \$390,000 | 18 | 10 | 5 | 15 | 5 | 12 | 65 | 0 | 65 | 59 |
| 1504 | Pedestrian | Mobility | Subregional | | Durham | Cook Road | 1118 (Fayetteville Road), near Hillside High School | Martin Luther King Jr. Parkway | Cook Road (Fayetteville Rd. near Hillside High to Martin Luther King, Jr. Parkway) – Sidewalks | Durham-Chapel Hill-Carrboro MPO | 05 | Durham | \$340,000 | \$80,000 | \$420,000 | 10 | 10 | 5 | 15 | 5 | 12 | 57 | 7 | 64 | 64 |
| 1523 | Pedestrian | Mobility | Subregional | | Chapel Hill | 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. | Durham-Chapel Hill-Carrboro MPO | 07 | Orange | \$175,000 | \$0 | \$175,000 | 18 | 10 | 5 | 15 | 0 | 12 | 60 | 0 | 60 | 77 |
| 1502 | Pedestrian | Mobility | Subregional | | Durham | NC 54 | NC 55 | City Limits (Research Triangle Park) | NC 54 (NC 55 to RTP) – Sidewalks | Durham-Chapel Hill-Carrboro MPO | 05 | Durham | \$340,000 | \$40,000 | \$380,000 | 10 | 10 | 5 | 15 | 5 | 12 | 57 | 0 | 57 | 101 |
| 1507 | Pedestrian | Mobility | Subregional | | Carrboro | 1010 (Main Street) | 1009 (Hillsborough Road) | 1005 (Jones Ferry Road) | W. Main St. – Install improved pedestrian crossings and sidewalks from Hillsborough Rd. to Jones Ferry Rd. | Durham-Chapel Hill-Carrboro MPO | 07 | Orange | \$80,080 | \$52,400 | \$132,480 | 10 | 10 | 5 | 15 | 5 | 12 | 57 | 0 | 57 | 101 |
| 1513 | Pedestrian | Mobility | Subregional | | Durham | NC 55 (Avondale Drive) | US 501 Business (Roxboro Road) | 1670 (Geer Street) | NC 55 (Avondale Dr) (US 501 Bus (Roxboro Rd) to SR 1670 (E Geer St)) bike lanes and sidewalks. | Durham-Chapel Hill-Carrboro MPO | 05 | Durham | \$565,000 | \$25,000 | \$590,000 | 10 | 10 | 5 | 15 | 5 | 12 | 57 | 0 | 57 | 101 |
| 1514 | Pedestrian | Mobility | Subregional | | Durham | 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 | Durham-Chapel Hill-Carrboro MPO | 05 | Durham | \$750,000 | \$25,000 | \$775,000 | 10 | 10 | 5 | 15 | 5 | 12 | 57 | 0 | 57 | 101 |
| 1516 | Pedestrian | Mobility | Subregional | | Durham | 1800 (Cheek Road) | 1670 (Geer Street) | Hardee Street | SR 1800 (Cheek Rd) (SR 1670 (E Geer St) to Hardee St) sidewalks. | Durham-Chapel Hill-Carrboro MPO | 05 | Durham | \$765,000 | \$100,000 | \$865,000 | 10 | 10 | 5 | 15 | 5 | 12 | 57 | 0 | 57 | 101 |
| 1517 | Pedestrian | Mobility | Subregional | | Durham | Main Street | Commerce Street | NC 55 (Alston Avenue) | E Main St (Hood St to NC 55 (Alston Ave)) sidewalks and streetscape enhancements | Durham-Chapel Hill-Carrboro MPO | 05 | Durham | \$135,000 | \$15,000 | \$150,000 | 10 | 10 | 5 | 15 | 5 | 12 | 57 | 0 | 57 | 101 |
| 1518 | Pedestrian | Mobility | Subregional | | Durham | Angier-Driver Intersection Sidewalks | | | SR 1926 (Angier Ave) and S Driver St intersection sidewalks and streetscape enhancements | Durham-Chapel Hill-Carrboro MPO | 05 | Durham | \$70,000 | \$10,000 | \$80,000 | 10 | 10 | 5 | 15 | 5 | 12 | 57 | 0 | 57 | 101 |
| 2055 | Pedestrian | Mobility | Subregional | | Chapel Hill | 18 Chapel Hill Intersections | | | 18 Chapel Hill Intersections-bicycle and pedestrian improvements. | Durham-Chapel Hill-Carrboro MPO | 07 | Orange | | | | 10 | 10 | 5 | 15 | 5 | 12 | 57 | 0 | 57 | 101 |
| 1515 | Pedestrian | Mobility | Subregional | | Durham | 1127 (Chapel Hill Street) | 1127 (Kent Street) | Buchanan Boulevard | W Chapel Hill Street (Kent St to Buchanan Blvd) sidewalks and streetscape enhancements | Durham-Chapel Hill-Carrboro MPO | 05 | Durham | \$70,000 | \$10,000 | \$80,000 | 10 | 10 | 5 | 15 | 0 | 12 | 52 | 0 | 52 | 142 |
| 1519 | Pedestrian | Mobility | Subregional | | Durham | 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 | Durham-Chapel Hill-Carrboro MPO | 05 | Durham | \$70,000 | \$10,000 | \$80,000 | 10 | 10 | 5 | 15 | 0 | 12 | 52 | 0 | 52 | 142 |
| 1521 | Pedestrian | Mobility | Subregional | | Durham | Main Street | Gary Street | Driver Street | E Main St (Gary St to S Driver St) sidewalks. | Durham-Chapel Hill-Carrboro MPO | 05 | Durham | \$230,000 | \$45,000 | \$275,000 | 10 | 10 | 5 | 15 | 0 | 12 | 52 | 0 | 52 | 142 |
| 1527 | Pedestrian | Mobility | Subregional | | Carrboro | 1919 (Greensboro Street) | Old Pittsboro Road | 1771 (Merritt Mill Road) | SR 1919 (S Greensboro St) (Old Pittsboro Rd to SR 1771 (Merritt Mill Rd)) sidewalk on the west side. | Durham-Chapel Hill-Carrboro MPO | 07 | Orange | \$325,000 | \$310,000 | \$635,000 | 10 | 10 | 5 | 15 | 0 | 12 | 52 | 0 | 52 | 142 |
| 1528 | Pedestrian | Mobility | Subregional | | Chapel Hill | Cleland Drive / Burning Tree Drive | US 15-501 | NC 54 | Cleland Dr/Burning Tree Dr (Cleland Dr and Burning Tree Dr) sidewalks. | Durham-Chapel Hill-Carrboro MPO | 07 | Orange | \$440,000 | \$0 | \$440,000 | 10 | 10 | 5 | 15 | 0 | 8 | 48 | 0 | 48 | 162 |
| 1511 | Pedestrian | Mobility | Subregional | | Chapel Hill | US 15-501 | 1532 (Mann's Chapel Road) | N/A | US 15-501 at Mann's Chapel Rd. - Add pedestrian refuge islands, signals, crosswalks | Durham-Chapel Hill-Carrboro MPO | 08 | Chatham | \$300,000 | \$0 | \$300,000 | 18 | 10 | 5 | 8 | 0 | 2 | 43 | 0 | 43 | 190 |
| 1508 | Pedestrian | Mobility | Subregional | | Carrboro | 1782 (Estes Drive) | 1772 (Greensboro Street) | Town Limits | Estes Dr. – Construct a sidewalk on the south side of the road from N. Greensboro St. to the Town limits. | Durham-Chapel Hill-Carrboro MPO | 07 | Orange | \$450,000 | \$100,000 | \$550,000 | 10 | 10 | 5 | 15 | 0 | 2 | 42 | 0 | 42 | 200 |
| 1509 | Pedestrian | Mobility | Subregional | | Carrboro | 1009 (Old NC 86) | 1777 (Homestead Road) | 1727 (Eubanks Road) | Old NC 86 – Construct a sidewalk on the east side of the road from Homestead Rd. to Eubanks Rd. | Durham-Chapel Hill-Carrboro MPO | 07 | Orange | \$496,620 | \$24,050 | \$520,670 | 10 | 10 | 5 | 15 | 0 | 2 | 42 | 0 | 42 | 200 |
| 1510 | Pedestrian | Mobility | Subregional | | Hillsborough | 1006 (Orange Grove Road) | 1221 (New Grady Brown School Road) | Timbers Drive | SR 1006, Orange Grove Road, at Interstate 40: Construct a pedestrian bridge over I-40. Include sidewalk from I-40 to Timbers Drive | Durham-Chapel Hill-Carrboro MPO | 07 | Orange | \$1,001,000 | \$9,000 | \$1,010,000 | 10 | 10 | 0 | 8 | 0 | 4 | 32 | 0 | 32 | 297 |

Prioritization 2.0 - PUBLIC TRANSPORTATION Project Data and Final Scores

| SPOT ID | Planning Organization | TIP # | Transit Partner | Project Description | Goal | Tier | 3 Year Cost | State Score | Local Input points | Weightd State Score | Weighted Local Input Points | Total Score | Rank |
|---------|--|----------|--------------------------------------|--|----------|-------------|--------------|-------------|--------------------|---------------------|-----------------------------|-------------|------|
| 1394 | CAPITAL AREA & DURHAM CHAPEL HILL CARRBORO MPO | TA-4818 | TRIANGLE TRANSIT | REPLACEMENT BUS | Health | Regional | \$1,926,000 | 11.52 | 100 | 0.31 | 90 | 90.31 | 36 |
| 1410 | DURHAM-CHAPEL HILL-CARRBORO MPO | TA-4748 | CHAPEL HILL TRANSIT | REPLACEMENT VAN - PARATRANSIT | Health | Subregional | \$1,188,000 | 25.04 | 56 | 2.70 | 50.4 | 53.10 | 54 |
| 1400 | DURHAM-CHAPEL HILL-CARRBORO MPO | TA-4923 | DURHAM AREA TRANSIT AUTHORITY / DATA | REPLACEMENT BUS - FIXED ROUTE | Health | Subregional | \$18,900,000 | 28.37 | 56 | 2.67 | 50.4 | 53.07 | 55 |
| 1391 | DURHAM-CHAPEL HILL-CARRBORO MPO | TA-4726A | CHAPEL HILL TRANSIT | REPLACEMENT BUS | Health | Subregional | \$31,080,000 | 26.12 | 56 | 1.96 | 50.4 | 52.36 | 56 |
| 1411 | DURHAM-CHAPEL HILL-CARRBORO MPO | TA-5019A | DURHAM AREA TRANSIT AUTHORITY / DATA | REPLACEMENT VAN - PARATRANSIT | Health | Subregional | \$675,000 | 18.57 | 56 | 0.50 | 50.4 | 50.90 | 57 |
| 1342 | DURHAM-CHAPEL HILL-CARRBORO MPO | TA-4755 | DURHAM AREA TRANSIT AUTHORITY / DATA | EXPANSION BUS | Mobility | Subregional | \$23,800,000 | 43.24 | 44 | 3.54 | 39.6 | 43.14 | 60 |
| 1384 | DURHAM-CHAPEL HILL-CARRBORO MPO | TE-4903B | TRIANGLE TRANSIT | FIXED GUIDEWAY - LIGHT RAIL SERVICE-CHAP | Mobility | Regional | \$1,000,000 | 20.00 | 44 | 1.30 | 33 | 34.30 | 64 |
| 1368 | DURHAM-CHAPEL HILL-CARRBORO MPO | TD-4710 | CHAPEL HILL TRANSIT | FACILITY - PARK & RIDE | Health | Subregional | \$15,000,000 | 34.54 | 31 | 1.78 | 27.9 | 29.68 | 65 |
| 1383 | DURHAM-CHAPEL HILL-CARRBORO MPO | TE-5203 | CHAPEL HILL TRANSIT | FIXED GUIDEWAY - BUS RAPID TRANSIT OPERA | Mobility | Subregional | \$22,700,000 | 45.82 | 31 | 1.43 | 27.9 | 29.33 | 66 |
| 1373 | DURHAM-CHAPEL HILL-CARRBORO MPO | TD-5267 | DURHAM AREA TRANSIT AUTHORITY / DATA | FACILITY - PARK & RIDE, 2 LOTS | Mobility | Subregional | \$2,200,000 | 34.39 | 31 | 1.23 | 27.9 | 29.13 | 67 |
| 1415 | DURHAM-CHAPEL HILL-CARRBORO MPO | TA-5107 | TRIANGLE TRANSIT | REPLACEMENT VAN - VANPOOL | Health | Regional | \$736,000 | 25.05 | 28 | 0.79 | 25.2 | 25.99 | 68 |
| 1385 | DURHAM-CHAPEL HILL-CARRBORO MPO | TE-4903A | TRIANGLE TRANSIT | FIXED GUIDEWAY - Commuter Rail SERVICE-Phase 1 | Mobility | Regional | \$1,000,000 | 20.06 | 22 | 1.30 | 16.5 | 17.80 | 72 |
| 1418 | DURHAM-CHAPEL HILL-CARRBORO MPO | TT-5213 | TRIANGLE TRANSIT | TECHNOLOGY - REGIONAL FARE SYSTEM UPGRAD | Mobility | Regional | \$1,295,000 | 16.00 | 15 | 3.17 | 11.25 | 14.42 | 73 |
| 1354 | DURHAM-CHAPEL HILL-CARRBORO MPO | TD-4944 | TRIANGLE TRANSIT | FACILITY - I-40 BUS BYPASS SHOULDER PROJ | Mobility | Regional | \$800,000 | 25.05 | 15 | 1.82 | 11.25 | 13.07 | 74 |
| 1372 | DURHAM-CHAPEL HILL-CARRBORO MPO | TD-4941 | TRIANGLE TRANSIT | FACILITY - PARK & RIDE REGIONAL EXPANSIO | Mobility | Regional | \$500,000 | 25.55 | 15 | 1.09 | 11.25 | 12.34 | 75 |

Statewide Mobility - Division 5

| | Route | Name | From | To | Description | MPO/RPO | County | State Rank |
|---|-----------|--------------|--------------------|--|--|---|---------------|------------|
| 1 | US401 | | Purser Drive | Legend Road | Short term improvement. Superstreet. | Capital Area MPO,, | Wake,, | 9 |
| 2 | 092 I-040 | | NC 147 | Wade Avenue | Construct Managed Lanes | Capital Area MPO,Durham-Chapel Hill-Carrboro MPO. | Durham,Wake,, | 12 |
| 3 | 092 I-040 | | West Of Wade Ave | East Of US 1/64 (Limits Of I-5338) | Widen roadway to 8 lanes and rehabilitate pavement | Capital Area MPO,, | Wake,, | 13 |
| 4 | US001 | Capital Blvd | I-540 | North of SR 2006 (Durant Road) | Upgrade roadway to freeway | Capital Area MPO,, | Wake,, | 30 |
| 5 | 092 US070 | | Durham County Line | Triangle Drive (U-2823 Western Limits) | Widen to 6 lanes and add new interchanges | Capital Area MPO,, | Wake,, | 32 |

Statewide Mobility - Division 7

| | Route | Name | From | To | Description | MPO/RPO | County | State Rank |
|---|-----------|-------------------|-------------------------------|--------------------------------|---|--|-----------------------|------------|
| 1 | 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. | Durham-Chapel Hill-Carrboro MPO,, | Orange,, | 52 |
| 2 | US158 | | US 220 | US 29 Business (Freeway Drive) | US 220 to US 29 Business (Freeway Drive). Widen to Multi-Lanes. | Greensboro Urban Area MPO,Piedmont Triad RPO. | Guilford,Rockingham,, | 58 |
| 3 | 068 US015 | Fordham Boulevard | East Lakeview Drive | Sage Road | Upgrade road to "Superstreet" | Durham-Chapel Hill-Carrboro MPO,, | Orange,, | 61 |
| 4 | I-040 | | US 311 | I-40 Business/US 421 | Widen Interstate from 4 lanes to six lanes between US 311 and I-40 Bus./US 421 | Greensboro Urban Area MPO,High Point Urban Area MPO,Winston- | Forsyth,Guilford,, | 84 |
| 5 | 068 US015 | Fordham Boulevard | SR 1742 (Ephesus Church Road) | SR 1902 (Manning Drive) | Upgrade road to "Superstreet" with possible interchange at Manning Drive | Durham-Chapel Hill-Carrboro MPO,, | Orange,, | 101 |

Statewide Mobility - Division 8

| | Route | Name | From | To | Description | MPO/RPO | County | State Rank |
|---|---------------------|-----------------------------|---|--|--|---------------------|------------|------------|
| 1 | US001 | | US 74 Business | North of SR 1606 (Fox Road) | South Carolina State Line to SR 1001. Widen to Multi-Lanes With Bypass of Rockingham on New Location. (Coordinate With Project K-3808). Section BC: US 74 Business to North of SR 1606 | Lumber River RPO,, | Richmond,, | 31 |
| 2 | US001 | | US 74 Bypass | US 74 Business | South Carolina State Line to SR 1001. Widen to Multi-Lanes With Bypass of Rockingham on New Location. (Coordinate With Project K-3808). Section BB: US 74 Bypass to US 74 Business. | Lumber River RPO,, | Richmond,, | 36 |
| 3 | 063 US001 | | Old US 1 | US 15/501 | Implement access management/operational improvements | Triangle Area RPO,, | Moore,, | 42 |
| 4 | US001 | | SR 1104 (Osborne Road) | US 74 Bypass | South Carolina State Line to SR 1001. Widen to Multi-Lanes With Bypass of Rockingham on New Location. (Coordinate With Project K-3808) - SR 1104 (Osborne Road) to US 74 Bypass. | Lumber River RPO,, | Richmond,, | 68 |
| 5 | I-073, I-074, US220 | New Route Rockingham Bypass | US 74 Bypass West of Rockingham at SR 1109 (Zion Church Road) | South of SR 1140 (Old Charlotte Highway) | Four Lanes Divided on New Location. Section A: US 74 Bypass West of Rockingham at SR 1109 (Zion Church Road) Interchange to South of SR 1140 (Old Charlotte Highway). | Lumber River RPO,, | Richmond,, | 75 |

