

August 13, 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. **May 14, 2014 TAC Meeting Minutes**
Attachment 6

A copy of the May 14, 2014 TAC meeting minutes is enclosed as Attachment 6.

Board Action: Approve minutes of the May 14, 2014 TAC meeting.

7. **June 11, 2014 TAC Meeting Minutes**
Attachment 7

A copy of the June 11, 2014 TAC meeting minutes is enclosed as Attachment 7.

Board Action: Approve minutes of the June 11, 2014 TAC meeting.

8. **June 25, 2014 Meeting Minutes**
Attachment 8

A copy of the June 25, 2014 meeting minutes is enclosed as Attachment 8.

Board Action: Approve minutes of the June 25, 2014 meeting.

9. **FY 2012-2018 TIP Amendment #18 – to include Job Access/Reverse Commute (JARC) 2014 projects in TIP/STIP**
Attachment 9

Meg Scully, LPA Staff
Ellen Beckmann, LPA Staff

Amendment #18 to the FY 2012-2018 Transportation Improvement Program is necessary to incorporate projects from the JARC 2014 Program of Projects into the current TIP and STIP.

TC Recommendation: Recommend that the MPO Board approve Amendment #18 to the FY 2012-2018 Transportation Improvement Program.

Board Action: Approve Amendment #18 to the FY 2012-2018 Transportation Improvement Program.

10. Designated Recipient Authority of DCHC MPO/City of Durham for Section 5307 and 5339 Funds (10:05-10:15)

Attachment 10, 10A

Meg Scully, LPA Staff

Felix Nwoko, LPA Staff

FTA Region IV has requested documentation from grantees indicating that the grantee is eligible and authorized under State and local law to request, receive, and dispense FTA funds and to execute and administer FTA funded projects. Though DCHC MPO has been a DR since 1993, there is renewed emphasis due to changes under MAP-21 and FTAs 2014 Triennial Review. The attached resolution and letter will provide the required documentation along with an opinion of counsel certifying the legal capacity to perform the functions of a DR and a letter expressing the concurrence of the Governor.

TC Recommendation: That the Board approve the resolution and letter re-affirming DCHC MPO as Designated Recipient for 5307 and 5339 funds.

Board Action: Approve the resolution and letter re-affirming DCHC MPO as Designated Recipient for 5307 and 5339 funds.

ACTION ITEMS

11. Prioritization 3.0 – Point Assignment (9:05-10:05)

Attachment 11, 11A, 11B, 11C, 11D, 11E, 11F

Ellen Beckmann, LPA Staff

Andy Henry, LPA Staff

Dale McKeel, LPA Staff

NCDOT Division Engineer Staffs

A memo on Prioritization 3.0 is provided as Attachment 11. An analysis of projects is provided as Attachment 11A. A summary of public comments with a staff response is provided as Attachment 11B, and the public comments and full survey responses are provided as Attachment 11C. The application of the MPO's Local Ranking Methodology to all submitted projects is provided as Attachment 11D. The TCC's recommended final point assignment is provided as Attachment 11E. The TAC is requested to approve a resolution approving the local input point assignment (Attachment 11F).

TC Recommendation: That the Board approve the DCHC MPO local input point assignment.

Board Action: Approve the Resolution to Endorse the DCHC MPO's Local Input Points for the Strategic Transportation Investments Process.

12. STP-DA and Transportation Alternatives Program (TAP) (10:05-10:20)

Attachment 12, 12A, 12B, 12C

Ellen Beckmann, LPA Staff

Dale McKeel, LPA Staff

Over the past several months, the TC and MPO Board have considered programming FY 2015-2016 STPDA and TAP funding. The MPO Board approved a revised STPDA/TAP distribution policy in January and approved changes to FY 2014 STPDA funding in March. Approval of FY 2015-2016 STPDA and TAP was delayed pending more definite project schedule and cost information. In addition, the FY 15 UPWP approved in April affected the STPDA and TAP funding available for projects.

Attachment 12 is a memo. Attachment 12A displays the application of the adopted STPDA and TAP policy with the FY 2015 UPWP planning funding. Attachment 12B displays a proposed revision of the STPDA and TAP policy recommended by the TC. Attachment 12C is the corresponding revised STPDA and TAP distribution policy. The MPO Board considered an earlier version of this proposal in June, and requested that the TC make revisions to include a fleet age component in the formula.

TC Recommendation: That the MPO Board approve the changes to the DCHC MPO Policy Framework for DCHC MPO Federal Funds.

Board Action: Approve the changes to the DCHC MPO Policy Framework for DCHC MPO Federal Funds.

13. MPO Board Bylaws (10:20-10:30)

Attachment 13, 13A, 13B

Ellen Beckmann, LPA Staff

The revised DCHC MPO Memorandum of Understanding has been approved by all local jurisdictions and by NCDOT. Revisions to the MPO Board bylaws are necessary to reflect the new MOU. Attachment 13B displays the proposed MPO Board bylaws. Most of the updated language is proposed to be consistent with the new MOU. There are a few highlighted updates that are that are in addition to these updates.

- 13: Final MOU
- 13A: Current TAC Bylaws
- 13B: Proposed MPO Board Bylaws

Board Action: Approve the proposed MPO Board Bylaws.

14. Memorandum of Agreement for NCDOT Bicycle and Pedestrian Count Pilot Project (10:30-10:40)

Attachment 14

Dale McKeel, LPA Staff

Felix Nwoko, LPA Staff

NCDOT plans to implement a statewide bicycle and pedestrian count program to complement its Complete Streets initiatives. Prior to the statewide launch, NCDOT plans to implement a pilot count program within a few communities in the Triad and Triangle.

Permanent bicycle and pedestrian counters are proposed for the following DCHC MPO locations: 1.) Martin Luther King Jr. Boulevard in Chapel Hill, 2) Libba Cotten Bike Path in Carrboro, 3) Old NC 86 in Carrboro, and 4) American Tobacco Trail in Durham. At each count location, NCDOT will provide a loop detector to count bicycles and an infrared detector to count pedestrians.

The DCHC MPO and local jurisdictions will be responsible for installation and maintenance of the units. MPO staff has coordinated with Durham, Carrboro, and Chapel Hill staff on the details of loop and infrared detector installation. MPO staff will be responsible for collecting data and reporting back to NCDOT for a period of up to 10 years. In order to move forward with the project, a Memorandum of Agreement needs to be executed between the DCHC MPO and NCDOT.

Board Action: Authorize the MPO Board Chair to sign the NCDOT Non-Motorized Counts Hardware Memorandum of Agreement.

REPORTS:

15. Report from the Board Chair

Ellen Reckhow, Board Chair

Board Action: Receive Report from Board Chair

16. Report from the Technical Committee Chair

Mark Ahrendsen, TC Chair

Board Action: Receive Report from TC Chair

17. Report from Staff

Attachment [17](#)

Felix Nwoko, LPA Staff

Board Action: Receive report from staff.

18. NCDOT Report

Attachment [18](#)

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

Board Action: Receive report of NCDOT

INFORMATIONAL ITEMS

19. Recent News Articles and Updates

Attachment [19](#)

Adjourn

Next meeting: September 10, 2014, 9 am, Committee Room

Dates of Upcoming Transportation-Related Meetings:

NONE

www.dhcmpo.org

www.twitter.com/dhcmpo

TAC Directives to Staff
 Pre-12/31/12 (Pending/In Progress/On Going)
 01/01/14– 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> Subject to Prioritization 3.0 process.

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

1 **TRANSPORTATION ADVISORY COMMITTEE**

2 **May 14, 2014**

3 **MINUTES OF MEETING**

4 The Transportation Advisory Committee met on May 14, 2014 at 9:05 a.m. in the Council

5 Committee Room on the second floor of Durham City Hall. The following attended:

6	**Diane Catotti	City of Durham
7	**Jim Crawford	NCDOT
8	**Jim Elza	Chatham County
9	**Alice Gordon	Orange County
10	*Ed Harrison	Town of Chapel Hill - Alternate
11	**Mark Kleinschmidt	Town of Chapel Hill (TAC Vice-Chair)
12	**Bernadette Pelissier	Triangle Transit
13	**Ellen Reckhow	Durham County (TAC Chair)
14	**Damon Seils	Town of Carrboro
15	**Steve Schewel	City of Durham – Alternate
16		
17	Mark Ahrendsen	City of Durham (TCC Chair)
18	Tom Altieri	Orange County
19	David Bonk	Town of Chapel Hill (TCC Vice-Chair)
20	Jeff Brubaker	Town of Carrboro
21	Aaron Cain	Durham Planning
22	Dave Charters	Triangle Transit
23	Margaret Hauth	Town of Hillsborough
24	Andrew Henry	DCHC MPO
25	John Hodges-Copple	Triangle J COG
26	John Kent	Resident
27	Jim Kessler	NCR
28	Brian Lowen	Town of Hillsborough
29	Patrick McDonough	Triangle Transit
30	Dale McKeel	DCHC MPO
31	Peter Nicholas	City of Durham
32	Willie Noble	Triangle Transit
33	Felix Nwoko	DCHC MPO
34	Terry Rekeweg	Raleigh Resident
35	Brian Rhodes	DCHC MPO

36
37 **Voting Member

38 * Alternate or Non-Voting Member

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40 Ellen Reckhow, TAC Chair, called the meeting to order at 9:05 a.m. and the Roll Call was

41 conducted.

42 **Ethics Reminder**

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

46 **Adjustments to the Agenda**

47 Mark Ahrendsen identified the additional handouts that were provided (Triangle Transit
48 Authority Light Rail Alignment Alternative Draft and the Legislative Update).

49 **Public Comments**

50 Terry Rekeweg provided an introduction about comparing two Durham-Orange Light Rail Project
51 plans along with handouts. Terry Rekeweg stated he has traveled both routes listed on the maps and
52 found that the LPA Light Rail route with a travel time of 39 minutes was not competitive with the
53 automobile travel time of 28 minutes. The Alternative Light Rail route with a travel time of 35 minutes
54 was; however, competitive with the automobile with a travel time of 32 to 41 minutes. Terry Rekeweg
55 stated the also noticed the MPO Staff letter about the Alternative Light Rail plan was still on the Durham
56 NC website and his response letter was not. Terry Rekeweg requested to have all officials who received
57 the MPO Staff letter also receive his response letter. Mark Ahrendsen stated the board does not control
58 some of the information that is posted to the City's website. Once information is presented to Council, it
59 becomes public information and anyone can Google this information. Steve Schewel thanked Terry
60 Rekeweg for the care and attention he has given to this project. Mark Ahrendsen informed Terry
61 Rekeweg that the board has already adopted a long range transportation plan that will be used to guide
62 the decisions going forward; however, as the plan is updated it may be more appropriate to consider the
63 alternative plan then.

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

65 The Directives to Staff are attached for review.

66 **CONSENT AGENDA:**

67 **April 9, 2014 TAC Meeting Minutes (Attachment 6)**

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

69 A motion was made by Damon Seils and seconded by Diane Catotti to approve the consent
70 agenda. The motion carried unanimously.

71 **ACTION ITEMS:**

72 **NC Railroad Company and Triangle Transit Commuter Rail Capacity Study (Attachment 8)**

73 Patrick McDonough and Jim Kessler provided an introduction on the NC Railroad Company and
74 Triangle Transit Commuter Rail Capacity Study along with handouts. Patrick McDonough stated the
75 action for today is to receive the NCRR Commuter Rail Capacity Study presentation. Ellen Reckhow asked
76 about the origin of the data. Patrick McDonough stated the information was obtained through a
77 consultant firm that specializes in ridership forecasting which used the Triangle Regional Model, Triad
78 and Goldsboro Model; however, the information from the Triangle Regional Model was mostly used.
79 Diane Catotti asked how many tracks or lines will run through the center of Durham. Jim Kessler stated
80 the model will identify that information. Diane Catotti asked how this study relates to the existing Traffic
81 Separation Study particularly regarding grade separation in downtown Durham. Jim Kessler stated the
82 study only includes the existing infrastructure. The study does not project future plans. Diane Catotti
83 asked about completion date for the study. Jim Kessler stated the complete duration for the time line is
84 10 months. The study began two months ago and will be completed by the end of this calendar year.

85 **Prioritization 3.0 - Local Ranking Methodology (Attachment 9, 9A, 9B, 9C, 9D)**

86 Andy Henry provided an update on the Prioritization 3.0 - Local Ranking Methodology along with
87 attachments. Andy Henry stated the intent for today is to approve the methodology for ranking the TIP
88 projects and referred to attachment 9B page 8. Andy Henry stressed the importance of working with
89 the Divisions to coordinate strategies when assigning points to give the project the best possibility of

90 getting funded. Alice Gordon asked if the methodology was approved by the State. Mark Ahrendsen
91 informed the board that the State has provided conditional approval on the ranking methodology;
92 basically stating the State will endorse the decision of the TAC Board with respect to the ranking
93 methodology. The official action cannot be taken by the State until the TAC makes a decision. Andy
94 Henry notified the TAC about the additional TAC evening meeting that has been scheduled for June 25,
95 2014 at 7:00 p.m.

