

**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

**May 14, 2014
9:00 a.m.**

**Committee Room
2nd Floor Durham City Hall**

- 1. Roll Call**
- 2. Ethics Reminder**
It is the duty of every Board member to avoid conflicts of interest. Does any Board member have any known conflict of interest with respect to any matters coming before the Board today? If so, please identify the conflict and refrain from any participation in the particular matter involved.
- 3. Adjustments to the Agenda**
- 4. Public Comments**
- 5. Directives to Staff (Attachment 5)**

CONSENT AGENDA (9:00-9:05)

- 6. April 9, 2014 TAC Meeting Minutes
Attachment 6**

A copy of the April 9, 2014 TAC meeting minutes is enclosed as Attachment 6.

TAC Action: Approve minutes of the April 9, 2014 TAC meeting.

- 7. FY 2012-2018 TIP Amendment #17 – Chapel Hill Transit project and Other STIP Amendments
Attachment 7**

Felix Nwoko, LPA Staff

Meg Scully, LPA Staff

Amendment #17 to the FY 2012-2018 Transportation Improvement Program is necessary to match several recent STIP modifications, to change the funding source and amounts for a Chapel Hill Transit project to resurface park-and-ride lots, and to add Triangle Transit, Chapel Hill Transit, and Durham Area Transit Authority projects to be funded with Section 5339 funding. The TAC approved the distribution of Section 5339 funds among the transit operators at the April meeting.

TCC Recommendation: Recommend that the TAC approve Amendment #17 to the FY 2012-2018 Transportation Improvement Program.

TAC Action: Approve Amendment #17 to the FY 2012-2018 Transportation Improvement Program.

ACTION ITEMS

8. **NC Railroad Company and Triangle Transit Commuter Rail Capacity Study (9:05-9:35)**
Attachment 8
Jim Kessler, Vice President-Engineering, North Carolina Railroad
Patrick McDonough, Triangle Transit

The North Carolina Railroad and Triangle Transit are beginning a Commuter Rail Capacity Study that includes Durham and Orange counties. A presentation on the study will be given.

TAC Action: Receive NCRR Commuter Rail Capacity Study presentation.

9. **Prioritization 3.0 – Local Ranking Methodology (9:35-10:00)**
Attachment 9, 9A, 9B, 9C, 9D
Andy Henry, LPA Staff
Dale McKeel, LPA Staff

A memo on Prioritization 3.0 is provided as Attachment 10. The TAC approved the submission of the MPO's highway, bicycle and pedestrian, public transit, and rail projects on January 8 and February 12, 2014. A list of all highway, bicycle/pedestrian, transit, and rail projects is provided as Attachment 10A. Attachment 10B is recommended final MPO Local Ranking Methodology. Correspondence between the DCHC MPO and the NCDOT Rail Division on projects is provided as Attachments 10C and 10D.

TCC Recommendation: Recommend that the TAC approve the DCHC MPO Methodology for Ranking TIP Project Requests (FY 2016-2022).

TAC Action: Approve the Methodology for Ranking TIP Project Requests (FY 2016-2022).

REPORTS:

10. **Report from the TAC Chair**
Ellen Reckhow, TAC Chair

TAC Action: Receive Report from TAC Chair

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

TAC Action: Receive Report from TCC Chair

12. Report from Staff**Attachment 12****Felix Nwoko, LPA Staff****TAC Action:** Receive report from staff.**13. NCDOT Report****Attachment 13****Wally Bowman (Joey Hopkins), Division 5 – NCDOT****Mike Mills (Pat Wilson), Division 7 – NCDOT****Rob Stone (Darius Sturdivant), Division 8 - NCDOT****Julie Bollinger, Transportation Planning Branch – NCDOT****Kelly Becker, Traffic Operations – NCDOT****TAC Action:** Receive report of NCDOT**INFORMATIONAL ITEMS****14. Recent News Articles and Updates****Attachment 14****15. National Association of Counties: Administration Releases New Surface Transportation Bill****Attachment 15****16. Letter from Durham DPAC to NCDOT re East End Connector****Attachment 16****Adjourn****Next meeting: June 11, 2014****Dates of Upcoming Transportation-Related Meetings:**

5/21/2014	RTA Transit Innovations Series: BRT, Economic Development, Walkability, and Urban Design; at Raleigh Chamber of Commerce, 3pm,
6/12/2014	I-40 Regional Partnership Annual Forum; at Joint Force Headquarters, 1636 Gold Star Drive, Raleigh, 9 am
7/18/2014	RTA Tri-MAP Forum; at RDU Authority, 10:30 am

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www.twitter.com/dhcmpo

TAC Directives to Staff
 Pre-12/31/12 (Pending/In Progress/On Going)
 01/01/13 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
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 consultant has been selected. Website redevelopment is underway.
12/12/2012	Investigate ways to improve the development of socio-economic data for the 2045 MTP	<u>In Progress:</u> Staff is creating updated Community Viz model.
12/12/2012	Provide a report on how the Bennett Road and Mount Carmel Church Road intersection can be improved and funded	<u>In Progress:</u> Pending NCDOT cost estimate of preferred option.
2/13/2013	Provide a presentation on the Statewide Bicycle and Pedestrian Plan	<u>Completed:</u> Draft plan released. See 4/10/2013 TAC Agenda
2/13/2013	Provide a recommendation on how to add transit operators as voting members of the TAC	<u>In Progress:</u> This issue is included in the MPO MOU update.
2/13/2013	Send letter to incoming Board of Transportation members	<u>Completed:</u> LPA staff has been in contact with new members.
3/13/2013	Send a letter to Governor McCrory, Speaker Tillis, and Pro Tem Berger regarding state rail funding	<u>Completed:</u> See 4/10/2013 TAC Agenda
3/13/2013 and 4/10/2013	Send a letter to the Chatham TAC representative when Chatham County issues are on the agenda	<u>On-going:</u> LPA staff will continue to reach out to Chatham County's staff and TAC member as issues arise. LPA staff presented at Chatham BOCC on 4/15/2013.
5/8/2013	Send a letter to the legislative delegation regarding the Strategic Mobility Formula	<u>Completed:</u> See 6/12/2013 TAC Agenda.
5/8/2013 10/9/2013	Send the draft MPO Memorandum of Understanding to the member governments for review	<u>In Progress:</u> Final MOU has been sent to member governments for approval by February 2014.
10/9/2013	Send a letter to the NC Board of Transportation members regarding the Strategic Transportation Investments	<u>Completed:</u> See 11/13/2013 TAC Agenda.

All Completed Directives since 1/1/2013 are shown.

40 Ellen Reckhow read the Ethics Reminder for TAC members and asked board members if there
41 are any known conflicts of interest with respect of matters coming before the board and requested that
42 if there were any identified during the meeting for them to be announced.

43 **Adjustments to the Agenda**

44 Mark Kleinschmidt advised the Board about and additional hand out (Attachment 11A) that was
45 provided and requested to have the MPO consider a resolution to endorse a TIGER Grant application for
46 Chapel Hill. Mark Ahrendsen referenced a few additional handouts that were provided (March 12, 2014
47 TAC meeting minutes with suggested corrections from Alice Gordon, as well as two additional handouts
48 related to item #11 (draft letter response for rail projects and a spread sheet)).

49 **Public Comments**

50 Terry Rekeweg provided an introduction about the Durham-Orange Light Rail Project response
51 along with a handout. Terry Rekeweg requested to have the November MPO staff letter removed so it
52 does not appear when his name is Googled or to include his December correction letter along with the
53 November MPO letter. Ellen Reckhow asked Mark Ahrendsen to provide the TAC with the response and
54 the report referenced by Mr. Rekeweg as well as take action on Mr. Rekeweg's request to add the
55 December correction letter or delete the November MPO Staff letter.

56 Steve Schewel requested to have a strategy meeting with Mr. Jim Crawford about state
57 maintained roads that have not been maintained. Joey Hopkins stated that Holloway Street and
58 Hillsborough Road are scheduled for resurfacing. Joey Hopkins advised everyone to contact NCDOT with
59 pothole issues in Division 5 at (919) 220-4600 and please include the street name and county.

60 Ellen Reckhow welcomed and recognized Jim Elza of Chatham County to the TAC Board meeting.

61 **Directives to Staff (Attachment 5)**

62 Ed Harrison commented on a past report about the improvement and funding of Bennett Rd and
63 Mt. Carmel Rd intersection.

64 **CONSENT AGENDA:**

65 **March 12, 2014 TAC Meeting Minutes (Attachment 6)**

66 Alice Gordon stated Mark Ahrendsen's name was listed as a voting member. A motion was
67 made by Alice Gordon and seconded by Damon Seils to approve the consent agenda with amendments.
68 The motion carried unanimously.

69 **ACTION ITEMS:**

70 **FY 2014 -2015 Unified Planning Work Program (UPWP) (Attachment 9, 9A, 9B)**

71 Meg Scully provided an update on the FY 2014-2015 Unified Planning Work Program (UPWP)
72 along with handouts. Meg Sully stated the action for today is a public hearing and approval of the UPWP
73 and self-certification documents. Ellen Reckhow opened a public hearing on the UPWP and asked if
74 there were any questions or comments. Ellen Reckhow stated she was pleased to see the feasibility
75 study for the Bike Share program.

76 A motion was made by Damon Seils and seconded by Steve Schewel to approve the UPWP and
77 self-certification documents. The motion carried unanimously.

78 **FY 2012 – 2018 TIP Amendment #16 – FY 2014-2015 UPWP and FY 2013-2015 CMAQ (Attachment 10,**
79 **10A)**

80 Ellen Beckmann provided an update on the FY 2012-2018 TIP Amendment #16 – FY 2014-2015
81 UPWP and FY 2013-2015 CMAQ along with attachments. Ellen Beckmann stated the UPWP has added
82 \$1.8 million in STP-DA funding for planning in FY 2015. The bike and pedestrian project on Martin Luther
83 King Blvd. in Chapel Hill will be cancelled and the funding will be transferred to the Estes Drive bike and
84 pedestrian project.

85 A motion was made by Damon Seils and seconded by Alice Gordon to receive the update. The
86 motion carried unanimously.

87 **Prioritization 3.0 – Local Ranking Methodology (Attachment 11, 11A, 11B)**

88 Ellen Beckmann provided an update on Prioritization 3.0 – Local Ranking Methodology along
89 with attachments. Ellen Reckhow asked Ellen Beckmann to take a few minutes to review the
90 Prioritization 3.0 – Local Ranking Methodology for Jim Elza. Ellen Beckmann provided a review and
91 informed the Board that the methodology must be approved prior to assigning points. Points must be
92 assigned by July 31st. Ellen Beckmann proposed a schedule adjustment to accommodate meeting the
93 point assignment deadline. Ellen Beckmann stated the schedule would consist of approving the
94 methodology and simultaneously releasing or approval to release the scores for public comment at the
95 April 9, 2014 TAC meeting. A public hearing at the June 11th TAC meeting and an extra TAC meeting has
96 been scheduled for June 25th to approve the points. This would help to support meeting the July 31st
97 deadline.

98 Ellen Beckmann referred to the adjusted TCC recommended ranking methodology on
99 Attachment 11B and stated the required change for the ranking methodology is a more in-depth
100 description of how the project scores translate to the point assignment.

101 Alice Gordon expressed concern that the TAC will not have an opportunity to review the points
102 prior to their release and asked Ellen Beckmann if the information can be included in the TAC's agenda
103 packets. Ellen Beckmann stated once NCDOT releases the scores the methodology can be applied.

104 Mark Ahrendsen stated that under normal circumstances the TAC would have the flexibility to
105 review the points prior their release; however, due to the time constraint the TAC will review the points
106 after they have been released.

107 Ed Harrison asked about the information for the public hearing in June. Ellen Beckmann
108 referred to the tables in Attachment 11A and provided an explanation. Ellen Beckmann provided an
109 explanation for Attachment 11C and 11D.

110 Mark Kleinschmidt provided information about the mobility and transportation improvement
111 project in Chapel Hill and requested to have the TAC Board support and endorse the possibility of the

112 submission of a TIGER Grant application to support Chapel Hill's efforts. Mark Kleinschmidt stated he is
113 seeking a letter of support for Chapel Hill's TIGER Grant application.

114 A motion was made by Damon Seils and seconded by Bill Bell to authorize the TAC Chair to
115 provide a letter of support for Chapel Hill's TIGER Grant application. The motion carried unanimously.

116 **REPORTS:**

117 **Report from the TAC Chair**

118 Ellen Reckhow reminded everyone about the April 15, 2014 deadline to get the Statement of
119 Economic Interest or Real Estate Disclosure Form completed. Ellen Reckhow provided everyone with
120 Dorothy Strickland's (Paralegal) contact information (919) 715-2071.

121 **Report from the TCC Chair**

122 There were no reports from the TCC Chair.

123 **Report from Staff**

124 Dale McKeel provided information about Bike Month and the various events in Durham, Chapel
125 Hill, and Carrboro. Dale McKeel also mentioned the regional bike and pedestrian workshop on Friday
126 May, 2, 2014 at The Cary theater from 8 a.m. – 12:00 p.m. Dale will provide additional information on
127 these events.

128 Ellen Reckhow provided information about the meeting to discuss bike share at Triangle J COG.

129 **Report from NCDOT**

130 Joey Hopkins, Division 5 stated he would send out an e-mail with the each of the NCDOT
131 Division's contact information for repair and road issues.

132 **INFORMATIONAL ITEMS:**

133 Damon Seils provided information about the 2nd Annual Open Streets event in Carrboro on
134 Saturday, April 12, 2014 from 10am – 2pm.

135 Ellen Reckhow stated she received a notice about a similar event in Durham on May 3, 2014.

136 Dale McKeel confirmed that the event will be held in the Durham Central Park area at 2pm.

137 **Adjournment**

138 There being no further business before the Transportation Advisory Committee, the meeting
139 was adjourned at 10:34 a.m.

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

**AMENDMENT #17
May 14, 2014**

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 Metropolitan Planning 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 sheets; 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 May 8, 2013; and

WHEREAS, the DCHC MPO certifies that this MTIP amendment is consistent with the intent of the DCHC MPO 2040 Metropolitan Transportation Plan (MTP); 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 “Attachments to Resolution for Amendment #17 to DCHC 2012-2018 MTIP” provided here on this, the 14th day of May, 2014.

Ellen Reckhow, TAC Chair

Durham County, North Carolina

I certify that Ellen Reckhow personally appeared before me this day acknowledging to me that she signed the forgoing document.

Date: May 14, 2014

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

Attachment to Resolution for Amendment #17 to DCHC 2012-2018 MTIP

Modifications

DIVISION 5

U-0071	EAST END CONNECTOR, NC 147 (DURHAM FREEWAY) TO NORTH OF NC 98 IN DURHAM. FOUR-LANE DIVIDED	CONSTRUCTION	FY 2015 -	\$237,590	(STPDA)
DURHAM			FY 2015 -	\$35,175,000	(T)
PROJ.CATEGORY	FREEWAY WITH AUXILIARY LANES, PART ON NEW LOCATION.		FY 2015 -	\$59,398	(C)
STATEWIDE			FY 2016 -	\$35,175,000	(T)
			FY 2017 -	\$35,175,000	(T)
			FY 2018 -	\$35,175,000	(T)
				\$140,996,988	

DELAY CONSTRUCTION FROM FY 14 TO FY 15 TO ALLOW ADDITIONAL TIME FOR RIGHT OF WAY AND UTILITIES.

* U-5517	NC 54, SR 1110 (FARRINGTON ROAD) TO I-40 EASTBOUND ENTRANCE RAMP IN DURHAM.	RIGHT-OF-WAY	FY 2016 -	\$300,000	(NHP)
DURHAM		CONSTRUCTION	FY 2017 -	\$1,300,000	(NHP)
PROJ.CATEGORY	CONSTRUCT SLIP RAMP.			\$1,600,000	
REGIONAL					

DELAY RIGHT-OF-WAY FROM FY 14 TO FY 16 AND CONSTRUCTION FROM FY 15 TO FY 17 TO ALLOW ADDITIONAL TIME FOR PLANNING AND DESIGN.

DIVISION 5

E-5502	BENNETT MEMORIAL ROAD, BENNETT PLACE HISTORIC SITE IN DURHAM. RENOVATION OF VISITOR CENTER TO INCLUDE NEW EXHIBITS AND CLIMATE CONTROL SYSTEM, AND RENOVATION OF GIFT SHOP.	CONSTRUCTION	FY 2014 -	\$73,000	(STPE)
DURHAM			FY 2014 -	\$18,000	(O)
PROJ.CATEGORY				\$91,000	
DIVISION					

DELAY CONSTRUCTION FROM FY 13 TO FY 14 PENDING EXECUTION OF AGREEMENT.

DIVISION 7

EB-4707A	SR 1838 / SR 2220, US 15-501 IN ORANGE COUNTY TO SR 1113 (POPE ROAD) IN DURHAM COUNTY	RIGHT-OF-WAY	FY 2014 -	\$2,650,000	(O)
DURHAM		CONSTRUCTION	FY 2015 -	\$2,950,000	(O)
ORANGE				\$5,600,000	
PROJ.CATEGORY					
DIVISION					

DELAY CONSTRUCTION FROM FY 14 TO FY 15 PENDING TOWN OF CHAPEL HILL DECISION ON PROVIDING REQUIRED MATCH FUNDS.

STATEWIDE

* EB-3314	VARIOUS, STATEWIDE PEDESTRIAN FACILITIES PROGRAM.	RIGHT-OF-WAY	FY 2014 -	\$5,000	(STPEB)
STATEWIDE		CONSTRUCTION	FY 2014 -	\$145,000	(STPEB)
PROJ.CATEGORY			FY 2015 -	\$150,000	(STPEB)
DIVISION				\$300,000	

ADD RIGHT-OF-WAY IN FY 14 NOT PREVIOUSLY PROGRAMMED.

Modification - Funded will use 2013 Section 5339					
IDNUM	SYSTEM	DESCRIPTION	Funding	FUNDING SOURCE	FY14
TG-5251	Triangle	Routine Capital	FBUS	5339	\$222,000
	Transit		L		\$ 55,000

Amendments

Addition - Funded NC-90-X497 (2011 Section 5307)					
IDNUM	SYSTEM	DESCRIPTION	FUNDING	FUNDING SOURCE	FY14
TG-5247	CHAPEL HILL	Routine Capital - Resurface park and ride lots	FUZ	5307	57
			S		7
			L		7

Addition - Funded will use 2013 and 2014 Section 5339

<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>		
			<u>SOURCE</u>	<u>FUNDING</u>	<u>FY14</u>
TG-5227	CHAPEL HILL	Routine Capital - Purchase bus stop shelters, benches, shop equip., spare parts, engines, farebox, support vehicles, replace/repair shop lifts	5339	FBUS L	263,437 65,859

Addition - Funded will use 2014 Section 5339

<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>		
			<u>SOURCE</u>	<u>FUNDING</u>	<u>FY14</u>
TA- 5143	CHAPEL HILL	Purchase support and paratransit vehicles	5339	FBUS L S	160,000 20,000 20,000
TD-5269	CHAPEL HILL	Renovate bus-related facilities	5339	FBUS L S	40,000 5,000 5,000

Addition - Funded will use 2013 and 2014 Section 5339

<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>		
			<u>SOURCE</u>	<u>FUNDING</u>	<u>FY16</u>
TA-5144	Durham Area Transit Authority	Battery Replacement - Hybrid Bus - 20	5339	FBUS L	640,000 160,000
TA-5145	Durham Area Transit Authority	Bus Refurbishment - 6	5339	FBUS L	78,106 19,526
<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>		
TA-5146	Durham Area Transit Authority	Bus Repower - 3	5339	FBUS L	141,821 35,455
TA-5147	Durham Area Transit Authority	Bus Refurbishment - 3	5339	FBUS L	40,870 10218

Addition - Funded will use 2014 Section 5339

<u>IDNUM</u>	<u>SYSTEM</u>	<u>DESCRIPTION</u>	<u>FUNDING</u>		
			<u>SOURCE</u>	<u>FUNDING</u>	<u>FY14</u>
TG-5250	Triangle Transit	Shop Equipment	5339	FBUS L	69,760 17,440
TA-5148	Triangle Transit	Vanpool Vans - Replacement (8)	5339	FBUS L	178,192 45,548



Commuter Rail Capacity Study

Jim Kessler, P.E. and Patrick McDonough, AICP

May 14, 2014



What is Commuter Rail?