Statewide Infrastructure Health - Division 5

| | Route | Name | From | To | Description | MPO/RPO | County | State Rank |
|---|-----------|-------|---------------------|--------------|---|-----------------------------------|--------------|------------|
| 1 | 039 US158 | US158 | Williamsboro Street | Roxboro Road | Construct 4.7 miles of wide shoulders | Kerr-Tar RPO,, | Granville,,, | 18 |
| 2 | 032 NC147 | | East End Connector | US 15/501 | Modernization, pavement Rehabilitation and ramp consolidations/interchange upgrades | Durham-Chapel Hill-Carrboro MPO,, | Durham,,, | 26 |

Statewide Infrastructure Health - Division 7

| | Route | Name | From | To | Description | MPO/RPO | County | State Rank |
|---|----------------------|------|--|---|--|--|------------------------------|------------|
| 1 | 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. | Durham-Chapel Hill-Carrboro MPO,, | Orange,,, | 8 |
| 2 | 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. | Durham-Chapel Hill-Carrboro MPO,, | Chatham,Orange,, | 17 |
| 3 | I-085B | | I-85 in Davidson County | I-85 in Guilford County | I-85 in Davidson County to I-85 in Guilford County. Upgrade, Safety Improvements and Replace Bridge No. 74 at SR 1627 (B-2163). | Greensboro Urban Area MPO,High Point Urban Area MPO,Piedmont | Davidson,Guilford,Randolph,, | 19 |
| 4 | I-073, US220 | | SR 1462 (West Presnell Street) | I-85 | SR 1462 (West Presnell Street Extension) in Asheboro To I-85 in Greensboro. Upgrade To Interstate Standards. | Greensboro Urban Area MPO,High Point Urban Area MPO,Piedmont | Guilford,Randolph,, | 20 |
| 5 | US421 | | SR 2662 (Linville Road) in Forsyth County | West Of SR 1850 (Sandy Ridge Road) in Guilford County | West of US 158 in Forsyth County to West of SR 1850 in Guilford County. Pavement and Bridge Rehabilitation. Section B: SR 2662 (Linville Road) in Forsyth County to West of SR 1850 (Sandy Ridge | Greensboro Urban Area MPO,High Point Urban Area MPO,Winston- | Forsyth,Guilford,, | 22 |

Statewide Infrastructure Health - Division 8

| | Route | Name | From | To | Description | MPO/RPO | County | State Rank |
|---|----------------------|------|--|---|--|--|------------------------------|------------|
| 1 | I-073, I-074, US220 | | North of US 220 Alternate | South of NC 211 | South of Steeds To North of Emery. Upgrade To Interstate Standards. Section A: North of US 220 Alternate to South of NC 211 | Piedmont Triad RPO,, | Montgomery,,, | 12 |
| 2 | 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. | Durham-Chapel Hill-Carrboro MPO,, | Chatham,Orange,, | 17 |
| 3 | I-085B | | I-85 in Davidson County | I-85 in Guilford County | I-85 in Davidson County to I-85 in Guilford County. Upgrade, Safety Improvements and Replace Bridge No. 74 at SR 1627 (B-2163). | Greensboro Urban Area MPO,High Point Urban Area MPO,Piedmont | Davidson,Guilford,Randolph,, | 19 |
| 4 | I-073, US220 | | SR 1462 (West Presnell Street) | I-85 | SR 1462 (West Presnell Street Extension) in Asheboro To I-85 in Greensboro. Upgrade To Interstate Standards. | Greensboro Urban Area MPO,High Point Urban Area MPO,Piedmont | Guilford,Randolph,, | 20 |
| 5 | I-073, I-074, US220 | | South of NC 211 | North of SR 1500 (Post Office Road) | South of Steeds To North of Emery. Upgrade To Interstate Standards. Section B: South of NC 211 to North of SR 1500 (Post office Road). | Piedmont Triad RPO,, | Montgomery,,, | 21 |

Regional Mobility - Division 5

| | Route | Name | From | To | Description | MPO/RPO | County | State Rank |
|---|-------|---------------------|--------------------------------|-----------------------|---|-----------------------------------|-----------|------------|
| 1 | 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). | Durham-Chapel Hill-Carrboro MPO,, | Durham,,, | 3 |
| 2 | 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). | Durham-Chapel Hill-Carrboro MPO,, | Durham,,, | 5 |
| 3 | NC050 | | I-540 | NC 98 | Widen from 2 to 4 lanes. | Capital Area MPO,, | Wake,,, | 11 |
| 4 | NC054 | | NW Maynard Road | NC 540 | Widen from 2 to 4 lanes. | Capital Area MPO,, | Wake,,, | 21 |
| 5 | NC054 | Hillsborough Street | SR 1664/3074 (Blue Ridge Road) | | NC 54 (Hillsborough Street) and SR 1664-3074 (Blue Ridge Road) Near Csx Transportation System and Southern Railroad and SR 3042 (Beryl Road). Construct A Grade Separation. | Capital Area MPO,, | Wake,,, | 22 |

Regional Mobility - Division 7

| | Route | Name | From | To | Description | MPO/RPO | County | State Rank |
|---|-----------|---------------------|-----------------------|---------------------------------|--|-----------------------------|-------------|------------|
| 1 | 041 NC068 | | Market Street | Pleasant Ridge Road | Widen from 4 lane divided to 6 lane divided | Greensboro Urban Area MPO,, | Guilford,,, | 2 |
| 2 | 041 US220 | Battleground Avenue | Cotswold Avenue | Westridge Road | Widen from 5 lanes to 6 lanes divided. Please note the intersections at Westridge, New Garden, and Brassfield have already been funded with TIP # U-5306. Therefore this project | Greensboro Urban Area MPO,, | Guilford,,, | 7 |
| 3 | NC068 | | US 311 | | U-5169- Reconstruct the existing Interchange of US 311 and NC 68 to support unanticipated turning volumes. | High Point Urban Area MPO,, | Guilford,,, | 10 |
| 4 | US070 | | SR 2851 (Penry Road) | SR 3056 (Rock Creek Dairy Road) | SR 2851 (Penry Road) to SR 3056 (Rock Creek Dairy Road). Widen to Multi-Lanes. Some Relocation. | Greensboro Urban Area MPO,, | Guilford,,, | 17 |
| 5 | NC062 | Alamance Road | SR 1430 (Ramada Road) | US 70 (Church Street) | SR 1430 (Ramada Road) to US 70 (Church Street). Widen to Multi-Lanes With Curb and Gutter. Include sidewalk and mast arm signal poles. | Burlington-Graham MPO,, | Alamance,,, | 20 |

Regional Mobility - Division 8

| | Route | Name | From | To | Description | MPO/RPO | County | State Rank |
|---|---------------|-----------------------|--------------------------------------|--|---|-------------------------------------|-----------------------------|------------|
| 1 | NC042, SR1579 | | US 421 (Horner Boulevard) in Sanford | SR 1579 | NC 42, US 421 (Horner Boulevard) in Sanford to SR 1579 and Along SR 1579, NC 42 (Avents Ferry Road) to SR 1538 (Buckhorn Avenue) in Broadway. Widen to multilanes | Triangle Area RPO,, | Lee,,, | 19 |
| 2 | | North-South Connector | I-85 | I-74/US 311 | I-85 to I-74/US 311. Multi-Lanes on New Location. | High Point Urban Area MPO,, | Davidson,Guilford,Randolph, | 61 |
| 3 | NC211 | | US 15/501 in Aberdeen | SR 1244 in Raeford | US 15/501 in Aberdeen to SR 1244 in Raeford. Widen to Multi-Lanes. | Lumber River RPO,Triangle Area RPO, | Hoke,Moore,, | 66 |
| 4 | 053 US421 | | US 1 | Former Atlantic Coast Line Railroad Crossing | Reconstruct as a "complete street" with improvements such as medians, sidewalks, bicycle facilities, and streetscaping, following completion of new US 421 bypass | Triangle Area RPO,, | Lee,,, | 67 |
| 5 | US015, US401 | | South Carolina State Line | South of SR 1105 (Turnpike Road) | South Carolina State Line to South of SR 1105 (Turnpike Road). Widen to Multi- Lanes. | Lumber River RPO,, | Scotland,,, | 107 |

Regional Infrastructure Health - Division 5

| | Route | Name | From | To | Description | MPO/RPO | County | State Rank |
|---|-----------|------|--------------------------------------|-----------------------------------|--|--------------------------------|--------------|------------|
| 1 | 039 US015 | | US 158 (Oxford Outer Loop) | Virginia Sate Line | Modernize Roadway to current standard lane widths, add bike lanes, rehab pavement | Kerr-Tar RPO,, | Granville,,, | 10 |
| 2 | NC056 | | US 15 | Darden Drive | Construct Bicycle Lanes and Sidewalks | Capital Area MPO,, | Granville,,, | 41 |
| 3 | NC039 | | Bunn City Limits | US 401/NC 39 in Louisburg | Section B - Widen NC 39 to two 12-foot lanes from town of Bunn to US 401/NC 39 in Louisburg. | Capital Area MPO,Kerr-Tar RPO, | Franklin,,, | 53 |
| 4 | NC096 | | Franklin County Line | Oxford Southern Planning Boundary | Widen NC 96 to a 24-foot cross section from Franklin County to Oxford with wide shoulders to accommodate bicycles. | Capital Area MPO,Kerr-Tar RPO, | Granville,,, | 55 |
| 5 | US015 | | Northern Creedmoor Planning Boundary | SR 1192 (Bryant Hill Rd) | Section B - Widen to 24' cross-section from the northern Creedmoor Planning Boundary to Bryant Hill Rd, including wide outside shoulders | Capital Area MPO,Kerr-Tar RPO, | Granville,,, | 74 |

Regional Infrastructure Health - Division 7

| | Route | Name | From | To | Description | MPO/RPO | County | State Rank |
|---|--------------|-------------------------|---|--|--|-----------------------------------|----------------------|------------|
| 1 | NC086 | | US 70A | I-40 | Construct wide outside lanes. | Durham-Chapel Hill-Carrboro MPO,, | Orange,,, | 13 |
| 2 | NC150 | | US 158 | NC 87 | From US 158 in Caswell County to NC 87 in Rockingham. widen lanes, pave shoulders. Add to STIP. | Piedmont Triad RPO,, | Caswell,Rockingham,, | 62 |
| 3 | NC065, NC087 | | West of SR 2371 (Old County Home Road) in Wentworth | US 158-29 Business (Freeway Drive) in Reidsville | West of SR 2371 (Old County Home Road) in Wentworth to US 158-29 Business (Freeway Drive) in Reidsville. Upgrade Existing Roadway. | Piedmont Triad RPO,, | Rockingham,,, | 67 |
| 4 | NC086 | Martin Luther King, Jr. | I-40 | North Street | Construct Bicycle Lanes and Sidewalks | Durham-Chapel Hill-Carrboro MPO,, | Orange,,, | 100 |
| 5 | NC054 | | US 15/501 | SR 1110 (Barbee Chapel Road) | Construct Bicycle Lanes and Sidewalks | Durham-Chapel Hill-Carrboro MPO,, | Durham,Orange,, | 103 |

Regional Infrastructure Health - Division 8

| | Route | Name | From | To | Description | MPO/RPO | County | State Rank |
|---|--------|------|-----------------------|----------------------|--|----------------------|-------------------------------|------------|
| 1 | NC087 | | NC 902 | Alamance County Line | Widen and Replace Bridge No. 61. | Triangle Area RPO,, | Chatham,,, | 29 |
| 2 | NC109 | | NC 24/27 | NC 47 | NC 24/27 in Troy to NC 47 in Denton. Widen existing two-lane cross section; improve shoulders; add turn lanes at traffic generators; improve signalization. Provide bicycle accomodation | Piedmont Triad RPO,, | Davidson,Montgomery,Randolph, | 56 |
| 3 | NC109 | | NC 73 (Main Street) | NC 24/27 | NC 73 in Mt. Gilead to NC 24-27 west of Troy. Widen existing; add shoulders; install turn lanes at traffic generators and signalization. | Piedmont Triad RPO,, | Montgomery,,, | 59 |
| 4 | NC731 | | Pee Dee River | US 220 Business | Widen existing lanes; add paved shoulders; address drainage issues from Pee Dee River to US 220 Business. | Piedmont Triad RPO,, | Montgomery,,, | 64 |
| 5 | US220B | | Proposed US 64 Bypass | US 64/NC 49 | Proposed US 64 Bypass to US 64/NC 49. Upgrade Roadway, Address Intersections and Other Safety Issues. | Piedmont Triad RPO,, | Randolph,,, | 81 |

Subregional Mobility - Division 5

| Route | Name | From | To | Description | MPO/RPO | County | State Rank |
|----------|-----------------------------|--------------------------------|------------------------|--|-----------------------------------|--------------|------------|
| 1 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. | Durham-Chapel Hill-Carrboro MPO,, | Durham,,, | 36 |
| 2 SR1002 | Aviation Parkway | NC 54 | I-40 | NC 54 to I-40. Widen to Multi-Lanes with interchange modifications at I-40 | Capital Area MPO,, | Wake,,, | 65 |
| 3 | New Route Henderson Western | SR 1101 (Old County Home Road) | NC 39 | Continuation of the Western Outer Loop from Old County Home Road to US 1 Bypass and terminating at NC 39. | Kerr-Tar RPO,, | Vance,,, | 91 |
| 4 SR1346 | New Route Younger Road | SR 1333 (Chub Lake Road) | SR 1364 (Carver Drive) | Extend Younger Road (SR 1346) 0.6 mile from Chub Lake Road Road (SR 1333) to Carver Drive | Kerr-Tar RPO,, | Person,,, | 94 |
| 5 SR1004 | Old NC 75 | Durham County Line | Stem | Section A - Upgrade to a four-lane Divided facility from Durham County line to Stem, including wide shoulders to accommodate bicycles. | Kerr-Tar RPO,, | Granville,,, | 96 |

Subregional Mobility - Division 7

| Route | Name | From | To | Description | MPO/RPO | County | State Rank |
|------------------|----------------------------|---------------------------------|-------------------------------|--|-----------------------------|-------------|------------|
| 1 SR1008 | West Market Street | SR 1546 (Guilford College Road) | | Intersection and sidewalk improvements. | Greensboro Urban Area MPO,, | Guilford,,, | 2 |
| 2 | Aycock Street | Spring Garden Street | Lee Street | Replace railroad overpass and widen roadway. | Greensboro Urban Area MPO,, | Guilford,,, | 3 |
| 3 SR1556 | Gallimore Dairy Road | NC 68 | South of international Drive | NC 68 to SR 1008 (Market Street). Widen to Multi-Lanes. Section A: NC 68 to South of international Drive. | Greensboro Urban Area MPO,, | Guilford,,, | 8 |
| 4 001 SR1452 | | US 70 (Church Street) | NC 87 (Webb Avenue) | ##### | Burlington-Graham MPO,, | Alamance,,, | 12 |
| 5 SR1486, SR1421 | Greensboro High Point Road | US 311 Bypass | SR 4228 (Vickrey Chapel Road) | Hilltop Road to Proposed US 311 Bypass. Widen to Multi-Lanes, Part on New Location. Section A: US 311 Bypass to SR 4228 (Vickrey Chapel Road). | High Point Urban Area MPO,, | Guilford,,, | 28 |

Subregional Mobility - Division 8

| Route | Name | From | To | Description | MPO/RPO | County | State Rank |
|------------------|------------------|--------------------------------|-------------------------|---|-----------------------------|----------------------|------------|
| 1 | Wayside Road | Plank Road | US 401 | Wayside Road, widen to four lanes divided, from Plank Road to US 401 | Fayetteville Area MPO,, | Hoke,,, | 10 |
| 2 063 SR1115 | | NC 211 | NC 5 | Western Connector. Construct 4-lane divided roadway on new location. Consider use of existing roads (including Chicken Plant and Linden Roads) when possible. | Triangle Area RPO,, | Moore,,, | 53 |
| 3 | New Route | SR 1903 (Mill Road) | SR 1426 (Aberdeen Road) | SR 1903 (Mill Road) to SR 1426 (Aberdeen Road). Construct Two Lanes Utilizing Sections of SR 1923 (Broad Street), SR 1641 (Clemmer Road) and SR 1645 (Mt. Olive Church Road). Remainder | Lumber River RPO,, | Richmond,,, | 80 |
| 4 SR1102 | Gillis Hill Road | US 401 (Raeford Road) | SR 1418 (Lindsay Road) | From Old Raeford Road to Lindsay Road in Hoke County. Widen to multi-lanes with median. | Fayetteville Area MPO,, | Cumberland, Hoke,, | 121 |
| 5 SR1577, SR1004 | Archdale Road | SR 1567 (Robbins Country Road) | US 311 (Main Street) | SR 1567 (Robbins Country Road) to US 311 (Main Street). Widen to Multi-Lanes. | High Point Urban Area MPO,, | Guilford, Randolph,, | 126 |