96 A motion was made by Damon Seils and seconded by Bernadette Pelissier to approve the
97 ranking methodology as presented. The motion carried unanimously.

98 **REPORTS:**

99 **Report from the TAC Chair**

100 There were no reports from TAC Chair.

101 **Report from the TCC Chair**

102 Mark Ahrendsen notified everyone about various events for Bike Month. Jeff Brubaker
103 mentioned the event in Downtown Chapel Hill (140 West Franklin Street) on Friday, May 16, 2014 from
104 6 a.m. – 9 p.m. Jeff Brubaker notified everyone that registration was still open for the Navigating MAP
105 21 all day workshop in Carrboro on June 12, 2014.

106 **Report from Staff**

107 Reports are attached.

108 **Report from NCDOT**

109 Pat Wilson, Division 7, notified the TAC that the scores were released and the data is available
110 online. The public comment period began on June 3rd and Division 7 has scheduled two public outreach
111 meetings. The first meeting is scheduled for June 23rd from 4 p.m. – 7 p.m. at the Division Office in
112 Greensboro. The second meeting is scheduled for June 24th from 4 p.m. – 7 p.m. at the District Office in
113 Graham. Pat Wilson will send the link to the website to the MPO Staff to forward to the TAC.

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INFORMATIONAL ITEMS:

115

Ellen Reckhow reminded everyone of the Wednesday, June 11, 2014 9:00 a.m. meeting and the

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Wednesday, June 25, 2014 7:00 p.m. meeting.

117

Adjournment

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There being no further business before the Transportation Advisory Committee, the meeting

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was adjourned at 10:36 a.m.

42 **Ethics Reminder**

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

46 **Adjustments to the Agenda**

47 Mark Ahrendsen identified the additional handouts that were provided with additional
48 information regarding (agenda item #7 – Prioritization 3.0) as well as correspondence regarding
49 comments about the East-End Connector project.

50 **Public Comments**

51 There were no public comments.

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

53 The Directives to Staff are attached for review.

54 **CONSENT AGENDA:**

55 **May 14, 2014 TAC Meeting Minutes (Attachment 6)**

56 Minutes were deferred until next meeting.

57 **ACTION ITEMS:**

58 **Prioritization 3.0 - Local Ranking Methodology (Attachment 7, 7A, 7B)**

59 Ellen Beckmann provided an update and presented a PowerPoint presentation for the final step
60 (point assignment) of Prioritization 3.0 - along with attachments. Ellen Beckmann stated the action for
61 today is to release the draft point assignment for public comment, hold a public hearing at the June 25,
62 2014 TAC meeting, and adopt the final local input points by August 13, 2014 to meet the August 29, 2014
63 deadline for point assignment. Eric Hallman requested the scoring information in the PowerPoint
64 presentation be posted in an excel spreadsheet. Ellen Beckmann informed the board that this
65 information is on NCDOT's website as well. Ellen Reckhow suggested adding an executive summary at

66 the top of each category highlighting the top 10 projects for clarification purposes. Ellen Beckmann
67 referred to attachment 7B and provided an explanation.

68 A motion was made by Damon Seils and seconded by Alice Gordon authorizing Ellen Reckhow to
69 write a letter to NCDOT Division 8 requesting them to enter Chatham County's bike and pedestrian
70 projects for scoring. The motion carried unanimously.

71 Alice Gordon provided a resolution approving the re-ordering of Orange County's priority
72 transportation projects for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization's
73 regional priority list for the 2016-2022 Transportation Improvement Program and asked that the
74 resolution be entered into the record of the meeting. Alice Gordon asked about the scoring of the
75 speed limit for bicycle and pedestrian projects, and wanted to know why all the projects received 100
76 points. She asked the staff to check this scoring. Ellen Beckmann restated the requested TAC action.
77 Ellen Reckhow requested the information be reformatted prior to releasing the point assignment for
78 public comment.

79 A motion was made by Damon Seils and seconded by Diane Catotti to release the draft scores
80 for public comment with the recommendation that Staff prepares a more understandable version of the
81 draft. The motion carried unanimously.

82 Mark Ahrendsen requested to add the East End Connector discussion mentioned in the
83 adjustments to the agenda to the end of the meeting. Ellen Reckhow stated the information can be
84 presented just before the reports.

85 **STP-DA and Transportation Alternatives Program (TAP) – Update to DCHC MPO Policy #3 Policy**
86 **Framework for DCHC MPO Federal Funds (Attachment 8, 8A, 8B, 8C)**

87 Ellen Beckmann provided an update on STP-DA and Transportation Alternatives Program (TAP) –
88 Update to DCHC MPO Policy #3 Policy Framework for DCHC MPO Federal Funds - along with
89 attachments. Ellen Beckmann stated the recommendation for today is for the TAC to approve the

90 updated policy. Ellen Beckmann referred to attachment 8B and 8C. Diane Catotti asked if this item can
91 be referred back to the TCC. Ellen Reckhow requested this item be reviewed by the Staff and brought
92 back to the TAC at the June 25, 2014 meeting.

93 A motion was made by Alice Gordon and seconded by Damien Seils to request that the TCC
94 include a fleet age component in the transit distribution and bring it back to the June 25th TAC meeting.
95 The motion carried unanimously.

96 **Job Access/Reverse Commute (JARC) Grant FY13 Program of Projects Approval (Attachment 9)**

97 Meg Scully provided an update on the Job Access/Reverse Commute (JARC) Grant FY13 Program
98 of Projects Approval along with an attachment. Meg Scully stated the recommendation for today is for
99 the TAC to approve the amended JARC FY2013 program of projects (reinstatement of the previously
100 cancelled DATA project to Brier Creek due to the availability of the local match).

101 A motion was made by Damien Seils and seconded by William Bell to approve the program of
102 projects. The motion carried unanimously.

103 **Job Access/Reverse Commute (JARC) Grant FY14 Program of Projects Approval (Attachment 10, 10A)**

104 Meg Scully provided an update on the Job Access/Reverse Commute (JARC) Grant FY14 Program
105 of Projects Approval along with attachments. Meg Scully stated the action for today is for the TAC to
106 approve the JARC program of projects.

107 A motion was made by William Bell and seconded by Jim Elza to approve the program of
108 projects. The motion carried unanimously.

109 **FY 2012 -2018 TIP Amendment #18 – to include Job Access/Reverse Commute (JARC) 2014 Projects in**
110 **TIP/STIP (Attachment 11)**

111 Meg Scully provided an update on the FY2012 -2018 TIP Amendment #18 – to include Job
112 Access/Reverse Commute (JARC) 2014 Projects in TIP/STIP along with an attachment. Meg Scully stated

113 the action for today is for the TAC to approve amendment #18 to the FY2012-2018 Transportation
114 Improvement Program.

115 A motion was made by Damien Seils and seconded by Mark Kleinschmidt to approve the
116 Amendment #18 to the FY2012-2018 Transportation Improvement Program including the new
117 attachment. The motion carried unanimously.

118 **Section 5310 Grant Management Program Management Plan and Schedule (Attachment 12, 12A, 12B)**

119 Meg Scully provided an introduction and an explanation on Section 5310 Grant Management
120 Program Management Plan and Schedule along with attachments. Meg Scully stated the action for
121 today is for the TAC to approve the 5310 Program Management Plan and the schedule for the call.

122 A motion was made by Damien Seils and seconded by William Bell to approve the Program
123 Management Plan and schedule. The motion carried unanimously.

124 **Bicycle and Pedestrian Advisory Commission (BPAC) East End Connector design correspondence**

125 Mark Ahrendsen introduced Erik Landfried a representative of the Durham Bicycle and
126 Pedestrian Advisory Commission (BPAC). Erik Landfried provided an introduction to the correspondence
127 sent to NCDOT in reference to the safety concerns regarding the design of the East End Connector
128 project and NCDOT's response. A motion was made by Damien Seils and seconded by Mark
129 Kleinschmidt to refer this item to staff for further review and to report back to the TAC at a future
130 meeting.

131 **Fire Alarm sounded ending the meeting abruptly.**

132 **REPORTS:**

133 **Report from the TAC Chair**

134 There were no reports from TAC Chair.

135 **Report from the TCC Chair**

136 There were no reports from TCC Chair.

137 **Report from Staff**

138 Reports are attached.

139 **Report from NCDOT**

140 There were no reports from NCDOT.

141 **INFORMATIONAL ITEMS:**

142 There was no discussion of informational items.

143 **Adjournment**

144 There being no further business before the Transportation Advisory Committee, the meeting
145 was adjourned at 11:25 a.m.

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DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION

June 25, 2014

MINUTES OF PUBLIC MEETING

A Public Meeting was held on June 25, 2014 at 7:00 p.m. in Council Chambers on the first floor

of Durham City Hall. The following attended:

- **Jim Elza Chatham County
- **Alice Gordon Orange County
- *Ed Harrison Town of Chapel Hill – Alternate
- **Mark Kleinschmidt Town of Chapel Hill (TAC Vice-Chair)
- **Ellen Reckhow Durham County (TAC Chair)
- **Damon Seils Town of Carrboro

- Ellen Beckmann DCHC MPO
- David Bonk Town of Chapel Hill
- Jeff Brubaker Town of Carrboro
- Nick Flanders Citizen
- Rose Marie Kitchin Citizen, 6702 Glen Forest
- Andy Henry DCHC MPO
- Joey Hopkins NCDOT – Division 5
- John Kent Citizen
- Ed Lewis NCDOT – Division 7
- Brett Martin Orange County
- Dale McKeel DCHC MPO
- Felix Nwoko DCHC MPO
- Meg Scully DCHC MPO
- Linda Thomas Wallace Durham County ACCESS

- **Voting Member
- *Alternate or Non-Voting Member

Ellen Reckhow, TAC Chair, called the meeting to order at 7:00 p.m. and the Roll Call was conducted.

Ms. Reckhow announced that we do not have a quorum on the Board. We have been advised we can hold the public hearing, but can't take action on an agenda items.

37 **Ethics Reminder**

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

41 **Adjustments to the Agenda**

42 Ellen Reckhow stated they will not be taking action for the consent agenda items due to the lack
43 of a quorum. Alice Gordon stated we still need to take minutes of this meeting so that the comments
44 from the public will be on record, and Ellen Reckhow assured her the minutes would be taken and all
45 TAC members would receive a copy.

46 **Public Comments**

47 There were no public comments.

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

49 The Directives to Staff are attached for review.

50 **CONSENT AGENDA:**51 **May 14, 2014 TAC Meeting Minutes (Attachment 6)**

52 The minutes will be deferred until the next meeting due to an absence of a quorum.

53 **FY 2012-2018 TIP Amendment #18 – Job Access/Reverse Commute (JARC) 2014 and Chapel Hill Transit**
54 **(Attachment 7)**

55
56 The FY 2012-2018 TIP Amendment #18 – Job Access/Reverse Commute (JARC) 2014 and Chapel
57 Hill Transit will be deferred until the next meeting due to an absence of a quorum.

58 **ACTION ITEMS:**59 **Prioritization 3.0 – Point Assignment – Public Hearing (Attachments 8, 8A, 8B, 8C, and 8D)**

60 Ellen Beckmann provided a presentation on the background of the TIP MPO ranking process. All
61 comments received from the public comment period will be provided to the TAC members at the August

62 13, 2014 meeting for consideration in the approval of the local input points. The MPO local input points
63 are due August 29, 2014. Ellen Beckmann reviewed the attachments with the TAC members.

64 Ellen Reckhow opened the public hearing. No one signed up to speak.

65 Alice Gordon distributed a cover letter and two charts from Orange County. Ms. Gordon asked
66 that staff look at the bicycle and pedestrian projects scoring for roadway speed and make sure they are
67 correct. Ms. Gordon stated that speed limits above 35 mph should receive 100 points.

68 Ed Harrison stated that they receive a lot of complaints and concerns on the safety concerns for
69 the intersection at Mt. Carmel Church Road and Bennett Road. The Town can provide data on accidents
70 to up the safety score. Ellen Beckmann stated we can look at it, but it is too late to change the scores
71 for this STI. Ed Harrison asked if this is an annual process and Ellen Beckmann stated it is a bi-annual
72 process.