Music City Star, Nashville



VRE, Northern Virginia

- FRA compliant equipment (shared track with NS and CSX freight trains & Amtrak trains)
- Operations focused primarily on peak commuter times.
- Stations generally spaced 2 to 10 miles apart.
- Its NOT light rail (not like CATS BLE in Charlotte)
- Its NOT long distance inter-city (not like Amtrak)

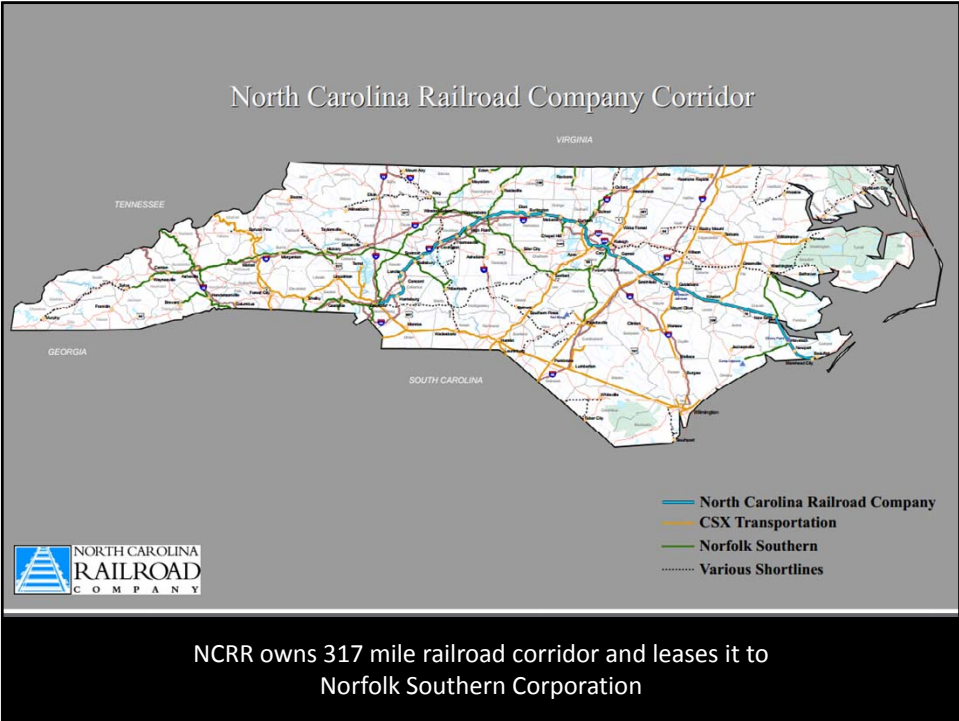
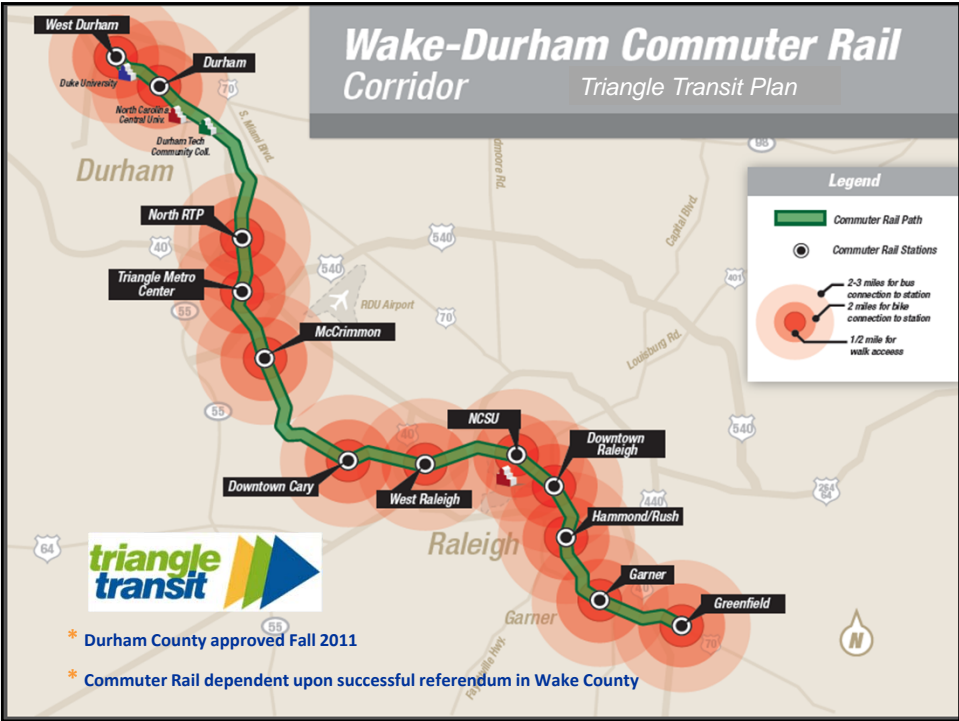
What is a Corridor Capacity Study?



The study consists of...

- NCR and Triangle Transit have commissioned a study, with the assistance of Norfolk Southern, of how various levels of commuter rail service will impact freight operations
- Will evaluate several operating frequency scenarios
 - 3 am trips, 1 midday trip, and 3 pm trips frequency
 - 4 am trips, 1 midday trip, and 4 pm trips frequency
 - 5 am trips, 2 midday trip, and 5 pm, and 2 evening trips frequency
 - 8 am trips, 2 midday trips, 8 pm trips, and 2 evening trip
- Will focus on ...
 - Mebane to Selma corridor
 - Including the West Durham to East Garner (identified in the Durham and draft Wake County transit plans)

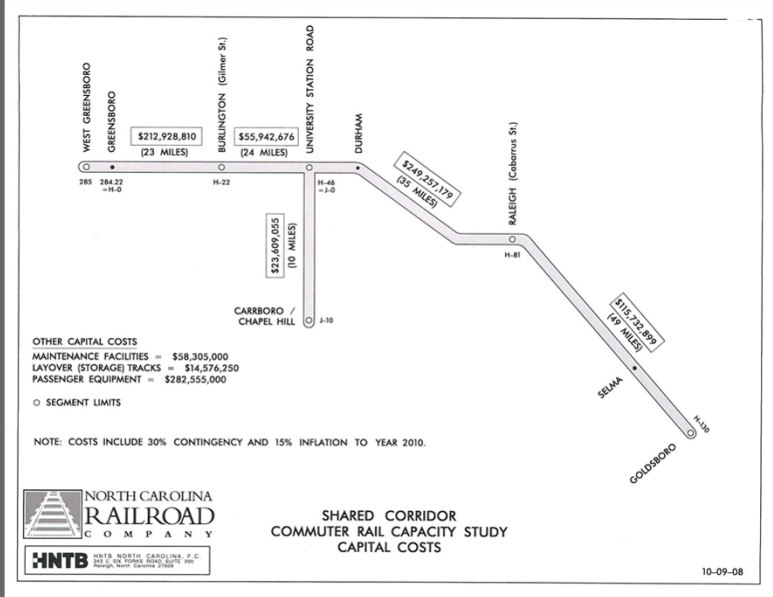




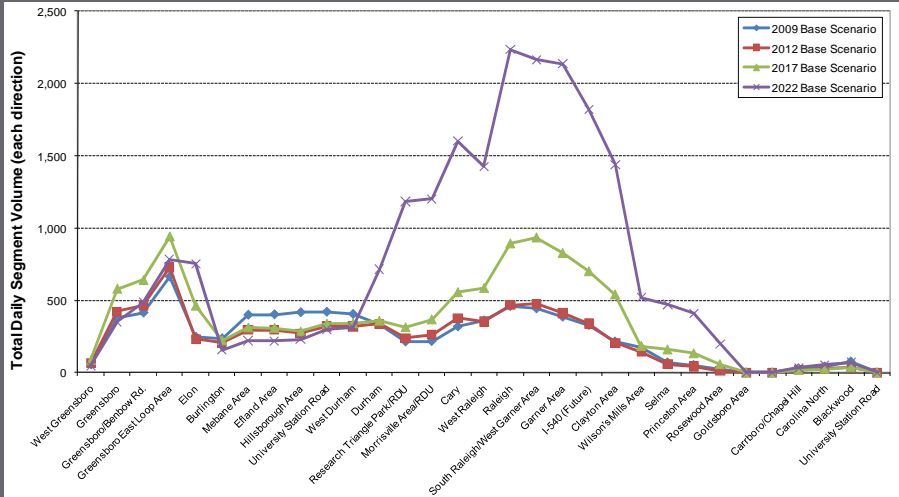
NCR Commuter Rail Capacity Study – 2008 NCR Commuter Rail Ridership Study - 2010



NCR Commuter Rail Capacity Study – 2008



NCRR Commuter Rail Ridership Study - 2010



In order for passenger service to operate in the corridor...

- Norfolk Southern must agree
- There must be adequate capacity for Norfolk Southern and CSX freight service



What we intend to learn

- Need for additions to capacity (double tracking, crossovers, signals, etc.)
- Costs for improvements
- Updated cost numbers will be incorporated into Wake, Durham, and Orange transit plans



Questions?

MEMORANDUM

To: Transportation Advisory Committee
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: May 14, 2014

Subject: **FY 2016-2022 TIP – Prioritization 3.0**

Background

Prioritization 3.0 is NCDOT's third iteration of using a quantitative prioritization process for development of the State Transportation Improvement Program (STIP). In 2013, the General Assembly codified the prioritization process and set many parameters on the use and distribution of transportation funding in legislation titled Strategic Transportation Investments (H817).

The Strategic Transportation Investments legislation organized transportation funding into three categories: Statewide Mobility, Regional Impact, and Division Needs. Statewide Mobility includes highway projects mostly on Interstates and the National Highway System (e.g. I-40, US 15/501, NC 147), commercial service airports (e.g. RDU), and major freight rail corridors (e.g. the NC Railroad). Regional Impact includes Statewide Mobility projects and adds highway projects on other NC and US routes (e.g. NC 54, US 501), public bus and rail transit that crosses county lines (e.g. Durham-Orange light rail, Triangle Transit bus). Division Needs includes Statewide Mobility, Regional Impact, and adds other state roads (e.g. Fayetteville Road), federally funded municipal roads (e.g. portions of Martin Luther King Jr. Parkway), other public transit (e.g. DATA, CHT), and bicycle and pedestrian projects.

Forty percent of the funding is allocated to the Statewide Mobility category for competition statewide based fully on a quantitative analysis. Thirty percent of the funding is allocated to the Regional Impact category for competition within two paired Divisions (5&6, 7&9, 8&10) and is distributed by population of the paired Divisions. Regional Impact projects compete based on a quantitative analysis and local input from MPOs, Rural Planning Organizations, and NCDOT Highway Division Engineers. Thirty percent of the funding is allocated to the Division Needs category for competition within a Division and is distributed equally to each Division. Division Needs projects compete based on a quantitative analysis and local input from MPOs, Rural Planning Organizations, and NCDOT Highway Division Engineers.

Prioritization 3.0 will result in a draft STIP which will be released by NCDOT by December 1, 2014. The MPO will also release a draft TIP at that time and seek public input. A final STIP and TIP are expected to be approved by July 1, 2015 by the NC Board of Transportation and the MPO. The STIP and TIP will include funding for federal fiscal years 2016 through 2022.

Schedule

Steps for submission of projects:

October 23, 2013	Deadline to modify an existing highway project
November 29, 2013	Transit project submission deadline for Prioritization 3.0 for transit operators.
January 8, 2014	DCHC MPO TAC votes on highway and bicycle/pedestrian projects to submit for Prioritization 3.0.
February 12, 2014	DCHC MPO TAC votes on rail projects to submit for Prioritization 3.0 and considers any modifications needed for highway, bicycle/pedestrian, and transit projects.
March 3, 2014	Highway, rail, bicycle/pedestrian, transit submission deadline for Prioritization 3.0.

Steps for developing local ranking methodology:

January –April 2014	MPO develops and approves a local ranking methodology
February 26, 2014	TCC forwards draft local ranking methodology for TAC review and NCDOT review committee review
March 12, 2013	TAC reviews draft local ranking methodology
March 26, 2014	TCC makes recommendation on local ranking methodology in response to TAC and NCDOT review committee comments
April 9, 2014	TAC receives update (approval delayed due to new NCDOT review committee comments provided after the TCC meeting)
April 23, 2014	TCC makes recommendation on revised local ranking methodology in response to new NCDOT review committee comments.
May 14, 2014	TAC adopts local ranking methodology

Steps for developing local input points:

May 14, 2014	NCDOT releases quantitative scores
May 14-21, 2014	MPO staff applies local ranking methodology and develops MPO staff recommendation
May 28, 2014	TCC develops recommendation on local input points.
June 11, 2014	TAC releases the local ranking methodology results and proposed local input points for public comment.
June 25, 2014	TAC holds public hearing on local input points *evening meeting*
July 23, 2014	TCC makes recommendation on final local input points
August 13, 2014	TAC approves local input points
August 29, 2014	MPO submits local input points

Highway

All highway projects previously submitted for earlier Prioritization processes remain in the project database for scoring. The TAC approved the submission of 16 highway projects to Prioritization.

Division 5 submitted six highway projects in Durham County, Division 7 submitted four highway projects in the MPO portion of Orange County (plus one more additional outside of the MPO), and Division 8 submitted no highway projects in the MPO portion of Chatham County.

On March 31, 2014, NCDOT released scores for highway projects that were previously submitted for earlier Prioritization processes. The data and a map of potentially funded projects are posted here: <http://www.ncdot.gov/strategictransportationinvestments/>. MPO staff is in the process of reviewing the results. It is important to note that this is an incomplete set of scores as it does not include the projects submitted by the MPO and Divisions. There also may be some errors in the results. (One error has been identified for a DCHC MPO project and the score will be adjusted.)

Some initial observations are:

- Statewide Category:
 - There are many projects in Wake County with high scores. 10 of the top 20 projects are all or mostly in Wake County.
 - #6 US 15-501 Superstreet, E. Lakeview Dr. to Sage Rd.
 - #10 I-540 Widening and Convert to Tolloed Facility (almost all in Wake County) – assumes 100% toll financed
 - #14 I-40 Managed Lanes, NC 147 to Wade Avenue (shared with Wake County)
 - #35 US 15-501 at Ephesus Church Road Intersection Improvements
 - #45 I-40 Managed Lanes, NC 147 to US 15-501
 - #48 US 70 at Miami Blvd. Interchange
 - #52 US 15-501 at Garrett Rd. Interchange
 - #59 US 15-501 Capacity Improvements, Ephesus Church Rd. to NC 86
- Regional Category:
 - Many of the projects that score highest in the Regional Category are also eligible for Statewide funding. If these projects are funded through Statewide funding, they will not need Regional funding. Projects below are in addition to the high scoring Statewide projects noted above.
 - Region 5+6
 - The top 24 scoring projects are in DCHC MPO or CAMPO.
 - #9 US 501 at Latta Rd. and Infinity Rd. Add lanes through intersection. This project has an error in the scoring and will receive a higher score.
 - #17 NC 751 at University Dr. Roundabout
 - #18 NC 54 Widening, Barbee Chapel Rd. to I-40
 - #28 US 70 Freeway, Lynn Rd. to Miami Blvd.
 - #36 US 15-501 Freeway, I-40 to US 15-501 Bypass
 - Region 7+9
 - #28 I-40 Widening, I-85 to US 15-501
 - #37 NC 86 Widening, US 70 Bypass to NC 57
 - Region 8+11
 - #51 NC 751 Widening, US 64 to O’Kelly Chapel Rd.

- **Division Category**
 - Again, many of the projects that score highest in the Division Category are also eligible for Statewide and Regional funding. If these projects are funded through Statewide or Regional funding, they will not need Division funding. Projects below are in addition to the high scoring Statewide and Regional projects noted above.
 - Division 5
 - #40 NC 54 Widening, NC 751 to Fayetteville Rd.
 - Division 7
 - #7 Estes Dr. at Greensboro St. Roundabout
 - #8 Franklin St. at Merritt Mill Rd./Brewer Ln. Roundabout
 - #14 Orange Grove Rd. Extension
 - #16 S. Churton St. Widening, I-40 to Eno River
 - #19 Estes Dr. Modernization, NCD 86 to Caswell Rd.
 - Division 8
 - #23 NC 751 Widening, Renaissance Pkwy. To O'Kelly Chapel Rd. (almost all in Durham County)

Bicycle/Pedestrian

The TAC approved the submission of 20 bicycle/pedestrian projects to Prioritization. Division 5 submitted four bicycle/pedestrian projects in Durham County, Division 7 submitted six bicycle/pedestrian projects in the MPO portion of Orange County (plus one more additional outside of the MPO), and Division 8 submitted four bicycle/pedestrian projects in the MPO portion of Chatham County.

Transit

Only expansion projects (e.g. expansion vehicles, new park-and-ride lots, etc.) are subject to the Prioritization 3.0 process. The MPO's four transit operators submitted 39 projects to Prioritization. The TAC approved the submission of 67 additional transit projects. None of the NCDOT Divisions submitted any additional transit projects.

Rail

The NCDOT Rail Division submitted five rail projects to Prioritization in the DCHC MPO. The TAC approved the submission of five additional rail projects. None of the NCDOT Divisions submitted any additional rail projects.

The NCDOT Rail Division sent letters to the MPO staff regarding three of our submissions: Double-track Funston to Durham, Double-track Alexander Dr. to Clegg, and Buckhorn Road grade separation. The Rail Division contends that these projects do not have data and are not needed and thus cannot be evaluated. The crossing of Buckhorn Road is just beyond the DCHC MPO's border with the Burlington-Graham MPO, and MPO staff does not recommend pursuing the inclusion of this project at this time.

The TAC sent a letter in response again requesting that the double-track projects be scored. NCDOT's response indicated that our comments would be considered in the future.

Coordination with Division Engineers

The MPO needs to work closely with our NCDOT Division Engineers in order to get projects funded through Prioritization 3.0. The next step of ranking projects and determining ranking points should be coordinated with the Division Engineers to ensure that the region's priorities receive points from both the MPO and the Division. Three letters have been sent to the Division Engineers requesting coordination for Prioritization 3.0.

Local Ranking Methodology

The DCHC MPO has an existing local ranking methodology used for Prioritization 2.0. The methodology needs to be revised for Prioritization 3.0. The existing methodology was dependent on data from NCDOT prioritization process for several criteria. These criteria have changed. In addition, the existing methodology is based on separate criteria for each mode, goal (mobility or modernization), and tier. For Prioritization 3.0, the MPO will need to develop a way to distribute ranking points across different modes within the regional and division categories.

According to the STI legislation, NCDOT must approve MPO's local ranking methodologies before the MPO is allowed to submit local ranking points. There were several TCC meetings to develop a new project ranking methodology. A draft methodology was shared with the TAC in March and sent to NCDOT for review on March 10. NCDOT's comments received on March 13 were:

- *The DCHC scoring criteria appears acceptable. However, as presently written, it appears there may be little connection between the scoring criteria and the TAC's assignment of points to projects. The underlined information on pages 2 and 6 can be interpreted that the TAC may ignore the allocation of points. The committee understands some flexibility may be needed yet there needs to be a process to allow that flexibility. What needs to be made clear to the public is if there is any change to the either the draft or final allocation of ranking points by the TAC, the reasons for the change(s) need to be made clear and open and transparent to the public and posted on the DCHC website. The methodology needs to be revised to reflect this. Just for your information and potential use we offer the following as some guidance that other MPOs and RPOs have used and the Committee has found acceptable: "Any justification/rationale for point assignments made by the TAC which deviate from this local methodology will be placed on the MPO website."*
- *Please also include the actual URL of DCHC website in the narrative*

LPA staff also had a follow-up phone call to confirm what needed to be revised, and revised the MOU to address NCDOT's comments. The TAC's discretion to vary from the order of points has been re-worded on pages 2 and 6 to emphasize that any variation must be described. The MPO's website address has been added. The TCC recommended approval of the final local ranking methodology on March 26. LPA

staff then sent the TCC's recommended methodology to NCDOT on March 27. LPA staff then received the following new comments from NCDOT on March 28:

There continues to be little connection between the scoring criteria and the TAC's assignment of points to projects as was mentioned earlier.

- *Page 4, it appears the TCC has to ability to decide if the MPO staff have applied the methodology consistently. There should be little need to do this unless the methodology is not clearly detailed. If you think this is the case, then please rework the methodology. In the rare event there is some inconsistency, then the TCC needs to publicly disclose why they found the methodology to be inconsistently applied.*
- *Page 5: The last paragraph. As written, there appears to be little need for a methodology if it does not prescribe how points will be assigned. It the factors that are listed as "bullets" are going to be the methodology, then please re-write the methodology to ensure those are incorporated and ensure there is one quantitative and one qualitative criteria. An "either/or" approach is not acceptable.*
- *Page 7 – NCDOT is expected to release scores in May (not April 30)*
- *In the section with tables please double check and correct math (% weights in columns don't add up to total)*

LPA staff was surprised to receive additional comments that were not previously communicated to the MPO. The language referred to in these comments was identical to the language in the earlier document that they reviewed. It is unclear why NCDOT's review committee did not provide these specific concerns in their first email or the phone call. In addition, no objections or concerns were voiced by NCDOT staff at the March TCC meeting when the final methodology was recommended. Since addressing the comment about the language on page 5 requires a significant change to the methodology, LPA staff recommended that the TAC defer approval of the final methodology until May after the TCC is able to develop a recommendation.

LPA staff discussed the new review committee comments with NCDOT staff and developed a recommended revised methodology. The comments referring to page 5 were addressed by adding a recommended distribution of points among modes within the regional and division categories. According to NCDOT staff, the MPO can have flexibility in prescribing the allocation of 40% of the MPO's points. This is approximately 700 of the 1,800 points. It is unclear how this threshold of 40% was determined. The revised methodology was shared with the review committee and LPA staff received the following response:

The Review Committee is pleased to grant conditional authorization to the attached version. Thanks for your efforts to address Committee comments. In practical terms "Conditional" means the MPO should proceed forward with the steps outlined in your methodology. If as a result of public input and/or TAC/TCC input the MPO needs to make further changes they can resubmit the methodology to NCDOT. Per your comment of "I'll let you know if any changes are made afterwards, but I cannot

predict beforehand what suggestions TCC and TAC members may have and how they will vote” the Committee requests you re-submit a revised version IF such changes take place asap.