Subregional Infrastructure Health - Division 5

| | Route | Name | From | To | Description | MPO/RPO | County | State Rank |
|---|--------|--------------------------|-------------------------------|----------------------------|--|-----------------------------------|--------------|------------|
| 1 | SR1711 | Bruce Garner Road | Northern Falls Rd | Mays Store Rd | Add bicycle accommodations | Capital Area MPO,, | Granville,,, | 5 |
| 2 | SR1110 | Barbee Chapel Road/Farri | NC 54 | SR 1107 (Stagecoach Road) | Construct bike lanes and sidewalks. | Durham-Chapel Hill-Carrboro MPO,, | Durham,,, | 6 |
| 3 | SR1666 | Dearborn Drive | SR 1669 (East Club Boulevard) | SR 1004 (Old Oxford Road) | Construct Bicycle Lanes and Sidewalks | Durham-Chapel Hill-Carrboro MPO,, | Durham,,, | 7 |
| 4 | SR1001 | | (Henderson), | Warrenton | Widen to 12-foot lanes rom Henderson to Warrenton. | Kerr-Tar RPO,, | Warren,,, | 22 |
| 5 | SR1158 | West Cornwallis Road | SR 1306 (Erwin Road) | SR 1127 (Chapel Hill Road) | Construct Bicycle Lanes and Sidewalks | Durham-Chapel Hill-Carrboro MPO,, | Durham,,, | 30 |

Subregional Infrastructure Health - Division 7

| | Route | Name | From | To | Description | MPO/RPO | County | State Rank |
|---|----------------|------------------------------|-----------------------------|--------------------------|---|---|-----------|------------|
| 1 | 068 SR1104 | Dairyland Road/Buckhorn Road | SR 1006 (Orange Grove Road) | SR 1146 (West Ten Road) | Construct 4-foot paved shoulders | Burlington-Graham MPO, Triangle Area RPO, | Orange,,, | 8 |
| 2 | 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. | Durham-Chapel Hill-Carrboro MPO,, | Orange,,, | 9 |
| 3 | 068 SR1005 | | SR 2057 (Sturbridge Lane) | Alamance County Line | Add 4-foot paved shoulders | Durham-Chapel Hill-Carrboro MPO, Triangle Area RPO, | Orange,,, | 9 |
| 4 | SR1006, SR1102 | Orange Grove Road. | I-40 | SR 1177 (Dairyland Road) | Add 4' Paved shoulders to accommodate bicycles. This route is designated as North Carolina Bike Route #2. | Durham-Chapel Hill-Carrboro MPO, Triangle Area RPO, | Orange,,, | 11 |
| 5 | SR1009 | Old NC 86 | SR 1777 (Homestead Road) | SR 1727 (Eubanks Road) | Construct bike lanes and sidewalks and transit accommodations. | Durham-Chapel Hill-Carrboro MPO,, | Orange,,, | 30 |

Subregional Infrastructure Health - Division 8

| | Route | Name | From | To | Description | MPO/RPO | County | State Rank |
|---|------------|------------------------|-------------------------|-----------------------------|--|-----------------------------------|---------------|------------|
| 1 | 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. | Durham-Chapel Hill-Carrboro MPO,, | Chatham,,, | 3 |
| 2 | 076 SR1150 | River Road | NC 24/27 | NC 109 | Wide shoulders for bicycle route, straighten turns, turn lanes, site distance improvement for safety | Piedmont Triad RPO,, | Montgomery,,, | 16 |
| 3 | SR1362 | Piney Grove Church | SR 1006 (Old US 421) | US 421 | Modernize Roadway | Triangle Area RPO,, | Chatham,,, | 19 |
| 4 | SR1100 | Airport Road | SR 1181 (Gilliand Road) | SR 1107 (West Third Street) | Modernize Roadway | Triangle Area RPO,, | Chatham,,, | 28 |
| 5 | SR1012 | Pittsboro-Moncure Road | US 15/501/NC 87 | SR 1011 (Old US 1) | Upgrade to accommodate new development occurring in corridor. | Triangle Area RPO,, | Chatham,,, | 34 |

Bicycle/Multi-Use Facility - Division 5

| | Municipality | Route | From | To | Description | MPO/RPO | County | State Rank |
|---|--------------|----------------------|---------------------------------|--|--|---------------------------------|-----------|------------|
| 1 | Durham | Rocky Creek Greenway | 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 | Durham-Chapel Hill-Carrboro MPO | Durham | 18 |
| 2 | Warrenton | Connell Road School | Connell Road | Warren County High School | Construct .5 miles of off-road multi-use path in Warren County from the school to Connell Road. | Kerr Tar RPO | Warrem | 27 |
| 3 | Cary | | Various | Various | Sensitize Traffic Signal Detectors for Bicycles | Capital Area MPO | Wake | 36 |
| 4 | Creedmoor | Hawley School Road | NC 56 | Brassfield Rd | Hawley School Rd b/t NC 56 and Brassfield Rd-Add Sidewalks and Bike Lanes | Capital Area MPO | Granville | 39 |
| 5 | Warrenton | Connell Road | Connell Road School Property | Warren Plains Road | Construct .7 miles of wide shoulders on Connell Road in Warren County from the school property line to Warren Plains Road. | Kerr Tar RPO | Warren | 43 |

Bicycle/Multi-Use Facility - Division 7

| | Municipality | Route | From | To | Description | MPO/RPO | County | State Rank |
|---|--------------|--------------------------------|---------------------|---------------------|--|---------------------------------|------------|------------|
| 1 | Greensboro | Hill Street Connector | Battleground Avenue | Mendenhall | Road diet from 4 lanes with turn lanes to 2 lanes with turn lanes and sidepath on north side. | Greensboro Urban Area MPO | Guilford | 3 |
| 2 | Chapel Hill | 1008 (Mount Carmel) | US 15-501 | 1913 (Bennett Road) | SR 1008 (Mount Carmel Church Rd) (US 15-501 to Bennett Rd) sidewalks and bicycle lanes. | Durham-Chapel Hill-Carrboro MPO | Orange | 25 |
| 3 | Carrboro | 1919 (Greensboro Street) | Weaver Street | Shelton Street | N. Greensboro St. corridor from Weaver St. to Shelton St. – widen for bike lanes, add bicycle signal detection, and median | Durham-Chapel Hill-Carrboro MPO | Orange | 27 |
| 4 | Reidsville | Jaycee Park Greenway Extension | Jaycee Park Dr | S. Park Drive | Extend existing greenway 1900' between JayCee Park and South Park Drive in Reidsville. Design and construct 10' wide Asphalt multiuse trail. | Piedmont Triad RPO | Rockingham | 43 |
| 5 | Summerfield | A&Y Greenway (Summerfield) | US220 | Centerfield Rd. | Construct shared use path (paved) with accompanying equestrian trail | Greensboro Urban Area MPO | Guilford | 46 |

Bicycle/Multi-Use Facility - Division 8

| | Municipality | Route | From | To | Description | MPO/RPO | County | State Rank |
|---|----------------|------------------------|--|----------------------|---|--------------------|--------------------|------------|
| 1 | Southern Pines | NC 2 (Midland) | US 1 | US 15-501 | Construct wide outside lanes with bicycle shared lane markings. 1' to 2' additional pavement needed in each direction, plus | Triangle Area RPO | Moore | 5 |
| 2 | Siler City | SR 1006/2113/ | SR 2110 (Alston Bridge Road) | Siler Business Drive | Reduce number of lanes from 4 to 3 and add striped bicycle lanes from Fayetteville Avenue to Cottage Grove Avenue. Widen | Triangle Area RPO | Chatham | 22 |
| 3 | Ramsuer | Deep River Greenway | Ramsuer | Cedar Falls | 5 mile multi-use path between Ramseur and Cedar Falls on abandoned rail right of way. Portion complete in proximity to | Piedmont Triad RPO | Guilford, Randolph | 86 |
| 4 | Sanford | Endor Iron Furnace | Kiwanis Family Park (on NC 42/Wicker Street) | NC 78 (Tramway Road) | EB-4981 was an ARRA project that connected Kiwanis Family Park north to Boone Drive; this project would extend greenway to | Triangle Area RPO | Lee | 90 |
| 5 | Southern Pines | SR 2035 (Broad Avenue) | SR 2116 (Vermont Avenue) | SR 2032 (Clark Road) | Construct bicycle lanes. Add 8' total pavement width and restripe. | Triangle Area RPO | Moore | 111 |

Pedestrian - Division 5

| | Municipality | Route | From | To | Description | MPO/RPO | County | State Rank |
|---|--------------|---------------------------|----------------------|--------------------------------|---|---------------------------------|-----------|------------|
| 1 | Durham | US 501 Bypass (Duke) | Murray Avenue | US 501 Business (Roxboro Road) | Duke Street (Murray Ave. to Roxboro Rd.) – Sidewalks | Durham-Chapel Hill-Carrboro MPO | Durham | 8 |
| 2 | Butner | C Street | Central Avenue | 29th Street | Construct 1.38 miles of sidewalk on C Street in downtown Butner. | Kerr Tar RPO | Granville | 11 |
| 3 | Durham | US 501 Business (Roxboro) | Murray Avenue | Pacific Avenue | Roxboro Road (Pacific Ave. to Murray Ave.) – Sidewalks | Durham-Chapel Hill-Carrboro MPO | Durham | 21 |
| 4 | Durham | NC 98 (Holloway Street) | 1838 (Junction Road) | 1919 (Chandler Road) | NC 98 (Holloway St) (SR 1838 (Junction Rd) to SR 1919 (Chandler Road)) sidewalk and wide outside lanes. | Durham-Chapel Hill-Carrboro MPO | Durham | 28 |
| 5 | Durham | 1443 (Horton Road) | NC 157 (Guess Road) | US 501 (Roxboro Road) | Horton Road (Guess Rd. to Roxboro Rd.) – Sidewalks | Durham-Chapel Hill-Carrboro MPO | Durham | 43 |

Pedestrian - Division 7

| | Municipality | Route | From | To | Description | MPO/RPO | County | State Rank |
|---|--------------|-----------------------------|---------------------------------------|---------------|---|----------------------------------|------------|------------|
| 1 | Greensboro | Summit Avenue | south of Sixteenth Street | Rankin Rd | Construct sidewalk | Greensboro Urban Area MPO | Guilford | 11 |
| 2 | Greensboro | Sixteenth Street | Yanceyville Street | Cone Blvd. | Construct sidewalk | Greensboro Urban Area MPO | Guilford | 25 |
| 3 | Elon | East Haggard Avenue | East Haggard Avenue / Elon University | NC 87 | Install sidewalks on East Haggard Avenue from Daniely Center to Phoenix Arms Apts and extend to NC 87 | Burlington-Graham Urban Area MPO | Alamance | 28 |
| 4 | Reidsville | South Park Drive | Existing Sidewalk | Cypress Drive | Construct 6' wide concrete sidewalk for 4,070' between existing sidewalk and Cypress Drive | Piedmont Triad RPO | Rockingham | 37 |
| 5 | Greensboro | Battleground Avenue (US220) | Old Battleground Avenue | Benjamin Pkwy | Construct sidewalk | Greensboro Urban Area MPO | Guilford | 43 |

Pedestrian - Division 8

| | Municipality | Route | From | To | Description | MPO/RPO | County | State Rank |
|---|----------------|------------------------------|------------------------|---|---|--------------------|------------|------------|
| 1 | Pittsboro | US 15-501 (Hillsboro Street) | Launis Street | Powell Place Lane/Lowes Drive | Hillsboro St (15-501) in Pittsboro – New Sidewalk & Crosswalks 2.8 miles from Powell Place/Lowes to Launis. | Triangle Area RPO | Chatham | 11 |
| 2 | Sanford | SR 1519 (Nash) | SR 1514 (Bragg Street) | Wicker Civic Center (east of Kelly Drive) | Construct sidewalk | Triangle Area RPO | Lee | 54 |
| 3 | Biscoe | NC 24/27 | Town Hall | Food Lion/Foundary | Crosswalk and Pedestrian Refuge Island Improvements in conjunction with NC 24/27 improvements | Piedmont Triad RPO | Montgomery | 59 |
| 4 | Southern Pines | SR 1848 (Pennsylvania) | Glover Street | NC 2 (Midland Road) | PENNSYLVANIA St., Southern Pines, Sidewalk, 0.69 miles from GLOVER to MIDLAND | Triangle Area RPO | Moore | 59 |
| 5 | Sanford | US 1 Business/N | Moore Street | US 1 Business/NC 42 (Wicker Street) | Carthage Street Sidewalks from Moore to Wicker | Triangle Area RPO | Lee | 68 |

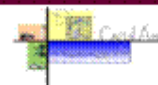


Figure 8.1: DCHC MPO and CAMPO Costs

| DCHC MPO -- Cost Category | Time Period | | | Total |
|---|-----------------|-----------------|-----------------|-----------------|
| | 2009-15 | 2016-25 | 2026-35 | |
| Roadways - Total | \$ 588 | \$ 1,534 | \$ 1,566 | \$ 3,687 |
| Roadways | \$ 16 | \$ 699 | \$ 1,305 | \$ 2,020 |
| Tolled roads (excluding I-40 HOT) | \$ 157 | \$ - | \$ - | \$ 157 |
| Non-tolled trust fund urban loops | \$ 155 | \$ 487 | \$ 41 | \$ 684 |
| Maintenance | \$ 260 | \$ 347 | \$ 220 | \$ 827 |
| Light Rail and Commuter Rail - Total | \$ 156 | \$ 1,280 | \$ 477 | \$ 1,913 |
| Bus - Total | \$ 330 | \$ 688 | \$ 917 | \$ 1,935 |
| Other - Total | \$ 68 | \$ 232 | \$ 261 | \$ 561 |
| Pedestrian/Bicycle | \$ 42 | \$ 153 | \$ 173 | \$ 368 |
| Transportation Demand Management | \$ 7 | \$ 13 | \$ 13 | \$ 33 |
| Intelligent Transportation Systems | \$ 6 | \$ 21 | \$ 23 | \$ 50 |
| Transportation System Management | \$ 13 | \$ 46 | \$ 52 | \$ 111 |
| Total | \$ 1,142 | \$ 3,733 | \$ 3,221 | \$ 8,096 |

| CAMPO -- Cost Category | Time Period | | | Total |
|---|-----------------|-----------------|-----------------|------------------|
| | 2009-15 | 2016-25 | 2026-35 | |
| Roadways - Total | \$ 2,042 | \$ 3,308 | \$ 3,821 | \$ 9,171 |
| Roadways | \$ 668 | \$ 1,939 | \$ 2,615 | \$ 5,222 |
| Tolled roads (excluding I-40 HOT) | \$ 925 | \$ 645 | \$ 366 | \$ 1,936 |
| Non-tolled trust fund urban loops | \$ - | \$ - | \$ - | \$ - |
| Maintenance | \$ 449 | \$ 724 | \$ 840 | \$ 2,013 |
| Light Rail and Commuter Rail - Total | \$ 458 | \$ 1,560 | \$ 610 | \$ 2,628 |
| Bus - Total | \$ 356 | \$ 568 | \$ 535 | \$ 1,459 |
| Other - Total | \$ 80 | \$ 114 | \$ 132 | \$ 326 |
| Pedestrian/Bicycle | \$ 30 | \$ 49 | \$ 49 | \$ 128 |
| Transportation Demand Management | \$ 17 | \$ 28 | \$ 28 | \$ 73 |
| Intelligent Transportation Systems | \$ 22 | \$ 37 | \$ 37 | \$ 96 |
| Transportation System Management | \$ 11 | \$ - | \$ 18 | \$ 29 |
| Total | \$ 2,936 | \$ 5,550 | \$ 5,098 | \$ 13,584 |

Note: Totals in both tables might differ slightly from sum of subtotal because subtotals are rounded to nearest million

DCHC MPO 2035 L RTP

\$ in millions

| | 2009-2015 | | 2016-2025 | | 2026-2035 | | Total | |
|---|----------------|--------------|----------------|--------------|----------------|--------------|----------------|--------------|
| Roadways - Total | \$588 | 51.5% | \$1,534 | 41.1% | \$1,566 | 48.6% | \$3,687 | 45.5% |
| Roadways | \$16 | 1.4% | \$699 | 18.7% | \$1,305 | 40.5% | \$2,020 | 25.0% |
| Tolled roads (excluding I-40 HOT) | \$157 | 13.7% | \$0 | 0.0% | \$0 | 0.0% | \$157 | 1.9% |
| Non-tolled trust fund urban loops | \$155 | 13.6% | \$487 | 13.0% | \$41 | 1.3% | \$684 | 8.4% |
| Maintenance | \$260 | 22.8% | \$347 | 9.3% | \$220 | 6.8% | \$827 | 10.2% |
| Light Rail and Commuter Rail - Total | \$156 | 13.7% | \$1,280 | 34.3% | \$477 | 14.8% | \$1,913 | 23.6% |
| Bus - Total | \$330 | 28.9% | \$688 | 18.4% | \$917 | 28.5% | \$1,935 | 23.9% |
| Other - Total | \$68 | 6.0% | \$232 | 6.2% | \$261 | 8.1% | \$561 | 6.9% |
| Pedestrian/Bicycle | \$42 | 3.7% | \$153 | 4.1% | \$173 | 5.4% | \$368 | 4.5% |
| Transportation Demand Management | \$7 | 0.6% | \$13 | 0.3% | \$13 | 0.4% | \$33 | 0.4% |
| Intelligent Transportation Systems | \$6 | 0.5% | \$21 | 0.6% | \$23 | 0.7% | \$50 | 0.6% |
| Transportation System Management | \$13 | 1.1% | \$46 | 1.2% | \$52 | 1.6% | \$111 | 1.4% |
| Total | \$1,142 | | \$3,733 | | \$3,221 | | \$8,096 | |

The Recommended Investment Scenario

With nearly \$84 billion in transportation investment needs over the next 25 years and projected revenues of \$55 billion, NCDOT's planning challenge is to prioritize needs to maximize the benefit of transportation investments for North Carolina's stakeholders. In short, the Department needs to be visionary and craft a direction for State transportation investment while financially constraining Statewide Transportation Plan recommendations to ensure they reflect fiscal realities. The culmination of NCDOT's three-year statewide planning process is a response to these challenges — a proposed 25-year *Recommended Investment Scenario* for North Carolina's transportation system that establishes investment priorities and suggests targeted expenditure levels for specific programs and improvement categories.