73 Mark Kleinschmidt asked about the Estes Drive project. Ellen Beckmann stated the Estes Drive
74 project is funded with CMAQ funds through the MPO and it is for bike/ped and transit improvements. It
75 was in the STI as widening the lane width and adding bike/ped and transit improvements. This was
76 discussed at the TCC meeting. It is more likely that the CMAQ project can be done quicker than the STI
77 project. Even if it did get funded here, it might be in the later years of the TIP. Ellen Beckmann stated
78 we need to look into options and maybe combine projects.

79 Mark Kleinschmidt asked about the Ephesus Church project. Ellen Beckmann stated the project
80 is identified as fully funded in the statewide category. Mr. Kleinschmidt stated he would rather not
81 borrow money to get it done if it is going to be next year. The Town of Chapel Hill is going to start
82 making changes to the intersection. Ellen Beckmann stated there was a draft schedule for these
83 projects that were fully funded and this one is on the list. It says right of way in FY 2023 and
84 construction in 2024. Mr. Kleinschmidt asked if the Town will receive reimbursement. Joey Hopkins

85 stated that the Town should not build it and then ask for a refund. Mr. Kleinschmidt stated they would
86 like to do what Cary did with Davis Drive.

87 Alice Gordon thanked the DCHC MPO staff for trying to make the information clear. Ms. Gordon
88 stated that the Mt. Carmel/Bennett intersection is in Chapel Hill's jurisdiction. This is a dangerous
89 intersection.

90 Alice Gordon also asked when the information on the speed limit for the bike and ped projects
91 will be available. Ellen Beckmann will look into it and resend any differences to the TAC and post on the
92 website.

93 Ellen Reckhow asked if NCDOT has had their division meetings, and Ellen Beckmann stated that
94 Division 7 has had two meeting and Division 5 had a meeting on Tuesday. Division 8 will have one on
95 July 24, 2014. Division 5 has published draft points that are included in attachment 8A. Division 7 is to
96 be determined because they haven't published any draft points yet. Ellen Reckhow asked if staff can
97 review the draft points and see if there can be any negotiations. Ms. Beckmann stated staff will be
98 meeting with Division 5 again to discuss the points and will have a meeting with Division 7 next week.

99 Alice Gordon asked about the DCHC MPO methodology. Ellen Beckmann stated we are not
100 going to change the methodology. We might just reconsider how the points are assigned based on the
101 many factors listed in the methodology such as competitiveness, public comments, etc.

102 Ed Harrison asked how we get NC 54 improved in Durham County. Joey Hopkins stated all the
103 NC 54 pieces score well. If the Division and the MPO put points on them, they will do well. Only one
104 segment east of I-40 scores well enough to get funding. Again, that is if the Division and the MPO scores
105 it well.

106 Ellen Reckhow closed the public hearing. Ms. Reckhow thanked Ellen Beckmann for listening to
107 the suggestions to make the report easier to read.

108

109 **REPORTS:**

110 **Report from the TAC Chair**

111 There was not a report from the TAC Chair.

112 **Report from the TCC Chair**

113 There was not a report from the TCC Chair.

114 **Report from Staff (Attachment 11)**

115 The Report from Staff is attached for review.

116 **NCDOT Report (Attachment 12)**

117 The NCDOT report is attached for review.

118 **INFORMATIONAL ITEMS:**

119 **Recent News Articles and Updates (Attachment 13)**

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

121 **Adjournment**

122 There being no further business before the Transportation Advisory Committee, the meeting
123 was adjourned at 7:53.

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

**AMENDMENT #18
August 13 , 2014**

A motion was made by Board Member _____ and seconded by Board 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 Board; 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 Board 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 #18 to DCHC 2012-2018 MTIP” provided here on this, the 13th day of August, 2014.

Ellen Reckhow, Board 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: August 13, 2014

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

Attachment to Resolution for Amendment #18 to DCHC 2012-2018 MTIP

Modifications

TIP	Transit Partner	DESCRIPTION	Funding Source	FUND	FY13 (000)	FY14 (000)	FY15 (000)	FY16 (000)	FY17 (000)	FY18 (000)	FY19 (000)
TM-5132	Chapel Hill Transit	Operating Assistance for Chapel Hill Pittsboro Express (PX Route)	JARC	5316		\$99					
			Local	L		\$99					
TM-5306	Chapel Hill Transit	Operating Assistance for CHT extension of service hours HS/Rogers Road	JARC	5316		\$72					
			Local	L		\$72					
TM-5307	City of Durham	City of Durham planning and program administration of 5316 JARC Projects	JARC	5316		\$90					

Amendments

TIP	Transit Partner	DESCRIPTION	match	FUND	FY13 (000)	FY14 (000)	FY15 (000)	FY16 (000)	FY17 (000)	FY18 (000)	FY19 (000)
TM-5310	Durham Area Transit Authority	Expanded Service to Brier Creek	JARC	5316		\$231					
			Local	L		\$231					
TM-5311	Triangle Transit	Sunday Routes (400, 700, & 800)	JARC	5316		\$235					
			Local	L		\$235					

					FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19
TG-4731B	Chapel Hill Transit	Preventive Maintenance, Transit Enhancement	FUZ	5307	1013	1,945	2145	2345	2545	2745	2945
			Local	L	253	486	536	586	636	686	736

RESOLUTION REAFFIRMING & APPROVING THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)/CITY OF DURHAM AS THE DESIGNATED RECIPIENT FOR DURHAM URBANIZED AREA FORMULA PROGRAM (SECTION 5307 and 5339) FUNDING

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

Resolution authorizing the filing of applications with the Federal Transit Administration, an operating administration of the United States Department of Transportation, for Federal transportation assistance authorized by 49 U.S.C. Chapter 53; title 23, United States Code, or other Federal statutes administered by the Federal Transit Administration.

WHEREAS, the Federal Transit Administrator has been delegated authority to award Federal financial assistance for a transportation project;

WHEREAS, the grant or cooperative agreement for Federal financial assistance will impose certain obligations upon the lead Planning Agency (LPA) for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHCMPO), and may require the Applicant to provide the local share of the project cost;

WHEREAS, the Applicant has or will provide all annual certifications and assurances to the Federal Transit Administration required for the project;

WHEREAS, § 49 U.S.C. S Chapter 53; title 23, United States Code, or other Federal statutes administered by the Federal Transit Administration requires the establishment of a designated recipient for Section 5307 and Section 5339 funding for Transportation Management Area (TMA) urbanized areas; and

WHEREAS, the Durham-Chapel Hill-Carrboro (DCHC) Urbanized area became a Transportation Management Area following the 1990 Census; and

WHEREAS, the DCHC MPO took action to request the designation of the City of Durham as the Designated Recipient for Section 5307 funding in 1993; and

WHEREAS, it appears that the DCHC MPO Grant Administrator and NCDOT took action at that time to designate the DCHC MPO as the Designated Recipient for Section 5307 funding, however no records of that can now be found; and

WHEREAS, the City of Durham, the LPA for the DCHC MPO, has operated in the capacity of Designated Recipient for Section 5307 (as defined by 49 U.S.C. 5307(a)(2)) funding since then; and

NOW, THEREFORE, BE IT RESOLVED BY the DCHC MPO Board

1. That the DCHC MPO Board formally reaffirms its support and approval while requesting that the Governor of North Carolina designate the City of Durham as the designated recipient of Urbanized Area Formula (Section 5307 and Section 5339) program funds for the DCHC Transportation Management Area (TMA).
2. That (DCHC MPO Grant Administrator and Manager) are authorized to execute and file an application for Federal assistance on behalf of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization with the Federal Transit Administration for Federal assistance authorized by 49 U.S.C. Chapter 53, title 23, United States Code, or other Federal statutes authorizing a project administered by the Federal Transit Administration.
3. That (DCHC MPO Grant Administrator and Manager) are authorized to execute and file with its applications the annual certifications and assurances and other documents the Federal Transit Administration requires before awarding a Federal assistance grant or cooperative agreement.
4. That (DCHC MPO Grant Administrator and Manager) are authorized to execute grant and cooperative agreements with the Federal Transit Administration on behalf of City of Durham/DCHC MPO

CERTIFICATION

The undersigned duly qualified MPO Board Chair, acting on behalf of the DCHC MPO, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the DCHC MPO Board held on August 13, 2014.

[If the Applicant has an official seal, impress here.]

(Signature of Recording Officer)

Chair
(Title of Recording Officer)

(Date)



August 13, 2014

Secretary Anthony Tata
North Carolina Department of Transportation
1501 Mail Service Center
Raleigh, NC 27699-1501

SUBJECT: Designated Recipient for Federal Transit Administration Sections 5307 and 5339

Dear Secretary Tata:

Federal regulation under § 49 U.S.C. S Chapter 53; title 23, United States Code, or other Federal statutes administered by the Federal Transit Administration requires assignment of Designated Recipients within urban areas for funding under the Section 5307 program. After consulting with local officials, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC -MPO) requests that you designate the City of Durham to administer these funds for the Durham Urban Area. The MPO will act as the lead planning agency for the competitive selection process required for these funds. Please see the attached resolution for details.

The City of Durham is already the Designated Recipient for federal transit funding under Section 5307. This request is to reaffirm the Designation of the City of Durham, the Lead Planning Agency for the DCHC MPO as the designated recipient for FTA Section 5307 and also to designate the City of Durham as the designated recipient for Section 5339. The additional designation will help us direct federal funds to additional projects providing public transportation services under the Federal Transit Administration's guidelines.

If you have any questions or need any additional information, please contact Felix Nwoko, MPO Manager with the City of Durham Department of Transportation at 919-560-4366 or felix.nwoko@durhamnc.gov.

Sincerely,

Ellen Reckhow
MPO Board Chair

c: Debbie Collins, Director, NCDOT Public Transportation Division
Mark Ahrendsen, TC Chair/Director, City of Durham, Department of Transportation
Harmon Crutchfield, Asst. Director/Transit Administrator, City of Durham, Department of Transportation
Felix Nwoko, DCHC MPO Administrator, City of Durham, Department of Transportation

MEMORANDUM

To: MPO Board
DCHC MPO

From: DCHC MPO Lead Planning Agency

Date: August 13, 2014

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

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 MPO Board votes on highway and bicycle/pedestrian projects to submit for Prioritization 3.0.
February 12, 2014	DCHC MPO MPO Board 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	TC forwards draft local ranking methodology for MPO Board review and NCDOT review committee review.
March 12, 2013	MPO Board reviews draft local ranking methodology.
March 26, 2014	TC makes recommendation on local ranking methodology in response to MPO Board and NCDOT review committee comments.
April 9, 2014	MPO Board receives update (approval delayed due to new NCDOT review committee comments provided after the TC meeting).
April 23, 2014	TC makes recommendation on revised local ranking methodology in response to new NCDOT review committee comments.
May 14, 2014	MPO Board 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 for release for public comment.
May 28, 2014	TC recommends local input points for release for public comment.
June 11, 2014	MPO Board releases the local ranking methodology results and proposed local input points for public comment.
June 25, 2014	MPO Board holds public meeting on local input points. *evening meeting*
July 23, 2014	TC makes recommendation on final local input points.
August 13, 2014	MPO Board approves local input points.
August 29, 2014	MPO submits local input points.

Local Ranking Methodology

On May 14, 2014, the MPO Board approved the MPO's Local Ranking Methodology. NCDOT has stated that the MPO has conditional approval of the methodology. The approved methodology is posted online.

NCDOT Quantitative Scores

On May 14, 2014, NCDOT released scores for all projects. The data are posted here: <http://www.ncdot.gov/strategictransportationinvestments/>. In late July, NCDOT scored and added the four Chatham County bicycle and pedestrian projects that were inadvertently left off of the earlier list. The DCHC MPO strongly advocated for the scoring of these projects.

Draft MPO Point Assignment

In order to develop the MPO's point assignment, MPO staff first applied the Local Ranking Methodology to develop scores for all submitted projects. According to the adopted methodology, some of the MPO's points are to be assigned by following a formula and some of the points are to be assigned by discretion (flexible points). The MPO ranking methodology assigns points to each project in order to make sure that it cannot be overtaken by a lower scoring project and presumes that the Division Engineer will assign 100 points to each project. The full results of this methodology are included as an attachment.

The MPO Board has released this list for public comment. The public comment period will run from June 16 through August 12, and a public meeting was held on June 25, 2014.

The MPO's methodology does not necessarily maximize the utilization of the MPO's points and does not always assign points to the most competitive projects. MPO staff recognized that there would likely be strategic reasons to adopt a final point assignment that varies from the MPO's methodology and included a description of these reasons in the MPO's methodology document. If this is done, MPO staff will fully describe the reasoning for any variance.

MPO staff has prepared a report on the relative competitiveness of the MPO's projects which is included as an attachment. This information indicates several recommended changes from the point assignment produced by applying the MPO methodology.

Public Comments and Input

The DCHC MPO held a public hearing on June 25, 2014. There were no speakers. Public comments received to date are provided in an attachment.