TCC Recommendation: That the TAC approve the DCHC MPO Methodology for Ranking Transportation Improvement Program Project Requests (FY 2016-2022)

TAC Action: Approve the DCHC MPO Methodology for Ranking Transportation Improvement Program Project Requests (FY 2016-2022)

P3.0 Existing Highway Projects INITIAL Quantitative Data - DRAFT: SUBJECT TO CHANGE

This list does NOT include projects submitted for evaluation in early 2014

SPOT ID	Project Category	TIP	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Regional Impact Quantitative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)	Congestion	[Travel Time] Benefit/Cost	Safety	Multimodal + [Freight & Military]	Economic Competitiveness	Accessibility / Connectivity
H111143-B	Statewide Mobility	U-5304B	US-15 Fordham Boulevard, US-501	East Lakeview Drive	Sage Road	Upgrade Road to "Superstreet".	4 - Upgrade Arterial to Superstreet	\$ 2,052,000	67.47	63.72	45.84	84.83	100.00	88.75	6.20	19.01	86.33
H111014	Statewide Mobility		I-540	I-40	US 64 Bypass	Convert Freeway to tolled Facility and Widen to 8 Lanes (Requested by the Capital Area MPO in 2011) **REQUIRES FEDERAL ACTION TO BE CONSTRUCTED**	1 - Widen Existing Roadway	\$ 1	63.21	49.77	38.98	65.36	100.00	59.07	32.30	12.36	25.24
H111013	Statewide Mobility	FS-1205A	I-40	NC 147	Wade Avenue	Construct Managed Lanes.	1 - Widen Existing Roadway	\$ 726,570,000	61.11	40.44	28.58	100.00	2.92	79.99	61.16	100.00	67.08
H111143-C	Statewide Mobility	U-5304C	US-15 , US-501	SR 1742 (Ephesus Church Road)		Intersection Improvements	10 - Improve Intersection	\$ 2,170,000	51.45	42.88	34.44	68.83	70.06	66.65	9.70	11.80	14.88
H111131	Statewide Mobility		I-40	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).	1 - Widen Existing Roadway	\$ 497,380,000	48.76	35.24	26.52	100.00	2.53	60.18	25.42	68.98	35.90
H128086	Statewide Mobility		US-70	Miami Boulevard		Upgrade Existing at-Grade intersection to interchange.	7 - Upgrade At-grade Intersection to Interchange or Grade Separation	\$ 25,104,000	46.45	42.55	27.37	73.97	29.56	66.65	23.15	40.94	100.00
H090366-A	Statewide Mobility	U-2807	US-15 , US-501	Garrett Road		Upgrade At-grade Intersection to Interchange.	7 - Upgrade At-grade Intersection to Interchange or Grade Separation	\$ 23,870,000	45.39	44.43	28.88	69.74	41.39	66.50	0.00	53.99	100.00
H111143-A	Statewide Mobility	U-5304A	US-15 Fordham Boulevard, US-501	SR 1742 (Ephesus Church Road)	NC 86 (Columbia Street)	Capacity improvements and possible interchange at Manning Drive, with Sidewalks, Wide-Outside Lanes, and Transit Accommodations.	4 - Upgrade Arterial to Superstreet	\$ 95,330,000	44.54	32.62	26.34	89.89	9.52	64.59	6.15	70.25	13.07
H090010-A	Statewide Mobility	I-3306A	I-40	I-85	US 15/501	Add Additional Lanes.	1 - Widen Existing Roadway	\$ 76,700,000	41.89	30.18	23.59	77.96	7.45	65.05	26.54	44.54	23.24
H129638-A	Statewide Mobility	U-4720A	US-70	Lynn Road	Miami Blvd	Upgrade Roadway to Freeway	2 - Upgrade Arterial to Freeway/Expressway	\$ 109,020,000	41.21	39.99	26.97	84.36	4.36	92.25	13.74	26.20	85.85
H128071	Statewide Mobility	FS-1305A	I-540	NC 54	US 1	Construct one Express toll Lane in Each Direction within the Existing Median.	1 - Widen Existing Roadway	\$ 209,040,000	37.10	27.59	21.13	74.27	1.51	59.73	33.32	17.30	26.73
H090366	Statewide Mobility	U-2807	US-15 , US-501	I-40	US 15/501	I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade	2 - Upgrade Arterial to Freeway/Expressway	\$ 130,644,000	34.45	36.84	23.01	73.00	3.56	76.99	6.20	25.45	100.00
H128072	Statewide Mobility	FS-1305A	I-540	NC 54	US 64	Construct one Express toll Lane in Each Direction within the Existing Median	1 - Widen Existing Roadway	\$ 354,280,000	33.98	25.44	19.30	66.57	0.75	58.40	32.44	14.59	27.68
H129638-B	Statewide Mobility	U-4720B	US-70	Miami Blvd	Proposed Northern Durham Parkway	Upgrade Roadway to Freeway.	2 - Upgrade Arterial to Freeway/Expressway	\$ 91,347,000	32.42	31.91	21.52	67.19	3.80	73.26	9.46	19.08	68.38
H110997	Statewide Mobility	FS-1205C	NC-147 Durham Freeway	I-40	East End Connector	Widen Roadway to 6 Lanes and Rehabilitate Pavement.	1 - Widen Existing Roadway	\$ 51,558,000	31.73	27.24	21.52	72.11	3.22	64.52	8.86	9.09	19.56
H111097	Statewide Mobility		NC-147	East End Connector	US 15/501	Modernization, Pavement Rehabilitation, Interchange Consolidation/Upgrades, and Lighting (pending lighting study recommendations).	16 - Modernize Roadway	\$ 46,626,000	29.96	26.55	21.11	70.49	0.00	70.12	8.99	0.00	19.12
H129603-B	Statewide Mobility	I-4743B	I-85 , US-15	SR 1675 (Glenn School Road)	SR 1632 (Red Mill Road)	Add Additional Lanes.	1 - Widen Existing Roadway	\$ 45,611,000	28.70	22.40	17.59	54.06	0.70	66.42	27.30	1.74	20.67
H090006-B	Statewide Mobility	I-0305B	I-85	East of SR 1709	Durham County Line	Add Additional Lanes.	1 - Widen Existing Roadway	\$ 99,260,000	27.92	23.01	18.15	52.54	0.20	75.98	21.74	1.54	22.25
H129603-A	Statewide Mobility	I-4743A	I-85 , US-15	US 70	SR 1675 (Glenn School Road)	Add Additional Lanes.	1 - Widen Existing Roadway	\$ 71,409,000	27.13	20.37	15.26	57.46	0.28	37.10	29.93	1.12	22.26
H090006-A	Statewide Mobility	I-0305A	I-85	SR 1006 Near Hillsborough	East of SR 1709	Add Additional Lanes.	1 - Widen Existing Roadway	\$ 99,684,000	25.07	20.27	16.14	48.25	0.13	64.63	19.93	1.01	17.09

P3.0 Existing Highway Projects INITIAL Quantitative Data - DRAFT: SUBJECT TO CHANGE

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SPOT ID	Project Category	TIP	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Regional Impact Quantitative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)	Congestion	[Travel Time] Benefit/Cost	Safety	Multimodal + [Freight & Military]	Economic Competitiveness	Accessibility / Connectivity
H129685	Regional Impact	U-5516	US-501 Roxboro Road	SR 1448 (Latta Road) / SR 1639 (Infinity Road)		Add lanes through intersection	10 - Improve Intersection	\$ 4,100,000	N/A	50.01	39.66	64.97	100.00	66.65	17.30	N/A	21.01
H128065	Regional Impact		NC-751 Hope Valley Road	SR 1183 (University Drive)		Construct Roundabout	10 - Improve Intersection	\$ 1,005,000	N/A	43.33	35.03	41.82	100.00	66.70	2.65	N/A	12.06
H090531-A	Regional Impact	U-5324A	NC-54	SR 1110 (Barbee Chapel Road)	I-40	Widen Roadway to 6 Lanes with Bicycle, Pedestrian, and Transit Facilities (Adjacent Multiuse Path)	1 - Widen Existing Roadway	\$ 9,100,000	N/A	42.63	34.24	95.76	45.59	59.67	5.35	N/A	13.30
H090531-C	Regional Impact	U-5324C	NC-54	NC 751	SR 1118 (Fayetteville Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	1 - Widen Existing Roadway	\$ 21,600,000	N/A	30.46	25.34	81.31	8.12	74.53	1.46	N/A	6.46
H129645	Regional Impact	U-4722	US-501 Roxboro Road	US 501 Bypass (Duke Street)	SR 1640 (Goodwin Road)	Widen to Six Lanes	1 - Widen Existing Roadway	\$ 28,500,000	N/A	27.91	22.37	68.66	6.01	74.39	8.53	N/A	17.98
H090652	Regional Impact		NC-751 Hope Valley Road	South Roxboro Road	NC 54	NC 751 (S. Roxboro Rd. to NC 54) Widen to 4-Lane, Bike Lanes, and Sidewalks.	1 - Widen Existing Roadway	\$ 8,276,000	N/A	27.34	23.00	69.69	5.98	78.71	2.43	N/A	5.53
H090531-E	Regional Impact	U-5324E	NC-54	SR 1106 (Barbee Road)	NC 55	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	1 - Widen Existing Roadway	\$ 46,400,000	N/A	26.52	22.35	69.33	1.44	81.98	1.40	N/A	6.31
H090531-B	Regional Impact	U-5324B	NC-54	I-40	NC 751	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	1 - Widen Existing Roadway	\$ 32,000,000	N/A	25.70	21.18	75.55	2.88	54.94	1.15	N/A	6.00
H090531-D	Regional Impact	U-5324D	NC-54	SR 1118 (Fayetteville Road)	SR 1106 (Barbee Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	1 - Widen Existing Roadway	\$ 46,800,000	N/A	24.63	20.61	68.46	1.11	66.95	1.22	N/A	5.44
H111036	Regional Impact		NC-86	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 .	1 - Widen Existing Roadway	\$ 10,353,000	N/A	24.16	19.46	65.62	1.98	59.42	5.62	N/A	13.21
H111011	Regional Impact		NC-751	NC 54	Renaissance Parkway	Widen Roadway to Four Lanes with a Median with Bicycle, Pedestrian and Transit Facilities As Appropriate.	1 - Widen Existing Roadway	\$ 11,498,000	N/A	21.70	18.49	52.91	1.46	76.19	1.30	N/A	4.84
H090326	Regional Impact	U-2405	- New Route - Martin Luther King, Jr. Parkway Extension	NC 55	Cornwallis Road	NC 55 to Cornwallis Road. Pedestrian, Bicycle, and Transit Facilities.	5 - Construct Roadway on New Location	\$ 25,510,000	N/A	20.07	17.25	45.36	1.21	79.36	3.75	N/A	4.95
H090555-A	Regional Impact		NC-751	US 64	O'Kelly Chapel Road	Widen to 4 Lanes with Bicycle Lanes on Existing Location.	1 - Widen Existing Roadway	\$ 77,734,000	N/A	17.57	12.89	36.97	0.26	54.43	0.00	N/A	28.20
H090555-B	Regional Impact		NC-751	Renaissance Parkway	O'Kelly Chapel Road	Widen Roadway to Four Lanes with a Median and Bicycle, Pedestrian and Transit Facilities As Appropriate.	1 - Widen Existing Roadway	\$ 22,078,000	N/A	17.30	14.63	46.04	0.00	54.22	0.00	N/A	3.66
H090961	Regional Impact		NC-86	US 70A	I-40	Construct Wide Outside Lanes.	16 - Modernize Roadway	\$ 18,924,000	N/A	14.34	12.52	30.72	0.61	62.51	1.65	N/A	2.56
H090558	Regional Impact		I-85/US 70 Connector, US-70	US 70		Reconstruct interchange to Allow For Full Movements	8 - Improve Interchange	\$ 2,175,000	N/A	7.34	4.90	15.45	0.73	16.65	4.45	N/A	16.29

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SPOT ID	Project Category	TIP	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Regional Impact Quantitative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)	Congestion	[Travel Time] Benefit/Cost	Safety	Multimodal + [Freight & Military]	Economic Competitiveness	Accessibility / Connectivity
H090655	Division Needs		SR-1780 Estes Drive	SR 1772 (Greensboro Street)		SR 1780 (Estes Drive)/SR 1772 (Greensboro Street) Construct Roundabout.	10 - Improve Intersection	\$ 775,000	N/A	N/A	35.34	51.70	100.00	50.00	0.00	N/A	N/A
H090654	Division Needs		SR-1010 Franklin Street/East Main Street	Merritt Mill Road (SR 1771)/Brewer Lane		Franklin Street/Merritt Mill Road/Brewer Ln/E Main Street Intersection Improvements.	10 - Improve Intersection	\$ 775,000	N/A	N/A	34.84	40.86	100.00	66.65	0.00	N/A	N/A
H090647	Division Needs		SR-1006 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	5 - Construct Roadway on New Location	\$ 5,299,000	N/A	N/A	23.67	71.36	13.67	66.66	0.00	N/A	N/A
H090637	Division Needs		SR-1118 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.	1 - Widen Existing Roadway	\$ 21,509,000	N/A	N/A	22.86	67.48	5.64	82.35	0.00	N/A	N/A
H129640-D	Division Needs	U-4721D	- New Route - Northern Durham Parkway	I-85	SR 1004 (Old Oxford Road)	Construct Multi-Lanes on New Location	5 - Construct Roadway on New Location	\$ 29,700,000	N/A	N/A	22.40	50.26	23.13	77.26	0.00	N/A	N/A
H090200	Division Needs	R-2825	SR-1009 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.	1 - Widen Existing Roadway	\$ 26,240,000	N/A	N/A	22.36	73.62	3.25	69.81	4.60	N/A	N/A
H129640-B	Division Needs	U-4721B	- New Route - Northern Durham Parkway	US 70	NC 98	Construct Multi-Lanes on New Location	5 - Construct Roadway on New Location	\$ 37,100,000	N/A	N/A	21.04	61.75	9.98	66.94	11.46	N/A	N/A
H129640-C	Division Needs	U-4721C	- New Route - Northern Durham Parkway	NC 98	I-85	Construct Multi-Lanes on New Location	5 - Construct Roadway on New Location	\$ 41,100,000	N/A	N/A	21.04	61.75	9.98	66.94	11.46	N/A	N/A
H090641	Division Needs		SR-1780 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.	16 - Modernize Roadway	\$ 4,446,000	N/A	N/A	20.77	62.96	0.00	81.77	0.00	N/A	N/A
H090651	Division Needs		SR-1004 Old Oxford Highway	US 501 Business (Roxboro Road)	Hamlin Road	Old Oxford Highway (Roxboro Road to Hamlin Road) Expand Capacity, Bike Lanes, and Sidewalks.	1 - Widen Existing Roadway	\$ 14,103,000	N/A	N/A	17.46	44.77	2.59	79.92	0.00	N/A	N/A
H090239	Division Needs	R-3438	- New Route - Hillsborough Western Bypass	US 70	NC 57	US 70 to NC 57. Two Lanes on New Location.	5 - Construct Roadway on New Location	\$ 13,838,000	N/A	N/A	15.87	44.74	5.60	58.05	4.09	N/A	N/A
H111056	Division Needs		SR-1771	SR 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.	10 - Improve Intersection	\$ 775,000	N/A	N/A	14.76	40.87	7.92	50.00	0.00	N/A	N/A
H090631	Division Needs		SR-1734 Erwin Road	US 15/501	NC 751	US 15/501 to NC 751, Bike Lanes, Sidewalks, and Safety Improvements (Design May Vary Along Length).	16 - Modernize Roadway	\$ 23,598,000	N/A	N/A	13.99	40.57	0.76	57.24	0.00	N/A	N/A
H090487-D	Division Needs	U-4716D	SR-1978 Hopson Street	SR 1999 (Davis Drive)	NC 54 (Miami Blvd)	Widen to Multi-Lanes	1 - Widen Existing Roadway	\$ 4,286,000	N/A	N/A	13.57	34.22	0.33	66.57	0.00	N/A	N/A
H111096	Division Needs		SR-1727 Eubanks Road	SR 1729 (Rogers Road)	NC 86	Widen to Three Lanes with Bicycle Lanes, Sidewalks, Safety and Intersection Improvements.	1 - Widen Existing Roadway	\$ 8,877,000	N/A	N/A	11.75	27.02	0.00	63.45	0.00	N/A	N/A
H111034	Division Needs		SR-1146 Roxboro Street	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	5 - Construct Roadway on New Location	\$ 19,602,000	N/A	N/A	11.67	22.25	1.43	69.31	0.00	N/A	N/A
H090557	Division Needs		SR-1114 Buckhorn Road	SR 1144 (West Ten Road)	US 70	Widen to Multi-Lanes with Bicycle and Pedestrian Accommodations.	1 - Widen Existing Roadway	\$ 10,641,000	N/A	N/A	11.37	17.48	0.00	78.69	0.00	N/A	N/A
H111033	Division Needs		SR-1118 Fayetteville Road	Renaissance Parkway	NC 751	Widen Roadway to Four Lanes with a Median and Bicycle, Pedestrian and Transit Facilities As Appropriate.	1 - Widen Existing Roadway	\$ 17,320,000	N/A	N/A	10.82	36.92	0.45	33.44	0.00	N/A	N/A
H090365	Division Needs	U-2805	SR-1777 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).	16 - Modernize Roadway	\$ 9,348,000	N/A	N/A	10.37	26.64	0.00	50.46	0.00	N/A	N/A
H090372-B	Division Needs	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.	5 - Construct Roadway on New Location	\$ 7,934,000	N/A	N/A	9.64	17.81	0.71	59.34	0.00	N/A	N/A

P3.0 Existing Highway Projects INITIAL Quantitative Data - DRAFT: SUBJECT TO CHANGE

This list does NOT include projects submitted for evaluation in early 2014

SPOT ID	Project Category	TIP	Route	From / Cross Street	To	Description	Specific Improvement Type	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Regional Impact Quantitative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)	Congestion	[Travel Time] Benefit/Cost	Safety	Multimodal + [Freight & Military]	Economic Competitiveness	Accessibility / Connectivity
H090953	Division Needs		SR-1009 Old NC 86	I-40	SR 1727 (Eubanks Road)	Widen Outside Lanes.	16 - Modernize Roadway	\$ 2,622,000	N/A	N/A	9.43	21.13	0.00	52.08	0.00	N/A	N/A
H090653	Division Needs		SR-1721 Lystra Road	US 15/501	SR 1008 (Farrington Point Road)	Construct safety improvements and 4? shoulder for bicycle facilities	16 - Modernize Roadway	\$ 11,742,000	N/A	N/A	8.80	21.00	0.00	45.99	0.00	N/A	N/A
H111162	Division Needs		SR-1005 Old Greensboro Road	SR 2057 (Sturbridge Lane)	Alamance County Line	Add 4-Foot Paved Shoulders	16 - Modernize Roadway	\$ 23,598,000	N/A	N/A	8.44	13.21	0.00	57.98	0.00	N/A	N/A
H111005	Division Needs		SR-1940 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 Asappropriate.	1 - Widen Existing Roadway	\$ 16,282,000	N/A	N/A	8.35	10.91	0.01	61.68	0.00	N/A	N/A
H090826	Division Needs		SR-1843 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)	16 - Modernize Roadway	\$ 7,752,000	N/A	N/A	7.57	15.45	0.00	44.84	0.00	N/A	N/A
H129640-E	Division Needs	U-4721E	- New Route - Northern Durham Parkway	SR 1004 (Old Oxford Road)	US 501 (Roxboro Road)	Modernize Roadway	16 - Modernize Roadway	\$ 33,900,000	N/A	N/A	7.12	14.08	0.00	43.08	0.00	N/A	N/A
H111160	Division Needs		SR-1104 Dairyland Road/Buckhorn Road	SR 1006 (Orange Grove Road)	SR 1146 (West Ten Road)	Construct 4-Foot Paved Shoulders	16 - Modernize Roadway	\$ 25,992,000	N/A	N/A	6.43	5.11	0.04	54.00	0.00	N/A	N/A
H090408	Division Needs	U-3436	SR-1148 Eno Mountain Road, Mayo Street, SR-1192	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.	10 - Improve Intersection	\$ 1,550,000	N/A	N/A	5.10	21.86	3.65	0.00	0.00	N/A	N/A
H090859	Division Needs		- New Route - T.W. Alexander Drive Extension	ACC Boulevard	Leesville Road	Extension of Tw Alexander Drive (4 Lanes New Location)	5 - Construct Roadway on New Location	\$ 11,383,000	N/A	N/A	5.02	0.00	0.00	50.23	0.00	N/A	N/A

SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note	Statewide Preliminary Score	Regional Preliminary Score	Division Preliminary Score
Projects Submitted by the MPO for Prioritization 3.0													
H141884	Statewide Mobility	8 - Improve Interchange		US 15/501	Fordham Boulevard	NC 54	NC 86	Interchange improvements. Increase capacity on northbound to eastbound movement.	Chapel Hill	Included in 2040 MTP as a TSM project. No horizon year. Or as part of Fordham Boulevard widening project.	In Progress	In Progress	In Progress
H140638	Division Needs	5 - Construct Roadway on New Location			Elliot Road	US 15/501	Ephesus Church Road	Construct Extension of Existing Roadway on New Location	Chapel Hill	2020 in 2040 MTP	n/a	n/a	15.26
H140659	Statewide Mobility	8 - Improve Interchange		I-40	I-40/NC 54 (interchange)	I-40	NC 54	Upgrade interchange	Durham, Durham County	2030 in 2040 MTP	In Progress	In Progress	In Progress
H140619	Statewide Mobility	1 - Widen Existing Roadway		US 15/501	US 15-501 Bypass	Pickett Rd	Cameron Blvd	Widen to six lanes	Durham, Durham County	2040 in 2040 MTP	In Progress	23.53	18.27
H140660	Regional Impact	7 - Upgrade At-grade Intersection to Interchange or Grade Separation		NC 54	NC 54/Farrington Rd (grade separation)	Farrington Rd	NC 54	Grade separation	Durham, Durham County	2030 in 2040 MTP	n/a	In Progress	In Progress
H140661	Regional Impact	1 - Widen Existing Roadway		NC 98	NC 98 (Holloway St)	Oak Grove/Nichols Farm	Wake County Line	Widen to four lanes	Durham, Durham County	2040 in 2040 MTP	n/a	20.30	14.51
H140663	Division Needs	1 - Widen Existing Roadway		SR 1158	Cornwallis Rd	NC 55	Alexander Dr	Widen to four lanes	Durham, Durham County	2030 in 2040 MTP	n/a	n/a	13.68
H140669	Division Needs	5 - Construct Roadway on New Location			Farrington Rd (realignment)	NC 54	Wendell Rd	New alignment	Durham, Durham County	2030 in 2040 MTP	n/a	n/a	36.51
H140665	Division Needs	16 - Modernize Roadway			Garrett Rd	NC 751	Old Durham Rd	Add turn lanes, bicycle lanes, sidewalks	Durham, Durham County	2030 in 2040 MTP	n/a	n/a	20.82
H141304	Division Needs	5 - Construct Roadway on New Location			Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	New alignment	Durham, Durham County	2030 in 2040 MTP	n/a	n/a	27.21
H140713	Division Needs	5 - Construct Roadway on New Location			Globe Rd Ext (Brier Creek Parkway)	Miami Blvd	Wake County Line	New alignment	Durham, Durham County	2040 in 2040 MTP	n/a	n/a	16.55
H140714	Division Needs	5 - Construct Roadway on New Location			Leesville Rd Ext	Northern Durham Parkway	US 70/Page Rd Ext	New alignment	Durham, Durham County	2040 in 2040 MTP	n/a	n/a	9.02
H140715	Division Needs	5 - Construct Roadway on New Location			Olive Branch Rd Ext	NC 98	Wake County Line	New alignment	Durham, Durham County	2040 in 2040 MTP	n/a	n/a	4.87
H140716	Division Needs	1 - Widen Existing Roadway			SW Durham Dr	Witherspoon Rd	Old Chapel Hill Rd	Widen to four lanes	Durham, Durham County	2040 in 2040 MTP	n/a	n/a	2.65

SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note	Statewide Preliminary Score	Regional Preliminary Score	Division Preliminary Score
H140717	Division Needs	5 - Construct Roadway on New Location			SW Durham Dr	I-40	NC 54	New alignment	Durham, Durham County	2040 in 2040 MTP	n/a	n/a	15.88
H141779	Regional Impact	13 - Citywide Signal System		Multiple	Multiple			City of Durham Signal System Upgrade (inc. central servers, signal controller upgrades for FYA and transit priority, CCTV network, fiber optic communications network, etc.)	Late staff request	Included in 2040 MTP as a TSM project. No horizon year.	n/a	32.76	26.82