The *Recommended Investment Scenario* reflects considerable effort by the NCDOT to balance extensive customer feedback, technical analysis findings, and management input. Key steps in the *Recommended Investment Scenario* development process included:

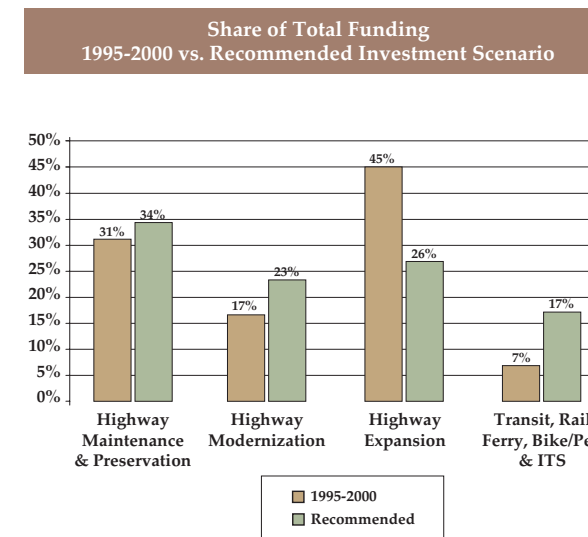
1. Creation of financially constrained "straw man" investment scenarios built around various themes, such as modernization, system preservation, non-highway investment, and maintaining the status quo.
2. Presentation of draft scenarios to the BOT Planning Committee and discussion of trade-offs between different investment strategies.
3. Establishment of Planning Committee consensus through an iterative scenario development process.

The *Recommended Investment Scenario* (summarized in the table on the following page) underscores the importance of *safety* in all investments and places a focus on upgrading and preserving the existing transportation system. It also emphasizes greater investment in the State's highest-use facilities — the infrastructure elements that support high levels of demand and play a critical role in enhancing statewide mobility. Finally, the *Scenario* supports increased investment in non-highway modes, areas that historically have received a disproportionately low percentage of State transportation funding.

What does this scenario mean and how does it compare with the Department's historic pattern of spending?

In contrast to the last decade, the *Recommended Investment Scenario* increases investment in highway modernization and maintenance/ preservation activities for all modes. Heavier modernization investment will lead to improved safety and traffic flow on congested highways, reconstruction of substandard pavement, and the replacement of structurally deficient bridges. Maintenance/ preservation activities provide newer, fuel-efficient transit buses, repairs to ferry terminals and boats, and the replacement of insufficient guardrail statewide.

It is imperative to understand that the *Recommended Investment Scenario* is based on a statewide perspective of needs, regardless of where and when the needs occur; category funding levels were not constrained based on current legislative requirements that influence programming structures or allocations such as the State's Equity Formula. This means that unique regional needs will need to be balanced within this statewide proposal, requiring yearly review and allocation of resources. As shifts occur in the programming process to address these pressing needs, methods to monitor progress and report improvements must also be advanced.



The Statewide Transportation Plan will be treated as a "living document" that is routinely updated to reflect changing needs and resources (every two years) and evolving staff and stakeholder interests (every four years).

the combined total (\$19 billion) is more than 1/3 of total available funding

Historical Allocation Approach vs. Recommended Investment Scenario
(needs and funding levels in billions of constant 2001 Dollars)

| | 25-Year Needs | Category Funding Levels | | Percent of Total Funding | | Percent of Needs Met | |
|---|----------------|-------------------------|----------------------|--------------------------|----------------------|----------------------|----------------------|
| | | Historical Approach | Recommended Scenario | Historical Approach | Recommended Scenario | Historical Approach | Recommended Scenario |
| Maintenance & Preservation | | | | | | | |
| Highways & Bridges | | | | | | | |
| Routine Highway Maintenance | \$11.7 | \$10.5 | \$9.5 | 19.1% | 17.2% | 89.9% | 80.8% |
| Highway & Bridge Resurfacing | \$13.1 | \$ 6.5 | \$9.1 | 11.8% | 16.5% | 49.5% | 69.2% |
| Intelligent Trans. Systems | \$ 0.4 | \$0.1 | \$0.4 | 0.1% | 0.7% | 12.5% | 100.0% |
| Alternative Modes | | | | | | | |
| Public Transportation | \$4.3 | \$ 2.2 | \$3.2 | 3.9% | 5.8% | 50.0% | 74.4% |
| Ferries | \$0.7 | \$0.6 | \$ 0.5 | 1.0% | 0.9% | 78.6% | 71.4% |
| Total Maintenance & Preservation | \$30.2 | \$19.8 | \$22.6 | 35.9% | 41.1% | 65.4% | 74.9% |
| System Modernization | | | | | | | |
| Highways & Bridges | | | | | | | |
| Highway Improvements | \$14.2 | \$7.4 | \$8.7 | 13.4% | 15.7% | 52.0% | 60.9% |
| Intelligent Transportation Systems | \$0.7 | \$0.1 | \$ 0.4 | 0.1% | 0.7% | 8.6% | 57.1% |
| Bridge Improvements | \$5.4 | \$1.9 | \$ 4.1 | 3.5% | 7.5% | 35.7% | 76.3% |
| Alternative Modes | | | | | | | |
| Passenger Rail | \$2.9 | \$ 0.4 | \$2.0 | 0.7% | 3.6% | 12.8% | 68.6% |
| Freight Rail | \$0.5 | \$0.1 | \$0.2 | 0.1% | 0.4% | 12.0% | 44.0% |
| Bicycle/Pedestrian | \$ 0.3 | \$0.2 | \$0.2 | 0.3% | 0.4% | 56.7% | 66.7% |
| Total System Modernization | \$ 24.0 | \$10.0 | \$15.6 | 18.1% | 28.3% | 41.5% | 64.9% |
| System Expansion | | | | | | | |
| New Highways, Add'l Lanes & Urban Loops | \$22.2 | \$24.8 | \$14.6 | 45.1% | 26.4% | 111.8% | 65.7% |
| Public Transportation | \$6.3 | \$ 0.3 | \$1.8 | 0.5% | 3.3% | 4.8% | 28.6% |
| Passenger Rail | \$0.6 | \$0.2 | \$0.3 | 0.3% | 0.6% | 28.3% | 51.7% |
| Freight Rail | \$ 0.1 | - | \$0.0 | 0.0% | 0.1% | 0.0% | 40.0% |
| Ferries | \$0.3 | - | \$0.1 | 0.0% | 0.2% | 0.0% | 36.7% |
| Total System Expansion | \$29.5 | \$25.3 | \$16.8 | 46.0% | 30.5% | 85.7% | 57.1% |
| Grand Totals | \$ 83.7 | \$55.0 | \$55.0 | 100.0% | 100.0% | 65.7% | 65.8% |

funds an additional 10 percent of identified needs

modernization investment yields nearly a 25 percent increase in needs met compared to historical approach

investment still meets 2/3 of all highway expansion needs

Notes:

- The values in this table represent a "snapshot" analysis comprising sum totals of needs and revenue across a 25-year period.
- Historical approach represents a 6-year period of investment (1995-2000)
- For purposes of investment comparison maintenance and preservation categories were lumped together.
- The *Recommended Investment Scenario* only addresses two-thirds of all needs and results in a funding gap of almost \$30 billion.

**TABLE 3 — MULTI-YEAR RESOURCE STRATEGY
PROGRAM & RESOURCE PLAN
2015–2020**



| MODE | GOAL | TIER | SUBMODE | 2010 ESTIMATED LOS ⁵ | SUBMITTED NEEDS | STAY THE COURSE | | | GREENSBORO SUMMIT RECOMMENDED STRATEGY | | | KINSTON SUMMIT RECOMMENDED STRATEGY | | | MORGANTON SUMMIT RECOMMENDED STRATEGY | | | NCDOT SUMMIT RECOMMENDED STRATEGY | | | FINAL STIP ALLOCATIONS ¹⁰ | | | |
|--------------------------------------|---------------------|-------------|--|---------------------------------|------------------|-------------------------|-------------------------|------------------|--|-------------------------|-----------------------|-------------------------------------|-------------------------|-----------------------|---------------------------------------|-------------------------|-----------------------|-----------------------------------|-------------------------|-----------------------|--------------------------------------|-------------------------|-----------------------|------------------|
| | | | | | | \$ | % of Total | LOS ⁵ | \$ | % of Total | Est. LOS ⁶ | \$ | % of Total | Est. LOS ⁶ | \$ | % of Total | Est. LOS ⁶ | \$ | % of Total | Est. LOS ⁶ | \$ | % of Total | Est. LOS ⁵ | \$ |
| Aviation ¹ | Safety | Regional | | C | \$10,342,500 | \$19,200,000 | 0.2% | D | \$31,136,000 | 0.3% | D | \$17,920,000 | 0.2% | D | \$18,133,333 | 0.2% | D | \$21,720,000 | 0.2% | D | \$147,636,000 | 1.4% | A | |
| | | Subregional | | C | \$1,525,000 | \$1,200,000 | 0.0% | D | \$3,336,000 | 0.0% | D | \$1,120,000 | 0.0% | D | \$900,000 | 0.0% | F | \$3,680,000 | 0.0% | D | \$71,602,000 | 0.7% | A | |
| | Mobility | Regional | | C | \$3,178,931 | \$39,000,000 | 0.4% | F | \$50,980,000 | 0.5% | F | \$62,900,000 | 0.6% | F | \$36,000,000 | 0.3% | F | \$10,520,000 | 0.1% | F | \$5,500,000 | 0.1% | F | |
| | | Subregional | | C | \$7,331,163 | \$600,000 | 0.0% | F | \$18,240,000 | 0.2% | F | \$600,000 | 0.0% | F | \$600,000 | 0.0% | F | \$7,930,000 | 0.1% | F | | 0.0% | F | |
| | Health | Regional | | C | \$1,295,550 | \$18,600,000 | 0.2% | D | \$17,888,000 | 0.2% | D | \$17,360,000 | 0.2% | D | \$18,600,000 | 0.2% | D | \$4,825,000 | 0.0% | F | \$3,720,000 | 0.0% | F | |
| | | Subregional | | C | \$270,000 | \$2,400,000 | 0.0% | D | \$7,480,000 | 0.1% | D | \$1,760,000 | 0.0% | F | \$2,266,667 | 0.0% | D | \$709,000 | 0.0% | F | \$2,280,000 | 0.0% | D | |
| Bicycle & Pedestrian | Mobility | Statewide | | D | \$11,718,243 | \$45,000 | 0.0% | F | \$178,000 | 0.0% | D | \$279,000 | 0.0% | C | \$171,667 | 0.0% | D | \$656,000 | 0.0% | A | \$22,360,000 | 0.2% | A | |
| | | Regional | | F | \$25,053,361 | \$3,000,000 | 0.0% | F | \$34,620,000 | 0.3% | F | \$69,491,412 | 0.7% | D | \$16,666,667 | 0.2% | F | \$8,100,000 | 0.1% | F | \$726,000 | 0.0% | F | |
| | | Subregional | | F | \$334,286,940 | \$22,470,000 | 0.2% | F | \$89,020,000 | 0.8% | D | \$110,024,000 | 1.0% | D | \$115,856,667 | 1.1% | D | \$63,000,000 | 0.6% | D | \$26,311,000 | 0.2% | F | |
| Ferry | Mobility | Statewide | | C | \$156,000,000 | \$102,000,000 | 0.9% | D | \$99,600,000 | 0.9% | D | \$112,440,000 | 1.1% | C | \$102,000,000 | 1.0% | D | \$163,800,000 | 1.6% | C | \$71,600,000 | 0.7% | D | |
| | | Regional | | C | \$0 | \$60,000,000 | 0.5% | D | \$63,000,000 | 0.6% | D | \$49,200,000 | 0.5% | D | \$55,333,333 | 0.5% | D | \$525,000 | 0.0% | D | | 0.0% | D | |
| | Health | Statewide | | B | \$13,950,000 | \$11,374,000 | 0.1% | D | \$14,356,920 | 0.1% | D | \$11,287,932 | 0.1% | D | \$11,040,776 | 0.1% | D | \$16,800,000 | 0.2% | C | \$1,150,000 | 0.0% | F | |
| | | Regional | | B | \$1,500,000 | \$6,680,000 | 0.1% | B | \$4,808,000 | 0.0% | C | \$6,061,518 | 0.1% | B | \$6,435,864 | 0.1% | B | \$1,575,000 | 0.0% | C | | 0.0% | C | |
| Public Transportation ⁸ | Mobility | Statewide | | C | \$64,170,000 | \$126,231,000 | 1.1% | C | \$103,046,198 | 1.0% | D | \$138,656,876 | 1.3% | C | \$126,281,000 | 1.2% | C | \$76,825,000 | 0.7% | D | | 0.0% | D | |
| | | Regional | | C | \$2,314,375,200 | \$374,184,000 | 3.4% | C | \$340,910,400 | 3.2% | C | \$359,510,400 | 3.4% | C | \$430,071,416 | 4.0% | C | \$608,000,000 | 5.8% | C | \$234,237,000 | 2.2% | D | |
| | | Subregional | | C | \$287,528,500 | \$192,784,000 | 1.8% | C | \$197,685,320 | 1.9% | C | \$198,880,500 | 1.9% | C | \$192,784,000 | 1.8% | C | \$161,000,000 | 1.5% | C | \$1,439,000 | 0.0% | D | |
| | Health | Statewide | | C | \$0 | \$36,000,000 | 0.3% | C | \$32,880,000 | 0.3% | C | \$33,600,000 | 0.3% | C | \$36,000,000 | 0.3% | C | \$6,425,000 | 0.1% | D | | 0.0% | D | |
| | | Regional | | C | \$95,042,200 | \$160,874,000 | 1.5% | B | \$117,536,720 | 1.1% | C | \$128,121,189 | 1.2% | C | \$151,936,533 | 1.4% | B | \$107,750,000 | 1.0% | C | \$6,106,000 | 0.1% | D | |
| | | Subregional | | B | \$139,761,059 | \$368,454,000 | 3.4% | B | \$242,263,329 | 2.3% | C | \$277,918,141 | 2.6% | C | \$347,984,451 | 3.3% | B | \$171,600,000 | 1.6% | C | \$588,000 | 0.0% | D | |
| Rail ² | Mobility | Statewide | | D | \$5,291,153,979 | \$97,259,000 | 0.9% | D | \$892,423,775 | 8.5% | D | \$267,117,800 | 2.5% | D | \$98,172,667 | 0.9% | D | \$182,800,000 | 1.7% | D | \$48,840,000 | 0.5% | D | |
| Non-Highway (All)⁵ | | | | | | \$8,758,482,626 | \$1,642,355,000 | 14.9% | | \$2,361,388,663 | 22.5% | | \$1,864,248,768 | 17.8% | | \$1,586,919,819 | 14.9% | | \$1,618,240,000 | 15.4% | | \$644,095,000 | 6.0% | |
| Highway | Safety ⁹ | All Tiers | Hazard Elimination / Spot Safety ⁷ | | C | \$673,622,000 | \$144,000,000 | 1.3% | D | \$194,320,000 | 1.9% | D | \$173,124,400 | 1.6% | D | \$144,000,000 | 1.4% | D | \$274,000,000 | 2.6% | C | \$235,250,000 | 2.2% | D |
| | | Statewide | | C | \$19,449,281,364 | \$4,475,211,000 | 40.7% | B | \$2,081,690,200 | 19.8% | C | \$2,613,646,711 | 24.9% | C | \$3,161,980,500 | 29.8% | C | \$3,465,027,000 | 33.0% | B | \$4,254,332,000 | 39.7% | B | |
| | Mobility | Regional | | B | \$7,798,666,336 | \$678,441,000 | 6.2% | B | \$381,407,580 | 3.6% | B | \$572,752,800 | 5.5% | B | \$589,220,500 | 5.5% | B | \$396,800,000 | 3.8% | B | \$429,599,000 | 4.0% | B | |
| | | Subregional | | N/A ³ | \$6,388,489,241 | \$643,402,000 | 5.9% | N/A ³ | \$521,853,560 | 5.0% | N/A* | \$416,169,880 | 4.0% | N/A* | \$596,701,000 | 5.6% | N/A* | \$198,400,000 | 1.9% | N/A ³ | \$349,090,000 | 3.3% | N/A ³ | |
| | | Statewide | Interstate Pavement Pavement (Contract Resurfacing) ⁷ | | B | \$1,450,032,950 | \$560,000,000 | 5.1% | D | \$658,297,630 | 6.3% | D | \$629,044,076 | 6.0% | D | \$682,311,019 | 6.4% | C | \$806,700,000 | 7.7% | C | \$928,862,000 | 8.7% | B |
| | Health ⁴ | Statewide | Modernization | | N/A ³ | \$553,471,800 | \$566,000 | 0.0% | N/A ³ | \$541,480 | 0.0% | N/A* | \$652,800 | 0.0% | N/A* | \$50,308,000 | 0.5% | N/A* | \$1,325,000 | 0.0% | N/A ³ | \$71,569,000 | 0.0% | N/A ³ |
| | | Regional | Pavement (Contract Resurfacing) ⁷ | | D | \$1,065,695,000 | \$360,000,000 | 3.3% | F | \$566,531,550 | 5.4% | D | \$505,555,889 | 4.8% | D | \$451,173,715 | 4.2% | D | \$716,000,000 | 6.8% | C | \$653,484,000 | 6.1% | D |
| | | Regional | Modernization | | N/A ³ | \$1,498,196,780 | \$63,759,000 | 0.6% | N/A ³ | \$54,732,020 | 0.5% | N/A* | \$63,759,000 | 0.6% | N/A* | \$63,759,000 | 0.6% | N/A* | \$66,688,000 | 0.6% | N/A ³ | \$15,400,000 | 0.1% | N/A ³ |
| | | Subregional | Pavement (Contract Resurfacing) ⁷ | | D | \$3,248,211,000 | \$809,789,000 | 7.4% | F | \$1,744,842,197 | 16.6% | F | \$1,687,306,511 | 16.1% | F | \$1,254,894,500 | 11.8% | F | \$859,520,000 | 8.2% | F | \$1,022,400,000 | 9.5% | F |
| | | Subregional | Modernization | | N/A ³ | \$342,640,904 | \$9,078,000 | 0.1% | N/A ³ | \$7,880,840 | 0.1% | N/A* | \$9,078,000 | 0.1% | N/A* | \$92,468,726 | 0.9% | N/A* | \$7,128,000 | 0.1% | N/A ³ | \$20,600,000 | 0.2% | N/A ³ |
| | | All Tiers | Bridge (fixed commitment) | | D | \$1,550,000,000 | \$1,284,540,000 | 11.7% | D | \$1,550,000,000 | 14.8% | D | \$1,550,000,000 | 14.8% | D | \$1,550,000,000 | 14.6% | D | \$1,537,600,000 | 14.6% | D | \$1,638,479,000 | 15.3% | D |
| Highway (All) | | | | | | \$45,249,301,357 | \$9,346,259,000 | 85.1% | | \$8,138,746,786 | 77.5% | | \$8,635,751,232 | 82.2% | | \$9,035,233,681 | 85.1% | | \$8,881,760,000 | 84.6% | | \$10,073,181,000 | 94.0% | |
| TOTAL ALL BUCKETS | | | | | | \$54,007,783,983 | \$10,988,614,000 | 100.0% | | \$10,500,135,449 | | | \$10,500,000,000 | | | \$10,622,153,500 | | | \$10,500,000,000 | | | \$10,717,276,000 | | |