MPO staff also developed and distributed a survey on local input points. The responses received to date are provided as an attachment.

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 step of ranking projects and determining ranking points has been coordinated with the Division Engineers to ensure that the region's priorities receive points from both the MPO and the Division. The TC and MPO staff have met and coordinated with all three Division Engineers on the assignment of points several times. The Division Engineers have all made great efforts to coordinate with the MPO and to be responsive to the MPO's priorities.

The Division Engineers are required to have their own ranking methodology and public input process for their point assignment. All Division Engineer methodologies are posted on NCDOT's website <https://connect.ncdot.gov/projects/planning/Pages/ResourcesMPO-RPO.aspx> and draft Division Engineer point assignments are posted on this website <https://connect.ncdot.gov/projects/planning/STIData/Forms/AllItems.aspx>. Each Division Engineer has identified a targeted distribution of their points among highway and non-highway modes, similar to the DCHC MPO's methodology. However, all methodologies allow for the opportunity to vary from these distributions with reason.

Division 5 – 2500 Points

Regional: 1500 points to highway, 500 points to non-highway, 500 flexible points
 Division: 1000 points to highway, 1000 points to non-highway, 500 flexible points

Division 7 – 2500 Points

Regional: 2000 points to highway, 500 points to non-highway
 Division: 2000 points to highway, 500 points to non-highway

Division 8 – 2000 Points

Regional: 1800 points to highway, 200 flexible points
 Division: 1700 points to highway, 300 flexible points

The public meetings for the Division Engineers were as follows:

Division 5

6/24/2014 NCDOT Division 5 Public Meeting on Division Engineer Local Input Points, Butner Town Hall, 415 Central Avenue, Butner NC 27509, 4-7 pm

Division 7

6/23/2014 NCDOT Division 7 Public Meeting on Division Engineer Local Input Points, NCDOT Division Office, 1584 Yanceyville Street, Greensboro, NC 27405, 4-7 pm
 6/24/2014 NCDOT Division 7 Public Meeting on Division Engineer Local Input Points, NCDOT District Office, 115 E. Crescent Square Drive, Graham, NC 27253, 4-7 pm

Division 8

7/24/2014 NCDOT Division 8 Public Meeting on Division Engineer Local Input Points, Division 8 Traffic Services Training Room, 150 DOT Dr., Carthage, NC 28327, 4-7 pm

Final Recommend MPO Point Assignment

An attachment displays the TC's recommended final point assignment. The TC endorsed this point assignment with the authorization for MPO staff to make small changes to the assignment based on further coordination with NCDOT. MPO staff and the Division Engineers have met to discuss final point assignment and a few changes to the TC recommendation have been made. An explanation of the reasoning for the final recommended points is provided on the Attachment.

Some of the recommended changes are related to the four Chatham County bicycle and pedestrian projects that were submitted but not initially scored by NCDOT. These four projects were scored, but the scores were not available at the time of the July 23 TC meeting. Once the scores were provided, Division 8 indicated that they were willing to assign 100 points to the Mt. Carmel Church Road project and 77 points to the Mann's Chapel Road project. MPO staff recommends revising the MPO's points to match Division 8 to give these projects a chance to receive funding.

NCDOT is requiring that the MPO submit letters stating the local jurisdiction's intention to provide the required 20 percent local match for bicycle and pedestrian projects at the time that local input points are submitted (a recent state law prohibits using state funds on independent bicycle and pedestrian projects). While there is a small amount of leftover Safe Routes to School funding that does not require a local match (approximately \$5 million), there is much more Transportation Alternatives Program funding that does require a local match (approximately \$100 million) available through Prioritization 3.0. As a result, MPO staff does not recommend assigning any MPO input points to projects if the local jurisdiction is not able to provide this letter. This letter must be on the local jurisdiction's letterhead and signed by an elected official, City/Town/County Manager, Department Head, or other staff.

Chatham County has elected to have its Board of Commissioners endorse this letter and it is scheduled for their August 18 meeting. Durham, Chapel Hill, and Carrboro have pledged to provide this letter for their projects signed by staff. If the Chatham County Board does not approve endorsing this letter, MPO staff recommend the following changes as a contingency:

- Remove 100 points from B142268 Mt. Carmel Church Road bike lanes. Assign 100 points to B140787 Campus to Campus Connector as the highest scoring bike/ped project in the MPO without MPO points.
- Remove 77 points from B142266 Mann's Chapel Road bike lanes. Assign 77 points to B141113 NC 157 (Guess Rd.) sidewalks as the next highest scoring bike/ped project in the MPO without MPO points.

The O'Kelly Chapel Road multi-use path project in the Town of Cary in Chatham County was considered as an alternative pending Cary's local match commitment. However, Division 8 was not willing to apply their input points to this project, and it did not score well enough to be potentially competitive with only MPO input points. Division 8 would likely assign their 177 input points to other projects in the RPO portion of Chatham County.

Acceptance of the Donation of Input Points

The MPO Board is also asked to decide whether or not to accept the Triangle Area RPO's proposed donation of points to the DCHC MPO for the following three projects:

Project	Cost to NCDOT	Category	Quant. Score	Donated Points	TC Recommendation
NC 54, Orange Grove to Old Fayetteville widening 65% in the DCHC MPO 35% in TARPO	\$57,346,000	Regional	23.53	65	Reject donation. Not in 2040 MTP. Carrboro and Orange County do not agree on the project scope.
Buckhorn Rd., West Ten Rd. to US 70 widening 93% in BG MPO 7% in DCHC MPO	\$10,641,000	Division	11.38	7	Accept donation. Not in 2040 MTP. Orange County supports. Very small segment in the DCHC MPO.
Old Greensboro Road, Sturbridge to Alamance County, modernization 74% in TARPO 26% in DCHC MPO	\$23,598,000	Division	8.44	26	Accept donation. In 2040 MTP as TSM project.

MPO Board Action: Approve the Resolution to Endorse the DCHC MPO's Local Input Points for the Strategic Transportation Investments Process.

DCHC MPO Analysis of Strategic Transportation Investments Results

This document describes the relative competitiveness of the DCHC MPO's projects in Prioritization 3.0. The analysis is based on NCDOT's estimated costs and the estimated amount of funding in each category and Region or Division. In almost all cases, projects will need input points from both the Division Engineer and the MPO in order to be funded from the Regional and Division categories. The Prioritization 3.0 process gives equal weight to the Division Engineer and MPO's input points at both the Regional and Division categories.

Statewide: 100% Quantitative Score

Regional: 70% Quantitative Score + 15% Division Engineer Input Points + 15% MPO Input Points

Division: 50% Quantitative Score + 25% Division Engineer Input Points + 25% MPO Input Points

The Division Engineer and the MPO can both assign up to 100 points to each project. These points are then weighted by the percentages above to result in the number of points added to the project's final score. Thus 100 MPO points for a Regional project results in +15 points to the project's final score. The "Total Input Points Needed" column in the tables below is out of a possible 200 points that could be assigned by the MPO and the Division Engineer.

The number of points assigned per following the MPO's ranking methodology is noted in the tables below. The methodology assigns by formula a certain number of points in each category to the highest scoring projects using the MPO score. Additional points are then assigned to competitive projects based on the NCDOT quantitative score using the flexible points. The MPO ranking methodology assigns points to each highway project in order to make sure that it cannot be overtaken by a lower scoring highway project and presumes that the Division Engineer will assign 100 points to each project.

The MPO's methodology does not maximize the utilization of the MPO's points and does not always assign points to the most competitive projects. MPO staff recognized that there would likely be strategic reasons to adopt a point assignment that varies from the MPO's methodology and included a description of this in the MPO's methodology document. If this is done, MPO staff will fully describe the reasoning for any variance. This document describes many variances from the MPO's methodology that are recommended by the TC in its final point assignment. Consultation with the Division Engineers will also be a major factor in the TC's recommended final point assignment.

Statewide Category

The Statewide category is based 100% on the NCDOT-developed quantitative score. NCDOT has identified which projects it will recommend for funding in the draft STIP. While the MPO does not assign any input points to these projects, the MPO has the authority to accept or not accept these projects through a decision whether or not to include them in the MPO's TIP.

There is approximately \$5.0 billion of Statewide category funding available over the 10 years of the TIP. Some funding is reserved for “alternate prioritization” projects such as interstate maintenance, bridge replacements, safety, and preconstruction activities. Through the STI process, NCDOT has identified \$3.1 billion of highway and aviation projects to be funded. No freight rail projects were funded, and no other modes were eligible.

Seventy-three highway projects with a combined cost to NCDOT of \$2.886 billion are identified as funded from the Statewide category. The lowest scoring highway project identified for funding in the state had a 44.21 quantitative score. Some projects scoring higher than this were not identified for funding due to a variety of reasons such as the 10% corridor cap in the legislation (“No more than ten percent (10%) of the funds projected to be allocated to the Statewide Strategic Mobility category over any five-year period may be assigned to any contiguous project or group of projects in the same corridor within a Highway Division or within adjoining Highway Divisions”), federal or state laws prohibiting the project, or extremely high costs.

DCHC MPO's projects that could be funded from the Statewide category with approval by the MPO:

Rank	Project	Cost to NCDOT	Statewide Quant. Score	Proposed Schedule
15	I-40 at NC 54 interchange improvement	\$1,160,000	70.35	R/W FY 22 Construction FY 23
23	US 15-501, E. Lakeview to Sage superstreet	\$2,052,000	67.47	Construction FY 24
24	US 15-501 at NC 54 (Raleigh Rd.) interchange improvement	\$1,160,000	66.02	R/W FY 23 Construction FY 24
61	US 15-501 at Ephesus Church Rd. intersection improvement	\$2,170,000	50.92	R/W FY 23 Construction FY 24
69	I-40, NC 147 to NC 55 westbound auxiliary lane	\$15,469,000	49.78	R/W FY 20 Construction FY 21
73	US 15-501 at Garrett Rd. upgrade to interchange	\$23,870,000	47.21	R/W FY 23 Construction FY 24
80	US 70 at Miami upgrade to interchange	\$25,104,000	45.59	R/W FY 22 Construction FY 24

The following projects scored well enough to be considered for Statewide funding, but were not identified as fully funded within the 10 year work program:

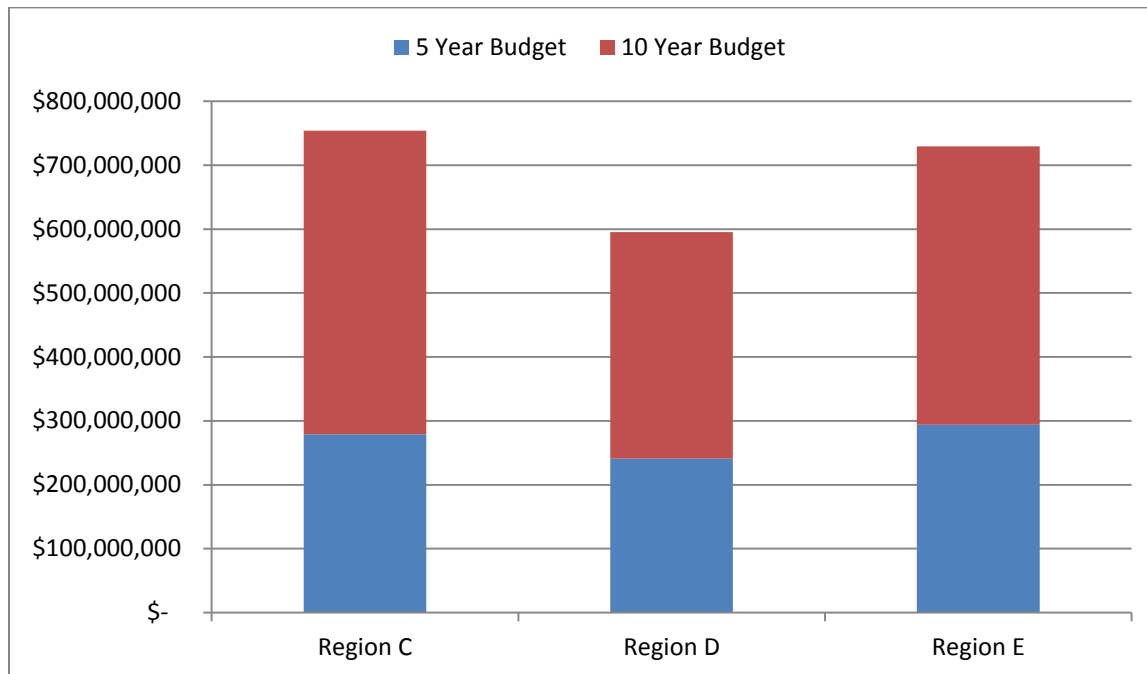
Rank	Project	Cost to NCDOT	Statewide Quant. Score	Reason Not Identified for Funding
26	I-540, I-40 to US 64 bypass widen and convert to toll facility	\$1	63.49	Requires federal action to toll a currently free route.
30	I-40, NC 147 to Wade managed lanes	\$726,570,000	61.11	Extremely high cost; Exceeds corridor cap R/W FY 24 Construction Beyond FY 25
74	I-40, NC 147 to US 15-501 managed lanes	\$497,380,000	48.76	Extremely high cost; Exceeds corridor cap R/W FY 24 Construction Beyond FY 25
85	US 15-501, Ephesus Church to NC 86 capacity improvements	\$95,330,000	44.55	R/W FY 24 Construction Beyond FY 25

Any project programmed in the last three years of the FY 16-25 TIP will be subject to re-prioritization during the next TIP development cycle. The first five years of the TIP will be considered set and not subject to re-prioritization. This affects any project not scheduled before FY 23 including many of the DCHC MPO's Statewide projects identified for funding in the table above.