SPOTID	Project Category	Specific Improvement Type	TIP #	Route Number	Route Name	From/Cross Street	To	Description	Local Priority List	Note	Statewide Preliminary Score	Regional Preliminary Score	Division Preliminary Score
Projects Submitted by NCDOT Divisions for Prioritization 3.0													
H140722	Statewide Mobility	1 - Widen Existing Roadway		I-40		NC 147	NC 55	Construct auxiliary lane in the wb direction	Division 5	Not explicitly in 2040 MTP, but might be considered a TSM project or as part of the managed lanes project	In Progress	43.44	33.35
H140747	Statewide Mobility	16 - Modernize Roadway		I-85		SR 1632 (Red Mill Rd)	Falls Lake	Rehab pavement	Division 5	Included in 2040 MTP as a TSM project	In Progress	21.46	16.75
H140661	Regional Impact	1 - Widen Existing Roadway		NC 98		Wake County Line	SR 1815 (Mineral Springs Rd)	Widen to multi-lanes	Division 5, Durham, Durham County	2040 in 2040 MTP	n/a	20.31	14.51
H111097	Statewide Mobility	1 - Widen Existing Roadway		NC 147		East End Connector	US 15-501	Widen from 4 to 6 lanes	Division 5	Not in 2040 MTP	In Progress	26.48	21.04
H141047	Regional Impact	1 - Widen Existing Roadway		NC 55		SR 1954 (S Alston Ave)	Price Ave	Construct additional lane	Division 5	Not in 2040 MTP	n/a	45.37	37.37
H140663	Division Needs	1 - Widen Existing Roadway		SR 1121	Cornwallis Rd	Proposed MLK Jr Parkway Extension	SR 2028 (T. W. Alexander)	Widen to multi-lanes	Division 5, Durham, Durham County	2030 in 2040 MTP	n/a	n/a	13.68
H141545	Statewide Mobility	8 - Improve Interchange		US 15/501	Fordham Boulevard	NC 54	Raleigh Road	Interchange Improvements	Chapel Hill, Division 7	2030 in 2040 MTP	In Progress	In Progress	In Progress
H141336	Division Needs	1 - Widen Existing Roadway			Eubanks Rd.	Millhouse Rd.	NC 86	Widen from 2 to 4 lanes	Division 7	2030 in 2040 MTP	n/a	n/a	8.09
H141550	Regional Impact	7 - Upgrade At-grade Intersection to Interchange or Grade Separation		NC 54		Burning Tree Dr	Barbee Chapel Rd	Superstreet project and include interchange at Barbee Chapel Rd.	Division 7	Combination of 3 projects from NC 54 Corridor Study. One in 2030 in 2040 MTP; one in 2040 in 2040 MTP; one in proposed CTP	n/a	36.86	22.69
H141499	Division Needs	5 - Construct Roadway on New Location			Hillsborough Southwest Connector	US 70	Orange Grove Rd	Construct two-lane roadway on new location	Division 7	Not in 2040 MTP	n/a	26.15	21.18

TAC 5/14/2014 Attachment 9A

DCHC MPO Bicycle/Pedestrian Projects Submitted for Prioritization 3.0

	Project Description	Submitted by	Div
Projects Submitted by MPO to Prioritization 3.0			
1	Morgan Creek Trail Phase II - multi-use path from University Lake to the western terminus of Phase I and a multi-use path spur to BPW Club Rd.	Carrboro	7
2	US 501 Bypass (Duke Street) (Murray Ave. to Roxboro Rd.) – sidewalks	Durham, Durham County	5
3	US 15-501 (Fordham Blvd) (Cleland Dr to Willow Dr) - improve existing off-road path and construct new section of sidepath	Chapel Hill	7
4	Campus to Campus Connector (Merritt Mill Rd to Carolina North Campus) – multi-facility signed route (on-road and trail) providing bicycle and pedestrian connectivity.	Chapel Hill	7
5	NC 54 (James St. to Anderson Park) – sidepath on the north side of the road to accommodate two-direction bicycle transportation	Carrboro	7
6	Estes Dr. (Greensboro St. to Carrboro Town Limits) – bicycle lanes, sidewalk (south side), and transit accommodations.	Carrboro	7
7	Bryant Bridge Trail (NC 55 to Kelly Bryant Bridge) – shared use path	Durham, Durham County	5
8	NC 55 (Riddle Road to Cecil Street) - sidewalks	Durham, Durham County	5
9	NC 54 (NC 55 to RTP) – sidewalks	Durham, Durham County	5
10	Finley Golf Course Rd (US 15-501/NC 54 to NC 54) - sidepath on one side or bicycle lanes	Chapel Hill	7
11	Cook Road (Fayetteville Rd. near Hillside High to Martin Luther King, Jr. Parkway) – Construct bicycle lanes and sidewalks	Durham, Durham County	5
12	Horton Road (Hilldale Rd. to Roxboro Rd.) – bike lanes and sidewalks	Durham, Durham County	5
13	Raynor Street (Miami Blvd to Hardee St.) - sidewalks	Durham, Durham County	5
14	LaSalle Street (Kangaroo to Sprunt) - sidewalks	Durham, Durham County	5
15	NC 98 (Holloway St) (SR 1838 (Junction Rd) to Chandler Rd) sidewalks.	Durham, Durham County	5
16	Guess Road (Hillcrest to Carver) - sidewalks	Durham, Durham County	5

TAC 5/14/2014 Attachment 9A

DCHC MPO Bicycle/Pedestrian Projects Submitted for Prioritization 3.0

	Project Description	Submitted by	Div
17	Erwin Rd (NC 751 to Orange County Line) - bicycle lanes or shoulders	Durham, Durham County	5
18	SR 1919 (S Greensboro St) (Old Pittsboro Rd to NC 54) sidewalk on the west side	Carrboro	7
19	Orange Grove Road/I-40 Pedestrian Bridge and Supporting Sidewalk Improvements	Hillsborough, Orange County	7
20	Pope Road / Ephesus Church Road (Old Durham-Chapel Hill Rd to Legion Road) - sidewalks and bicycle lanes	Durham, Durham Co., Chapel Hill	5, 7
Projects Submitted by NCDOT Divisions for Prioritization 3.0			
21	Farrington Point Rd / Old Farrington / Farrington Mill Rd (Durham County Line to Lystra Rd) - bicycle lanes	Division 8	8
22	SR 1800 (Cheek Rd) (Geer St) to Hardee St) - sidewalks	Division 5	5
23	Geer Street (Midland Terrace to Glen School Rd) - bicycle lanes and sidewalks	Division 5	5
24	Orange High School Road/Harold Latta Road Sidewalk Improvements	Division 7	7
25	Hardee Street (Holloway St. to Cheek Rd.) - sidewalks	Division 5	5
26	Mann's Chapel Rd (US 15-501 to Poythress Rd) - bicycle lanes	Division 8	8
27	Pickett Road (Garrett Rd to Academy) - sidewalks and bicycle lanes	Division 5	5
28	O'Kelley Chapel Road (Wake County Line/Yates Store Rd to American Tobacco Trail) - sidepath	Division 8	8
29	Mt. Carmel Church Rd (Orange County Line to Old Farrington Point Road) - bicycle lanes	Division 8	8
30	Pedestrian connections to Cameron Park Elementary School from Cameron Street and St. Mary's Road.	Division 7	7
31	Trail Connection from Patriots Pointe to Timbers Drive	Division 7	7
32	Trail Connection from English Hill Lane to Buttonwood Drive	Division 7	7
n/a	Mt. Carmel Church Rd (US 15-501 to Chatham County Line) - bicycle lanes	Division 7	7
n/a	Mt. Carmel Church Rd (US 15-501 to Bennett Rd) - sidewalks	Division 7	7

Public Transit Projects Submitted for Prioritization 3.0						
SPOT ID	Project Name	Project Description	Submitting Agency	Primary MPO/RPO	Primary NCDOT Division	Project Category
T130062	Durham Cty FY16 Northgate Shelter	This is for a Type 3-Sheltered Stop. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. As of 2013, this shelter would get 72 boardings daily and 193 alightings.	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
T130063	Durham Cty FY18 Expansion Vehcile Route 4	Two expansion buses are needed to increase the frequency for Route 4 and provide 15 minute service to riders along this route. Presently, it is just 30 minute headway. This route serves a major shopping center, Duke Regional Hospital, the Durham Center for Senior Life, connects to park and rides, and also train service.	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
T130001	Durham FY16 VillageBusShelter	This is for a Neighborhood Transit Center (NTC) located in The Village to work in conjunction with routes 2b, 3, 16a, and 16b.	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
T130002	Durham FY19 NorthDurhamBusShelter	This is for a Neighborhood Transit Center (NTC) in Northern Durham to work in conjunction with routes 4 and 9, serving Durham, Duke, the hospitals, and providing connections to Durham Station and Amtrak.	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
T130024	TTA Durham & Orange Co. FY 2016 Expansion Vehicle RT: Mebane, Hillsborough, Durham	2 expansion buses are needed for a new route to serve Mebane, Hillsborough, & Durham. Presently, areas of Orange County are underserved by public transit and these expansion buses would provide a link between cities in Orange County and Durham County to help remedy that. This route is due to a partnership between Triangle Transit, the City of Durham, and Orange County. If implemented in 2016, ridership is projected to be over 30,000 per day by 2020.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
T130025	TTA Orange - Durham - Wake - CRX Expansion FY 2016	2 expansion buses are needed for additional service on the route that travels between Chapel Hill & Raleigh. This midday service was adopted in the Orange County Transit Plan and is expected to be implemented in 2016, adding an average yearly 753 revenue hours to our system total.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
T130026	TTA Durham Co. Vehicle Expansion RT: Hospital-Rougemont FY 2016	2 buses are needed to provide service for a new route between downtown Durham, the hospitals, and the northern Durham area of Rougemont.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
T130027	TTA Durham Co. South Durham Neighborhood Transit Center FY 2017	This is for a Neighborhood Transit Center (NTC) in Southern Durham to work in conjunction with the Southpoint Park and Ride.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
T130028	TTA Durham-Wake Co. DRX Expansion FY 2017	2 expansion buses are needed to increase peak frequency between Durham and Raleigh. The added buses will be used to implement 15 minute frequency between these two key Triangle cities.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
T130030	TTA Durham Co - Patterson Place Neighborhood Transit Center FY 2017	This is for a Neighborhood Transit Center (NTC) in Southwest Durham to work in conjunction with the Patterson Place Park and Ride.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
T130033	TTA Durham Co - Westgate at Target Shelter FY 2017	This is for a Type 3-Sheltered Stop. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. As of 2013, this shelter would get 30 boardings daily.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
T130034	TTA Wake & Durham Co. - RTP Expansion Vehicles RT: 700 FY 2018	3 expansion buses are needed to increase the frequency of Route 700 between Durham & RTP to 15 minute frequency during morning & afternoon peak hours. This route also serves Durham Technical Community College and serves as one the major transit links between Durham and RTP.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional

Public Transit Projects Submitted for Prioritization 3.0						
SPOT ID	Project Name	Project Description	Submitting Agency	Primary MPO/RPO	Primary NCDOT Division	Project Category
T130038	Chapel Hill FY16 Route F Vehicle Expansion	This project will add additional peak hour service for 1 year on route F (Colony Woods, Frnaklin St. and McDougale School) in response to ridership growth, resulting in headway reduction . This route provides 240,627 rides a year.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130037	Chapel Hill FY16 UNC campus Bus Shelter	Install new bus shelter at Bus stop 3233 on Manning Dr that serves routes A,CCX,CM,N AND RU.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130039	Chapel Hill FY16 RouteCWExpansionVehicle	This project will add additional peak hour service on buses to the existing CW route (Carrboro, Jones Ferry Park and Ride and Weaver St) in response to ridership growth, resulting in headway reduction.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130040	Chapel Hill FY16 Route J Vehicle Expansion	This project will add additional peak hour service on the J Chapel Hill Transit Route (Carrboro, downtown Chapel Hill, Jones Ferry Rd in response to ridership growth, resulting in headway reduction.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130041	Chapel Hill FY17 CL&D RouteVeh1Expansion	Expand CL&D route and service hours and extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130042	Chapel Hill FY17 CL&D RouteVeh2Expansion	Expand CL&D route and service hours and extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130043	Chapel Hill FY17 CL&DRouteVeh3Expansion	Expand CL&D route and service hours and extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130044	Chapel Hill FY17 CL&Route Veh4Expansion	Expand CL&D route and service hours and extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130045	Chapel Hill FY18 54 Corridor Vehicle1Expansion	Extend local bus service from Friday center to serve demand in 54 corridor to I-40 or beyond.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130046	Chapel Hill FY18 54 CorridorVehicle2Expansion	Extend local bus service from Friday center to serve demand in 54 corridor to I-40 or beyond.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130047	Chapel Hill FY18 54 CorridorVeh3Expansion	Extend local bus service from Friday center to serve demand in 54 corridor to I-40 or beyond.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130048	Chapel Hill FY18 54 CorridorVeh4Expansion	Extend local bus service from Friday center to serve demand in 54 corridor to I-40 or beyond.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130003	Chapel Hill , NC	Add additional peak hour buses on existing Chapel Hill Transit routes in response to ridership growth.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130004	Chapel Hill FY19 CW Route Expansion Vehicle	This project will add additional peak hour service on buses to the existing CW route (Carrboro, Jones Ferry Park and Ride and Weaver ST) in response to ridership growth, resulting in headwy reduction.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130005	Chapel Hill FY19 G Route Expansion Vehicle	This project will add additional service on the G Chapel Hill Transit route which serves Booker Creek, University Mall and UNC Hospitlas	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130006	Chapel Hill FY19 J Route Expansion Vehicle	This project will add additional peak hour service on the J Chapel Hill Transit Route (Carrboro, downtown Chapel Hill, Jones Ferry Rd in response to ridership growth, resulting in headway reduction.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130007	Chapel Hill FY19 Pitts EXP Expansion Vehicle	Increase frequency of the existing Pittsboro express route to 30 minutes during the peak commute.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division

Public Transit Projects Submitted for Prioritization 3.0						
SPOT ID	Project Name	Project Description	Submitting Agency	Primary MPO/RPO	Primary NCDOT Division	Project Category
T130008	Chapel Hill FY19 UNC Hosp. Manning Dr. Bus Shelter	Install new block length bus shelter at Manning Drive / UNC Hospital	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130009	Chapel Hill FY20 MLK Corridor Veh1Expansion	Additional bus service will be introduced along the Martin Luther King Jr. - South Columbia – 15/501 corridor. Improvements will include headway reduction and amenity improvements along the corridor. Transportation projections for significantly increased travel demand identified in the Metropolitan Transportation Plan (MTP) 2040 require a substantial increase in capacity in the Martin Luther King Jr. Boulevard corridor.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130011	Chapel Hill FY20 MLK CorridorVeh3Expansion	Additional bus service will be introduced along the Martin Luther King Jr. - South Columbia – 15/501 corridor. Improvements will include headway reduction and amenity improvements along the corridor. Transportation projections for significantly increased travel demand identified in the Metropolitan Transportation Plan (MTP) 2040 require a substantial increase in capacity in the Martin Luther King Jr. Boulevard corridor.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130012	Chapel Hill FY20 MLK CorridorVeh4Expansion	Additional bus service will be introduced along the Martin Luther King Jr. - South Columbia – 15/501 corridor. Improvements will include headway reduction and amenity improvements along the corridor. Transportation projections for significantly increased travel demand identified in the Metropolitan Transportation Plan (MTP) 2040 require a substantial increase in capacity in the Martin Luther King Jr. Boulevard corridor.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130013	Hillsborough FY16 CirculatorHeadwayVehicleExpansion	Request for 18+ passenger light transit vehicle (LTV) for continuation and increased frequency of fixed-route service throughout Hillsborough.	Orange County	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130014	Hillsborough FY17 CirculatorVehicleExpansion	Request 18+ passenger light transit vehicle (LTV) for service expansion of fixed-route service throughout Town of Hillsborough.	Orange County	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130015	Hillsborough FY16 MebaneVehicleExpansion	Request one, 25-foot, 18+ passenger light transit vehicle (LTV) for new fixed-route service from Mebane to Efland to Hillsborough.	Orange County	Durham Chapel Hill Carrboro MPO	Division 7	Division
T130032	TTA Orange Co. - South Rd at Coker Shelter FY 2017	This is for a Type 3-Sheltered Stop. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. As of 2013, this shelter would get 46 boardings daily.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 7	Regional
T130035	TTA Durham - Orange Co Light Rail FY 2016	Light rail system from UNC Hospital in Chapel Hill to Alston Avenue in downtown Durham.	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 7	Regional
T130010	Chapel Hill FY20 MLK CorridorVeh2Expansion	Additional bus service will be introduced along the Martin Luther King Jr. - South Columbia – 15/501 corridor. Improvements will include headway reduction and amenity improvements along the corridor. Transportation projections for significantly increased travel demand identified in the Metropolitan Transportation Plan (MTP) 2040 require a substantial increase in capacity in the Martin Luther King Jr. Boulevard corridor.	Chapel Hill Transit	Durham Chapel Hill Carrboro MPO	Division 7	Regional
	Duke Hospital Enhanced Shelter	Enhanced Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division

Public Transit Projects Submitted for Prioritization 3.0						
SPOT ID	Project Name	Project Description	Submitting Agency	Primary MPO/RPO	Primary NCDOT Division	Project Category
	South Square Enhanced Shelter	Enhanced Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	Patterson Place Enhanced Shelter	Enhanced Bus Shelter	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
	Northern Durham Enhanced Shelter	Enhanced Bus Shelter	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
	Rougemont Park and Ride	Park and Ride	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
	Southpoint Enhanced Shelter	Enhanced Bus Shelter	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
	E MAIN ST AT QUEEN ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	CHAPEL HILL ST AT UNDERWOOD	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	DEARBORN DR AT OLD OXFORD RD	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	TRENT DR AT ERWIN RD	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	MORREENE RD AT GLASSON ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	FAYETTEVILLE RD AT CROOKED C	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	HOLLOWAY ST AT CHESTER ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	E MAIN ST AT ROXBORO ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	LIBERTY ST AT QUEEN ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	E MAIN ST AT QUEEN ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	MORREENE RD AT ERWIN RD	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	E MAIN ST AT MANGUM ST OUTBO	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	HOLLOWAY ST AT ALMA ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	LAKEWOOD AVE AT HERITAGE SQU	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	LAWSON ST AT WABASH ST WESTB	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	E MAIN ST AT CORCORAN ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	MAIN ST AT IREDELL ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	LAWSON ST AT RIDGEWAY AVE WB	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	ANGIER AVE AT DRIVER ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	FLOWERS DR AT DUKE GARDEN	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	MAIN ST AT HOOD ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	RIGSBEE AVE AT SEMINARY ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	FAYETTEVILLE ST AT OLD FAYET	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	ROXBORO RD AT NEWSOM ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	TOM WILKINSON RD AT NORTHERN	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	SERVICE RD AT DAVIDSON AVE	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	MORREENE RD AT AMERICAN DR	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	ROXBORO RD AT OLD OXFORD RD	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	PETTIGREW ST AT MANGUM ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	NC 54 AT GARRETT RD	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	ERWIN RD AT DOWNING ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	FAYETTEVILLE ST AT BURLINGTO	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	ERWIN RD AT RESEARCH DR	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	MOREHEAD AVE AT CORNELL ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	ROXBORO ST AT LIBERTY ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	LEON ST AT BUCHANAN BLVD	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	FAYETTEVILLE ST AT HOMELAND	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	CHAPEL HILL RD AT COLONIAL A	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	FAYETTEVILLE ST AT PEKOE ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	ROXBORO ST AT CHARLES ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	HARDEE ST AT LANDON ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	HOLLOWAY ST AT ALSTON AVE	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	CORNWALLIS RD AT WEAVER ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	E MAIN ST AT CORCORAN ST OUT	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division

Public Transit Projects Submitted for Prioritization 3.0						
SPOT ID	Project Name	Project Description	Submitting Agency	Primary MPO/RPO	Primary NCDOT Division	Project Category
	FAYETTEVILLE ST AT E PIEDMON	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	MCFARLAND DR AT WITHERSPOON	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	LIBERTY ST AT ELIZABETH ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	MORRENE RD AT SHERWOOD DR	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	LAWSON ST AT BACON ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	FAYETTEVILLE ST AT CECIL ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	MLK PKWY AT BAY CAMP DR	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	ROXBORO RD AT DAVIDSON AVE	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	NC 54 AT S ALSTON AVE - EOL	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	UNIVERSITY DR AT KINDER CARE	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	ROXBORO ST AT CORNWALLIS RD	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	HOLLOWAY ST AT ELIZABETH ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	ROXBORO RD AT HIGBEE ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	DOWD ST AT ALSTON ST	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	MOREHEAD AVE AT MORELAND AVE	Bus Shelter	Durham Area Transit	Durham Chapel Hill Carrboro MPO	Division 5	Division
	NC 54 at Falconbridge 1613	Bus Shelter	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional
	NC 54 at Falconbridge 1144	Bus Shelter	Triangle Transit	Durham Chapel Hill Carrboro MPO	Division 5	Regional

Rail SPOT ID	STI Tier	Specific Improvement Type	Railroad	Project Description	MPO/RPO	NCDOT Division	Estimated Total Project Cost	Estimated NCDOT Cost
R140007	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	Norfolk Southern D line	Upgrade of the Oxford - Durham line in order to serve Certainteed with unit trains and the 6-axle locomotives such trains require. Current traffic is supported on a local basis with 4-axle locomotives.	Durham Chapel Hill Carrboro MPO/Kerr Tar RPO	5	\$7,000,000	\$3,500,000
R140012	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	Norfolk Southern H line	Grade separation at Blackwell St crossing in Durham	Durham Chapel Hill Carrboro MPO	5	TBD	TBD
R140013	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	Norfolk Southern H line	Grade separation at Mangum St crossing in Durham	Durham Chapel Hill Carrboro MPO	5	TBD	TBD
R140014	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	Norfolk Southern H line	Grade separation at Ellis Road - north end crossing in Durham	Durham Chapel Hill Carrboro MPO	5	\$14,000,000	TBD
R140029	Division Needs	Construct Facility and/or Station Improvements (Passenger Service)	NCRR/Norfolk Southern H line	Durham Station- Provide parking to accommodate ridership increases including, but not limited to, structures.	Durham Chapel Hill Carrboro MPO	5	\$500,000	\$500,000
R141797	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	NCRR/Norfolk Southern H line	Extension of East Durham Siding	Durham Chapel Hill Carrboro MPO	5	\$41,000,000	
R141798	Regional Impact	Construct Track and/or Structure Improvements (Passenger Service)	NCRR/Norfolk Southern H line	Double track Alexander Drive to Clegg	Durham Chapel Hill Carrboro MPO	5	\$30,000,000	
R141799	Regional Impact	Construct Track and/or Structure Improvements (Passenger Service)	NCRR/Norfolk Southern H line	Double track Funston to Durham	Durham Chapel Hill Carrboro MPO	5	\$53,000,000	
R141801	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	NCRR/Norfolk Southern H line	Buckhorn grade separation and curve realignment	Durham Chapel Hill Carrboro MPO	7	\$8,000,000	
R141802	Division Needs	Construct Facility and/or Station Improvements (Passenger Service)	NCRR/Norfolk Southern H line	Hillsborough Station (new stop)	Durham Chapel Hill Carrboro MPO	7	\$4,000,000	

**DURHAM-CHAPEL HILL-CARRBORO MPO
METHODOLOGY FOR RANKING
TRANSPORTATION IMPROVEMENT PROGRAM
PROJECT REQUESTS (FY 2016-2022)**

INTRODUCTION

According to U.S. Code 23 Section 134, Metropolitan Planning Organizations are required to develop a Transportation Improvement Program in cooperation with the State and public transportation providers through a performance-driven, outcome-based approach to planning. The TIP should contain projects consistent with the Metropolitan Transportation Plan (MTP) and should reflect the investment priorities established in the current MTP. There should be the opportunity for public participation in developing the TIP including consultation, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation and historic preservation.