¹ Aviation Submitted Needs only reflect a two year period.

² Rail LOS calculations do not include \$545 million in ARRA funding to further develop the Southeast High-Speed Rail Corridor.

³ No LOS data available at this time.

⁴ This LOS calculation does not include ARRA projects.

⁵ LOS = Level of Service. See Introduction to Program & Resource Plan document for more information on LOS.

⁶ Non-Highway project programming is subject to further refinement in the future as more information becomes available.

⁷ Contract Resurfacing and Spot Safety are not included in the State Transportation Improvement Program (STIP).

⁸ This table does not include federally or locally funded or any unfunded Public Transportation project costs. For the 2015-2020 period State Public Transportation funds support a \$1.4B total capital program.

⁹ In 2011 "Safety (I,R,U)" projects previously in this category were integrated into Mobility or Health goal areas.

¹⁰ STIP = State Transportation Improvement Program

NOTE: This Multi-Year Resource Strategy was used as a guide to developing the STIP. Actual projects selected to meet this Strategy were subject to funding, legal, and scheduling constraints. Investment reflects mostly construction and engineering activities and is only a subset of the overall NCDOT budget. Congestion Mitigation Air Quality (CMAQ), Non-Bicycle/Pedestrian Enhancements, Direct Attributable and Urban Loop projects are not included in these values.

Member Organizations: Town of Carrboro • Town of Chapel Hill • County of Chatham • City of Durham
Durham County • Town of Hillsborough • NC Department of Transportation • Orange County

March 14, 2012

Don Voelker
Director, Strategic Planning Office of Transportation
North Carolina Department of Transportation
P.O. Box 25201
Raleigh, NC 27611-5201

Dear Mr. Voelker:

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) looks forward to participating in the upcoming Strategic Investment Summits for Division 7 and Division 5. MPO staff will attend, and we have encouraged TAC and TCC members to also attend these summits. We recognize that this is an important step in the development of the Transportation Improvement Program (TIP). The distribution of funding between modes, goals, and tiers is critical to our ability to meet the vision of our MPO as established in our 2035 Long Range Transportation Plan (LRTP).

The DCHC MPO 2035 LRTP allocates 45.5% of funding to highways, 23.6% of funding to light rail and commuter rail projects, 23.9% to bus projects, 4.5% of funding to bicycle and pedestrian projects, and the remaining 2.4% to Transportation Demand Management, Intelligent Transportation Systems, and Transportation System Management. More than half of the funding for projects in our LRTP is allocated to non-highway modes. In contrast, the 2015-2020 NCDOT Program and Resource Plan allocated a total of 6% of funding to non-highway modes. While we recognize the need for improvements in the highway network and we have several road widenings and new location projects in our LRTP, achieving the long-term vision of our LRTP will require a significant shift in the traditional allocation of funding (i.e. from highway to non-highway modes).

A particular concern of ours is the amount of funding provided to bicycle and pedestrian projects. The DCHC MPO's 2035 LRTP proposes a total of \$153 million for bicycle and pedestrian projects in years 2016 through 2025, a ten-year period. The 2015-2020 NCDOT Program and Resource Plan allocated a total of \$49 million for bicycle and pedestrian projects for the entire state for this five-year period. Doubling this to extrapolate to a ten-year period would be \$98 million – still far short of the bicycle and pedestrian needs identified in our MPO alone. The state recently adopted Complete Streets guidelines. It will not be possible to achieve the Complete Streets envisioned in these guidelines without additional state and federal funding. Our municipalities already dedicate a significant amount of local funding to bicycle and pedestrian projects, and local funding alone cannot be the solution to retrofitting state roads to safely accommodate all users.

Furthermore, within the highway category, there are significant needs in the regional and subregional tiers and in the infrastructure health goal that are not being met with the traditional allocation of funding. Modernization projects, under the infrastructure health goal, include many on-road bicycle projects and many safety projects. As our state urbanizes, many roads in once rural areas now are used

as suburban arterials. These roads may have narrow lanes, sharp turns and grade changes, and inadequate drainage. Jack Bennett Road in Chatham County is an example of a needed modernization project in a suburbanizing area of our MPO. This project is estimated to cost approximately \$8 million, and is the third highest ranked subregional infrastructure health project in the state. In the 2015-2020 NCDOT Program and Resource Plan, \$20.6 million was allocated to the subregional infrastructure health category. If this level of funding is maintained, only the first two ranked projects in this category would be able to be funded leaving Jack Bennett Road unprogrammed. It is not acceptable to only fund two subregional infrastructure health projects in the entire state.

We understand that there is not enough funding to meet the needs of all modes, goals, and tiers. We support additional and increased revenues for transportation and have urged our federal and state legislative delegations to support legislative efforts to increase funding. In the absence of additional revenues, we recognize that funding cuts must be made. Although we know that there are needs for statewide mobility projects, we urge you to consider reallocating funding from this category to provide more funds for other project types. Statewide mobility represents the largest share of the funding in the 2015-2020 NCDOT Program and Resource Plan. It is one of the few categories that achieved a Level of Service B or higher according to this plan. The Level of Service for other modes, goals, and tiers need to be at a Level of Service C or higher before we increase the allocation of funding to this category.

We recognize that the vision for our MPO is not and should not be the vision for the entire state. Non-highway modes, particularly transit, are more practical in urban areas of the state. The use of bicycling and walking as modes of transportation requires supportive land use planning and design. Modernization projects may be more needed in rapidly expanding urban/suburban areas. It is not clear how the statewide prioritization process accommodates this need for variance in different areas of the state.

Prioritization should be done on a more regional level, such as by MPO and RPO, in order to recognize the differences between areas. We advocate for a more "bottom-up" approach – using the MPOs' LRTPs and RPOs' Comprehensive Transportation Plans as the building blocks for development of the statewide vision. Prioritization should support these plans, not make them impossible to achieve. The summits have been organized by the grouped Highway Divisions used for the application of the equity formula. While more regional, the Highway Divisions are not the appropriate geography for prioritization since they group urban and rural areas together and they do not correspond with MPO and RPO boundaries. Recognition of the different needs of MPOs and RPOs and a better description of how these differences are accommodated by the prioritization process is requested.

We appreciate the efforts by the department to develop a quantitative prioritization process that solicits input from all stakeholders. We look forward to participating in the summits. Please consider these comments in your development of the draft Transportation Improvement Program and NCDOT Program and Resource Plan.

Sincerely,

Lydia Lavelle, Chair
Transportation Advisory Committee

MEMORANDUM

To: Transportation Advisory Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: March 14, 2012

Subject: **MTIP Amendment #2 – Chapel Hill STPDA Request, STIP Adjustments**

The FY 2012-2018 MTIP Amendment #2 is needed to match several recent updates to the STIP. In addition, as part of this action, we are recommending an update to the STPDA database to move funding for a Chapel Hill STPDA project to another STPDA project.

Chapel Hill STPDA Request

The Town of Chapel Hill has requested that the MPO cancel funding for U-4726IF (Bolin Creek Stairs) and move the \$100,000 to U-4726IG (Morgan Creek Greenway Phase 2). The reasoning is that meeting the federal funding requirements for the small Bolin Creek Stairs project is burdensome and not an efficient use of town resources. The larger Morgan Creek Greenway project will be designed to meet federal requirements. Both projects are programmed in FY 2013. Since they both fall under the U-4726 project and there is no movement between federal fiscal years, a TIP amendment is not necessary. If approved by the TAC, LPA staff will update the STPDA database to reflect a total of \$1,410,000 (federal) programmed for the Morgan Creek Greenway Phase 2 project.

STIP Adjustments

NCDOT has sent LPA staff a number of STIP amendments and administrative modifications that affect the DCHC MPO. Three of the changes are related to statewide projects, and three projects are in Durham County. I-5378 (NC 540 maintenance) is not eligible for funding and will be deleted. I-5307 (I-540 maintenance) is now shown in Durham County. The description of R-5164F (resurfacing in Durham) has been modified to extend the project limits. Details are shown on the tables attached to the resolution.

TCC Recommendation: That the TAC direct LPA staff to move \$100,000 of STPDA from U-4726IF to U-4726IG. That the TAC adopt the Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area Amendment #2.

TAC Action: Direct LPA staff to move \$100,000 of STPDA from U-4726IF to U-4726IG. Adopt the Resolution to Modify the 2012-2018 Transportation Improvement Program for the Durham-Chapel Hill-Carrboro Urban Area Amendment #2.

**RESOLUTION TO MODIFY THE
2012-2018 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE DURHAM-CHAPEL HILL-CARRBORO URBAN AREA**

**AMENDMENT #2
March 14, 2012**

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

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

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

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

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

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

WHEREAS, the North Carolina Department of Transportation and the Transportation Advisory Committee have determined it to be in the best interest of the Urban Area to amend the FY 2012-2018 Metropolitan Transportation Improvement Program as described in the attached sheet; and

WHEREAS, there has been no change in the MTIP project schedule or project design concept and scope with regard to the air quality conformity finding made by the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee on September 14, 2011; and

WHEREAS, the DCHC MPO certifies that this MTIP amendment is consistent with the intent of the DCHC MPO 2035 LRTP; and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee hereby amends the FY 2012-2018 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on September 14, 2011, and as described in the “Attachment to Resolution for Amendment #2 to DCHC 2012-2018 MTIP” provided here on this, the 14th day of March, 2012.

Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

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

Date: March 14, 2012

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

Attachment to Resolution for Amendment #2 to DCHC 2012-2018 MTIP

Amendments:

Additions to the MTIP to match the STIP

STATEWIDE

- | | | | |
|---|---------------|---|---|
| 1 | C-5554 | Division of Air Quality School Bus Replacement Program. Replace buses with new buses that meet the new heavy duty diesel truck and bus standards. | Acquisition FFY 12 - \$1,420,000 (CMAQ) Acquisition FFY 12 - \$ <u>355,000</u> (DAQ) Total Cost ----- \$1,775,000 (CMAQ/DAQ) |
| 2 | W-5508 | Highway System Data Collection. Traffic Engineering Branch to participate in a three year data collection program. | Implementation FFY 12 - \$ 500,000 (HES) Implementation FFY 13 - \$ 500,000 (HES) Implementation FFY 14 - \$ <u>500,000</u> (HES) Total Cost ----- \$1,500,000 (HES) |

Deletions to the MTIP to match the STIP

DIVISION 5

- | | | | |
|--------|----------------|--|---|
| I-5378 | DURHAM WAKE | NC 540, NC 54 TO I-40. CLEAN AND RESEAL JOINTS, AND REPAIR SPALLS. | DELETE. PROJECT INELIGIBLE FOR IMPM PROGRAM. |
|--------|----------------|--|---|

Administrative modifications:

STATEWIDE

- | | | | |
|---|---------------|---|--|
| 1 | U-4500 | Urban Economic Development Program. Add construction funds not previously programmed. | Construction FFY 13 - \$ 5,000,000 (S) |
|---|---------------|---|--|

DIVISION 5

- | | | | |
|----|---------------|--|---|
| 1. | I-5307 | I-540, I-40 in Durham County to NC 50 in Wake County, Durham and Wake Counties. Rehabilitation and shoulder seals. | Modified description to extend project limits to I-40 in Durham County. |
|----|---------------|--|---|

DIVISION 5

- | | | | |
|---------|--------|---|--|
| R-5164F | DURHAM | US 70 BUSINESS (MAIN ST) / SR 1322 (SWIFT AV), US 70 BUSINESS, FIFTEENTH STREET TO EAST OF BUCHANAN STREET; SR 1322 (SWIFT AVENUE), NC 147 TO US 70 BUSINESS (MAIN STREET). <u>REVISE DESCRIPTION TO EXTEND WESTERN TERMINUS ON US 70 BUSINESS AND ADD SECTION OF SR 1322.</u> | <u>NOTE: CONSTRUCTION REMAINS IN FY 12</u> |
|---------|--------|---|--|

**FFY 2012
DCHC MPO Surface Transportation-Direct Attributable
Federal Funding Levels Report**

TAC 3/14/2012 Attachment 13

Funding Availability (Adjusted to Obligational Limitation)

| DCHC MPO- STPDA | COLUMN A | COLUMN B | (COLUMN A + COLUMN B) COLUMN C | (COLUMN C x 87%) COLUMN D | COLUMN E | (COLUMN D - COLUMN E) COLUMN F |
|-----------------|-------------------------|------------------------|--------------------------------------|------------------------------|----------------|--------------------------------------|
| | 2011 CFFY Carry Forward | CY 2012 Appropriations | Total Appropriations | Net Available Funding | YTD Obligation | Net Available Balance |
| TOTALS | \$6,526,600 | \$2,374,450 | \$8,901,050 | \$7,743,914 | \$328,319 | \$7,415,595 |

Project Specific Obligation List

| Date | WBS TIP Sub Num | Project Desc | WBS element | Phase ID | Authorization date | System Status | WBS Closed Date | County Code | Fund | Obligated Amount | Expenditure Amount | Program Specific Obligated Amount | Program Specific Expenditure Amount |
|------------------------------------|-----------------|--|-------------|---|--------------------|---------------|-----------------|-------------|------------------------|------------------|--------------------|-----------------------------------|-------------------------------------|
| 12/15/2011 | U-4726DC | CARRBORO - WILSON PARK MULTI-USE PATH | 36268.3.4 | U-4726DC - CON - CARRBORO | Construction | 11/21/11 | REL | # | ORANGE 1500/273 1L23ED | \$ 151,816 | \$ - | \$ 151,816 | 0.00 |
| 1/3/2012 | EL-4995 | CHAPEL HILL - DRY CREEK GREENWAY FROM PERRY CREEK ROAD TO PR | 40764.1.1 | CLOSED EL-4995 - PE - DRY CREEK GREENWA | Prel Engr | 11/27/07 | CLSD ACPT | 1/3/12 | ORANGE 1500/273 1H230D | \$ 35,879 | \$ 35,879 | \$ (28,121) | 35,879.00 |
| 1/26/2012 | SR-5001AR | CHAPEL HILL - SAFE ROUTES TO SCHOOL CONSTRUCT SIDEWALKS ALON | 40924.3.43 | SR-5001AR - CON - CHAPEL HILL | Construction | 12/14/2011 | REL | # | ORANGE 1500/273 1L23ED | \$ 86,400 | \$ - | \$ 86,400 | \$ - |
| 1/26/2012 | U-4726DF | CARRBORO - BICYCLE DETECTION AT SIGNALIZED INTERSECTIONS | 36268.1.27 | U-4726DF - PE - CARRBORO | Prel Engr | 01/24/2012 | REL | # | ORANGE 1500/273 1L23ED | \$ 6,000 | \$ - | \$ 6,000 | \$ - |
| 2/9/2012: adjusted 2/23/2012 | EB-4707 | DURHAM - SR 1838/SR 2220 (OLD DURHAM/CHAPEL HILL ROAD)FROM S | 38664.1.1 | EB-4707 - PE - BICYCLE IMPROVEMENTS | Prel Engr | 06/13/2008 | REL ACPT | # | DURHAM 1500/273 1L23ED | 112,224 | 52,629 | 112,224 | 52,629 |