FY 16-25 TIP	5 Year Work Program						Developmental Work Program					
FY 18-27 TIP	5 Year Work Program						Developmental Work Program					
	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27
	Schedule set by FY 16-25 TIP							Subject to re-prioritization in FY 18-27 TIP			FY 18-27 TIP Only	

Regional Category

Regional category funds are distributed by the proportionate population share of the Regions. There is approximately \$1.526 billion available over the first five years, and a total of \$3.779 billion available over the ten year program for all Regional category projects. With estimated bridge and safety projects subtracted, this results in approximately \$1.226 billion available over the first five years, and a total of \$3.256 billion available over the ten year program for all Regional category projects.



According to NCDOT staff, NCDOT intends to apply the “normalization” evenly across both the Regional and Division categories. NCDOT has stated that they will program 4% of Regional and Division funding to non-highway modes, and 90% to highway. The remaining 6% is flexible to be assigned to any mode. This results in \$3.4 billion for highway, \$151 million for non-highway, and \$227 million that is flexible in both the Regional and Division categories. NCDOT staff has also stated that they intend to directly compare the total scores across modes for the non-highway minimum and the flexible funding. NCDOT staff has also stated that they will program the non-highway minimum first, then the highway minimum, then the flexible funding. Since the DCHC MPO is in regions with many other urban areas and urban projects tend to score higher, it is likely that the DCHC MPO’s non-highway and highway projects will most be funded from the minimum allocations and not from the flexible allocations.

Region C - Highway

There is approximately \$279 million available over the first five years, and a total of \$754 million available over the ten year program for all Regional projects in Region C (Divisions 5+6). Based on the cumulative cost of projects and presuming that the majority of the funding is programmed for highway projects, the total score needed to be funded in the ten year program for a highway project is around

63. This presumes that certain very expensive projects (>\$200 million) are not funded from the Regional category.

DCHC's projects that are very likely to get funded if local input points are applied by the MPO and/or Division:

Rank	Project	Cost to NCDOT	Category	Statewide Quant. Score	Regional Quant. Score	Total Input Points Needed	MPO Points per MPO Method.
1	NC 54/Farrington Rd. grade separation	\$2,325,000	Regional	n/a	63.08	0	34 (formula)
4	US 501/Latta/Infinity intersection	\$2,100,000	Regional	n/a	50.21	86	92 (formula)
10	NC 751/University roundabout	\$1,005,000	Regional	n/a	43.48	131	95 (flexible)
11	NC 54, Barbee Chapel to I-40 widening	\$9,100,000	Regional	n/a	42.63	136	98 (formula)
18	US 70, Lynn to Miami freeway	\$109,020,000	Statewide	41.21	39.99	154	0 (high cost)
25	US 15-501, I-40 to bypass freeway	\$130,644,000	Statewide	34.75	36.84	175	0 (high cost)

Two are high cost Statewide projects that cascade down to Regional.

The following are high scoring projects that staff do not want funded (or are impossible to be funded) from the Regional Category:

Rank	Project	Cost to NCDOT	Category	Statewide Quant. Score	Regional Quant. Score	Total Local Input Points Needed
9	NC 55, S. Alston to Price widen to 5-lane section	\$4,009,000	Regional	n/a	45.46	Do not recommend – not in MTP
16	I-40, NC 147 to Wade managed lanes	\$726,570,000	Statewide	61.11	40.44	Do not recommend – extremely high cost
32	I-40, US 15-501 to NC 147 managed lanes	\$497,380,000	Statewide	48.76	35.24	Do not recommend – extremely high cost

The following projects may be able to get funded if local input points are applied, especially if CAMPO and/or DCHC did not apply points to cascading Statewide projects (note that one of these is a cascading project). CAMPO has stated that their default will be to not assign points to cascading projects but they

may make exceptions to this on a case-by-case basis. These would likely need 200 input points to be competitive:

Rank	Project	Cost to NCDOT	Category	Statewide Quant. Score	Regional Quant. Score	Total Input Points Needed	MPO Points per MPO Method.
43	US 70, Miami to NDP freeway	\$91,347,000	Statewide	32.42	31.91	200	0 (high cost)
47	NC 54, NC 751 to Fayetteville widening	\$21,600,000	Regional	n/a	30.46	200	0 (competitiveness)

Less likely, but may warrant consideration. These would likely need 200 input points to be competitive:

Rank	Project	Cost to NCDOT	Category	Statewide Quant. Score	Regional Quant. Score	Total Input Points Needed	MPO Points per MPO Method.
59	US 501, Duke to Goodwin widening	\$28,500,000	Regional	n/a	27.91	200	0 (competitiveness)
61	Durham Citywide Signal System	\$12,824,000	Regional	n/a	27.51	200	99 (formula)
62	NC 751, S. Roxboro to NC 54 widening	\$8,276,000	Regional	n/a	27.34	200	100 (formula)

Projects to which our methodology assigns points but are not very competitive:

Rank	Project	Cost to NCDOT	Category	Statewide Quant. Score	Regional Quant. Score	Total Input Points Needed	MPO Points per MPO Method.
68	NC 147, EEC to US 15-501 modernization	\$46,626,000	Statewide	29.97	26.55	200	100 (formula)
69	NC 54, Barbee to NC 55 widening	\$46,400,000	Regional	n/a	26.52	200	100 (formula)

Region D - Highway

There is approximately \$241 million available over the first five years, and a total of \$595 million available over the ten year program for all Regional projects in Region D (Divisions 7+9). Based on the cumulative cost of projects and presuming that the majority of the funding is programmed for highway projects, the total score needed to be funded for a highway project is around 65.

Top 12 projects are very likely to get funded if local input points are applied by the MPO and/or Division. Of the top 12 projects: 3 Greensboro MPO, 1 BGMPO, 1 PTRPO, 1 DCHC MPO, 6 W-SMPO. DCHC's project:

Rank	Project	Cost to NCDOT	Category	Statewide Quant. Score	Regional Quant. Score	Total Input Points Needed	MPO Points per MPO Method.
6	NC 54, Burning Tree to Barbee Chapel superstreet and interchange	\$32,106,000	Regional	n/a	36.86	188	94 (formula)

There are 13 segments of the Winston-Salem beltway that are Statewide projects that cascade down to Regional with a total cost of \$1.2 billion. These projects all score around 35 quantitative points. Four phases of the beltway are more than \$100 million. Winston-Salem has expressed interest in assigning points to several phases of this project.

There are several DCHC MPO projects that score below the Winston-Salem beltway which may be able to get funded if local input points are applied. These would likely need 200 local input points to be competitive:

Rank	Project	Cost to NCDOT	Category	Statewide Quant. Score	Regional Quant. Score	Total Input Points Needed	MPO Points per MPO Method.
20	US 15-501/NC 54/NC 86 interchange improvement	\$2,175,000	Statewide	39.94	35.05	200	89 (formula)
28	I-40, I-85 to US 15-501 widening	\$76,700,000	Statewide	41.89	30.18	200	99 (flexible)

The following project also scores just below the Winston-Salem beltway and has some chance of funding. However, MPO staff does not recommend assigning Regional points to it because it is very expensive, it is very competitive in the Statewide category, and a feasibility study is underway which will better define the project and may result in a lower cost project:

Rank	Project	Cost to NCDOT	Category	Statewide Quant. Score	Regional Quant. Score	Total Input Points Needed
25	US 15-501, Ephesus Church to NC 86 capacity improvement	\$95,330,000	Statewide	44.55	32.62	Do not recommend

The following project is unlikely to be funded, but the Triangle Area RPO has approved the donation of points to the DCHC MPO for our share of the project.

Rank	Project	Cost to NCDOT	Category	Regional Quant. Score	Donated Points	Recommendation
42	NC 54, Orange Grove to Old Fayetteville widening 65% in the DCHC MPO 35% in TARPO	\$57,346,000	Regional	23.53	65	Reject donation. Not in 2040 MTP. Carrboro and Orange County do not agree on the project scope.

There are no projects that our methodology assigns points to that are not in the above tables for Region D.

Region E - Highway

There is approximately \$294 million available over the first five years, and a total of \$730 million available over the ten year program for all Regional projects in Region E (Divisions 8+10). There are no projects in the DCHC MPO in Region E that are likely to get Regional funding. This region stretches from Chatham County to Mecklenburg County (Charlotte).

Regional – Non-Highway

Due to the application of the normalization minimums, Regional non-highway projects are more limited in their funding by the total amount available across the state than the individual amounts available in each Region. For non-highway projects, the 4% minimum set-aside results in \$151 million available across the state at the Regional level, which is well below the amounts available in Region C, D, or E.

The DCHC MPO's top Regional non-highway priority is the Durham-Orange LRT project which was submitted with a requested \$455 million state match. The STI legislation states that a maximum of 10% of any Region's allocation may be used for public transit. This project is in both Region C and D so it is eligible for up to \$134 million. As a result, the funding that could potentially be assigned to this project is most limited by the 10% cap in the legislation, not the normalization minimum.

NCDOT staff has stated that the non-highway modes will directly compete with each other on the basis of their final total scores. The Durham-Orange LRT scores 26.84 out of 70 for its quantitative score and can get up to 30 additional points through local input points for a final score of 56.84. Presuming that the maximum local input points are applied, there are several aviation, rail, and public transit projects that could score higher than the Durham-Orange LRT. The following table displays the total cost of projects in these modes that could score better than the Durham-Orange LRT

	Total Cost of Projects that Score Higher than Durham-Orange LRT
Aviation	\$11,000,000
Rail	\$57,701,000
Public Transit	\$169,170
Total	\$68,870,170
Remaining	\$82,277,030

As a result, it appears likely that the Durham-Orange LRT would receive at least \$82 million. One of the rail projects that scores higher than the Durham-Orange LRT is a \$34 million project in the DCHC MPO, the extension of the East Durham siding which includes grade separation at Glover Rd. and Ellis Rd. (south-end) and closure of the Wrenn Rd. crossing. This is not a high priority of the Durham TSS. If the final score for this project is lower than the Durham-Orange LRT, an additional \$34 million may be able to be programmed for the Durham-Orange LRT resulting in a total of \$117 million. Considering that some of the aviation, rail, and public transit projects included in the above figures may not receive local input points from both their planning organization and Division Engineer, the Durham-Orange LRT may be able to receive close to the maximum \$134 million that the STI legislation allows.

If the Durham-Orange LRT is programmed for between \$117-134 million, there would not be many non-highway funds available for other Regional non-highway projects from the 4% minimum. In addition, for the 6% flexible funding, it is likely that highway projects will likely score better than most non-highway projects. As a result, MPO staff does not recommend assigning points to many other Regional non-highway projects. MPO staff recommends assigning points to the following non-highway projects:

Project	Cost to NCDOT	Regional Quant. Score	Rec. Input Points	MPO Points per MPO Method.	Reason
This is for a Neighborhood Transit Center (NTC) in Southern Durham to work in conjunction with the Southpoint Park and Ride.	\$66,000	41.37	100	99	High score with minimal effect on LRT funding
This is for a Neighborhood Transit Center (NTC) in Southwest Durham to work in conjunction with the Patterson Place Park and Ride.	\$66,000	41.04	100	87	High score with minimal effect on LRT funding
Light rail system from UNC Hospital in Chapel Hill to Alston Avenue in downtown Durham.	\$455,157,750 (\$134,961,100 maximum allowed)	26.84	100	100	Top priority
Construct extension of East Durham Siding. Includes a combination of grade separations and closure at three crossings: Ellis Road - south end	\$34,255,000	28.34	100	0	Competitive. Division 5 will only assign 88 points so the

(734737A), Glover Road (734735L), and Wrenn Road (734736T).					final score is below the DO LRT
Grade separations at Blackwell St crossing (735229N) and Mangum St crossing (735231P) in Durham	\$55,000,000	21.94	100	0	To express interest in further study
Grade separation at Ellis Road - north end crossing (735236Y) in Durham.	\$16,411,000	21.80	100	100	To express interest in further study
2 buses are needed to provide service for a new route between downtown Durham, the hospitals, and the northern Durham area of Rougemont.	\$91,670	8.99	0	100	Very unlikely to be funded due to low score.
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.	\$94,420	11.25	0	85	Very unlikely to be funded due to low score.
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.	\$91,760	7.88	0	97	Very unlikely to be funded due to low score.
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.	\$91,670	7.35	0	91	Very unlikely to be funded due to low score.
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	\$145,879	8.94	0	41	Very unlikely to be funded due to low score.