Furthermore, as a Transportation Management Area (TMA), according to U.S. Code 23 Section 134, all federally funded projects within the DCHC MPO (excluding projects carried out on the National Highway System) shall be selected for implementation from the approved TIP by the MPO in consultation with the State and any public transportation operator. Projects on the National Highway System shall be selected for implementation from the TIP by the State in cooperation with the MPO.

North Carolina's Strategic Transportation Investments (STI) legislation, passed in 2013, establishes a formula and process by which transportation funding is distributed across the State and across transportation modes. The outcome of the STI process is the draft State Transportation Improvement Program. The STI legislation applies uniformly across the State regardless of the boundaries of MPOs and MPOs that are TMAs. The STI legislation requires the identification and submittal of potential transportation projects by NCDOT and the MPO, the evaluation of projects according to a NCDOT-developed quantitative scoring methodology, and the allocation of ranking points among certain projects by NCDOT and the MPO.

The DCHC MPO's Methodology for Ranking TIP Project Requests is the process that the MPO will follow to develop the MPO's allocation of ranking points among projects for input to the STI process. The Methodology will also inform the MPO's development of the Transportation Improvement Program. The Methodology is designed to address the federal requirement that the TIP be consistent with the projects and investment priorities of the MTP while being compatible with the State's STI process.

The DCHC MPO retains the authority to develop the TIP for the MPO area as required by federal regulations. Participation in the STI process through submitting projects and/or allocating ranking points to projects does not require the MPO to include these projects in the TIP.

OBJECTIVE

The Methodology outlined below is designed to address multi-modal transportation needs, ensure regional balance, and prioritize projects that are needed based on technical criteria. The goal is to produce a project priority ranking which satisfies MPO goals, is simple enough for project-level analysis without requiring unnecessary data collection, and is understandable by the general public.

The DCHC MPO's Technical Coordinating Committee (TCC) will use the Methodology to develop a draft allocation of ranking points. This draft allocation of ranking points is to be used as a guide by the Transportation Advisory Committee (TAC) for the approval of the final allocation of ranking points. If the TAC varies from the recommended allocation of points, documentation and reasoning will be provided. Reasons why the TAC may vary from the recommended points include achieving jurisdictional and geographical balance, reflecting the TAC members' knowledge of the urban area and the policies of their communities, addressing public comments, ensuring coordination with NCDOT's Division Engineers, and maximizing the MPO's opportunities for receiving funding.

While the Methodology attempts to comprehensively address the MPO's transportation needs, there will always be factors that are not easily measured that should be considerations in the development of the MPO's project priorities. The TCC will make its technical recommendation of the allocation of ranking points based on the methodology described in this document, and the TAC will then be afforded the opportunity to make changes with appropriate documentation. All public involvement for this process will be conducted in accordance with the DCHC MPO's [Public Involvement Policy](#). Details of our public involvement policy are described below.

PROCEDURE FOR RANKING PROJECTS

1) Goals for the Methodology for Ranking TIP Project Requests

Since the Project Priority Ranking should be a subset of the DCHC MPO MTP, the goals for the Methodology are the same as the DCHC MPO goals and objectives in the 2040 MTP.

- A safe, sustainable, efficient, attractive, multi-modal transportation system that: supports local land use; accommodates trip-making choices; maintains mobility and access; protects the environment and neighborhoods; and improves the quality of life for urban area residents.
- An attractive multi-modal street and highway system that allows people and goods to be moved safely, conveniently, and efficiently.
- A convenient, accessible, and affordable public transportation system, provided by public and private operators, that enhances mobility and economic development.
- 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
- A Transportation Plan that is integrated with local land use plans and development policies.
- 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.
- An ongoing program to inform and involve citizens throughout all stages of the development, update, and implementation of the Transportation Plan.
- Continue to improve transportation safety and ensure the security of the transportation system.
- Improve mobility and accessibility of freight and urban goods movement.

2) Submission of Local Priority Lists to the MPO

All MPO member jurisdictions and Triangle Transit will submit a local priority list to the MPO. The DCHC MPO requests that the local jurisdictions apply screening criteria during the development of these lists. The screening criteria are:

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

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

Local jurisdictions shall provide the DCHC MPO a list of projects. The list should be grouped by mode (highway, public transit, rail, and bicycle and pedestrian). The local jurisdictions shall provide a short description of the project, including the project limits, name, mileage, and cost. The description should note any essential elements of the project such as bike lanes, sidewalks, transit accommodations, vehicle types, etc.

3) **Submission of Projects to the STI Process**

For the 2016-2022 TIP, the DCHC MPO will submit projects to NCDOT's Strategic Planning Office of Transportation by March 3, 2014, for the application of the NCDOT's quantitative ranking methodology. The MPO is limited to fourteen new highway projects, but can submit an additional project for each existing project removed from the system. The MPO is limited to twenty bicycle and pedestrian projects, five rail projects, and an unlimited number of public transit projects. Previously submitted highway projects do not need to be re-submitted. Public transit operators can submit an unlimited number of projects directly to NCDOT. The NCDOT Rail Division can submit an unlimited number of projects to the process. And NCDOT Division Engineers can also submit projects.

DCHC MPO will combine the local priority lists into a list that the MPO will submit to NCDOT. In the event that more highway projects are submitted to the MPO than the MPO is allowed submit to NCDOT, the TCC will select projects based on the screening criteria, the air quality horizon year in the MTP, regional significance, geographic distribution, and local priority. The MPO will also consider requesting that the Division Engineers submit any additional highway projects in the 2040 MTP that are not in the MPO's submittal.

Since the MPO is limited to only 20 bicycle and pedestrian projects and an initial review of candidate projects revealed more than 70 potential projects, the MPO requests that the Town of Chapel Hill, Town of Carrboro, Town of Hillsborough, Orange County, and Chatham County submit four projects each, and the City of Durham and Durham County submit eight projects each. Of the potential 36 project submissions, the TCC will apply a **preliminary ranking** based on the following criteria:

- Safety
 - 20% crash data from 2008-2012 – 4 points per crash; maximum of 20 points

- 20% posted speed limit – 40-50 mph = 20 points; 30-39 mph = 10 points; 25 mph = 5 points
- Access to destinations
 - 10% number of destinations – 1 point per major destination; maximum of 7 points; ½ point for secondary destinations; maximum of 3 points
- Demand/Density
 - 10% Traffic Analysis Zone population density;
 - 10% Traffic Analysis Zone employment density
- Constructability
 - 10% Right-of-Way availability
 - 10% Design status
- Schools
 - 10% if the project is within 2 miles of a K-8 school.

Projects that the MPO cannot submit will be requested to be submitted by the NCDOT Division Engineers.

Any public transit or rail project submitted by a member government or transit operator will be considered for submission by the MPO. Projects will be screened to make sure they are consistent with the 2040 MTP and other adopted transit and rail plans.

4) Application of the MPO Ranking Methodology and Recommended Allocation of Ranking Points

Upon submission by the MPO and NCDOT Division Engineers, projects within the MPO will be scored according to NCDOT's quantitative ranking methodology. The DCHC MPO will receive these scores and project data used to develop the scores. DCHC MPO staff in coordination with local staff will use the project data and collect additional data to apply the MPO methodology. The Project Priority Ranking will then be presented to the TCC.

While the methodology is very detailed and specific about scoring, there is always the chance for human error and incomplete or inaccurate information. DCHC MPO staff will request that all local technical staff on the TCC review the application of the methodology to catch any inadvertent errors. If the TCC finds that there are any errors or inconsistencies, the TCC can agree to change some data inputs to improve accuracy.

There are separate ranking methodologies based on the primary mode of transportation and project type: 1) highway; 2) bicycle and pedestrian; 3) transit-expansion; 4) transit-facilities; 5) transit-fixed guideway; 6) rail-track and structure (passenger); 7) rail-track and structure (freight); 8) rail-facilities (passenger). Furthermore, there are variations within each of these methodologies for the STI funding category (Regional or Division). There are no ferry routes or eligible airports within the DCHC MPO. Similar to the NCDOT quantitative methodology, the ranking methodologies are independent of each other and the points for different modes are not directly comparable.

In total, there are 14 different MPO methodologies for the various modes, project types, and categories.

		Category		
		Statewide	Regional	Division
Mode/Project Type	Highway	No MPO	Yes	Yes
	Bicycle/Pedestrian	Methodology. The MPO does not submit ranking points to projects in the Statewide category.	No. The STI legislation does not allow any bike/ped to be considered for Regional funding.	Yes
	Public Transit-Expansion		Yes	Yes
	Public Transit-Facilities		Yes	Yes
	Public Transit-Fixed Guideway		Yes	Yes
	Rail-Track and Structure	Passenger	Yes	Yes
		Freight	Yes	Yes
	Rail-Facilities	Passenger	No. The DCHC MPO does not have any qualifying projects.	Yes
	Freight		No. The DCHC MPO does not have any qualifying projects.	

If a Statewide project cascades down to the Regional category, it will be scored according to the Regional methodology. If a Statewide or Regional project cascades down to the Division category, it will be scored according to the Division methodology.

The result of the application of the ranking methodology will be up to 14 lists of projects in priority order by mode /project type/category. The next step is to assign the MPO's ranking points to specific projects. The MPO has 1,800 points to allocate among Regional projects and 1,800 points to allocate among Division projects.

For the MPO's 1,800 Regional points, the MPO staff's recommendation to the TCC will assign points among modes and project types according to the following:

- 800 points to Highway
- 200 points to Public Transit – Expansion and Facilities
- 100 points to Public Transit – Fixed Guideway
- 700 points could be assigned to any mode and project type

For the MPO's 1,800 Division points, the MPO staff's recommendation to the TCC will assign points among modes and project types according to the following:

- 300 points to Highway
- 500 points to Public Transit - Expansion and Facilities
- 200 points to Bicycle and Pedestrian
- 100 points to Rail – Stations
- 700 points could be assigned to any mode and project type

Within each mode and project type, points will be assigned in order of the MPO's score. Exceptions may be made if the project costs more than the funding available in that category or if the project will not be competitive within its Region or Division even with the application of local input points. Statewide projects that cascade down to the Regional category will only be considered for Regional local input points if the project is not considered likely to be competitive for Statewide category

funding during the next Prioritization cycle. Statewide or Regional projects that cascade down to Division will only be considered for Division local input points if the project is less than \$5 million. This limitation is due to the very limited amount of funding available in the Division category that is not STPDA or TAP (funding that is directly allocated to certain MPOs and that is not subject to the Prioritization process but is subject to the STI legislation), and the number of projects that only qualify in the Division category (all bicycle/pedestrian, DATA, and Chapel Hill Transit projects). Points will generally be concentrated among fewer projects. The minimum number of points will be assigned to each project to ensure that it maintains its relative position in its Region or Division.

The MPO staff's recommendation to the TCC for the 700 unassigned points in the Regional and Division categories will be informed by:

- The priorities of the 2040 MTP including the adopted distribution of funding between modes and the air quality horizon year of projects;
- The number of eligible projects within the MPO within each funding mode /project type/category;
- The likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization limitations that NCDOT has adopted;
- The effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the limitations set by the STI legislation; and
- Geographic and jurisdictional balance.

MPO staff will document the reasoning used to justify the proposed assignment of points.

The TCC will receive the MPO's staff's recommendation and may consider adjustments based on the above factors for its recommendation to the TAC. Again the reasoning used to develop the recommended assignment of points will be clearly documented.

During the period that the draft point assignment is released for public comment, the MPO staff and the TCC may make further adjustments to their recommendation based on the above factors as well as:

- Coordination with the Division Engineers on the assignment of points;
- Public input and support as evidenced through public comments submitted to the MPO, the MPO's public hearing, public involvement efforts of local governments, and local referenda;

All public involvement for this process will be conducted in accordance with the DCHC MPO's [Public Involvement Policy](#). Details of our public involvement policy are described below.

5) **Approval of Ranking Points**

The TAC will release the draft Project Priority Ranking and application of ranking points for public comment and hold a public hearing at a TAC meeting. After review and public comment, the TAC will approve the final application of ranking points. The TAC's approval will be informed by:

- The priorities of the 2040 MTP including the adopted distribution of funding between modes and the air quality horizon year of projects;
- The number of eligible projects within the MPO within each funding mode /project type/category;

- The likelihood of receiving funding through STI considering the amount of funding available within each Division or Region, historical funding levels for the mode, and the normalization limitations that NCDOT has adopted;
- The effect that receiving funding for a project may have on the likelihood of other projects being funded in the Division or Region considering the limitations set by the STI legislation;
- Geographic and jurisdictional balance;
- Coordination with the Division Engineers on the assignment of points;
- Public input and support as evidenced through public comments submitted to the MPO, the MPO's public hearing, public involvement efforts of local governments, and local referenda;
- The TAC members' knowledge of the urban area and the policies of their communities; and
- Other factors as identified.

If the TAC varies from the recommended allocation of points, MPO staff will document the rationale and will post this on the MPO's website. All public involvement for this process will be conducted in accordance with the DCHC MPO's [Public Involvement Policy](#). Details of our public involvement policy are described below.

Finally, MPO staff will submit these points to NCDOT for use in the STI process.

Public Involvement

All public involvement for this process will be conducted in accordance with the DCHC MPO's [Public Involvement Policy](#).

As is the MPO's standard practice for all TCC and TAC agenda items, all relevant materials, documentation of this process, and TCC and TAC meeting materials and minutes will be posted on the DCHC MPO's website www.dchcmopo.org. Documentation of the process will include a description of the TAC's rationale for assigning points to projects.

The Public Involvement Policy sets a minimum 21-day public comment period for this process and requires a public hearing at a TAC meeting. This public comment period and public hearing will be advertised to the public in accordance with the Public Involvement Policy. Public comments will be documented, summarized, and responses will be provided. In addition, all DCHC MPO TCC and TAC meetings are public meetings and include the opportunity for public comment. Comments provided at any meeting will be considered.

SCHEDULE FOR FY 2016-2022 TIP STRATEGIC TRANSPORTATION INVESTMENTS PROCESS

Steps for submission of projects:

October 23, 2013	Deadline to modify an existing highway project
November 29, 2013	Transit project submission deadline for Prioritization 3.0 for transit operators.
January 8, 2014	DCHC MPO TAC votes on highway and bicycle/pedestrian projects to submit for Prioritization 3.0.
February 12, 2014	DCHC MPO TAC votes on rail projects to submit for Prioritization 3.0 and considers any modifications needed for highway, bicycle/pedestrian, and transit projects.
March 3, 2014	Highway, rail, bicycle/pedestrian, transit submission deadline for Prioritization 3.0.

Steps for developing local ranking methodology:

January –April 2014	MPO develops and approves a local ranking methodology
February 26, 2014	TCC forwards draft local ranking methodology for TAC review and NCDOT review committee review
March 12, 2013	TAC reviews draft local ranking methodology
March 26, 2014	TCC makes recommendation on local ranking methodology in response to TAC and NCDOT review committee comments
April 9, 2014	TAC receives update (approval delayed due to new NCDOT review committee comments provided after the TCC meeting)
April 23, 2014	TCC makes recommendation on revised local ranking methodology in response to new NCDOT review committee comments.
May 14, 2014	TAC adopts local ranking methodology

Steps for developing local input points:

May 14	NCDOT releases quantitative scores
May 14-21, 2014	MPO staff applies local ranking methodology and develops MPO staff recommendation
May 28, 2014	TCC develops recommendation on local input points.
June 11, 2014	TAC releases the local ranking methodology results and proposed local input points for public comment.
June 25, 2014	TAC holds public hearing on local input points *evening meeting*
July 23, 2014	TCC makes recommendation on final local input points
August 13, 2014	TAC approves local input points
August 29, 2014	MPO submits local input points

Highway

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology				Green font = SPOT data used fully or partially
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category	% of Score - Division Category	Criteria	Metric	% of Score - Regional Category	% of Score - Division Category	Reasoning
Congestion	$((\text{exist. V/C ratio} \times 100) \times 60\%) + ((\text{exist vol.}/1,000) \times 40\%)$	30%	25%	20%	Congestion	Use SPOT scoring	30%	30%	Prioritize projects that relieve congestion and are on higher volume roads
Safety	Segment: (Crash Density x 33%) + (Severity Index x 33%) + (Critical Crash Rate x 33%); Intersections: (Crash Frequency x 50%) + (Severity Index x 50%)	10%	10%	10%	Safety	Use SPOT scoring	20%	20%	Prioritize projects with higher more severe crashes
Benefit/Cost	Travel time savings over 30 years in \$/Project Cost to NCDOT	30%	25%	20%	Benefit/Cost	$((\text{Travel time savings over 30 years in } \$ / \text{total of all public funding}) \times 25\%) + ((\text{Average of congestion, safety, and complete street scores}^* / \text{total of all public funding}) \times 75\%)$	25%	20%	Modify NCDOT's method to reflect a broader consideration of project benefits. Use total of all public money (local, state, and federal). *the congestion, safety, and complete street scores will be multiplied by a factor to ensure that they are on a scale comparable to the travel time savings score.
Economic Competitiveness	Primary inputs are Travel Time Savings, Location, and Freight Traffic; Output is # of long-term jobs created (50%) + Value added in \$ (50%) based on % change in NCDOT Div. Economy	10%			Do not include				Subcommittee considered including this, but could not develop a metric that would reflect transportation projects' role to support our current and desired economic development.
Multi-modal (Freight & Military)	25% - V/C Ratio on projects on Non-Interstate STRAHNET Routes; 25% - V/C Ratio on projects on routes that provide direct connection to a transportation terminal; 50% - Truck Volumes / 100	20%			Do not include				Most freight traffic is on interstates which are on the statewide tier
Accessibility/Connectivity	20% County tier designation and volume; 40% if the project upgrades how the roadway functions, volume/200; 40% (average commute time-20)*5		10%		Do not include				All DCHC MPO counties are Tier 3; Bigger roads are not always the appropriate solution; Prioritizing projects in areas with higher average commute time may reward sprawl
not included					Complete Street	25% project adds pedestrian facility; 25% project adds bicycle facility; 25% variable based on number of buses per day on facility; 25% project serves future rail station	10%	20%	Direct resources towards implementing NCDOT's Complete Streets policy and providing access to future rail stations.
not included					Environmental and Community Impacts	Air quality impacts and GIS analysis of wetlands, streams, species habitat, water supply watershed, parks, historic resources, and cemeteries. Fewer potential impacts yields more points	15%	10%	The scoring methodology presumes all highway projects have negative environmental impacts. Environmental justice is not included as it is difficult to analyze the impacts at this stage of development (could be positive and/or negative).

MPO Rank	-	15%	25%				
Division Rank	-	15%	25%				
Total		100%	100%	100%			

100% 100%

BikePed

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology			Green font = SPOT data used fully or partially		
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category	% of Score - Division category	Criteria	Metric	% of Score - Division category	Reasoning		
Benefit/Cost	(Access + Demand Scores)/Cost	Per STI legislation, no Bike/Ped is categorized as Statewide.	Per STI legislation, no Bike/Ped is categorized as Regional	10%	Benefit/Cost	(Access+Safety+Demand/Density+Speed Limit+Environmental Justice Scores)/Total of all public funding	10%	Include all project benefit scores. Include all costs, including any costs incurred by local government, as it is all public money.		
Constructability	Amount of right-of-way acquired, preliminary work completed, environmental impact			5%	not included				Do not include. Most projects will be similar: most R/W acquired, no design completed, CE expected	
Access	Number of major centers and secondary centers within 0.5 miles of ped, 1.5 miles of bike + Distance to Prime Destination			10%	Access	Number of major centers (add schools and future rail transit stations) and secondary centers within 0.5 miles of ped, 1.5 miles of bike + Distance to Prime Destination	20%	Prioritize projects near more destinations/generators. MPO method classifies schools as primary centers instead of secondary centers. Future transit stations are also not included as centers.		
Safety	Number of Bike/Ped crashes + Posted speed limit			15%	Safety	Number of Bike/Ped crashes	30%	Prioritize projects with more crashes		
Demand/Density	Population density within 0.5 miles of ped facility or 1.5 miles of bicycle facility			10%	Demand/Density	Population density within 0.5 miles of ped facility or 1.5 miles of bicycle facility	20%	Prioritize projects in more dense areas.		
not included					Speed Limit	100 points for routes > 35 mph; 50 points for routes 25-35 mph; 0 points <25 mph	10%	Fatality rates are highest for crashes over 35 mph.		
not included					Environmental Justice	GIS analysis of benefit to minority and low-income population	10%	Prioritize projects in EJ communities.		