Total Obligated YTD: \$ 328,319

DCHC MPO STP-DA FUNDING TABLE
By Jurisdiction

TAC 3/14/2012 Attachment 13

| | |
|-----------------------|--------|
| Original Fund Type | STP-DA |
| Extended Program Year | 2012 |

| Jurisdiction | TIP No | Project Phase/Type | Project Description | Data | |
|--|--------------|--|--|------------------|--------------|
| | | | | Programmed Funds | Obligation |
| Carrboro | EL-4828 | Construction | Morgan Creek Greenway - Carrboro | \$ 374,120 | |
| | U-4726 | Construction | Bicycle Loop Detectors | \$ 30,000 | \$ 6,000 |
| | | | Bolin Creek Greenway - Carrboro (Homestead to Chapel Hill HS Greenway) | \$ 531,000 | |
| | | | Bolin Creek Greenway (Jones Creek) | \$ 214,700 | |
| | | | Rogers Road - Sidewalk (Homestead to Meadow Run) | \$ 363,960 | |
| S. Greensboro St. - Sidewalk | \$ 46,640 | | | | |
| Chapel Hill | SR-5001 | Construction | CH-Culbreth Rd: Cobble Ridge to Rossburn sidewalk | \$ 108,000 | \$ 86,400 |
| | U-4726 | Construction | Bolin Creek Greenway - Chapel Hill | \$ 750,000 | |
| | | | Bolin Creek Greenway -funds moved for Morgan Creek (Chapel Hill) | \$ (750,000) | |
| | | | CH-Chapel Hill Sidewalks | \$ 32,000 | |
| U-5119 | Construction | NC86/other locations of Pedestrian Safety Improvements | \$ 150,000 | | |
| Chapel Hill Transit | TT-5109 | Capital | FCC Radio Communications (Upgrade fleet) | \$ 1,325,000 | \$ 1,000,000 |
| | | | FCC Radio Communications (Upgrade fleet)-moved to UPWP FY13 (U-4727) section 5307 | \$ (325,000) | \$ (325,000) |
| | | | Technology: Automatic Passenger Counters | \$ 44,649 | \$ 44,649 |
| DCHC MPO | U-4727 | UPWP | FY 2012 UPWP | \$ 1,533,665 | \$ 1,533,665 |
| | | UPWP Amend. | FY 2012 UPWP Amend. #1-Add planning/design for Durham construction projects | \$ 412,800 | \$ 412,800 |
| Durham | C-4928 | Construction | Morreene Road-Bike/Ped Facilities (Neal to Erwin) | \$ 1,148,000 | |
| | | Planning | Morreene Road-Bike/Ped Facilities (Neal to Erwin) | \$ 100,000 | |
| | | Planning/Design | Morreene Road-Bike/Ped Facilities (Neal to Erwin)-moved to FY12 UPWP | \$ (100,000) | |
| | E-2921e | Construction | American Tobacco Trail Phase E - Durham, Durham County | \$ 4,135,377 | \$ 4,135,377 |
| | SR-5001 | Construction | Fayetteville Road (Cornwallis to Nelson) bicycle lanes and sidewalks | \$ 200,800 | |
| | U-4724 | Planning/Design | Cornwallis Road - Bike/Ped Facilities (S. Roxboro to University or C. H.) | \$ 255,000 | |
| | | | Cornwallis Road - Bike/Ped Facilities (S. Roxboro to University or C. H.)-moved to FY12 UPWP | \$ (190,800) | |
| | U-4726 | Construction | Avondale - Sidewalk (I-85 to Geer) | \$ 412,000 | |
| | | | Barbee Rd. (Orindo to Pearstown Elementary) Sidewalk | \$ 15,680 | |
| | | | Cheek - Bike/Ped Facilities (Geer to Hardee) | \$ 556,000 | |
| DATA Sidewalk | | | \$ 15,840 | | |
| Planning/Design | Construction | Carpenter Fletcher-Bike/Ped Facilities (Woodcroft to Alston) | \$ 255,000 | | |
| | | Carpenter Fletcher-Bike/Ped Facilities (Woodcroft to Alston)-move to FY12 UPWP | \$ (76,000) | | |
| | | Hillandale-Bike/Ped Facilities (I-85 to Fulton) | \$ 157,858 | | |
| Hillandale-Bike/Ped Facilities (I-85 to Fulton)-move to UPWP | \$ (96,000) | | | | |
| Durham Area Transit | TG-4958 | Capital | Passenger amenities | \$ 86,274 | \$ 86,274 |
| | TT-5110 | Capital | Technology: Automatic Passenger Counters | \$ 78,792 | \$ 78,792 |
| NCDOT | EB-4707 | ROW | Old Durham-Chapel Hill Road-Chapel, Durham | \$ 511,200 | |
| Triangle J COG | U-4727 | UPWP | FY 2012 UPWP | \$ 55,200 | \$ 55,200 |
| Triangle Transit | TT-4911 | Capital | Technology: Automatic Passenger Counters | \$ 39,396 | \$ 39,396 |
| Grand Total | | | | \$ 12,853,151 | \$ 7,153,553 |



Durham Chapel Hill Carrboro MPO Technical Advisory Committee

Durham-Orange LRT Project NEPA Scoping

March 14, 2012

WWW.OURTRANSITFUTURE.COM



Presentation Overview



- Completion of the Alternatives Analysis
- Federal Transit Administration (FTA) Project Planning & Development Process
- National Environmental Policy Act (NEPA)
- Scoping Process
- Next Steps
- Questions & Responses

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Completion of the AA

Triangle Regional Transit Program
our transit future



- **Durham-Orange (D-O)LRT Project adopted for further study as DCHC MPO's LPA**
- **The AA document for the D-O Corridor is now being completed**
- **FTA Project Planning & Development Process**
 - Alternatives Analysis: complete
 - **Preliminary Engineering (PE) and NEPA Process: Draft Environmental Impact Statement (Draft EIS)**
 - PE completed and Final EIS
 - Final Design
 - Construction

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PE & NEPA

Triangle Regional Transit Program
our transit future



- **Preliminary Engineering (PE)**
 - Undertaken concurrently with the EIS
 - Includes design and operational alternatives and mitigation strategies
 - Approx. 30% level of design/engineering work
- **National Environmental Policy Act (NEPA)**
Applies to projects which are federally funded, need federal permits and/or will have direct, secondary and/or cumulative environmental impacts:
 - Categorical Exclusion (CE): e.g. bridge replacement
 - Environmental Assessment (EA): site specific or pre-EIS
 - Environmental Impact Statement (EIS) which includes **Draft EIS and Final EIS** documents: large projects

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NEPA Scoping Process

Triangle Regional Transit Program
our transit future



- **Scoping is the first step in the Draft EIS phase**
 - A public process through which the range of **issues and project elements** that will be covered in the **Draft EIS** are **reviewed and defined**
 - More fully **defines the adopted LPA** and establishes a project baseline
 - Involves active consultation and participation of the **public**, their **elected/appointed officials** and “interested” **government agencies**
 - Steps in the scoping process
 - FTA issues a Notice of Intent
 - Official meetings
 - 45-Day public comment period
 - Complete Scoping Document Summary
 - Concluding government agency meeting

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NEPA Scoping Process

Triangle Regional Transit Program
our transit future



- **Notice of Intent (NOI)**
 - Published in the Federal Register, State Clearinghouse, local news media, DCHC MPO and other web sites, email, other social media
 - Announces that FTA and Triangle Transit will prepare an EIS for the project
 - Provides 30-day notice for official meetings and identifies deadline for scoping input comments
 - Invites interested persons, organizations and federal, state and local agencies to participate in the EIS process
 - Introduces Scoping Information Booklet, more resources: <http://www.ourtransitfuture.org/index.php/projects/durham-orange/>

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NEPA Scoping Process

MEETING DATES ARE TENTATIVE

Triangle Regional Transit Program
our transit future



- **Two Public Meetings: 4 - 7 PM**
 - April 24th: Extraordinary Ventures Ctr., Chapel Hill
 - April 26th: Durham Armory, City of Durham
- **Elected Officials & Partners Mtg: 10 - 12 noon**
 - April 24th: Extraordinary Ventures Ctr. Chapel Hill
 - Federal, state, local (Durham and Orange) elected officials, state and local government managers, key staff
 - Transportation partners, railroads, local and regional transit, other providers
 - Colleges, universities, institutions and other organizations
 - Environmental, business, community and other interest groups
- **Regulatory Agencies Meeting: 1- 3 PM**
 - April 26th: Durham Armory, City of Durham

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NEPA Scoping Process

Triangle Regional Transit Program
our transit future



- **45-Day Official Comment Period**
 - Begins after the last official meeting (tentatively April 26)
 - Comments may be verbal, written, email, website
 - Regulatory and other government agencies typically provide written comments
 - Additional informal meetings may occur
 - Ends the scoping input period (tentatively June 12)
- **Scoping Summary Document**
 - Includes comments received throughout the process
 - Submitted to the FTA as part of the New Starts process
 - Published for informational purposes
- **Concluding Government Agency Meeting**
 - Will occur prior to initiation of DEIS
 - Input reviewed, processed and EIS scope developed

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Next Steps

Triangle Regional Transit Program
our transit future



- **NEPA Scoping for D-O LRT Project**
 - Commencement subject to FTA review and approval
 - 3 - 5 month process (March/April to June/July)
- **Risk Assessment**
 - Informs project costs and other New Starts requirements
- **FTA New Starts (NS) Submittal**
 - 3 - 4 months process to develop submittal
 - Final Draft by mid-July
 - NS application sent to FTA no later than Aug 13, 2012
- **PE/EIS Process**
 - Anticipated to follow if Orange County referendum is successful
 - If PE/EIS starts in 2013; LRT service could begin by 2026

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Triangle Regional Transit Program
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Questions & Responses

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MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: March 14, 2012

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

This memorandum provides a summary status of tasks for projects in the FY 2011-2012 Unified Planning Work Program.

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

FY 2011- 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 – March/April/May 2012
- LRTP Goals and Objectives – March/April/May 2012
- Approval of LRTP Targets - March/April/May 2012
- Deficiency Analysis – March/April/May 2012
- Socio-economic Forecasts – March 2012
- Land use Scenario – March 2012
- Alternative Analysis – May –July 2012
- 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 –Depends on NCDOT Schedule
- Public Input

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

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

- ✓ Staff study initiation meeting
- ✓ Draft scope of services
- ✓ Agency review of scope and time
- ✓ Request for Proposal notice – October 2008
- ✓ Proposal due January 2009
- ✓ Consultant selected
- ✓ Contract negotiation underway
- ✓ Council contract approval – May 18, 2009
- ✓ Notice to Proceed – June 2009
- ✓ Kickoff Meeting – July 2009
- ✓ Public Outreach Plan – August 2009
- ✓ Prepare Corridor / Subarea Community Profile – Dec 2009
 - ✓ Public Workshop #1 – Fall 2009
- ✓ Development and Evaluation of Scenarios – Apr 2010
 - ✓ Public Workshop #2 – Feb 25, 2010
- ✓ Transportation/Land Use Master Plan – June 2010
 - ✓ Public Workshop #3 – May 11, 2010
- ✓ Documentation and Final Presentation – June 2010
- ✓ Local agency review – ongoing
- ✓ Additional study to address issues raised during public comment
 - Phase 2 - ongoing
 - Study completion – June 2012

GIS/Data Integration and Automation

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

Land-use Model Development

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

MPO Parking Survey and Study (postponed)

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

- Council contract approval
- Project commences

MPO Community Viz. Scenarios Planning and Visualization

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

MPO Congestion Management Process CMP

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

MPO Safety and Security Plan

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

Update of the MPO Public Involvement consistent with Federal Certification Review

- ✓ Action Plan and schedule completed in September 2011

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

- ✓ Action Plan and schedule completed in September 2011

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

- ✓ Action Plan and schedule completed in September 2011

MPO Freight Plan and Integration

- ✓ Action Plan and schedule completed in September 2011

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

Contract Number: C202064 **Route:** SR-2028
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** U-3309A
Length: 1.165 miles **Federal Aid Number:** STP-2028(4)
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: SR-2028 (TW ALEXANDER DR) FROM CORNWALLIS RD TO EAST OF NC-147 IN DURHAM.
Type of Work: WIDENING, GRADING, DRAINAGE, PAVING & SIGNALS.
Contractor Name: GELDER AND ASSOCIATES, INC.
Contract Amount: \$6,502,648.68 **Cost Overrun/Underrun:** 7.48%
Availability Date: 2/1/2010 **Letting Date:** 12/15/2009
Completion Date: 8/15/2011 **Work Began:** 2/8/2010
Revised Completion Date: **Estimated Completion:** 4/30/2012
Last Estimate Thru: 1/31/2012 **Scheduled Progress:** 100%
Last Estimate Paid: 2/8/2012 **Actual Progress:** 91.32%

Contract Number: C202164 **Route:** SR-1959
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** U-4011
Length: 0.767 miles **Federal Aid Number:** STP-1959(3)
Resident Engineer: Mark W. Luther, PE **RE Phone Number:** (919)220-4680
Location Description: SR-1959 (S MIAMI BLVD) FROM SOUTH OF SR-2112 (METHODIST ST) TO NORTH OF SR-1960 (BETHESDA AVE).
Type of Work: GRADING, DRAINAGE, PAVING & SIGNALS.
Contractor Name: TRIANGLE GRADING & PAVING, INC
Contract Amount: \$4,666,751.41 **Cost Overrun/Underrun:** 1.84%
Availability Date: 6/27/2011 **Letting Date:** 5/17/2011
Completion Date: 7/13/2012 **Work Began:** 7/13/2011
Revised Completion Date: **Estimated Completion:** 7/13/2012
Last Estimate Thru: 2/15/2012 **Scheduled Progress:** 43.42%
Last Estimate Paid: 2/23/2012 **Actual Progress:** 41.1%

Contract Number: C202340 **Route:** SR-1321
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** U-3804
Length: 1.07 miles **Federal Aid Number:** STM-0505(50)
Resident Engineer: Mark W. Luther, PE **RE Phone Number:** (919)220-4680
Location Description: SR-1321 (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 **Cost Overrun/Underrun:** 13.5%
Availability Date: 8/30/2010 **Letting Date:** 7/20/2010
Completion Date: 6/15/2012 **Work Began:** 9/30/2010
Revised Completion Date: **Estimated Completion:** 7/1/2012
Last Estimate Thru: 2/7/2012 **Scheduled Progress:** 66.67%
Last Estimate Paid: 2/14/2012 **Actual Progress:** 57.48%

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

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| 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 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 Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: Length: 22.96 miles Federal Aid Number: Resident Engineer: Cadmus Capehart, PE RE Phone Number: (919)840-0914 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% | |
| Contract Number: C202610 Route: NC-147 Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: R-5164D Length: 6.8 miles Federal Aid Number: STM-0147(3) Resident Engineer: Cadmus Capehart, PE RE Phone Number: (919)840-0914 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: 21.14% 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: 2/7/2012 Scheduled Progress: 100% Last Estimate Paid: 2/13/2012 Actual Progress: 84.52% | |
| Contract Number: C202620 Route: I-85 Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: I-5145 Length: 12.6 miles Federal Aid Number: IMS-085-4(118)178 Resident Engineer: Cadmus Capehart, PE RE Phone Number: (919)840-0914 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: 3.49% 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: 2/15/2012 Scheduled Progress: 45% Last Estimate Paid: 2/21/2012 Actual Progress: 68.82% | |
| Contract Number: C202918 Route: - Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: Length: 6.09 miles Federal Aid Number: Resident Engineer: Mark W. Luther, PE RE Phone Number: (919)220-4680 Location Description: 5 SECTIONS OF SECONDARY ROADS. | |

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| <p>Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION. Contractor Name: BARRETT, IRVIN & JORDAN CONTRACTORS INC Contract Amount: \$1,398,321.31 Cost Overrun/Underrun: Availability Date: 4/2/2012 Letting Date: 1/17/2012 Completion Date: 6/29/2012 Work Began: Revised Completion Date: Estimated Completion: Last Estimate Thru: Scheduled Progress: Last Estimate Paid: Actual Progress:</p> | |
| <p>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: -14.19% 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: 12/16/2011 Last Estimate Thru: 12/31/2011 Scheduled Progress: 100% Last Estimate Paid: 1/18/2012 Actual Progress: 100%</p> | |
| <p>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: 0.65% 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: 4/15/2012 Last Estimate Thru: 1/31/2012 Scheduled Progress: 100% Last Estimate Paid: 2/10/2012 Actual Progress: 96.66%</p> | |
| <p>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: 36.92% 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: 3/2/2012 Last Estimate Thru: 2/7/2012 Scheduled Progress: 100% Last Estimate Paid: 2/13/2012 Actual Progress: 95.87%</p> | |
| <p>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: Availability Date: 7/11/2011 Letting Date: 8/19/2010 Completion Date: 11/7/2011 Work Began: 7/11/2011 Revised Completion Date: 8/28/2012 Estimated Completion:</p> | |