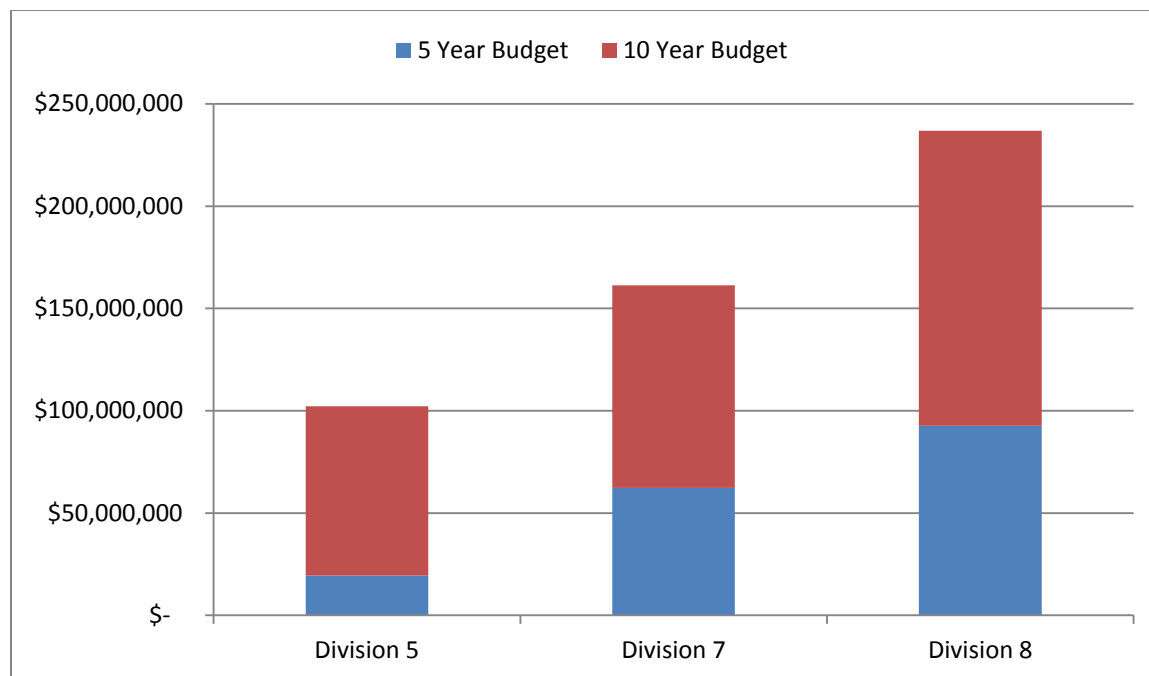
College and serves as one the major transit links between Durham and RTP.					
Total Points for Non-Highway			600	800	

Since the total DCHC MPO points that would be assigned to non-highway projects is reduced from 800 to 600, the MPO has more points available to assign to highway projects. As a result, many highway projects are recommended to receive 100 points from the MPO resulting in fewer points needed from the Division Engineers to be competitive.

Division Category

There is approximately \$1.526 billion available over the first five years, and a total of \$3.779 billion available over the ten year program for all Division category projects. With estimated bridge, safety, and MPO-programmed STPDA and TAP projects subtracted, this results in approximately \$1.013 billion available over the first five years, and a total of \$2.707 billion available over the ten year program for all Division category projects.

Division category funds are distributed equally to each NCDOT Division. Bridge replacement, safety, STPDA, and TAP must be included in the Division funds per the STI legislation. Section 5307 transit funds used for expansion purposes must also be included in the Division funds. NCDOT's estimated programmable budgets exclude bridge replacement, safety, STPDA, and TAP funds, but do not exclude Section 5307 transit funds. Thus the actual programmable budgets may be less.



According to NCDOT staff, NCDOT intends to apply the “normalization” evenly across both the Regional and Division categories. NCDOT has stated that they will program 4% of Regional and Division funding to non-highway modes, and 90% to highway. The remaining 6% is flexible to be assigned to any mode. This results in \$3.4 billion for highway, \$151 million for non-highway, and \$227 million that is flexible in both the Regional and Division categories. NCDOT staff has also stated that they intend to directly compare the total scores across modes for the non-highway minimum and the flexible funding. NCDOT staff has also stated that they will program the non-highway minimum first, then the highway minimum, then the flexible funding. Since the DCHC MPO is in divisions with many other urban areas and urban projects tend to score higher, it is likely that the DCHC MPO's non-highway and highway projects will most be funded from the minimum allocations and not from the flexible allocations.

Division 5 - Highway

There is approximately \$19 million available over the first five years, and a total of \$102 million available over the ten year program for all Division 5 projects. This figure excludes bridge, safety, STPDA, and TAP funds which are all subject to STI according to the legislation. However, it does not exclude Section 5307 transit funds. MPO staff understands that any Section 5307 funds used for expansion purposes would be subject to the STI legislation. As result, there is likely to be less funding actually available than these figures. Based on the cumulative cost of projects and presuming that the majority of the funding is programmed for highway projects, the total score needed to be funded in the ten year program for a highway project is around 77. This presumes that there is very limited cascading of Statewide or Regional projects for CAMPO or DCHC MPO. CAMPO has stated that their default will be to not assign points to cascading projects but they may make exceptions to this on a case-by-case basis.

The top 10 projects have some chance of being funded. In reality, less than these ten will likely get funded due to Section 5307 funding and non-highway funding. Of these 10: 8 are in CAMPO, 2 in DCHC MPO, and 1 in KTRPO (1 shared project). One of DCHC's projects is a cascading Regional project that exceeds the \$5 million limit set in the MPO's methodology for cascading projects. This project is questionable for being funded at the Regional level thus assigning points at the Division level may be a good back-up strategy. DCHC's projects:

Rank	Project	Cost to NCDOT	Category	Division Quant. Score	Total Input Points Needed	MPO Points per MPO Method.
3	Woodcroft Parkway extension NC 751 to Garrett	\$2,219,000	Division	29.81	190	100 (formula)
7	NC 54, NC 751 to Fayetteville widening	\$21,600,000	Regional	25.34	200	0 (exceeds \$5 million)

The following are DCHC's next highest ranking projects. Due to the small amount of Division funding, these are very unlikely to be funded.

Rank	Project	Cost to NCDOT	Category	Division Quant. Score	Total Input Points Needed	MPO Points per MPO Method.
13	Fayetteville Road, Woodcroft to Riddle widening	\$21,509,000	Division	22.86	200	100 (formula)
14	Northern Durham Parkway, I-85 to Old Oxford new location	\$29,700,000	Division	22.40	200	0 (competitiveness)

Our methodology allows for Division points to be assigned to cascading Statewide or Regional projects that are less than \$5 million. There is one project that is recommended for points. This project has a good chance of being funded from the Regional category, so MPO staff does not recommend assigning this project Division points.

Rank	Project	Cost to NCDOT	Category	Regional Quant. Score	Division Quant. Score	Total Input Points Needed	MPO Points per MPO Method.
	NC 751/University roundabout	\$1,005,000	Regional	43.48	35.03	168	97 (flexible)

Division 7 - Highway

There is approximately \$62 million available over the first five years, and a total of \$161 million available over the ten year program for all Division 7 projects. This figure excludes bridge, safety, STPDA, and TAP funds which are all subject to STI according to the legislation. However, it does not exclude Section 5307 transit funds. MPO staff understands that any Section 5307 funds used for expansion purposes would be subject to the STI legislation. As result, there is likely to be less funding actually available than these figures. Based on the cumulative cost of projects and presuming that the majority of the funding is programmed for highway projects, the total score needed to be funded in the ten year program for a highway project is around 68.

The top 16 projects have some chance of being funded. In reality, less than these 20 will likely get funded due to Section 5307 funding and non-highway funding. DCHC's projects:

Rank	Project	Cost to NCDOT	Category	Division Quant. Score	Total Input Points Needed	MPO Points per MPO Method.
5	Estes/Greensboro roundabout	\$775,000	Division	35.34	134	97 (formula)
6	Franklin/E. Main/Merritt Mill/Brewer roundabout	\$775,000	Division	34.84	136	92 (flexible)
7	US 15-501/NC 54/NC 86 interchange improvement	\$2,175,000	Statewide	27.19	163	0 (likely to be funded from Regional)
8	Orange Grove Road Extension	\$5,299,000	Division	23.67	180	100 (formula)
9	S. Churton Street, I-40 to Eno River widening	\$26,240,000	Division	22.35	196	0 (competitiveness)

The US 15-501/NC 54/NC 86 interchange project will likely be funded from the Regional category and Division points are not recommended.

The following projects score well enough that they may be competitive for funding with local input points, but are not recommended.

Project	Cost to NCDOT	Category	Division Quant. Score	Total Input Points Needed
Estes Drive, NC 86 to Caswell modernization	\$4,446,000	Division	20.77	Do not recommend – funded with CMAQ
US 15-501, Ephesus Church to NC 86 capacity improvements	\$95,330,000	Statewide	26.34	Do not recommend – very expensive
I-40, I-85 to US 15-501 widening	\$76,700,000	Statewide	23.59	Do not recommend – very expensive
NC 86, US 70 Bypass to north of NC 57 widening	\$10,353,000	Regional	19.46	Do not recommend – exceeds \$5 million and unlikely

The Town of Chapel Hill has \$2.3 million of CMAQ and local funding for a project to build bicycle/pedestrian/transit improvements on Estes Drive from NC 86 to Caswell Drive. This project also scores well enough to be funded from STI. While this CMAQ project may not be as extensive as the \$4.4 million project in STI, it clearly would include much of the improvements and it would not make sense to apply MPO points to this project if it will be completed using CMAQ. In addition, if it were funded from STI, it would likely be programmed on a much more delayed timeline than the CMAQ project. For these reasons, it is not recommended for the MPO's Division points.

The following is DCHC's next highest ranking project. It is on the border for being funded. Due to the low cost, it may be able to be fit into the programming schedule ahead of bigger more expensive projects.

Rank	Project	Cost to NCDOT	Category	Division Quant. Score	Total Input Points Needed	MPO Points per MPO Method.
23	Mt. Carmel Church/Bennett roundabout	\$775,000	Division	14.76	200	0 (competitiveness)

There are no projects that our methodology assigns points to that are not in the above tables for Division 7.

The following projects are unlikely to be funded, but the Triangle Area RPO has approved the donation of points to the DCHC MPO for our share of the project.

Project	Cost to NCDOT	Category	Regional Quant. Score	Donated Points	Recommendation
Buckhorn Rd., West Ten Rd. to US 70 widening	\$10,641,000	Division	11.38	7	Accept donation. Not in 2040 MTP.

93% in BG MPO 7% in DCHC MPO					Orange County supports. Barely in the DCHC MPO.
Old Greensboro Road, Sturbridge to Alamance County, modernization	\$23,598,000	Division	8.44	26	Accept donation. In 2040 MTP as TSM project.
74% in TARPO 26% in DCHC MPO					

Division 8 - Highway

There is approximately \$92 million available over the first five years, and a total of \$236 million available over the ten year program for all Division 8 projects. This figure excludes bridge, safety, STPDA, and TAP funds which are all subject to STI according to the legislation. There are only very small portions of MPOs that receive STPDA and TAP in Division 8 and thus there is comparably more funding available in this Division.

There are no highway projects in the DCHC MPO in Division 8 that are likely to get Division funding.

Division – Non-Highway

Due to the application of the normalization minimums, Division non-highway projects are more limited in their funding by the total amount available across the state than the individual amounts available in each Division. For non-highway projects, the 4% minimum set-aside results in \$151 million available across the state at the Division level. NCDOT staff has stated that the non-highway modes will directly compete with each other on the basis of their final total scores.

The table below displays the total cost (to NCDOT) of the non-highway projects with quantitative scores between certain values. The cumulative cost of these projects is shown in the bottom row. No cascading was assumed for Aviation projects since many of the projects that are categorized as Statewide or Regional score well in the Regional category and would more likely be funded there. No cascading was assumed for Public Transit Regional projects since it seems unlikely that many planning organizations or Division Engineers will assign Division points to cascading projects from Regional transit systems.