Divison Rank 25%
 MPO Rank 25%
 Total 100% 100%

Transit - Expansion

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology				Green font = SPOT data used fully or partially
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category	% of Score - Division Category	Criteria	Metric	% of Score - Regional Category	% of Score - Division Category	Reasoning
Benefit/Cost	Ann. Avg. trips per vehicle x life expectancy/state match amt (Demand Response); Ridership for life of vehicle/state match amt (Fixed Route); Route ridership on the existing route for the life of the vehicle/the state match amt (Headway Reduction)	Per STI legislation, no public transit is categorized as Statewide.	45%	25%	Benefit/Cost	Ann. Avg. trips per vehicle x life expectancy/state match amt (Demand Response); Ridership for life of vehicle/state match amt (Fixed Route); Route ridership on the existing route for the life of the vehicle/the state match amt (Headway Reduction)	32.1%	25%	Include all SPOT metrics to make the composite SPOT quantitative score equal to half of the MPO score. Want consistency between the MPO score and SPOT quantitative score.
Vehicle Utilization Data	Max vehicles utilized during peak hr/total fleet size (DR); # vehicles operated at max service/# vehicles available at max service (FR)		5%	5%	Vehicle Utilization Data	Max vehicles utilized during peak hr/total fleet size (DR); # vehicles operated at max service/# vehicles available at max service (FR)	3.6%	5%	
System Safety	(National average reportable incidents/PMT – System reported incidents/PMT) + (National average reportable injuries/PMT – System reported injuries/PMT) + (National average reportable fatalities/PMT – System reported fatalities/PMT) = Safety Result.		5%	5%	System Safety	(National average reportable incidents/PMT – System reported incidents/PMT) + (National average reportable injuries/PMT – System reported injuries/PMT) + (National average reportable fatalities/PMT – System reported fatalities/PMT) = Safety Result.	3.6%	5%	
Connectivity	Projected increase in ridership weighted according to the types of destinations the expansion of service will serve. (20% per destination: medical, employment, commercial, education, and other transportation terminal/transfer): (Ridership Increase x Facility Destination) / System Ridership = Weighted % Increase in Ridership		5%	5%	Connectivity	Projected increase in ridership weighted according to the types of destinations the expansion of service will serve. (20% per destination: medical, employment, commercial, education, and other transportation terminal/transfer): (Ridership Increase x Facility Destination) / System Ridership = Weighted % Increase in Ridership	3.6%	5%	
System Operational Efficiency	Annual ridership / total hours. Demand Response = Trips / Service Hours Fixed Route = Trips / Revenue Hours		10%	10%	System Operational Efficiency	Annual ridership / total hours. Demand Response = Trips / Service Hours Fixed Route = Trips / Revenue Hours	7.1%	10%	
not included					Fleet Age	Variable points based on average fleet age.	10%	10%	Older fleets will benefit from new expansion vehicles.
not included					Transit Dependency Index Percentage	TDIP includes: no vehicle households, elderly population, youth population, persons with disabilities population, below-poverty population.	10%	10%	Direct transit resources towards transit dependent population areas.
not included					Local System Priority	Allow each transit agency to prioritize their projects and identify which projects they expect to be able to provide federal funding towards.	30%	30%	Almost all projects require significant federal funding which is directly allocated to the transit agencies through the MPO. Transit systems will decide how to allocate the federal funding among their priorities. Want consistency between the MPO score and the local priority.

Division Rank	15%	25%
MPO Rank	15%	25%
Total	100%	100%

100%	100%
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Transit - Facilities

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology				Green font = SPOT data used fully or partially
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category	% of Score - Division Category	Criteria	Metric	% of Score - Regional Category	% of Score - Division Category	Reasoning
Age of Facility, Facility Demand, Park-n-Ride, Bus Shelters	Facility Age/Useful life (Age); Peak Service/Capacity (Demand); (Number of Spaces x Utilization) / State Match (P&R); Avg. Boardings + Avg. Alightings (Shelters)	Per STI legislation, no public transit is categorized as Statewide.	40%	30%	Age of Facility, Facility Demand, Park-n-Ride, Bus Shelters	Facility Age/Useful life (Age); Peak Service/Capacity (Demand); (Number of Spaces x Utilization) / State Match (P&R); Avg. Boardings + Avg. Alightings (Shelters)	28.6%	30%	Include all SPOT metrics to make the composite SPOT quantitative score equal to half of the MPO score. Want consistency between the MPO score and SPOT quantitative score.
Benefit/Cost	Annual Trips/State Match		5%	5%	Benefit/Cost	Annual Trips/State Match	3.6%	5%	
System Operational Efficiency	Demand Response = Trips / Service Hour Fixed Route = Trips / Revenue Hour		5%	5%	System Operational Efficiency	Demand Response = Trips / Service Hour Fixed Route = Trips / Revenue Hour	3.6%	5%	
Facility Capacity	Facility (Transit & Admin) = ((proposed capacity – current usage)/existing design capacity) x 33% Park & Ride = ((proposed capacity – current usage)/existing design capacity) x 33%; Shelters = ((proposed capacity – current usage)/existing design capacity) X 33%		20%	10%	Facility Capacity	Facility (Transit & Admin) = ((proposed capacity – current usage)/existing design capacity) x 33% Park & Ride = ((proposed capacity – current usage)/existing design capacity) x 33%; Shelters = ((proposed capacity – current usage)/existing design capacity) X 33%	14.3%	10%	
not included					Transit Dependency Index Percentage	TDIP includes: no vehicle households, elderly population, youth population, persons with disabilities population, below-poverty population.	10%	10%	
not included				Local System Priority	Allow each transit agency to prioritize their projects and identify which projects they expect to be able to provide federal funding towards.	40%	40%	Almost all projects require significant federal funding which is directly allocated to the transit agencies through the MPO. Transit systems will decide how to allocate the federal funding among their priorities. Want consistency between the MPO score and the local priority.	
Division Rank			15%	25%					
MPO Rank			15%	25%					
Total			100%	100%			100%	100%	

Transit - Fixed Guideway

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology				Green font = SPOT data used fully or partially
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category	% of Score - Division Category	Criteria	Metric	% of Score - Regional Category	% of Score - Division Category	Reasoning
Mobility	1 point for every 250,000 trips	Per STI legislation, no public transit is categorized as Statewide.	20%	15%		not included			The county transit plans were developed with extensive study and cooperation. The public has indicated support through the sales tax referenda.
Cost Effectiveness	100 points for a cost of \$4.00 or less per trip; decreasing by 1 point for each \$0.11 increase per trip.		15%	15%		not included			
Economic Development	1 point per 1,000 new employees and 1 point per 500 new residents in the fixed guideway corridor over 20 years.		20%	10%		not included			
Congestion Relief	Travel time savings. 0-100 point scale TBD; Max points = 100 (values over 100 are capped)		15%	10%		not included			
	not included				Public support	Maximum points if a project is included in a county transit plan with a successful sales tax referendum.	100%	100%	
Division Rank			15%	25%					
MPO Rank			15%	25%					
Total			100%	100%			100%	100%	

NCDOT SPOT Prioritization 3.0							Proposed DCHC MPO Project Ranking Methodology						Green font = SPOT data used fully
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category		% of Score - Division Category		Criteria	Metric	% of Score - Regional Category		% of Score - Division Category		Reasoning
		Freight Only	Freight	Passenger	Freight	Passenger			Freight	Passenger	Freight	Passenger	
Benefit-Cost	Emissions, highway-to-rail diversion, fuel savings, travel time savings	20%	10%	10%	10%	10%	Benefit-Cost	Emissions, highway-to-rail diversion, fuel savings, travel time savings	15%	15%	15%	15%	Include all SPOT metrics to ensure consistency between SPOT ranking and MPO ranking. The MPO does not have previous experience with ranking rail projects and thus will heavily rely on the SPOT system for P 3.0.
Economic Competiveness	Long-term economic benefits	10%					Not included. No SPOT data will be available for Regional or Division Category projects.						
Capacity/ Congestion	Volume-to-capacity	15%	15%	25%	10%	15%	Capacity/ Congestion	Volume-to-capacity	15%	20%	15%	20%	
Safety	RR/Hwy crossing incidents	15%	15%	15%	10%	10%	Safety	RR/Hwy crossing incidents	15%	15%	15%	15%	
Accessibility	New or enhanced accessibility	10%	10%		5%		Accessibility	New or enhanced accessibility	10%		10%		
Connectivity	Multimodal improvement	10%	5%		5%		Connectivity	Multimodal improvement	10%		10%		
Mobility	Service improvement	20%	15%	20%	10%	15%	Mobility	Service improvement	15%	20%	15%	20%	
not included							TSS Recommendation	Maximum points if the project is in a Traffic Separation Study.	10%	15%	10%	15%	Prioritize projects that have been through a public input process through a TSS.
not included							Potential Benefit to Commuter Rail	Maximum points if the project is co-located along future commuter rail line.	10%	15%	10%	15%	Prioritize projects that may make future commuter rail more viable.
Division Rank			15%	15%	25%	25%							
MPO Rank			15%	15%	25%	25%							
Total			100%	100%	100%	100%			100%	100%	100%	100%	

NCDOT SPOT Prioritization 3.0					Proposed DCHC MPO Project Ranking Methodology				Green font = SPOT data used fully or pa
Criteria	Metric	% of Score - Statewide Category	% of Score - Regional Category	% of Score - Division Category	Criteria	Metric	% of Score - Regional Category	% of Score - Division Category	Reasoning
			Intercity Passenger Service Only	Facilities/ Intercity Passenger Service & Stations			Intercity Passenger Service Only	Facilities/ Intercity Passenger Service & Stations	
Benefit-Cost	Emissions, highway-to-rail diversion, fuel savings, travel time savings	Per STI legislation, no rail facilities are categorized as Statewide	15%	10%	Benefit-Cost	Emissions, highway-to-rail diversion, fuel savings, travel time savings	No DCHC MPO rail facilities projects would be considered Regional	15%	Include all SPOT metrics to ensure consistency between SPOT ranking and MPO ranking. The MPO does not have previous experience with ranking rail projects and thus will heavily rely on the SPOT system for P 3.0.
Economic Competiveness	Long-term economic benefits				Not included.				
Capacity/ Congestion	Volume-to-capacity		25%	15%	Capacity/ Congestion	Volume-to-capacity		25%	
Connectivity	Multimodal improvement		10%	10%	Connectivity	Multimodal improvement		15%	
Mobility	Service improvement		20%	15%	Mobility	Service improvement		25%	
Not included					Potential Benefit to Commuter Rail	Maximum points if the project is co-located along future commuter rail line.		20%	Prioritize projects that may make future commuter rail more viable.

Division Rank	15%	25%
MPO Rank	15%	25%
Total	100%	100%

0% 100%

Point Assignment

	Estimated Number of Projects Eligible in DCHC MPO*	Estimated Amount of Funding Available Over 10 Years of the TIP	Recommended Minimum Points
Statewide	31	\$6 billion	n/a
Highway	25		n/a
Non-Highway	6		n/a
Rail - Freight	6		n/a
Aviation - Commercial Service	0		n/a
Regional	45	Total of \$2.642 billion for all 3 DCHC MPO Regions	1800
Region 5+6	37	\$978 million (includes Raleigh and Fayetteville areas)	
Region 7+9	12	\$766 million (includes Greensboro and Winston-Salem areas)	
Region 8+10	1	\$898 million (includes Charlotte area)	
Highway	25	Subject to "Normalization" limits described below	800
Region 5+6	20		
Region 7+9	8		
Region 8+10	1		
Non-Highway		Subject to "Normalization" described below	
Rail - Passenger Track	2		0
Region 5+6	2		
Region 7+9	0		
Region 8+10	0		
Public Transit - Expansion and Facilities (Triangle Transit bus only eligible)	17	Capped at 10% of Each Region's Funding	200
Region 5+6	14	Capped at \$98 million	
Region 7+9	3	Capped at \$77 million	
Region 8+10	0	Capped at \$90 million	
Public Transit - Fixed Guideway (D-O LRT only eligible)	1	Capped at 10% of Each Region's Funding	100
Region 5+6	1	Capped at \$98 million	
Region 7+9	1	Capped at \$77 million	
Region 8+10	0	Capped at \$90 million	
Will consider Statewide projects	31		0
Total Number of Points Allocated With Minimums			1100
Unassigned Points			700

		\$736 million for all 3 Divisions (excludes estimated STPDA+TAP)	1800
Division	180		
Division 5	110	\$160 million	
Division 7	67	\$259 million	
Division 8	5	\$318 million	
Highway	56	Subject to "Normalization" described below	300
Division 5	29		
Division 7	27		
Division 8	1		
Non-Highway	124	Subject to "Normalization" described below	
Transit	89		500
Division 5	65		
Division 7	24		
Division 8	0		
Bike/Ped	34	Following historical funding levels, \$60 million total across state	200
Division 5	16		
Division 7	15		
Division 8	4		
Rail - Stations	1		100
Division 5	0		
Division 7	1		
Division 8	0		
Will consider small cost (under \$5M) Statewide or Regional projects	Unsure of number of projects under \$5M		0
Total Number of Points Allocated With Minimums			1100
Unassigned Points			700

*Estimate

NCDOT "Normalization" applies only to the \$9 billion available in Regional and Division Categories

	minimum	maximum
Highway	90% of Regional + Division = \$8.1 billion over 10 years	96% of Regional + Division = \$8.64 billion over 10 years
Non-Highway	4% of Regional + Division = \$360 million over 10 years	10% of Regional + Division = \$900 million over 10 years



**DURHAM - CHAPEL HILL - CARRBORO
METROPOLITAN PLANNING ORGANIZATION**

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

April 9, 2014

Paul C. Worley, CPM
NCDOT Rail Division
1553 MSC
Raleigh, NC 27699-1553

Dear Mr. Worley,

The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) was surprised and disappointed by your letter of April 4, 2014 indicating that you do not plan to score two rail projects that were submitted by the MPO as part of the Strategic Transportation Investments (STI) Prioritization process. We do not see this as a positive step in implementing the new legislation and respectfully request that you change this decision. To be clear (and to correct one of the statements in your letter), these two projects are not to support the implementation of future commuter rail service; they are to support the shared-track use by freight rail, inter-city rail, and commuter rail as each of these services grows over time, as anticipated in the MPO's adopted 2040 Metropolitan Transportation Plan.

We are concerned that the NCDOT Rail Division may be confusing the three main steps in transforming projects from analysis (Prioritization 3.0) to implementation (TIP):

1. Step 1 is to submit eligible projects for quantitative scoring and have them scored by the NCDOT through the Prioritization 3.0 process.
2. Step 2 is to assign local input points by Division Engineers and MPOs or RPOs to see how the combination of quantitative and qualitative criteria will enable each project to compare to other projects – for all Regional Impact and Division Need projects, and for those Statewide Mobility projects which “cascade down.”
3. Step 3 is to program projects into the Transportation Improvement Plans, a step that requires action on both the part of the NCDOT (the State TIP) and the MPO (the TIP) for those projects within the boundaries of an MPO. This step is informed by the quantitative and qualitative scoring, but not dependent on it, as many other factors come into play in actually programming projects for construction.

The process is not designed to decide prior to step one whether or not a project is needed or advisable – all three steps are designed to discern that. The law and guidance do not give the NCDOT discretion whether or not to score a project submitted by an MPO. Nor do they give third parties such as NCRR or freight railroads a “gatekeeper” role in project submittal. Third parties may choose whether or not to participate in funding particular projects, either initially to affect the “cost to the state” calculation, or later on if a project is included in the TIP, but that is the third step in the process, not the first. We have an analogous situation on the roadway side where municipalities or private developers may choose

whether or not to participate in the implementation of a project, but we do not make submittal for scoring contingent on such a role.

The MPO notes that technical staff from the region attended the NCDOT Rail Division's Prioritization session at the Friday Center in Chapel Hill on November 12, 2013 and the Triangle Main Line Forum meeting devoted to Rail Prioritization scoring on December 16, 2013. We have also repeatedly sought clear, detailed guidance on the information needed to score projects. At no time has there been any indication that a relatively straight-forward double-tracking of an existing single track would be beyond the ability of the scoring method. If the Rail Division has developed a scoring method that it cannot carry out, then we recommend that it either quickly change the method to one it can implement for all eligible projects or (as we do with projects for all other modes) use best available information, reasonable and documented assumptions, and rules of thumb in order to fulfill its responsibilities under the legislation.

The MPO does not understand your statement that there is no proposed commuter rail service in the region. Our adopted 2040 Metropolitan Transportation Plan – which is the federally-recognized long range transportation infrastructure investment plan for the region, and which is both fiscally constrained and conforms to federal air quality standards – includes commuter rail service operating between West Durham and Garner, the area covered by the two projects.

Nor does the MPO understand your contention that there is no analysis on which to base a capacity need. The following table is reproduced from page 8 of the summary report of the NC Railroad Shared Corridor Commuter Rail Capacity Study, dated October 9, 2008. It is based on a "4-1-4" am peak-midday-pm peak frequency and 19 additional weekly unit freight trains and five intermodal trains beyond those in service at the time of the report—freight growth estimates that were supplied by the freight railroads. The report clearly indicates a capacity need to double-track the section covered by the two projects and even includes a cost to do so (see third row; details in the report would enable the division to remove the costs associated with commuter rail stations and vehicles, which are not eligible in the statewide tier).

Segment	Length (Miles)	Summary of Improvements	Est. Cost (Millions)	Est. Cost per mile (Millions)
Greensboro to Burlington	23	<ul style="list-style-type: none"> • 2.3 mi 3rd track at Greensboro • 21.9 mi 2nd main track Greensboro-Burlington • 5 stations 	\$212.9	\$9.3
Burlington to University Station Road	24	<ul style="list-style-type: none"> • 1.5 mi 2nd main track at Burlington • 0.6 mi extension of Mebane Siding • New Efland Siding • 3 stations 	\$55.9	\$2.3
University Station Road to Raleigh	35	<ul style="list-style-type: none"> • 26.6 mi 2nd main track Glenn – Cary • New main track at Raleigh • Reconfigure interlocking at Cary • 9 stations 	\$249.3	\$7.1
Raleigh to Goldsboro	49	<ul style="list-style-type: none"> • 2.8 mi 2nd main track Wilson's Mill to Selma • Install signals Pine Level to Goldsboro • 9 stations 	\$115.7	\$2.2

As your letter notes, a capacity and ridership study is beginning that will provide updated information and an additional range of operating scenarios, but none of these scenarios involve less service than the "4-1-4" scenario, and it is our understanding that forecasts of rail freight demand have only increased since the time of the prior study, suggesting that there might be a need for more capacity than was calculated in the 2008 study, but not less. Many projects that are submitted for Prioritization scoring have received far less detailed study or have studies that are much older. For example, NCDOT submitted a project for scoring that would widen the Durham Freeway through downtown and West Durham, a project that is not in our fiscally constrained 2040 MTP and that has had no feasibility study. There are many assumptions that the Prioritization Office is making about this project in order to score it, and there would be many affected stakeholders and property owners that have not been consulted on these assumptions.

We are hopeful that we can resolve this issue quickly and that these two track improvement projects can be scored for this round of Prioritization. Please contact us with any questions about our request. We too look forward to working with you to improve railroad infrastructure and service in our area.

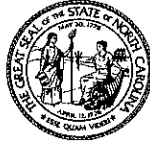
Sincerely,

A handwritten signature in black ink, appearing to read "Ellen Reckhow", with a long horizontal flourish extending to the right.

Ellen Reckhow, Chair

Transportation Advisory Committee

Cc: Chief Deputy Secretary Nick Tennyson
Deputy Secretary Richard J. Walls, PE
J.W. Bowman, PE, Division Engineer



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

ANTHONY J. TATA
SECRETARY

April 15, 2014

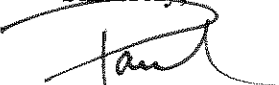
The Honorable Ellen Reckhow, Chair
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization
101 City Hall Plaza
Durham, NC 27701

Dear Commissioner Reckhow,

Thank you for your letter of April 9, 2014. NCDOT duly notes your concerns on behalf of the DCHC Transportation Advisory Committee. We will take your comments under advisement as we seek to review and evaluate the STI process and future candidate rail projects.

Please feel free to call me with any further concerns as we work through this new process and select projects that best meet the transportation needs across our state.

Sincerely,



Paul C. Worley, CPM
Rail Division Director

PW/srw

cc: Chief Deputy Secretary Nick Tennyson
Deputy Secretary Richard J. Walls, PE
Mark Ahrendsen TCC Chairman, Durham-Chapel Hill-Carrboro UA MPO
J.W. Bowman, PE, Division Engineer
Joey Hopkins, PE Deputy Division Engineer
Felix Nwoko, Durham-Chapel Hill-Carrboro UA MPO

MAILING ADDRESS:
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RAIL DIVISION
1553 MSC
RALEIGH NC 27699-1553

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FAX: 919-715-6580

WEBSITE: WWW.NCBYTRAIN.ORG

LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH NC

MEMORANDUM

To: Transportation Advisory Committee (TAC)
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: February 12, 2014

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

This memorandum provides a summary status of tasks for projects in the FY 2013-2014 Unified Planning Work Program.