Last Estimate Thru:
Last Estimate Paid:

Scheduled Progress:
Actual Progress:

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO- ARRA

| County | TIP/WBS # | Description | Let Date | Completion Date | Status | Cost | Comments |
|--|---|---|------------|-----------------|------------------------|-----------------|----------|
| Orange | ER-5100 GE | Landscape planting on US 15-501@ SR 1734 (Erwin Rd./Europa Dr.) | 11/24/2009 | 4/30/2012 | on schedule | \$65,000 | ARRA |
| Orange | U-3306 34913.3.ST1 STM-1733 (16) | Grading, drainage, paving, signals, curb and gutter, and retaining wall on SR 1733 (Weaver Dairy Rd.) from NC 86 to Old Sterling Road | 7/20/2010 | 6/15/2013 | behind schedule | \$13.4 million | ARRA |
| Orange | U-4704 | Computerized Traffic Signal System for Chapel Hill-Carrboro | 9/15/2009 | 8/1/2012 | behind schedule | \$5.175 million | ARRA |
| NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST | | | | | | | |
| County | TIP # | Description | Let Date | Completion Date | Status | Cost | Comments |

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

| County | TIP/WBS # | Description | Let Date | Completion Date | Status | Cost | Comments |
|--------|---------------------------------|--|------------------------------|---------------------|--|--------------------|--|
| Orange | 36945 | Upgrade traffic signal with mast arm and install pedestrian signal heads on SR 1010 (Franklin St.) @ Mallette St. | 11/4/2010 | Rev. compl. 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. | | | Reimbursement complete | \$30,000 | Small Construction |
| 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 installed and reimbursed ; 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 | work underway | \$137,500.00 | STP-Division Enhancement |
| 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 | 2/21/2012 | 4/21/2012 | Bid review by Town underway | \$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 | Pending Town's advertisement | 7/22/2012 | Construction Authorization approved | \$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 | Revised to 6/1/2012 | Utility relocation underway; 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.) | R/W/U 7/20/12 | Let 12/20/12 | Consultant design underway | \$198,000 | Spot Safety-State |

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

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|--------|--------------------------|--|----------------------|------------|---|----------------------------------|--------------------|
| 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 | 1/30/2012 | all work complete | \$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 | SS-4907 AM 43504.1.1 | Install near-side supplemental signal heads on NC 54 @ SR 1010 (W. Main St.) | | | | \$1500 PE | Spot Safety-State |
| Orange | U-4726 DC | Wilson Park Multi-Use Path | 3/13/2012 | 6/30/2012 | Municipal Agreement with Town of Carrboro | \$39,262.65 PE \$129,431.35 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 |
| Orange | U-4726 DF | Bicycle detection at Signalized Intersections | 10/18/2012 | FFY 2013 | Municipal Agreement with Town of Carrboro | \$36,000 | STP-DA |
| Orange | U-4726 IF | Construct stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail | 6/20/2012 | 12/31/2012 | Municipal Agreement with Town of Chapel Hill; CLOMR & CE pending | \$20,000 PE | STPDA |
| Orange | U-4726 IG | Construct 10' wide greenway from existing Fan Branch Trail near Culbreth Rd. and US 15/501 to Phase I | 6/20/2012 | | Municipal Agreement with Town of Chapel Hill; structure designs in review | \$1,310,000 | STPDA |
| Orange | W-5207 E 45337.1.5 PE | Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill | Revised to 7/31/2012 | 12/31/2012 | Consultant design underway | \$450,000 | High Hazard Safety |
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ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

| County | TIP # | Location Description | Est. Let Date | Completion Date | Status | Cost | Comments |
|--|---------|--|---------------|-----------------|--------------------------|----------------|---|
| NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST | | | | | | | |
| Durham/ Orange | EB-4707 | Bicycle improvements(Bikeway and signals) on Durham/ Chapel Hill (SR 1838/SR 2220)from SR 1116 (Garrett Road) in Durham County to US 15-501 in Orange County | | | | \$4.0 million | Delayed R/W to 3/12 and Construction to 5/13 to allow City to secure increased funding |
| Orange | U-0624 | Corridor upgrade on NC 86 (S. Columbia St.)including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.) | 10/16/2012 | | January Bids rejected | \$4.85 million | STP |
| Orange | U-2803 | Widening of SR 1919 (Smith Level Road) from Rock Haven Road to Bridge# 88 over Morgan Creek | 12/18/2012 | | | \$3,9 million | |

\$5M in improvements being made to Durham roads

Triangle Business Journal by Chris Baysden, Web Editor Monday, February 6, 2012, 5:45pm EST

Barrett, Irvin and Jordan Contractors Inc. has won two contracts from the North Carolina Department of Transportation. The North Carolina Department of Transportation said Monday that it has awarded a pair of contracts worth \$5 million to Barrett, Irvin and Jordan Contractors Inc. of Durham for improvements on 15 Durham County roads, including N.C. 54.

A \$3.6 million contract was awarded for resurfacing and shoulder reconstruction work on a 1.5-mile stretch of N.C. 54 between N.C. 55 and just west of Davis Drive, and 12 miles over nine secondary roads in the southern part of the county. They include South Alston and Angier avenues, and Sedwick and Stagecoach roads.

The work can start as early as March 12, and is scheduled to be wrapped up by Nov. 9, NCDOT said.

A \$1.4 million contract will pay for the same improvements over 6.1 miles of five roads in northern Durham County, including East Club Boulevard, and Saint Mary's and Sparger roads. Those projects can begin as early as April 2 and are expected to be finished by June 29.

Panel approves light-rail plan

The News and Observer By Jim Wise Thursday, February 9, 2012

DURHAM - After some last-minute confusion, plans for a light-rail line between Chapel Hill and Durham got unanimous approval Wednesday from a bi-county transportation committee.

The vote for a "Locally Preferred Alternative" route keeps the project on schedule to apply for a federal grant this year. It also moves the project along to another round of public hearings, on environmental effects, this spring.

The approved route runs from UNC Hospitals to downtown Durham, and includes both alternatives for a segment between the Friday Center on N.C. 54 and a proposed development site on Farrington Road in Durham.

C1, favored by the planners: Through the Meadowmont community and across a pristine section of the Little Creek bottomlands, a "Significant Natural Heritage Area."

C2, favored by most residents who have expressed opinions: Within the existing N.C. 54 corridor to the proposed Hillmont subdivision, then north along George King Road.

Transit planners say transit-oriented Meadowmont would produce high ridership, while Hillmont remains to be designed and might turn out less transit-friendly. C1 requires fewer land acquisitions.

C2 supporters say the Meadowmont route splits an existing neighborhood, compromises an unspoiled natural area and that Triangle Transit's own analysis shows C2 to be the cheaper route: \$182 million versus \$212 million for C1.

In recent weeks, however, some Orange County officials had suggested a third route, avoiding N.C. 54 altogether and running the track through the U.S. 15-501 corridor.

The Orange commissioners discussed route options until late Tuesday night before agreeing to support sending both C1 and C2 forward for environmental research.

However, when the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's Transportation Advisory Committee met Wednesday morning, neither Orange County representative Alice Gordon nor alternate Bernadette Pelissier were sure just what they and their fellow commissioners had decided.

"We were talking about this probably until 11 o'clock at night," Gordon said. "Forgive us."

After some telephone calls for clarification, Gordon said that Orange County was in favor of advancing C2 alone, because of its anticipated lesser effects on the environment.

The Chapel Hill Town Council is also on record favoring C2 but supports leaving both alternates open for a later decision.

Patrick McDonough, lead planner with Triangle Transit, said leaving both alternatives under study might avoid some later difficulties, particularly in negotiations to cross Army Corps of Engineers property.

Gordon said the Orange commissioners are still interested in the U.S. 15-501 routing but did not want it incorporated in the plans voted on Wednesday.

Rail route on N.C. 54 gains renewed support

The Herald Sun By Ray Gronberg Thursday, February 09, 2012

DURHAM – Plans for a rail link that uses the N.C. 54 corridor between Durham and Orange counties cleared a key hurdle on Wednesday, picking up a formal endorsement from the elected officials who serve on a cross-county planning group.

The action by the Durham-Orange Transportation Advisory committee gave Triangle Transit a green light to expand work on the project, among other things by launching a full-blown environmental impact study.

Committee members made only one significant change to the proposal, saying they would prefer not to use a reserved-since-1995 routing for the line that goes through Chapel Hill's Meadowmont neighborhood.

They stopped short of ruling out the Meadowmont option entirely, saying it deserves continued study alongside an alternative that would pass by on the south side of N.C. 54.

That squared with the desires of Chapel Hill's Town Council, but not necessarily those of the Orange County Commissioners.

Orange's representative, Commissioner Alice Gordon, told fellow committee members her board preferred to dump the Meadowmont option entirely.

But Gordon's request on that point drew no support from other committee members.

Among Chapel Hill officials, there's a "general belief [that the south-of-54 option is] going to be the one that meets the town's best interests," Mayor Mark Kleinschmidt said.

But on the Town Council there "wasn't support for completely eliminating" the Meadowmont option at this point, he said.

Wednesday's cross-county committee decision came just hours after a divided Orange County Commissioners had given Gordon permission to vote for the N.C. 54 routing.

The commissioners' debate focused mostly on another issue, County Manager Frank Clifton's suggestion that they ask Triangle Transit's planners to consider as an alternative to N.C. 54 a routing that would hew to U.S. 15-501.

The 54-focused routing endorsed Wednesday would follow U.S. 15-501 through southwest Durham until it hits Interstate 40, there turning south to follow the interstate to N.C. 54 before heading west again toward Chapel Hill and UNC.

Clifton and Orange County Planning Director Craig Benedict argued last month that a routing that skips the jog south along I-40 would open up redevelopment opportunities in Chapel Hill along U.S. 15-501.

But Triangle Transit officials noted that all the region's land-use and transportation planning since the mid-to-late 1990s has assumed an N.C. 54 routing.

Reconsidering the matter now would cause a 12- to 18-month delay, and in focusing on U.S. 15-501 would be eying a corridor that's only the fourth-most-popular choice of those who commute to UNC, Orange's largest employer, said Patrick McDonough, a Triangle Transit senior planner.

Orange Commissioners Chairwoman Bernadette Pelissier made it clear at the outset that she thought county officials should defer to Chapel Hill's preferences in the matter.

"This whole issue of 15-501 and 54 is related to their land-use plan," she said. "We have heard from Chapel Hill that they have built in 54 based on transit. The land-use plan is within the jurisdiction of the towns, not the county."

Commissioner Barry Jacobs was also unwilling to brook delay.

"We're essentially the caboose on this train," he said, noting that Chapel Hill's and other local governments had already weighed in.

But Commissioner Steve Yuhasz said the development that could be sparked in Orange's jurisdiction along U.S. 15-501 could go a ways toward overcoming doubts he and others have about the extra expense involved in based transit on rails instead of buses.

For Orange County, "there are very few economic development opportunities" in an N.C. 54 routing, he said.

Yuhasz and Commissioner Earl McKee dissented from a 5-2 vote by the Orange board that gave Gordon the instructions she followed Wednesday morning. McKee attributed his opposition to a broader preference for using buses only, for the flexibility they offer in choosing and changing routes.

McDonough noted that nothing in Tuesday or Wednesday's decisions rules out a separate study of transit in the U.S. 15-501 corridor. He also pointed out that local transportation planning has endorsed an expansion of bus service there.

DOT to revisit Smith Level plans

The Carrboro Citizen By Susan Dickson, Staff Writer February 9, 2012

CARRBORO – Following several hours of discussion, representatives of the N.C. Department of Transportation on Tuesday said they would take another look at a hotly contested traffic pattern in the Smith Level Road project that would prevent left turns out of the Berryhill neighborhood from Willow Oak Drive onto Smith Level Road.

NCDOT officials came before the Carrboro Board of Aldermen on Tuesday to present detailed plans regarding right-of-way and easement acquisitions that would be needed for the Smith Level Road improvement project, about which residents have expressed concern.

Berryhill residents reiterated their continuing frustration with plans to prevent a left turn out of their neighborhood, which NCDOT officials have said would not be safe.

"It's too close to all the activity down at the ramps," said Mike Mills, division engineer for NCDOT. "The spacing is not adequate for full-access movement."

However, Mills agreed to revisit the traffic pattern, which was included as part of the overall road-improvement plan that the board approved in September 2010.

Board member Jacquie Gist questioned whether NCDOT had done a study to determine how the traffic pattern would affect safety in the neighborhood, since cars would likely travel through the neighborhood to get to the traffic light at BPW Club Road if they weren't able to turn left out of Willow Oak Drive.

Mills said they had reviewed the impact, but hadn't done an in-depth study and would take another look at that.

The project has been in the works for more than 20 years, and has changed shape as board members and residents have negotiated with NCDOT, which is paying for most of the project.

The project, which NCDOT officials had previously proposed as a widening of the road to five lanes, now includes:

- installing a sidewalk on the east side of the road from Willow Oak Lane to Woodcrest Drive and a sidewalk along the west side of the road from the Morgan Creek bridge to Carrboro High School;
- installing bike lanes along both sides of the road;
- widening the road to two lanes with curb and gutter, divided by a grass median, from the Morgan Creek bridge to BPW Club Road, including a shielded median break allowing left turns from Smith Level Road onto Willow Oak Lane;
- widening Smith Level Road to three lanes, including two travel lanes and a center turn lane, from BPW Club Road to Rock Haven Road;
- installing sidewalks on both sides of Culbreth Road from Smith Level Road to Rossburn Way; and
- constructing a roundabout near Carrboro High at the intersection of Smith Level and Rock Haven roads.

Last fall, NCDOT officials began ironing out plans for the right-of-ways and easements needed for the project and began contacting impacted residents. They hope to complete acquisition of right-of-ways and easements by September and put the project out to bid in December, with construction to begin in February 2013.

Wake and Orange mull their options on transit tax and regional light rail

The Independent Weekly by [Bob Geary @rjgeary](#) February 15, 2012

When the head of the Federal Transit Administration visited the Triangle two weeks ago, his purpose was to talk up the region's prospects for federally funded commuter-rail and light-rail transportation.

Peter Rogoff, a congressional staffer before being named FTA administrator by President Barack Obama, was well aware of the region's unhappy past regarding public transportation. Rogoff said he remembered kicking around that very subject with Terry Sanford in a Senate committee. How long ago was that? Sanford lost his U.S. Senate seat in 1992.

Fourteen years later, in 2006, the Triangle Transit Authority sought final approval from the FTA for its first regional rail project. It was rejected, even though the TTA had been funded by the agency through the years for planning, engineering, land acquisition—everything but actual construction. But that was then, Rogoff said, under a Bush administration that looked for reasons not to support transit. Now, as Rogoff joined local officials for a bus tour of the region's new rail-transit plans, he said the FTA's standards have changed in a way that favors the Triangle.

"It's time," Rogoff told them.

This was what the Triangle's transit advocates wanted to hear as they attempt to convince Orange and Wake counties to put a half-cent sales tax for transit on the ballot as a referendum in November. Durham County voters approved the half-cent tax last year, but county leaders promised it wouldn't be collected until at least one of the other two counties also approves it.

Collection of the transit tax is critical to the Triangle's eligibility to re-enter the FTA's New Starts funding process and apply for projects that, if approved, would require between six and 15 years to complete (see sidebar at right). Wake County's light-rail project has a shorter time estimate than the one in Durham-Orange because land in Wake County was acquired by the TTA for the route prior to 2006.

Still, Rogoff's upbeat message about the Obama administration's "Blueprint for an America Built to Last," with robust funding for transit and other public works projects and a streamlined approval process, contrasted with doubtful assessments from Orange and Wake officials about whether the transit tax will reach the ballot in 2012.

If not, the earliest it could be voted on in either county (because of the terms of the enabling state legislation) is the November 2013 general election or the 2014 primary election.

Wake County's reluctance, under a Republican-majority board of county commissioners, was nothing new. But pro-transit officials were still smarting from Commission Chair Paul Coble's remark a few days earlier that all they have is "a concept," not a plan worthy of being voted on.

Coble, a candidate for the Republican nomination in the newly configured, GOP-friendly 13th Congressional District, is running against two other right-wing candidates in the May 8 primary. Likewise, his fellow Republican Commissioner Tony Gurley is running for lieutenant governor in the primary and trying to burnish his conservative credentials.

Among the four Republican commissioners, only Joe Bryan is so far thought of as a possible Yes vote on putting the half-cent tax on the ballot this year. Bryan didn't ride the bus with Rogoff, but he did attend a press event midway through at N.C. State University, where he was noncommittal. "All options are on the table," Bryan said. Coble, Gurley and Commissioner Phil Matthews were conspicuous by their absence.

Bryan's support would be sufficient to put the measure forward if the three Democratic commissioners join him, as expected. But he'd have to break with his party unless the other Republicans change their tune after the primary and agree to let the voters have their say.