Non-Highway Mode	Division Quantitative Score					
	>40	40 >35	35 >30	30 >27	27 >25	25 >23
Aviation (no cascade)	\$1,989,000	\$30,887,812	\$13,336,200	\$18,548,954	\$12,577,428	\$3,816,000
Rail	\$0	\$0	\$25,347,500	\$6,500,000	\$0	\$0
Public Transit (no cascade)	\$0	\$8,000	\$1,067,190	\$332,000	\$10,000	\$2,000

Bike/Ped	\$2,462,472	\$6,848,387	\$20,671,253	\$30,592,905	\$19,300,403	\$40,197,969
Ferry	\$0	\$12,000,000	\$0	\$24,000,000	\$1,725,000	\$1,725,000
Total	\$4,451,472	\$49,744,199	\$60,422,143	\$79,973,859	\$33,612,831	\$45,740,969
Cumulative	\$4,451,472	\$54,195,671	\$114,617,814	\$194,591,673	\$228,204,504	\$273,945,473

The \$151 million minimum appears likely to be able to fund all projects with quantitative scores above 30 and may even be able to fund some projects with scores below 30. The exact threshold depends on how many planning organizations and Division Engineers assign local input points to non-highway projects.

In looking at the DCHC MPO's non-highway Division quantitative scores, 12 bike/ped projects and 2 public transit projects score above 30. Since the bike/ped projects have higher costs than the public transit projects, MPO staff recommends assigning most points to the highest scoring bike/ped projects. As a default, the MPO will assign 100 points to these projects. The Hillsborough Train Station is recommended for local input points even though it scores below a 30 quantitative score. This project is the highest cost Division non-highway project at \$8 million. With 100 local input points from the DCHC MPO and Division 7, it might be competitive.

Project	Cost to NCDOT	Division Quant. Score	Rec. Input Points	MPO Points per MPO Method.
LaSalle Street sidewalks	\$488,200	40.43	100	92
Raynor Street sidewalks	\$300,250	38.38	100	95
NC 54 sidewalks	\$331,250	36.99	100	0
US 501 Bypass (Duke St.) sidewalks	\$1,607,250	34.80	100	0
US 15-501 (Fordham Blvd) sidepath	\$446,488	34.22	100	100
Campus to Campus Connector	\$1,779,045	34.01	0	99
Finley Golf Course Rd. sidepath	\$2,831,336	33.68	100	0
S. Greensboro St. sidewalks	\$896,566	33.17	100	0
Morgan Creek Greenway Phase 2, 3, and 4	\$2,279,310	33.02	100	0
Byrant Bridge Trail	\$1,234,750	31.82	100	97
Mt. Carmel Church Rd. (Chatham Co.) bike lanes	\$434,070	15.44	100	0
Mann's Chapel Rd. bike lanes	\$704,900	13.69	77	0
NC 157 (Guess Rd.) sidewalks	\$503,600	30.85	0	0
NC 55 sidewalks	\$565,400	30.41	0	0
DATA - This is for a Neighborhood Transit Center (NTC) located in The Village to work in conjunction with routes 2b, 3, 16a, and 16b.	\$66,000	32.22	0	100
DATA - 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.	\$66,000	31.98	0	0
CHT - Extend local bus service from Friday Center to	\$48,296	20.82	0	100

serve demand in 54 corridor to I-40 or beyond.				
CHT - Extend local bus service from Friday Center to serve demand in 54 corridor to I-40 or beyond.	\$48,296	20.82	0	77
CHT - Expand CL&D route and service hours. Extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons.	\$46,929	15.04	0	100
CHT - Expand CL&D route and service hours. Extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons.	\$46,929	15.04	0	100
CHT - An additional bus (1) will be introduced along the Martin Luther King Jr. - South Columbia – 15/501 corridor (NU Route). 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.	\$79,596	14.36	0	56
Hillsborough Train Station	\$8,000,000	18.97	100	100
Total Points for Non-Highway			1,177	1,116

A total of 1,177 Division points are recommended for non-highway projects. Additional points for high scoring projects could be justified. However, the points would need to be taken from competitive highway projects.

For the 6% flexible funding, it appears likely that very little, if any, of this funding would be programmed in Division 5 and 7 due to many highly competitive highway and non-highway projects and the limited Division funding available.

Summary of Public Comments, Survey Responses, and Staff Response

August 6, 2014

Public Comment	Staff Response
Request for priority for sidewalks to all schools	Proximity to schools is a factor in both the MPO's methodology and NCDOT's quantitative score. 8 of the 11 bike/ped projects proposed to receive MPO points are within 2 miles of a K-8 school and thus eligible for Safe Routes to School funds.
Request for relieving congestion near Farrington Road and NC 54	Several projects in this area are proposed to receive MPO points: <ul style="list-style-type: none"> • NC 54/Farrington grade separation • Widening NC 54 from I-40 to Barbee Chapel Rd. In addition, improvement to the NC 54/I-40 interchange is expected to be funded from the Statewide category.
Request for points to support US 70 freeway conversion	Freeway conversion of US 70 from Lynn Rd. to the Northern Durham Parkway (Wake County line) is proposed to receive MPO points (2 segments). The interchange at US 70 and Miami Blvd. is expected to be funded from the Statewide category.
Request for safe bike route between Chapel Hill and Durham	H090631 – modernization of Erwin Rd. did not score well enough to be competitive for funding even with MPO and/or Division Engineer local input points. B141115 – bicycle lanes on Erwin Rd. also did not score as well as other more competitive bike/ped projects. The bike/ped project on Old Durham-Chapel Hill Rd. is proposed to be fully funded with STPDA/TAP from the MPO and local match funds and is not part of the STI process.
Request for safety improvements at Mt. Carmel Church Rd. and Bennett Rd. intersection (8)	H111056 – roundabout at Mt. Carmel Church Rd. and Bennett Rd. is proposed to receive both MPO and Division Engineer local input points.
Request for sidewalks and bike lanes on Mt. Carmel Church Road from US 15-501 to Bennett Rd.	B141553 does not score as well as other more competitive bike/ped projects. However, MPO points and Division Engineer points are proposed to be assigned to B142268, bike lanes on Mt. Carmel Church Rd. in Chatham County.
Request for bike lanes on Mt. Carmel Church Rd. from Bennett Rd. to the Chatham County Line (2)	B141556 does not score as well as other more competitive bike/ped projects. However, MPO points and Division Engineer points are proposed to be assigned to B142268, bike lanes on Mt. Carmel Church Rd. in Chatham County.

Survey Responses – 286 respondents

Regional Highway

- Most common comment was to support bicycle and pedestrian improvement on all of highway projects, including off-road trails for freeway conversion projects, bike lanes, and sidewalks.
 - Staff Response: DCHC MPO staff will consider bicycle and pedestrian facilities on all projects during project development.
- Second most common comment was opposition to all highway projects.
 - Staff Response: No highway improvements would not be consistent with the 2040 MTP and would not address congestion, safety, and mobility goals of the MPO.
- Third most common comment was opposition to superstreets.
 - Staff Response: Superstreets were recommended from the NC 54/I-40 Corridor Study and are in the 2040 MTP. Other options may be able to be considered during project development.
- Several comments about concern for environmental impacts with projects, particularly NC 54 projects.
 - Staff Response: All projects are subject to NEPA review and efforts will be made to mitigate environmental impacts during project development.
- Both comments of support and opposition to freeway conversion projects. Concern over providing access to businesses.
 - Staff Response: DCHC MPO staff will consider access on all projects during project development
- Many comments of support for widening I-40, most citing safety concerns at the merge at Orange/Durham County line (US 15-501).
 - Staff Response: DCHC MPO input points are proposed to be assigned to this project.
- More comments of support than opposition to NC 751/University roundabout project.
 - Staff Response: DCHC MPO input points are proposed to be assigned to this project.

Regional Non-Highway

- Most common comment was to support the Durham-Orange Light Rail Transit project.
 - Staff Response: DCHC MPO input points are proposed to be assigned to this project.
- Second most common comment was to express opposition or concern over the Blackwell and Mangum railroad grade separation in downtown Durham. Many concerns over connectivity and aesthetics of a project.
 - Staff Response: DCHC MPO input points are proposed to be assigned to this project. Connectivity and aesthetics will be strongly considered during project development. More study is needed to consider alternatives and ways to mitigate impacts of this project.
- Third most common comment was to support increased frequency on existing bus routes, especially express routes between Durham-Raleigh and Durham-Hillsborough.

- Staff Response: While these are high priorities for the MPO, bus service expansion projects did not score competitively and are not proposed to receive DCHC MPO input points.

Division Highway

- Again, the most common comment was to support bicycle and pedestrian improvement on all of these projects, including accommodations at any roundabouts.
 - Staff Response: DCHC MPO staff will consider bicycle and pedestrian facilities on all projects during project development
- Second most common comment was opposition to all highway projects.
 - Staff Response: No highway improvements would not be consistent with the 2040 MTP and would not address congestion, safety, and mobility goals of the MPO.
- Both comments of support and opposition to specific roundabouts, widenings, and road extensions (in particular NC 54, Woodcroft Parkway, Churton Street, and Estes/Greensboro).
 - Staff Response: DCHC MPO input points are proposed to be assigned to these projects. More public outreach will be conducted during project development.

Division Non-Highway

- More comments in support of bus service improvements and increased frequencies than building park-and-ride lots and transit centers.
 - Staff Response: While these are high priorities for the MPO, bus service expansion projects did not score competitively and are not proposed to receive DCHC MPO input points.
- Many comments in support for more transit connections between DATA and CHT.
 - Staff Response: While these are high priorities for the MPO, bus service expansion projects did not score competitively and are not proposed to receive DCHC MPO input points.
- Both comments of support and opposition to Hillsborough Train Station, and many expressed a desire for commuter rail service from Hillsborough.
 - Staff Response: DCHC MPO input points are proposed to be assigned to this project. The station would initially only be served by Amtrak but will be designed to be able to be served by commuter rail in the future.
- Many comments in favor of all bicycle and pedestrian projects. Many commenters wanted more bicycle projects considered. Many comments requested a specific bike/ped improvement on another route not listed.
 - Staff Response: Bicycle-only projects did not score as well as sidewalk projects and are generally more expensive. DCHC MPO points are assigned to the most competitive projects.

Survey Respondent Characteristics

- Carrboro, Chapel Hill, and Hillsborough residents were slightly over-represented in the survey as compared to Durham, Durham County, Orange County, and Chatham County residents.
- Minorities only represented 7% of the survey respondents as compared to 46% of the combined populations of Durham, Orange, and Chatham counties.
- 52% of survey respondents were between the ages of 25 and 44.

Public Comments Received on Draft MPO Point Assignment

July 31, 2014

From: Corrina.Page <corrina22@gmail.com>
Sent: Tuesday, June 17, 2014 3:35 PM
To: Beckmann, Ellen
Subject:Fwd: PAC3 | FW: Requesting Comments on Transportation Priorities in Durham, Orange, and Chatham Counties
Ellen, sidewalks to all schools is my priority.
Thanks
sent on the go

From: Rkitchin <rkitchin@aol.com>
Sent: Wednesday, June 18, 2014 12:18 PM
To: Beckmann, Ellen
Cc: jimcarrollnc@gmail.com
Subject:priorities for DOT/transportation projects

Hello Ms. Beckmann,
Please accept my request for top priority for the projects relieving traffic congestion near Farrington Road and Route 54. I know the developer for the two seven-story towers to be built on the (current) Baptist Church site has promised more than \$1.1 million in improvements to that intersection while he is building the first tower, but there are other publicly funded improvements that have been suggested:

- 1) entry ramp to I40 East from Farrington Road heading north
- 2) overpasses on 54.

Thanks for your help,
Rosemarie Kitchin

rkitchin@aol.com
Rosemarie Kitchin
6702 Glen Forest Drive
Chapel Hill, NC 27517
919.768.0749 home
919.724.3723 mobile

From: DSLlongman@aol.com
To: ellen.beckmann@DurhamNC.gov
CC: gkneeb@aol.com, vanderws@me.com, Barbara.Ann.Paradise@gmail.com, sadams5@nc.rr.com,
carol.ann.conway@gmail.com
Sent: 7/11/2014 10:18:12 A.M. Eastern Daylight Time
Subj: Accidents at Bennett and Mt. Carmel church Rd.

Ms. Beckmann:

I am President of Hunt's Reserve Homeowners' Association. I represent 36 residential lots near the end of Bayberry Rd. The vast majority of us use the Bennett Mt.. Carmel Church intersection at least twice a day if not more.

In the years I have lived here, I have personally witnessed 3 accidents at this intersection-fortunately none fatal. I didn't take pictures, but I am sure they must be a matter of record. I am also sure there may have been many more accidents I didn't personally witness.