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

FY 2013-2014 Unified Planning Work Program (UPWP) – Projects

Comprehensive Transportation Plan (CTP)

- ✓ Draft CTP Vision - December 2012
- CTP Deficiency Analysis & Needs Assessment – July 2014
- Alternative Analysis – January 2015
- Draft CTP to Local Jurisdictions - April 2015
- MPO Adopt CTP – June 2015
- NCDOT BOT – September 2015
- Final CTP documentation and distribution – October 2015

MPO Community Viz. Scenarios Planning and Visualization -2.0

- ✓ Funding for local Community Viz 2.0 preparatory work – July 2013
- Geo-spatial database development for Community Viz 2.0 – April 2014
- Implementation in ArcGIS online – March - April 2014
- Field verification & Validation of data – June to August 2014
- Model/Scenario Building – FY 2015

Update of the MPO Public Involvement Policy (PIP)

- ✓ Reconcile MPO Public Involvement Policy with MAP-21 – December 2013
- Update of the MPO Public Involvement to reflect MAP-21 and new MOU – April 2014
- Public Comment period of the Draft MAP -21 compliant PIP – Waiting on rule from FHWA
- TAC adopted of the MAP-21 compliant PIP – Waiting on rule from FHWA

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

- ✓ Desk Audit of MPO Title VI/LEP – October 2013
- ✓ Response to Title Audit – February 2014
- ✓ Implementation of the MPO Title VI and LEP – on going
- ✓ Monitoring of Title VI and LEP – On going

SE Data Update – Employment /Housing/Population Verification

- ✓ Setup of Employment Analyst Web tool using INFO-USA data - July/August 2013
- ✓ Complete local planner use of Employment Analyst - December 2013
- 2013 Base Year Employment Verification – March 2014
- Update of Certificate of Occupancy from 2010-2013 – March 2014
- Development of Draft 2013 Base Year Employment & Dwelling Unit by TAZ – April 2014
- ✓ Development of county guide totals for 2013 – March 2014
- Local Review/concurrence and endorsement of 2013 guide totals – May 2014
- TRM Service Bureau review of 2013 SE Data – April to June 2014
- 2013 SE Data ready for use in TRM validation/calibration – July 2014

Base Year Data Collection (Traffic/Travel Time/Crash/Transit)

- ✓ Fall data collection (Volume/Trucks/ Travel Time/Speed) –September to December 2013
- ✓ Fall Transit data collection - Augusta - December 2013
- Monitoring of Title VI and LEP – On going

GIS Online (AGOL)/Data Management

- ✓ Development of GIS online Administration - Complete
- ArcGIS Online portal –interactive GIS – March 2014
- ✓ AGOL for Employment Analyst - Complete
- AGOL for MPO Data Management and Surveillance of Change - ongoing
- AGOL for network viewing and editing –April 2014
- AGOL integration with the DCHCMPO Website – June 2014
- Portal for public interactive mapping –On going

MPO Congestion Management Process CMP

- Data tabulation (ADT, Travel Time, Bike/Pedestrian, Level of Service –LOS, Crash, etc.) – March 2014
- Data Analysis –March/April 2014
- MPO Mobility Report Card
- MPO CMP State of System Report – June 2014
- Congestion monitoring – Continuously – On going

MPO Website Update

- ✓ Contract Negotiation – complete
- ✓ Contract Execution – February 29, 2014
- Notice to Proceed – March 14, 2014
- Website Design Kick Off – March 20, 2014
- Concept/Design/Web Engineering – April 28, 2014
- Information Architecture and Content Management Migration
- Mapping integration
- Content Editor & System Administration Training
- Quality Assurance & Technology Transfer
- Launch Stage
- Post Launch Services

Triangle Regional Model Update

Prioritization 3.0/STI/ FY 2016-22 TIP

- ✓ Modify and update MPO FY-2014-20 highway prioritization – complete
- ✓ Preparation and submission of transit projects – complete.
- ✓ TAC approves highway and bike/pedestrian projects to be submitted for SPOT-3 – complete
- ✓ TCC recommends to TAC rail projects to be submitted for SPOT-3 – January 22, 2014 - complete
- ✓ TAC recommends rail projects to be submitted for SPOT-3 – February 12, 2014
- LPA develops and approves local ranking methodology – April 2014
- TCC makes recommendation on local ranking methodology – March 26, 2014
- TAC approves local ranking methodology – April 9, 2014
- MPO applies local ranking methodology (points) – May 13, 2014
- TAC releases MPO assigned points for local input/public comments – May 14, 2014
- TAC holds public hearing – June 11, 2014
- LPA addresses public comments and makes draft recommendation on local points
- Approval of points – June 25, 2014
- Submission of points to NCDOT – July 31, 2014

MAP-21 Performance Measurement

Contract Number: C202436 **Route:** US-70, SR-1322
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** B-3638, R-5164F
Length: 1.233 miles **Federal Aid Number:** BRSTP-70B(2)
Resident Engineer: Alan W. Shapiro, PE **RE Phone Number:** (919)220-4680
Location Description: BRIDGE OVER CAMPUS DR AND APPROACHES ON US-70 BUS AND US-70 BUS (MAIN ST) FROM NINTH ST TO BUCHANAN ST.
Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS AND STRUCTURE.
Contractor Name: DEVERE CONSTRUCTION COMPANY, INC
Contract Amount: \$1,969,734.20 **Cost Overrun/Underrun:** 1.05%
Availability Date: 7/30/2012 **Letting Date:** 6/19/2012
Completion Date: 3/18/2014 **Work Began:** 9/17/2012
Revised Completion Date: 3/25/2014 **Estimated Completion:** 9/21/2014
Last Estimate Thru: 3/31/2014 **Scheduled Progress:** 100%
Last Estimate Paid: 4/3/2014 **Actual Progress:** 99.82%

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: George C. Gibson, PE **RE Phone Number:** (919)836-4873
Location Description: NC-540 FROM NC-55 NEAR APEX TO NC-54 NEAR RTP AND NC-147 FROM I-40 TO NC-540.
Type of Work: DESIGN-BUILD LANDSCAPING.
Contractor Name: SOUTHERN GARDEN, INC.
Contract Amount: \$4,800,000.00 **Cost Overrun/Underrun:**
Availability Date: 8/15/2011 **Letting Date:** 4/21/2011
Completion Date: 7/1/2015 **Work Began:** 8/15/2011
Revised Completion Date: **Estimated Completion:**
Last Estimate Thru: **Scheduled Progress:**
Last Estimate Paid: **Actual Progress:**

Contract Number: C202875 **Route:** I-540
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** I-5307, I-5310
Length: 17.133 miles **Federal Aid Number:** IM-0540(23)
Resident Engineer: Michelle H. Gaddy, PE **RE Phone Number:** (919)840-0914
Location Description: I-540 FROM I-40 OVERPASS TO TRIANGLE TOWN BLVD, AND TRIANGLE TOWN BLVD FROM I-540 TO NEW ASPHALT PAVEMENT JOINT.
Type of Work: MILLING, RESURFACING, SHOULDER RECONST, AND STR REHAB.
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: \$8,384,157.45 **Cost Overrun/Underrun:** -4%
Availability Date: 2/27/2012 **Letting Date:** 1/17/2012
Completion Date: 11/15/2012 **Work Began:** 2/27/2012
Revised Completion Date: 4/4/2013 **Estimated Completion:** 4/15/2014
Last Estimate Thru: 3/22/2014 **Scheduled Progress:** 100%
Last Estimate Paid: 3/27/2014 **Actual Progress:** 98.56%

Contract Number: C203128 **Route:** SR-1978
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** U-4716, U-4716A, U-4716B, U-4716C
Length: 4.203 miles **Federal Aid Number:** FRA-FR-HSR-0006-10-01-00
Resident Engineer: Michelle H. Gaddy, PE **RE Phone Number:** (919)840-0914
Location Description: CLEGG PASSING SIDING & HOPSON RD GRADE SEPARATION AND CLOSING OF AT-GRADE RR CROSSINGS.
Type of Work: GRADING, DRAINAGE, PAVING, STRUCTURE & TRACKBED.
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: \$10,900,447.15 **Cost Overrun/Underrun:** 20.17%
Availability Date: 12/31/2012 **Letting Date:** 11/20/2012
Completion Date: 12/28/2015 **Work Began:** 1/30/2013
Revised Completion Date: 10/21/2016 **Estimated Completion:** 12/28/2015
Last Estimate Thru: 4/7/2014 **Scheduled Progress:** 88%
Last Estimate Paid: 4/16/2014 **Actual Progress:** 59.05%

Contract Number: C203273 **Route:**
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 1.189 miles **Federal Aid Number:**

Availability Date: 3/10/2014
Completion Date: 6/6/2014
Revised Completion Date:
Last Estimate Thru: 4/30/2014
Last Estimate Paid: 5/5/2014

Letting Date: 2/12/2014
Work Began: 3/31/2014
Estimated Completion: 5/23/2014
Scheduled Progress: 26%
Actual Progress: 50.64%

Let (B)	TIP Sub No.	Div	County	Let Type	Description	Con Est	ROW Est	STATUS
04/14	U-4726HL	5	DURHAM	NON - DOT LET (Local)	DURHAM - SIDEWALK ON BARBEE STREET BETWEEN THE EXISTING SIDEWALK AT PEARSONTOWN ELEMENTARY SCHOOL AND ORINDO DRIVE; ANDSIDEWALK IN FORMER FAYETTEVILLE STREET RIGHT OF WAY TO CONNECT THE DURHAM AREA TRANSIT AUTHORITY (DATA) ADMINISTRATIVEOFFICES WITH GEER STREET			
09/14	C-4928	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - MORREENE ROAD FROM NEAL ROAD TO ERWIN ROAD	\$1,990,000		
09/14	C-5178	5	DURHAM	NON - DOT LET (Congestion Mitigation)	DURHAM - CAMPUS WALK AVENUE, MORREENE ROAD TO LASALLE STREET AND LASALLE STREET, KANGAROO DRIVE TO ERWIN ROAD CONSTRUCTSIDEWALKS	\$336,000		
09/14	U-0071	5	DURHAM	Raleigh Letting (LET)	DURHAM - EAST END CONNECTOR FROM NORTH OF NC 98 TO NC 147 (BUCK DEAN FREEWAY)	\$140,700,000	\$24,950,000	
09/14	U-4724	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	DURHAM - CORNWALLIS RD FROM SOUTH ROXBORO RD TO UNIVERSITY DR	\$2,156,000		
01/15	EB-4707B	5	DURHAM	Division Design Raleigh Let (DDRL)	DURHAM/CHAPEL HILL - SR 2220 (OLD DURHAM CHAPEL HILL ROAD) FROM SR 1113 (POPE ROAD) TO SR 1116 (GARRETT ROAD)	\$5,150,000		
01/15	EB-5514	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	UNIVERSITY DRIVE (SR 2220, NC 751, SR 1183) FROM SR 2220 OLD CHAPEL HILL ROAD) TO SR 1158 (WEST CORNWALLIS ROAD)	\$1,025,000		
04/15	U-3308	5	DURHAM	Raleigh Letting (LET)	DURHAM - NC 55 (ALSTON AVENUE) FROM NC 147 (I. L. "BUCK" DEAN FREEWAY) TO NORTH OF US 70 BUSINESS - NC 98 (HOLLOWAY STREET)	\$30,900,000	\$3,869,000	
04/15	W-5205N	5	DURHAM	Division POC Let (DPOC)	US 15/501 (UNIVERSITY DRIVE) AT SUMMIT STREET/FORESTWOOD DRIVE			
06/15	EB-4411D	5	DURHAM	NON - DOT LET (Bicycle and Pedestrian)	DIVISION 5 - BARBEE CHAPEL ROAD AND STAGE COARD ROAD PAVED SHOULDERS IN DURHAM COUNTY			
09/14	Small Constr.	5	DURHAM	Division POC Let (DPOC)	Barbee Rd at Herndon Rd - RBT	\$630,000	\$150,000	Need Utility Agrmt. with City
10/14	SS-4905BI	5	DURHAM	Division POC Let (DPOC)	SR 1004 (Old Oxford Road) at SR 1648 (Danube Lane)	\$375,000	\$44,000	R/W 40%, Utility Eng. 50%
02/15	SS-4905BM	5	DURHAM	Division POC Let (DPOC)	Carver St. (SR 1407) at Broad St./Kenan Rd. - Mini-Roundabout	\$320,000	\$33,000	PE - 55%, CIW in summer
07/14	EB-4411D	5	DURHAM	Division POC Let (DPOC)	Paved Shoulders on Barbee Chapel Rd, Farrington Rd, & Stagecoach Rd w/ left-turn lane at Farrington Mill Rd.	\$1,400,000	\$30,000	PE - 75%, no r/w needed
	SS 4906BP 43696.1.1 43696.3.1	5	DURHAM	Division annual needs contract	Upgrade SR 1327 (Gregson St) at Club Blvd replace existing ped heads, add flashing yellow arrows, remove concrete island in NW quadrant, cut back islands on north and west legs Revised Scope to (1) SR 1327 (Gregson St) at Peabody Install traffic signal (2) SR 1327 (Gregson St) between I-85 NB off ramp and Entrnace to Northgate Mall	\$36,000	N/A	Signal work is complete at Gregson and Club. Contractor to start concrete work in May at Mall Entrance Plans received for Gregson and Peabody. Sent to contractor (Poles will take a time to order)

<u>Let (B)</u>	<u>TIP Sub</u> <u>No.</u>	<u>Div</u>	<u>County</u>	<u>Let Type</u>	<u>Description</u>	<u>Con Est</u>	<u>ROW Est</u>	<u>STATUS</u>
	SS 4905BR 43781.1.1 43781.3.1	5	DURHAM	Division annual needs contract	Upgrade NC 55 (Alston Ave) at NC 147 NB Off Ramp/Gann St with flashing yellow arrows for NBLT onto Gann St and SBLT from NC 55 onto NC 147 SB on ramp	\$13,600	N/A	100% Complete waiting for final inspection
	SS 4905BT 43783.1.1 43783.3.1	5	DURHAM	Division annual needs contract	Upgrade traffic signal to flashing yellow arrow on EB Club Blvd and Duke St. Install pedestrian accommodations on all legs of the intersection. Scope changed to add US 15-501 Bus (Roxboro St) at Pettigrew St At US 15-501 Bus/Pettigrew - reivise traffic signal to include over height Preempt, LED Blankout sign and metal poles and mast arms	\$36,000	N/A	100% Complete waiting for final inspection Waiting for plans for Roxboro and Pettigrew
	Developer 36249.3312	5		Developer	Signal upgrade/modifications as part of BCBS TIA requirements	\$5,000 review cost	N/A	Plans not yet reviewed

NCDOT DIV 7 ACTIVE PROJECTS LOCATED IN DCHCMPO

TIP/WBS #	Description	Let Date	Completion Date	Contractor	Status	Cost	Comments
I-5312	Mill & Resurface I-85 from east of I-40 to the Durham County Line.	10/15/2013	9/1/2014	Carolina Sunrock, LLC	Begin construction June 2014	\$4,300,000	TIP
U-0624 C203175 34762.3.4	Widening , Grading, Drainage, Paving & Signals on NC 86 (S. Columbia St.) From SR -1906 (Purefoy Rd) to SR 1902 (Manning Dr) in Chapel Hill .	10/16/2012	12/28/2014	Triangle Grading & Paving, Inc.	77%Complete 74% Schedule	\$4,565,147	TIP
U-2803 C203028 34860.3.1	Widening of SR 1919 (Smith Level Road) from Rock Haven Road to Bridge # 88 over Morgan Creek in Carrboro .	12/18/2012	5/14/2015	Yates Construction, Inc.	36% Complete 62% Schedule	\$4,946,197	TIP
U-3306 C202266 34913.3.ST1	Grading, Drainage, Paving, Signals, Curb, and Gutter and Retaining Walls on SR 1733 (Weaver Dairy Road) From NC 86 to Old Sterling Road in Chapel Hill .	7/20/2010	Anticipated 5/15/14 due to extra work, Partial acceptance pending.	Yates Construction, Inc.	100% Complete 100% Schedule	\$9,584,886	ARRA / TIP
W-5318 C203193	Geometric Improvement, Paved Shoulders, Resurfacing and Rumble Strips on NC 86 from NC 57 to Caswell Co. line.	2/19/2013	12/15//13	Carolina Sunrock, LLC	100% Complete 100% Schedule. Pending RTE inspection.	\$4,750,000	High Hazard Safety
W-5207E 45337.3.FD5	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	10/17/2013	2/5/2015	Triangle Grading & Paving, Inc.	Construction started 3/31/14	\$640,000	High Hazard Safety
EB-4411E 36333.3.FD5	Install 2 ft. paved shoulders (including resurfacing) along both sides of NC 86 between Whitfield Rd. and US 70 Business in Orange County	2/20/2014	TBD	Carolina Sunrock, LLC	Construction Spring 2014	\$500,000	Bike/Ped enhancement

NCDOT DIV 7 FUTURE PROJECTS LOCATED IN DCHCMPO

TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
ER-2971G 3607.3.13	Construct sidewalks on SR 1900 (Mason Farm Road) from US 15/501 (Fordham Blvd.) to Highland Woods Road in Chapel Hill .	TBD	Fall 2014	Town acquiring R/W - Easement from UNC	\$30,000	Division Enhancement; MA w/TOCH, LGA
W-5207I 45337.1.9	Funds for preliminary engineering on SR 1005 (Jones Ferry Road) and Davie Street) in Carrboro	Late 2014	TBD	Finalizing plans for R/W.	\$50,000	High Hazard Safety

W-5207E 45337.3.FD5	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	10/17/2013	2/5/2015	Triangle Grading & Paving, Inc.	Construction started 3/31/14	\$640,000	High Hazard Safety
EB-4411E 36333.3.FD5	Install 2 ft. paved shoulders (including resurfacing) along both sides of NC 86 between Whitfield Rd. and US 70 Business in Orange County	2/20/2014	TBD	Carolina Sunrock, LLC	Construction Spring 2014	\$500,000	Bike/Ped enhancement
SS-4907AZ 43987.1.FR1	NC 86 (Churton Street) at SR 1150/SR 1002 (King Street), and NC 86 (Churton Street) at Margaret Street. Initial construction funds are needed for traffic signal and curb ramp revisions.	TBD	TBD		Plans are being review by District, Coordinate with Town's streetscape project	\$37,600	Spot Safety-State
SS -4907V 42423.3 42423.1	Realign intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	6/15/2014	TBD	Need Public Workshop	Alternate Design in progress	\$198,000	Spot Safety-State

DIV 7 LOCAL GOVERNMENT ADMINISTERED PROJECTS IN DCHCMPO

TIP/WBS #	Description	Let/Start Date	Completion Date	Status	Cost	Comments
C-5184 46234.3.1	Riverwalk Trail Phase III - Construct a paved off-road trail along Eno River connecting River Park, Gold Park and the Occoneechee Mountain State Natural Area and construct sidewalk to provide pedestrian and bicycle connections to the Greenway in Hillsborough	Summer 2014	TBD	Design in progress, R/W authorization pending	\$610,000	CMAQ
EB-4707A (Orange) EB-4707B (Durham)	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	9/30/2014 (D5DRL)	TBD	Design in progress, R/W -1/1/14	\$4,900,000	Enhancement - Bike and Ped.
EL-4828 / 40245.1.1 40245.3.1	Design & construction of multi-use pedestrian /bicycle path along Morgan Creek from Smith Level Road to the Weatherhill Pointe neighborhood & construct a multi-use pedestrian /bicycle path along Morgan Creek from Smith Level road west to the Berryhill Neighborhood in Carrboro	6/31/14	TBD	Design in progress	\$480,000	STP-DA; MA w/TOC
SR-5000S 40922.1.18	Education, encouragement, evaluation, and neighborhood outreach for Carrboro Elementary School			Program underway	\$12,865	Safe Routes to Schools; MA w/TOC
SR-5001AR	Construct 320' of 5' sidewalk on Culbreth Road between Cobbleridge Rd. in Chapel Hill and Rosburn Rd. in Chapel Hill	4/12/12	9/30/13	Construction complete; Final closeout pending	\$50,000 SRTS/\$108,000 STPDA	SRTS/STP-DA; MA w/TOCH
U-4726DC 36268.3.4	Wilson Park Multi-Use Path in Carrboro	6/7/12	11/26/12	Construction complete; Final review complete, closeout pending	\$129,431	STP-DA; MA w/TOC
U-4726DD	Construct sidewalk on Rogers Road from Homestead Road to Meadow Run Ct. in Carrboro	Summer 2014	4/30/14	Design underway	\$428,960	STP-DA; MA w/TOC
U-4726DE (replaces EL- 4994)	Construct Bolin Creek Multi-use Path from Homestead Road to Chapel Hill High School in Carrboro	TBD	TBD	Design underway	\$590,000	STP-DA; MA w/TOC
U-4726DF	Bicycle detection at Signalized Intersections in Carrboro	3/31/14	TBD	R/W certification pending	\$36,000	STP-DA; MA w/TOC
U-4726IF	Design and install stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail in Chapel Hill	TBD	TBD	Supplemental agreement to remove construction; Town to pay for construction	\$20,000 PE	STP-DA; MA w/TOCH
U-4726IG	Morgan Creek Trail Phase 2 - Construct 10' wide greenway from existing Fan Branch Trail near Culbreth Rd. and US 15/501 to Phase 1 in Chapel Hill	9/12/12	11/1/2013, Anticipated 6/1/14	95% Complete	\$1,310,000 / additional funds \$1,000,000 8/12	STP-DA; MA w/TOCH

DIV 7 LOCAL GOVERNMENT ADMINISTERED PROJECTS IN DCHCMPO

TIP/WBS #	Description	Let/Start Date	Completion Date	Status	Cost	Comments

Initial road rankings could help Triangle

The Herald-Sun By Ray Gronberg Apr. 03, 2014 @ 07:55 PM

DURHAM —The Triangle could benefit from a reshuffle of highway funding instigated by Gov. Pat McCrory, if the N.C. Department of Transportation's initial evaluation of its project backlog holds up.

The agency this week released a spreadsheet that shows how engineers are sizing up 1,278 road projects using the "quantitative" evaluation criteria that McCrory and state legislators agreed on last year.

Projects in Wake, Durham and Orange counties hold 11 of the top 20 slots in the first-cut rating of initiatives with enough "statewide impact" to qualify for the single largest pot of future construction money.

The very top slots go to several proposed upgrades to the road network around RDU, including a renovation of the Interstate 40/Airport Boulevard interchange.

On the western side of the Triangle, an expansion of the "superstreet" intersection changes on U.S. 15-501 in Chapel Hill holds sixth place in the statewide-impact rankings. It would target crossings from Sage Road east to the town limits, using a sort of traffic circle to eliminate left turns as DOT previously has at U.S. 15-501 and Erwin Road.

DOT analysts listed it as a \$2.1 million project.

"I'm assuming that one got a really high ranking because it interacts with the [boulevard's] I-40 interchange, and the Federal Highway Administration really likes you to keep those interchanges working and not blocking their freeway," Chapel Hill Town Councilman Ed Harrison said. "That stuff tends to get some help."

State Transportation Secretary Tony Tata last week told business leaders that the spreadsheet would offer a "snapshot" of how the project-evaluation process is going.

It's still very much a work in progress, for starters not including the local input allowed by state law for projects having only regional or local significance. The initial list also omits 500 or so new road projects that communities around the state have asked DOT to rank, and doesn't yet factor in transit, bicycle or pedestrian projects.

All that means it's "hard to draw any definitive conclusions about" how the rankings will eventually shake out, said Ellen Beckman, a senior transportation planner for the city of Durham.

But the initial list did back up something former Durham mayor and DOT Chief Deputy Secretary Nick Tennyson told business leaders last week, namely that the agency has a longer to-do list than the state has money to pay for.

The 1,278 projects in the spreadsheet have an estimated cost of \$55.6 billion.

State legislators reworked DOT's funding-allocation last year on the assumption it would spend about \$1.5 billion a year on construction. At that rate, it would take 37 years to do everything on the spreadsheet.

And even though the law did away with the old "equity formula" that forced DOT to spread its money around the state, legislators did make sure the agency still can't spend it all in one place.

For example, even though "statewide impact" projects are supposed to be ranked and funded purely on a quantitative basis, the law bars DOT from spending more than 10 percent of the money reserved for them in any given five years on one road corridor in a single area.

That means the agency can't build one high-ranking Triangle project – a proposal to add "managed" express lanes to I-40 from the Durham Freeway to Wade Avenue – all at once, or likely even in a single decade.