Orange County's reticence, on the other hand, was considered a surprise given its progressive politics and the fact that Chapel Hill and Carrboro, which together have more than half of the county's population, are strongly pro-transit.

But county staffers and some county commissioners have long been irritated by the fact that the county collects relatively little in the way of sales taxes due to the presence of Southpoint and other major shopping malls over the Durham County line. Transit that delivers more sales-tax money to Durham isn't what they have in mind.

Thus in recent weeks county officials tried to reopen the subject of where the Orange-Durham light-rail corridor should be. As planned for more than a decade, it's slated to run from UNC-Chapel Hill along N.C. Highway 54 to the Meadowmont development before taking one of two routes (through Meadowmont or around it) into Durham County, where a huge mixed-used development of housing, stores and a parking deck called Leigh Village is on the horizon for future development of what is now virgin farmland.

The 54-Meadowmont route won't do much for rural northern Orange County, but it will some day deliver people who live or work in southern Orange County to Leigh Village—along with their sales taxes.

So County Manager Frank Clifton and Planning Director Craig Benedict suggested that the more northerly 15-501 corridor be studied as an alternative to the 54-Meadowmont alignment. Actually, both routes were subjected to "a massive study" in the '90s, Carrboro Mayor Mark Chilton reminded them, and the Route 54 alignment was found to have much greater development and transit potential. "They're acting like a bunch of cowboys," Chilton said, "trying to second-guess 15 years of planning."

Chilton was breathing easier Monday after the Orange Commissioners voted 5–2 to endorse the 54-Meadowmont alignment as the "locally preferred alternative"—a key step in moving it toward eligibility for federal funding under the New Starts program. Chilton said he's cautiously optimistic that, with the 15-501 option squelched, the half-cent transit tax will make it to the ballot this fall.

Similarly, Chapel Hill Mayor Mark Kleinschmidt pledged Monday in his State of the Town Address to go all out for the tax. "I expect Chapel Hill to be Orange County's leader in ensuring passing it in 2012," Kleinschmidt declared.

A 2012 vote is far from a done deal, though.

Bo Glenn, a Durham resident and spokesman for the volunteer Durham-Orange Friends of Transit organization, says the 54-Meadowmont route is ripe for "the kind of development we need ... high-density, very walkable, retail and residential mixed-use" on land that can be shaped by TTA and a single master developer to be transit-oriented. By contrast, he said, 15-501 is built-out "in a car-oriented way" that makes rail transit there virtually impossible.

But Glenn wondered, as others have, whether the 15-501 idea is Orange County's opening volley in an effort to negotiate with Durham on the allocation of costs (their respective transit-tax revenues) for the light-rail service or revenue-sharing from resulting development.

Alice Gordon, an Orange County commissioner for 22 years, is an ardent transit supporter who backed the 54-Meadowmont alignment. But she does think that 15-501 merits study, she said, not as a light-rail corridor but for possible Bus Rapid Transit service or bus circulators to connect the roadway's many but disparate retail stores. Chapel Hill and Carrboro would need to be partners in that effort, she added.

Paying for light-rail and BRT may require some negotiations with Durham, Gordon conceded. "There are a lot of possibilities," she said. "We have a lot to talk through before it gets on the ballot."

Nonetheless, Gordon added, she's optimistic the commissioners "and our partners" will achieve consensus by April or May, leaving the voters enough time to study the plan and vote on it in November. "It's a little too soon to say, but I'm cautiously optimistic."

Durham and Chapel Hill lead in public transit use

Triangle Business Journal by Chris Bagley, Staff Writer Thursday, February 16, 2012, 3:08pm EST

Commuters in the Bull City and Chapel Hill use public transportation more frequently than any other metro area in the state, and at nearly twice the rate as No. 2 Charlotte.

That's the conclusion of an analysis of U.S. Census data by **American City Business Journals**, the parent company of Triangle Business Journal. About 3.8 percent of the 235,000 commuters in the four-county metro area of Durham, Orange, Chatham and Person use public transit.

About 2 percent of the Charlotte area's 812,000 commuters use public transit. And only about 1 percent of commuters in the Raleigh area – Wake, Johnston and Franklin counties – use public transit, roughly in line with those in the Piedmont Triad.

Nationally, about 7 million people rely on public transit – a bit less than 5 percent of all commuters, according to the analysis. The proportion is heavily skewed by a handful of large, dense cities, starting with New York, where more than 30 percent of commuters go by subway, bus, train or ferry.

Road Worrier: Transit plan ire rolls in

The News and Observer By Bruce Sicheloff, Staff Writer Tuesday, February 28, 2012

Michael Sanera, a point man for the state's leading conservative spin tank, recently mixed outrage with innuendo to accuse local planners of lying about a big transit upgrade for Wake County.

But his blunt tactics could overshadow helpful questions raised in a critique published by Sanera's employer, the John Locke Foundation, of a \$3 billion, 25-year plan for new trains and more buses.

If the Wake commissioners agree this year to let voters consider a possible half-cent sales tax to pay for big transit improvements, we'll need clear information to guide a momentous decision:

Who would ride all these buses, rush-hour commuter trains and electric light-rail trains? What overall benefits would result? Do Wake and the Triangle really need a big transit plan?

Sanera favors information that is not always clear. In recent public appearances, he relied less on Locke's 76-page report than on his own one-page addendum. It distills his harsh warning that advocates of transit projects cannot be trusted.

"The blue sheet ... is a study of 258 transit plans around the world, and it found a statistically significant result," Sanera told the Raleigh City Council last week.

"Which is that the cost overruns are not just errors. They are what they call 'strategic misrepresentation,' or out-and-out lies."

His blue sheet sums up a 2002 study by three Danish professors who found that, for 258 transportation projects launched around the world between 1910 and 1998, the cost estimates fell short by an average of 28 percent.

Sanera loves to quote this Danish study, even when he is not talking about transportation. Last year he boldfaced its "strategic misrepresentation" rhetoric in his own critique of city convention center projects.

"Does anyone believe there will not be cost overruns?" Sanera asked the Apex Town Board at a Feb. 7 meeting. During a 20-minute talk on the transit plan, he quoted the blue sheet three times.

But Sanera was adding his own spin to the Danish study, which deals mostly with roads.

Of its 258 transportation infrastructure projects, 200 are for construction of highways, bridges and tunnels. The remaining 58 are railroad projects, some for conventional or high-speed intercity rail. It is not clear how many of these involve local transit plans in the United States or elsewhere.

Wake's plan is being presented this winter to the county's 12 municipalities by David Cooke, the county manager, and David King, general manager of Triangle Transit, the three-county agency that also oversees transit plans for Durham and Orange counties.

The plan describes beefed-up bus service, rush-hour commuter trains from west Durham to Garner, and a light-rail line from Cary to northeast Raleigh.

Durham voters approved a half-cent sales tax for transit spending last year.

Orange and Wake commissioners are expected to decide this spring on whether to hold transit tax referendums in November.

Sanera oversees research and local government studies for the Locke Foundation, which added to a long shelf of transit critiques when it published the new report by David T. Hartgen, a retired UNC-Charlotte professor, and Thomas A. Rubin, a consultant based in Oakland, Calif.

In the Locke-funded report, Hartgen and Rubin blast the plan as "not technically or financially feasible." They contend that Wake's plan is grounded in unreliable forecasts for population, economic growth and tax revenues that "seem optimistic" or "appear to be high."

Analysts for Locke like roads

When the subject turns to automobile transportation, Hartgen and Rubin express high hopes of their own.

They are confident that highway improvements planned for the next 25 years "will hold congestion largely in check." Our roads won't get much more crowded, they say, because "many studies think vehicle registration is approaching saturation." No studies are cited.

Meanwhile, Hartgen and Rubin predict low transit ridership and high costs - an average \$92 for every trip on a commuter train, and \$33 for every light rail trip, they say. They derive these stunning numbers from their own projections.

They foresee, for example, only 735 commuters making the daily trip on rush-hour trains that would serve most of the region's top job centers - from Duke University through Research Triangle Park to downtown Raleigh.

What comes next

Hartgen and Rubin complain that the Wake transit plan fails to explain why these transit improvements are needed and what benefits they would provide.

There is no evaluation of current transit service, they point out, and little discussion of likely ridership and economic benefits.

Cooke and King will have the chance to respond next week when they appear at a luncheon discussion with Hartgen and Joe Milazzo II of the Regional Transportation Alliance, a business group that lobbies for transportation improvements.

The Triangle Community Coalition is hosting the event March 8 at the Raleigh Chamber of Commerce, 800 S. Salisbury St. Details are available at 919-228-2599 or online at tricc.org.

How government dysfunction could lower gas prices

The Triangle Business Journal By Portfolio.com March 5, 2012

If congressional bickering over a new transportation bill gets much worse, you might end up paying lower gas taxes – at least temporarily. But such a development also would be costly for state transportation agencies and the companies that make money off of road construction.

Congress has been working on a new, multi-year transportation bill for more than two years, all to no avail. (Okay, maybe "working" isn't the right word – try "arguing about" instead). In the meantime, members of Congress have passed several short extensions of the old bill. But now the latest extension is set to run out at the end of March.

If that happens, Politico reports that most of the 18.4 cent-federal gas tax theoretically wouldn't need to be collected. That could help consumers in the short run, especially with gas prices on the rise.

But it would cost contractors who make their living building roads, and the trickle-down effect also could eventually impact suppliers such as Raleigh-based aggregates company Martin Marietta. Martin Marietta Latest from The Business Journals Report: Judge disinclined to block Vulcan takeover Stock insight for Martin Marietta & Vulcan investors Martin Marietta tries again on mine plan Follow this company (NYSE: MLM) and heavy equipment maker Caterpillar Caterpillar Latest from The Business Journals Wisconsin mining bill still alive, backers claim A little insight into Deere's dividend All together now, Triad leaders saying goodbye Follow this company (NYSE: CAT), which also has a strong local presence.

While it seems unlikely Congress wouldn't pass another extension, all the rancor in Washington means that nothing is impossible.

Highway bill fails to clear hurdle in Senate

WRAL.com By The Associated Press March 6, 2012

WASHINGTON Lawmakers are under pressure to find a way to keep federal aid flowing to highway and transit programs beyond the end of this month after a transportation bill failed Tuesday to clear a procedural hurdle in the Senate.

The government's power to spend federal Highway Trust Fund money on transportation programs and to levy federal gas and diesel taxes that support the trust fund are due to expire March 31. If that were to happen, states could have difficulty paying for construction projects already in progress and would likely be reluctant to commit to new projects, lawmakers and transportation interest groups said.

As many as 800,000 workers could lose their jobs, said Senate Majority Leader Harry Reid, D-Nev., trying unsuccessfully to persuade Republican senators to limit debate on the \$109 billion bill, which would overhaul transportation programs and keep them from running out of money for about two years.

Leaders in both the House and Senate are struggling to pass bills that would lay out blueprints for federal transportation programs for the next several years. The Senate bill has bipartisan support, although it has stalled in recent weeks as Republicans have pressed to offer amendments on unrelated issues such as the Keystone oil pipeline and pollution controls for industrial boilers.

Senate Democrats fell eight votes short of the 60 needed to limit debate and move forward with the bill. All but two Republicans — Sen. Olympia Snowe of Maine and Scott Brown of Massachusetts — voted against a motion to limit debate.

The vote makes it more likely Congress will pass a temporary extension of transportation programs just before the deadline, but that won't address the larger issue of how to keep the trust fund solvent on a long-term basis, lawmakers said.

Reid and other accused Republicans of political obstruction. GOP senators said they were trying to preserve their right to offer amendments. Moments before the vote, Senate Minority Leader Mitch McConnell, R-Ky., offered Reid a compromise as the two lawmakers stood on the House floor. The proposal would cap amendments to a list of about 30 that have been offered by Democrats and Republicans.

"This is a bill that is not going to be stopped. It has broad bipartisan support," McConnell said. "We anticipate being able to wrap it up."

But Reid, who said he would look at the proposal, complained: "I don't know why everything we have to do has to be a fight." He noted that action on bill had previously been stalled by a GOP amendment to provide religious exemptions to President Barack Obama's mandate that health insurers cover the cost of contraceptives.

The two leaders are continuing to negotiate on a list of acceptable amendments, and McConnell said he was optimistic an agreement can be reached.

In the House, Speaker John Boehner, R-Ohio, signaled he might be willing to take up the Senate bill, a possibility that could boost prospects for congressional passage before the March 31 deadline.

Asked at a news conference if the House might take up the Senate bill, Boehner said, "that is an option."

Boehner made a transportation bill the election-year centerpiece of the GOP's jobs agenda last fall when he unveiled its broad outlines. But support for the five-year, \$260 billion House bill fell apart because conservatives thought it

would spend too much money, and Democrats and some Republicans balked at policy changes they said would undermine mass-transit, weaken environmental protections and penalize union workers.

The collapse of the bill and the inability of leaders to win support for an 18-month alternative led to finger-pointing between supporters of Transportation Committee Chairman John Mica, R-Fla., and the GOP leadership over who was to blame for the failure. Boehner spokesman Michael Steel said Tuesday the speaker "continues to have every confidence in Chairman Mica, and totally supports his continuing efforts to pass a transportation bill."

The last long term transportation plan passed by Congress expired in 2009. Lawmakers have kept programs going through a series of eight short-term extensions. The biggest difficulty has been that federal fuel taxes no longer raise enough money to pay for highway and transit programs at their current spending levels. As a result, Congress has had to repeatedly transfer money from the general treasury to the trust fund to keep it from running out of money. Despite previous cash infusions, the Congressional Budget Office estimates the fund will go broke sometime this winter unless Congress agrees to cut transportation spending or comes up with a way to pay for the programs.

| Mobility Fund ID # | Mode | SPOTID (if known) | TIP # (if known) | Tier | Location | Route | Route Name | From / Cross Street | To | Description | First MPO/RPO | Second MPO/RPO | First Division | First County | Second County |
|--------------------|-----------------------|-------------------|------------------|-----------|--------------|--|------------------|--|------------------------------|--|---------------------------------|---------------------------------|----------------|--------------|---------------|
| 19 | Public Transportation | | | Regional | New Location | Durham-Wake Corridor Transit Project (Commuter Rail) | | Hillandale Road in Durham | Greenfield Parkway in Garner | Construct commuter rail line and service | Durham-Chapel Hill-Carrboro MPO | Capital Area MPO | 05 | Durham | Wake |
| 22 | Highway | 6 | I-0305A | Statewide | Existing | I-85 | | SR 1006 near Hillsborough | East of SR 1709 | Widen to 6 lanes and reconstruct interchanges and structures | Durham-Chapel Hill-Carrboro MPO | | 07 | Orange | |
| 23 | Highway | 7 | I-0305B | Statewide | Existing | I-85 | | East of SR 1709 | Durham County Line | Widen to 6 lanes and reconstruct interchanges and structures | Durham-Chapel Hill-Carrboro MPO | | 07 | Orange | |
| 45 | Highway | | U-3308 | Regional | Existing | NC 55 | Alston Avenue | NC 147 | Holloway Street | Widen roadway to 4 lanes with a median and transit accommodations, bike lanes, and sidewalks | Durham-Chapel Hill-Carrboro MPO | | 05 | Durham | |
| 51 | Public Transportation | | | Regional | New Location | Commuter Rail | | Triangle Metro Center / RTP | Southeast Garner | Construct commuter rail | Durham-Chapel Hill-Carrboro MPO | Capital Area MPO | 05 | Durham | Wake |
| 64 | Highway | 10 | I-3306A | Statewide | Existing | I-40 | | I-85 | US 15/501 | Widen roadway to six lanes | Durham-Chapel Hill-Carrboro MPO | | 07 | Orange | |
| 65 | Highway | | | Regional | Existing | NC 751 | Hope Valley Road | SR 1183 (University Drive) | | Construct roundabout | Durham-Chapel Hill-Carrboro MPO | | 05 | Durham | |
| 66 | Highway | | | Regional | Existing | NC 54 | | I-40/Farrington Road | | Construct slip ramp from northbound SR 1109 (Farrington Road) to eastbound I-40 at the I-40/NC 54 interchange | Durham-Chapel Hill-Carrboro MPO | | 05 | Durham | |
| 67 | Highway | 650 | | Regional | Existing | NC 54 | | I-40 | Barbee Chapel Road | Widen roadway to 6 lanes with bicycle, pedestrian, and transit facilities (adjacent multiuse path) | Durham-Chapel Hill-Carrboro MPO | | 05 | Durham | |
| 68 | Highway | | | Statewide | Existing | US 501 | | SR 1448 (Latta Road) / SR 1639 (Infinity Road) | | Add through lanes at intersection (0.25 miles north and south of intersection) | Durham-Chapel Hill-Carrboro MPO | | 05 | Durham | |
| 83 | Public Transportation | | TD-4944 | Regional | Existing | Triangle Bus-on-Shoulder-System | | Various | | Upgrade shoulders and add signage to accommodate Bus on Shoulder System (BOSS) on select freeway and expressway segments (40 centerline miles) | Capital Area MPO | Durham-Chapel Hill-Carrboro MPO | 05 | Wake | Durham |
| 86 | Highway | | | Statewide | Existing | US 70 | | Miami Boulevard | | Upgrade existing at-grade intersection to interchange | Durham-Chapel Hill-Carrboro MPO | | 05 | Durham | |