Engineers think it would cost \$726.6 million; the statewide-impact allocation was thought likely to generate about \$600 million a year for all of North Carolina.

The initial ratings also included a host of projects deemed to have only regional or local impact. There again, Triangle projects scored favorably “pretty well across the board,” Beckman said.

In Durham, a proposal to add lanes to the intersection of U.S 501, Latta Road and Infinity Road rated highly. Also scoring well was the idea of replacing the intersection of Hope Valley Road and University Drive with a roundabout.

Those figure as \$4.1 million and \$1.0 million projects, respectively, their place on the list squaring with Beckman’s observation that the rating scheme seems to reward relatively low-cost projects that promise significant congestion-reduction benefits.

But it also favors some complex, high-dollar possibilities, among them a potential \$23.9 million move to convert the U.S. 15-501/Garrett Road intersection into a freeway-style interchange.

Designers there would the need to deal with nearby businesses and homes, and reckon with the possibility of Triangle Transit’s someday running a light-rail connection from Durham to Chapel Hill along the boulevard.

Even though all the proposals DOT has scored are on local governments’ long-term wish list, “there may be projects where we’d want to look at multiple alternatives before committing to a certain one,” Beckman said.

But overall, “my own viewpoint is that if they’re going to deal with highways, they need to deal with congestion,” Harrison said. “And this appears to do that.”

Road Worrier: Transit sales tax pays off for bus riders in two Triangle counties

The News and Observer.com By Bruce Sicheloff April 28, 2014

- Orange-Durham transit sales tax pays for expanded bus service

Last summer, Chapel Hill Transit and DATA added more frequent service or added later evening hours for a few busy routes in Durham and Chapel Hill-Carrboro. The improvements were funded with a new half-cent sales tax dedicated to transit investments, authorized by Orange and Durham county voters and collected by retailers since April 2013.

Later this year, the transit sales tax is expected to pay for more upgrades in the two counties, including the first Sunday bus service to be offered by Triangle Transit.

Triangle Transit

Extend Saturday service to 11 p.m. and begin Sunday service from 7 a.m. to 7 p.m. for three routes: 400 (Durham–Chapel Hill), 700 (Durham–Regional Transit Center) and 800 (Chapel Hill–Southpoint–Regional Transit Center). Starting in August.

Add a new rush-hour route for residents near Mebane and Hillsborough who work or have business at Duke Medical Center and downtown Durham. Service from Hillsborough is proposed to start in August, with the route extended to Efland and Mebane in 2015.

DATA

Add two new rush-hour bus routes to Duke Medical Center, from North Durham and from Southpoint. Starting in spring 2015.

Offer more frequent service on routes 12 (N.C. Central University and N.C. 55 at Sedwick Drive) and 15 (Brier Creek), and more buses between Durham Station and the Village during nights and Sundays. Starting in September.

Chapel Hill Transit

More expansions planned to ease crowding on busy routes at rush hour, improve travel options for low-income families who rely on bus service, and expand job access for people who work evenings and on weekends.

Shoppers in Orange and Durham counties have been paying a special half-cent sales tax dedicated to bus and rail transit improvements for the past year. Now they're starting to get something back for their money.

Triangle Transit will use some of the sales tax proceeds this summer to inaugurate Sunday service on a handful of routes in the two counties – stepping up to a seven-day schedule for the first time in its 21-year history.

Chapel Hill Transit and Durham's DATA began spending sales-tax dollars for service expansions last fall, adding evening hours and more frequent daytime runs on several busy bus routes. They're planning more bus upgrades this fall and next year.

"We're trying to provide improved access to jobs, especially those with nontraditional work hours, and expand access to retail, medical and educational destinations," said Brian Litchfield, the Chapel Hill Transit director.

And new rush-hour bus routes will be rolled out for residents of Hillsborough, Mebane, North Durham and southern Durham who work at Duke University and in downtown Durham. That will give more commuters the option to leave the car, if they have one, at home.

Some folks in Wake County might feel left out, because they don't have a dedicated sales tax pouring money into a bank account for transit improvements. But Wake also will benefit from expanded bus service this year, thanks to funds kicked in by Triangle Transit and the Raleigh City Council.

Orange and Durham began collecting the transit sales tax in April 2013, after the tax and a related vehicle registration fee were approved first by the commissioners in both counties and then by voters, as part of long-range bus and rail investment plans. Part of the tax proceeds have been set aside for planning work on [a light-rail line](#) local leaders hope to build one day between UNC Hospitals and downtown Durham.

The Wake County commissioners [have not taken action](#) on a similar bus and rail plan drafted in 2011 by Triangle Transit planners and the former county manager, with input from Wake's 12 town and city boards.

The Wake plan includes light rail in the distant future and a separate commuter train line from Durham through Research Triangle Park and Raleigh to Garner – a prospect that might sound appealing next year, when a \$130 million Raleigh Beltline repair project is expected to start making hordes of commuters late to work every morning.

And, like the Orange and Durham plans, Wake's 2011 plan starts out with big new investments in bus service.

The [Wake transit plan](#) is so dusty now that supporters and skeptics agree that an update is overdue. The next revision is expected to give more emphasis to bus rapid transit service, and it probably will take note of new transit-friendly dense development in the Cameron Village and North Hills neighborhoods.

As it turns out, Wake residents won't have to wait for a sales-tax referendum to see some upgrades in bus service.

Triangle Transit is dipping into its own funds to add Saturday evening and Sunday service for its bus from Raleigh to Raleigh-Durham International Airport, which now serves an average 160 riders a day. The RDU bus stops at the Regional Transit Center in Research Triangle Park, where weekday and weekend riders from Durham and Orange routes can switch for a ride to the airport.

Sunday service just makes sense for the airport bus and other intercity routes.

“One of the most common requests we receive is for people to be able to get from community to community on Sunday,” said John Tallmadge, Triangle Transit’s commuter resources director. “And service to and from the airport becomes much more viable for vacation travelers when you have Sunday service.”

The Raleigh City Council is investing in better bus service, too, with an extra \$1.4 million added to the Capital Area Transit budget for the next two years.

“The truth of the matter is, we have not done a good job as a city funding bus service,” said Mary-Ann Baldwin, a City Council member and Triangle Transit trustee. “Our decision last year to take this money from the general fund showed that we as a city are committed to this.”

Starting June 1, Capital Area Transit will run buses every 15 minutes for Raleigh’s two busiest routes along Capital Boulevard and New Bern Avenue. New Sunday service will be added to the Crabtree and Northcliff routes, and more changes are planned.

Wake’s original transit plan included more Sunday service on Triangle Transit routes, as well as new express bus routes linking Raleigh to outlying towns.

Baldwin would like to see the county commissioners approve a transit plan and let county voters decide on a possible half-cent sales tax in 2015. She spoke by phone Monday from Indianapolis, where Wake political and business leaders were learning about familiar challenges faced by a city twice Raleigh’s size.

“They’re struggling with the same issues we are,” Baldwin said. “I think for midsize cities that want to become great cities, transit options are seen as a very necessary stepping stone.”

Debates over Durham light rail and Jobs

The Triangle Tribune by Latisha Catchatoorian Published Thursday, May 1, 2014

DURHAM – Chapel Hill and the Bull City will become more connected than they already are – literally.

Planning is underway on a Durham-Orange light rail transit system that will run from UNC Hospitals in Chapel Hill to Alston Avenue in East Durham. There are 17 planned stations along the 17-mile railway, including Meadowmont, New Hope Creek, Duke Medical Center, Ninth Street and more. The estimated travel time from the first to the last stop, including station stops, is 39 minutes.

According to ourtransitfuture.com, the light rail will “connect a range of educational, medical, employment and other important activity centers, park-and-ride lots, transfer centers, the Durham Amtrak Station and the Durham Station.”

The project update newsletter on the site states that “growth between Chapel Hill and Durham continues to outpace national rates, despite a historic recession,” and the high growth rates in the region are expected to continue over the next 20 years adding to “existing strain on our transportation system.”

“Long-term regional growth forecasts show population in the Triangle will increase by 80 percent between 2010 and 2040,” said Brad Schulz, communications officer for Triangle Transit. “In numbers, that’s from 1.6 to 2.9 million. Within the projected rail corridor (UNC to East Durham), the population is expected to double.”

The Federal Transit Administration approved Triangle Transit’s request to enter project development in February and will enter the Draft Environmental Impact Statement phase later this year. The estimated cost is \$1.4 billion.

N.C. Sen. Floyd McKissick Jr. (D-Durham) wants to make sure the public knows that the project is contingent upon adequate funding and will not begin for a while.

"We still have to go through a rigorous review by the federal government for this project to become a reality," he said.

According to a video description on the Our Transit Future's YouTube page, light rail will start in 2019 and end in 2026 (pending approvals and funding.) In addition to federal and state funding, the light rail will draw funds from a local half-cent sales tax in Durham and Orange counties, vehicle registration fees, fares and rental car tax.

"The current funding projection is 25 percent local (already secured), 25 percent state (needs to be secured at a later date) and 50 percent federal (expected to be requested around 2019)," Schulz said.

If and when the light rail comes to fruition, McKissick said it will be important in providing access to employment hubs such as UNC-Chapel Hill, Duke and N.C. Central universities for those who will use it.

"I think it's excellent for the Triangle to have an effective mass transit system and a light rail is a central component, so it would be excellent to get the employment centers linked together," he said.

Community activist Victoria Peterson said the black community has some concerns about the light rail because there are only two stops in what is deemed "the black area" of Durham, such as the one stop on Alston Avenue.

Schulz said the 17 outlined stops are not set in stone and are subject to change depending on things they learn.

"The goal (of the light rail) is to bring about 20,000 to 30,000 new persons to Durham, preferably downtown Durham," Peterson said. "Well, the majority of those folks will be white. The college crowd. And that's what that is really geared for. It is not geared for poor minorities, poor blacks and poor Hispanics."

Melvin Whitley, who is on the planning commission for the city of Durham, said the next step will be to make a rail system that goes from north to south, not just east to west, in order to hit more minority areas.

Schulz said they are working with city and county planners to assist with a survey of job opportunities and affordable housing possibilities in Durham to see what might be done to help encourage more housing near rail stops.

There is significant potential reconstruction and redevelopment proposed for the area where Duke, Chapel Hill and Pettigrew streets meet in downtown Durham.

"As for jobs, there will be a number of construction jobs before the rail project begins operating," Schulz said. "There will be new jobs for train operators, maintenance workers, customer service staff, and bus operators and mechanics."

As the areas around rail stations fully develop, more jobs are expected. Service jobs for businesses such as restaurants and others that will benefit from thousands of people at the light rail station stops each day."

McKissick agrees that the construction will create jobs, but Peterson isn't so sure they will be available to the black community.

"If the city is really going to put somebody in charge to really make sure that African-American companies and subcontractors monitor (light rail), then yes, that would be good for the community, but that has never happened," she said.

Peterson said Durham acts like companies are going to hire such people, but it doesn't usually work out that way. Whitley disagrees.

"You're talking about job creation, 5,800 (jobs) – that's just in maintenance jobs," Whitley said. "A person can actually get a job and retire with the railroad. When you add the spinoff development, you're talking about the growth of probably 1,000 new jobs, and I'm being very conservative."

Whitley said that in order for these jobs to happen, the community needs to have a conversation with city officials and county commissioners in the planning stages before actual construction begins so that the unemployed can find jobs once they're created.

"There is plenty of existing land (near the rail stops) where African-Americans own," he said. "Because economic development takes place because of the classic flow of people, it means that where the existing rail is now, it's going to be replaced by people that are getting on and off."

Though the rail system will create more jobs and commerce, it isn't the sole or explicit goal the Triangle Transit or the city has in mind through its development.

"To better serve this continued growth in our region, a need exists to provide more predictable and dependable transportation alternatives to driving in a congested corridor," the project newsletter states.

Added McKissick: "I think the main thing is, it is going to reduce the amount of congestion we have on our roads."

Administration Releases New Surface Transportation Bill

National Association of Counties by Jacquelyn Alamia on 5/2/2014 4:07 PM

On April 29, the U.S. Department of Transportation (DOT) unveiled the Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America Act (GROW AMERICA), the Administration's vision for the federal surface transportation reauthorization bill. The current federal surface transportation law, Moving Ahead for Progress in the 21st Century Act (MAP-21), is set to expire at the end of September. GROW AMERICA would replace MAP-21 by providing a four year authorization of federal highway, transit and rail programs at an increased funding level of \$302 billion. The Administration proposes funding the programs with current revenue plus \$150 billion in one-time transition revenue from business tax reform.

The Administrations bill focuses on increasing federal investments, while providing new resources and incentives for local government. Counties are responsible for building and maintaining 230,690 bridges and 45 percent of all public roads and are involved in a third of the nation's transit systems and airports.

Counties should be aware of several provisions in the bill. Specifically, the bill would:

- Provide increased funding for federal surface transportation programs, including \$199 billion for highway and road safety programs, an increase of about 22 percent above FY 2014 enacted levels, and \$72 billion for transit systems and expanded transportation options, a nearly 70 percent increase above FY 2014 enacted levels
- Establish an Infrastructure Permitting Improvement Center housed at DOT for the purpose of reducing project delivery time by coordinating interagency action, supporting innovative pilots, and providing tools, training and technical assistance
- Prevent new Metropolitan Planning Organizations (MPOs) from being designated within metropolitan statistical areas already served by an existing MPO and require coordinated planning and performance target setting in those areas already served by multiple MPOs

- Authorize the Secretary of Transportation to identify a subset of MPOs serving areas with populations of 200,000 and above as “Higher Performing MPOs” based on a set of established criteria. Those MPOs would then qualify for a 50 percent increase in suballocated funds from the Surface Transportation Program and the Transportation Alternatives Program. States would also be required to suballocate obligation authority to all MPOs representing areas with populations of 200,000 and above, on an annual basis, which would be available for four years. In addition, the High Performing MPOs would receive an amount of obligation authority distributed to the states for federal-aid highways and highway safety construction programs
- Provide funding for two “new” discretionary programs through DOT, including \$1.25 billion for a TIGER-like program and \$1 billion for a program called the Fixing and Accelerating Surface Transportation (FAST) program. The FAST program is to be modeled after the Department of Education’s Race to the Top program and would award funding to a State, Tribe or MPO to incentivize the adoption of bold, innovative strategies and best practices in transportation. 25 percent of the FAST funds would be set-aside for the Higher Performing MPOs. While local governments would be eligible applicants under the TIGER program, they would have to partner with the state or MPO in order to receive funding from the FAST program
- Make changes to the Transportation Infrastructure Finance and Innovations Act (TIFIA) program, which would include defining a “rural infrastructure project” as a “surface transportation infrastructure project located outside of a Census Bureau-defined urbanized area” and giving the Secretary the authority to use up to \$5 million from the program to assist with the TIFIA-related fees collected from the sponsors of small projects (projects with eligible costs not exceeding \$75 million) – these fees are typically between \$300,000-\$500,000
- Establish a Critical Immediate Investments Program, to reduce the number of structurally deficient bridges on the Interstate System, target safety investments on non-state owned roads, and support a state of good repair on the National Highway System
- Add a discretionary component under the Bus and Bus Facilities program, under which projects would be competitively selected for funding
- Amend the Urbanized Area transit formula program (5307) to allow general public demand response service operators in large urbanized areas to use section 5307 funds for operating assistance

With the pending insolvency of the federal Highway Trust Fund and expiration of MAP-21, NACo continues to advocate for county priorities to be included in the next surface transportation bill, including increased investment in locally owned infrastructure in local areas of all sizes. The Senate Environment and Public Works Committee is expected to be the next to release their bill, with the House aiming to introduce legislation in the late spring/early summer.

For more information on surface transportation reauthorization, click [here](#).

A copy of NACo’s priorities for MAP-21 reauthorization can be found [here](#).

To view NACo’s report, “The Road Ahead: County Transportation Funding and Financing”, click [here](#).

Contact: Jessica Monahan at jmonahan@naco.org or 202.942.4217

Overdeveloped?

Residents value walkability and amenities over recruitment-driven development

American City and County by Derek Prall May 7, 2014

Two generations of Americans weighed in on what they want from their communities, and their voices are clear: both Baby Boomers and Millennials want cities to focus less on recruiting new companies and more on investing in transportation options, walkability and amenities.

That's according to [Investing in Place](#), a report based on a national poll surveying 1,040 Americans – roughly half Millennials, half Boomers. The poll, conducted by Harris and sponsored by the American Planning Association (APA), found that 68 percent of respondents believe the U.S. economy to be fundamentally flawed, and that the best way to improve local economies is through investments that will make cities more desirable places to live and work.

Forty-four percent of respondents said they were “somewhat likely” to “extremely likely” to move in the next five years to one of these “desirable cities.” Fifteen of the most-named potential cities of more than 300 U.S. metro areas were:

- San Diego
- New York
- Boston
- Denver/Boulder, Colo.
- San Francisco
- Seattle
- Chicago
- Los Angeles
- Portland, Ore.
- Washington D.C.
- Austin, Texas
- Phoenix
- Charlotte, N.C.
- Atlanta
- Miami

And what makes these cities desirable? According to APA materials, 65 percent of respondents believe that investments in schools, transportation choices and walkable areas are better ways to grow a local economy than are investments in recruiting companies to move into the area.

“If there is a single message from this poll, it’s that place matters,” APA Executive Director Paul Farmer said in a statement. “Community characteristics like affordability, transportation choices, safe [streets](#), high-speed internet and [housing](#) that can accommodate others or enable you to live there as you grow older matter as much as job opportunities.”

Among other key findings of the survey:

- 79 percent of respondents said living expenses are important when deciding where to live.
- 76 percent of respondents said affordable and convenient transportation options (other than cars) are at least somewhat important when deciding where to live.
- 59 percent of respondents said the “shared” economy, or services based on collaboration and sharing of assets among members of the community such as CarToGo or AirBnB, is at least somewhat important to them

“Part of what makes communities healthy and attractive,” APA president William Anderson said in a statement, “is their unique character — what distinguishes them from other places. To prosper, communities need to look ahead and plan so they can build on their local strengths and embrace the opportunities changing times will present.”

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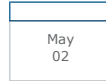
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Administration Releases New Surface Transportation Bill

by Jacquelyn Alamia on 5/2/2014 4:07 PM
 Category: [Transportation](#); [Featured Post](#)

On April 29, the U.S. Department of Transportation (DOT) unveiled the Generating Renewal, Opportunity, and Work with Accelerated Mobility, Efficiency, and Rebuilding of Infrastructure and Communities throughout America Act (GROW AMERICA), the Administration's vision for the federal surface transportation reauthorization bill. The current federal surface transportation law, Moving Ahead for Progress in the 21st Century Act (MAP-21), is set to expire at the end of September. GROW AMERICA would replace MAP-21 by providing a four year authorization of federal highway, transit and rail programs at an increased funding level of \$302 billion. The Administration proposes funding the programs with current revenue plus \$150 billion in one-time transition revenue from business tax reform.

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TAC 5/14/2014 Attachment 15

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Contact: Jessica Monahan at jmonahan@naco.org or 202.942.4217

| | 0 Comment(s)

Comments

There are no comments for this post.



Durham Bicycle & Pedestrian Advisory Commission

Durham Department of Transportation • 101 City Hall Plaza • Durham, NC 27701

April 21, 2014

J. W. Bowman, PE
 Division Engineer - Division 5
 North Carolina Department of Transportation
 2612 N. Duke Street
 Durham, NC 27704

Dear Mr. Bowman:

The Durham Bicycle and Pedestrian Advisory Commission (BPAC) is an advisory board appointed by the Durham City Council and the Durham County Commissioners. The purpose of BPAC is to advise on bicycle and pedestrian issues.

For several years BPAC has been reviewing plans and attending meetings for the East End Connector project (TIP # U-0071). On May 18, 2010, BPAC endorsed the bicycle and pedestrian mitigation measures recommended by the East End Connector Ad Hoc Committee. We acknowledge and appreciate that sidewalks, bike lanes, and other bicycle and pedestrian features have been added to many of the streets that are affected by the project.

However, BPAC continues to have serious pedestrian safety concerns and requests the following changes to the design of the East End Connector project. Items 1 and 2 were among the mitigation measures requested by BPAC and the Ad Hoc Committee in 2010. Incorporating these measures will improve pedestrian safety and help to demonstrate NCDOT's commitment to the adopted Complete Streets Policy.

1. Provide marked crosswalks, pedestrian crossing equipment, and streetlights at the Pleasant Drive/US 70 intersection, with connecting sidewalks to the intersection. This will be the only signalized intersection for over a mile in either direction, and thus the only place that pedestrians will be able to cross US 70. Since the project will necessitate the closing of a well-utilized bus stop at Lynn Rd, it is likely that much of that bus stop activity will shift to the Pleasant Drive/US 70 intersection. Bus riders who live north of US 70 will need to cross US 70 to board the bus and return home at night.

BPAC is aware that for many years there was hesitancy by NCDOT to providing marked crosswalks and pedestrian crossing equipment at intersections on US 15-501 in Durham. Unfortunately, there were well-publicized crashes involving pedestrians along US 15-501 before the pedestrian equipment was finally installed. BPAC urges NCDOT to recognize that the pedestrian equipment should be installed as an integral part of the project.

2. Provide a complete sidewalk on one side of Muldee Street to provide pedestrian access between employers on Muldee Street and bus routes on Holloway Street (NC 98). The current design plans show sidewalk being built in front of existing businesses on Muldee Street and along a new section of Muldee Street between Southerland St. and Hoover Rd. But between these two areas there is a gap where no sidewalk is being built. There needs to be a complete sidewalk along Muldee Street so that pedestrians will not have to walk in the roadway.

3. At the intersection of Miami Blvd. and Holloway St., provide a pedestrian refuge island on the northwest corner similar to what is being provided on the southeast corner. This is a skewed intersection and the pedestrian refuge island will reduce the pedestrian crossing distance and improve visibility of pedestrians to motorists. There is a great deal of pedestrian activity at this intersection. If a pedestrian refuge island is being added to one corner of an intersection, BPAC believes the same improvement should be made to the opposite corner of the same intersection.

Thank you for your attention to these requests. We look forward to receiving your response.

Sincerely,



Erik Landfried
BPAC Chair

cc: Durham City Council
Durham County Board of Commissioners
Transportation Advisory Committee, DCHC MPO
Mark Ahrendsen, Director, City of Durham Department of Transportation
Leza Mundt, NCDOT Project Development
Lauren Blackburn, Director, NCDOT Bicycle and Pedestrian Division