It is clearly a dangerous intersection with people proceeding West bound around a very limited sight curve frequently at or above the 45 mph speed limit. The limited sight of both those on Mt. Carmel Church Rd AND those emerging from Bennett is a formula for problems.

I would point out , that in addition to accidents you might consider near misses. There have been plenty of those as some of the skid marks on the road can attest. A high speed approach west bound on Mt. Carmel Church combined with the Bennett intersection AND frequently backed up traffic from 15-501 intersection mean speed is dangerous.

The situation is becoming even more problematic with increased numbers of people turning left on Bennett from Mt. Carmel Church Road. If Obey Creek is approved this will increase considerably.

I urge your consideration of a traffic circle at the intersection and warning lights further down Mt. Carmel Church Rd. to slow people down for the round about.

Douglas Longman
President , HRHOA
DSLlongman@aol.com
919-969-8167

From: "gkneeb@aol.com" <gkneeb@aol.com>
Date: July 12, 2014 at 5:13:51 PM EDT
To: <strategicplanning@ncdot.gov>, <ellen.beckmann@DurhamNC.gov>
Cc: <dbonk@townofchapelhill.org>, <cnedwards@ncdot.gov>, <ed.harrison@mindspring.com>,

[<gordon.alice@gmail.com>](mailto:gordon.alice@gmail.com)

Subject: Public comments: Strategic Transportation Improvement points allocation methodology AND Mt. Carmel Church/Bennett intersection in Chapel Hill

Members of the TAC and NCDOT:

Thank you for affording the opportunity for public comment on North Carolina's new Strategic Transportation Investment program, including support for specific projects under consideration for funding and scheduling.

I applaud the state for taking a more strategic and objective approach to funding projects and am pleased to see that this approach will allow completion of more projects; however, I am concerned about the program's emphasis on traffic flow and cost/benefit over safety which is demonstrated in the scoring methodology for District projects:

Data portion (50%) broken down as follows:

- Congestion: 20%
- Cost/benefit: 20%
- Safety: 10%

The emphasis on traffic flow and cost over safety is also reflected in the Prioritization 3.0 Project Summary form which fails to provide sufficient existing conditions and crash/safety-related information to allow NCDOT decision-makers to identify those intersections and stretches of roadway which should be given highest priority for funding and scheduling to address dangerous conditions and safety concerns in a timely manner.

Take for example, the intersection of Mt. Carmel Church /Bennett Road in southern Chapel Hill (Project 111056) – a project I strongly support for immediate funding.

The Mt. Carmel Church/Bennett intersection is the site of frequent, severe accidents each year despite NCDOT's implementation of traffic calming and safety improvement measures over the past five years.

In a nutshell, a description of conditions at this intersection would read as follows:

Problems at this intersection are largely related to two specific factors:

- Location on a blind curve and downhill slope
- High rate of speed (average speeds 57 mph in 35 mph zone)

Accidents have included a number of rolled or partially rolled vehicles.

A.M. Peak hour traffic, when school is in session, is beginning to back up close to the intersection, increasing safety concerns.

NCDOT Division engineers have already implemented other measures (flashing signal lights, double, reflective Stop signage, regular trimming of shrubbery) but accidents and near-misses continue. The intersection serves as the main neighborhood egress for hundreds of families but is treacherous for both auto and bike/pedestrian traffic.

Comparison of this description with the Project Data page (Page #3) of the “NCDOT Prioritization 3.0 Summary” shows the need for additional information in the “Existing Conditions” table. For instance:

Line #	Existing conditions Existing cross-section	
1	Speed limit:	35 mph
Add new row	Average travel speed:	57 mph (NCDOT traffic study)
6 – 9	Terrain, Lane/Shoulder Width, Curb & Gutter	
Add new row	Other	Blind curve, reduced sight lines (% ?); downhill slope
10 – 15	Capacity and volume	
Add new row	Future growth considerations	Provide information from S15-501 corridor study, anticipated future development at Obey Creek....
16 – 20	Crash data (Density, Frequency, Severity)	Does %/ranking/averaged data accurately represent # and type of accidents? (See picture attached)
Add new row	Traffic calming, safety improvements already implemented?	Attempts to improve safety helpful but accidents continue - flashing warning lights, - trimming shrubbery to improve visibility - placement of double, reflective stop signs
26 Correct data	Actual congested speed	0; <i>School year morning traffic backs up to intersection. Further backup will increase dangerous conditions due to blind curve</i>

In addition, safety benefits should be included in the Project Benefits table:

Line #	Project Cross Section	
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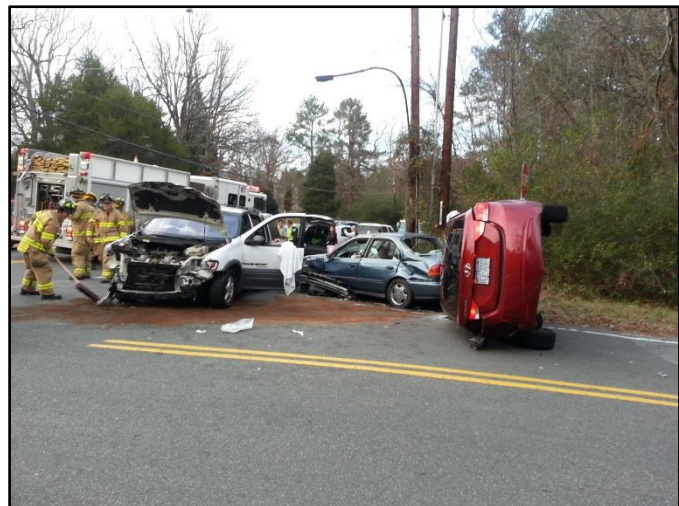
1	Speed limit	35 mph
New line	Average travel speed	35 mph
16 – 20	Crash data	1)Reduce accidents, near misses at Mt. Carmel Church/Bennett 2)Provide safe neighborhood egress for 300 families Improve bike/ pedestrian safety, access to transit stop 3) Reduce traffic speeds and improve safety at other neighborhood entrances (Lombard, Mallard Court)

Allowing Division engineers and local transportation organizations to determine 50% of the points is a good start but, clearly, emphasis on traffic flow and cost over safety in assigning “data” points may delay improvements to truly dangerous intersections, like Mt. Carmel Church/Bennett, while congested intersections that produce frequent fender benders are given higher priority.

Moving forward, I urge you to make changes to the program to give additional weight and priority to safety issues and include the information necessary to provide decision-makers with a full picture.

Sincerely,

Jeanne Brown
104 Beechridge Court
Chapel Hill, NC



Dear Ellen, Felix, Andy, and Mark,

After reviewing the funded projects at the statewide level and the draft prioritization point allocations for the regional and division level, we do not have any major comments or recommendations at this time. We do have an idea below for your consideration.

One idea would be to consider applying regional priority points to either all or a portion of the remainder of the US 70 freeway conversion east of the future East End Connector in eastern Durham County. The conversion of US 70 to a freeway between the Connector and I-540 in Wake County is a

long-standing priority of RTA, and is frequently discussed as part of the Triangle Core Freeway Network concept during I-40 Partnership meetings.

This suggestion is to consider applying regional prioritization points with the goal of advancing funding for all or part of the US 70 freeway conversion:

- A) The entire freeway conversion, from East End Connector to future Miami Blvd interchange to Wake County line/future N. Durham Parkway/Aviation freeway extension, or
- B) The western portion of the freeway conversion, from East End Connector to future Miami Blvd interchange, or
- C) The eastern portion of the freeway conversion, from future Miami Blvd interchange to Wake County line/future N. Durham Parkway/Aviation freeway extension

Some reasons to consider applying priority points to all or part of this project would be:

- US 70 freeway conversion has been part of DCHC MPO plan for many years
- US 70 / Miami Blvd interchange is now funded at Statewide level in DCHC MPO region
- US 70 / T W Alexander Drive interchange apparently has a good possibility of funding at Regional level in CAMPO region
- US 70 / Brier Creek Pkwy interchange is now funded at Statewide level in CAMPO region
- An upgraded US 70 will leverage new connectivity benefits from the East End Connector project which begins later this year
- Funding all or part of the project may enable the environmental process for the corridor to commence sooner, and in concert with the Miami Blvd environmental review
- Upgrading all or part of US 70 may make the future creation of managed lanes on I-40 less disruptive regionally by having a viable parallel corridor in place

There is an additional reason to consider applying regional prioritization points for this project: while the project may be fundable again in two years under STI, there are no guarantees about future funding levels, and there are also no guarantees that the formula and criteria will remain unchanged.

We are not as well versed in the intricacies of the STI prioritization process, and it is not 100% clear to us whether or not the project can be funded, either in whole (A) or in part (B or C), even if prioritization points were added by the MPO and/or the Division Engineer. In addition, given the number of projects that could potentially be funded in this funding region, and the fact that multiple MPOs and RPOs are assigning priority points for those various projects, we understand that there will be tradeoffs as to which projects to prioritize and the relative benefits of each – this idea to consider does not focus on those tradeoffs.

We offer this idea to consider given the potential opportunity to advance this regional priority project and in light of the reasons listed above.

Please let me know if you have any questions.

Joe

Joe Milazzo II, PE
Executive Director
Regional Transportation Alliance
w 919.664-7065
m 919.389-9285
joe@letsgetmoving.org
[@RTATriangle](#)

From: Richard Andrews <andrews298@gmail.com>

Date: July 13, 2014 at 4:40:47 PM EDT

To: <ellen.beckmann@DurhamNC.gov>, <strategicplanning@ncdot.gov>

Cc: Hannah Andrews <[Hannah W Andrews@bellsouth.net](mailto:Hannah_W_Andrews@bellsouth.net)>

Subject: Improvement of Mt. Carmel Church/Bennett Road intersection (H11056), NCDOT Division 7

I am writing on behalf of my wife and myself to express our strongest support for the proposed project to improve the intersection of Mt. Carmel Church and Bennett Roads (H11056). We live at 298 Azalea Drive, at the corner of Bennett Road just one short block from this intersection, and we experience the risks of this intersection daily. By virtue of our location, we also are often the first persons to call 911 when serious collisions happen there: we hear the impact, and pick up the phone and call it in before even going out to try to be of assistance. As the data will document for you, serious accidents happen more frequently at this intersection than at any other intersection in the Chapel Hill area; and they are indeed often serious, including cars that have flipped over or on their side or hit poles or other seriously dangerous outcomes.

The fundamental problem with this intersection is that traffic from the Azalea neighborhood (a sizable population) enters Mt. Carmel from Bennett Road on the inside of a somewhat blind curve, into northbound traffic on Mt. Carmel Church Road which has just come down a long hill in rural driving conditions and suddenly at this curve enters a built-up suburban area. I have driven this myself to try to understand the conditions facing northbound drivers on Mt. Carmel Church, and can confirm that even though the speed limit is posted at 35 mph, if one is driving less than 35 mph at the top of the hill and does not actively apply the brakes going downhill, the car will reach a speed of over 50 mph going into the curve approaching Bennett Road; and with a rural straightaway going down the hill, it is entirely too easy for drivers not to recognize the significant change of conditions and risks they are suddenly approaching.

This danger has increased significantly with the increasing development that has taken place in recent years farther down Mt. Carmel and Farrington Roads, making this road a far more heavily traveled commuter thoroughfare than in the past, with at some times of day very few breaks in the traffic.

An additional hazard is that increasing numbers of northbound cars on Mt. Carmel are now turning left onto Bennett Road to reach new shopping destinations in that direction (Southern Village, Wal-Mart on 15-501 South), thus creating an additional hazard on the blind curve if northbound cars following them are not anticipating left-turning vehicles ahead of them, and do not have room to slow down or swerve around them.

Paradoxically, however, sometimes the only way even to turn right from Bennett onto Mt. Carmel Church northbound is if a northbound car on Mt Carmel Church Road does stop to turn left onto Bennett Road westbound, thus blocking other oncoming cars long enough for a driver from Bennett to enter turning right. As noted above, however, this also increases the risk of rear-end collisions on Mt. Carmel northbound, and does nothing to reduce the risks for cars trying to cross Mt. Carmel Church going westbound on Bennett Road, or most scary of all, trying to turn left from Bennett Road onto southbound Mt. Carmel Church Road across oncoming traffic in both directions.

Finally, for all these reasons this intersection is also seriously dangerous to pedestrians. There is a city bus stop just one long block west of this intersection on 15-501, which is actively used by some residents of the Azalea Drive neighborhood including at least one who is visually impaired, yet there is no signalization or other protection for pedestrians whatsoever at the Mt. Carmel Church-Bennett Road intersection, and it is seriously scary to try to cross at any time when commuter or other traffic is strong.

In short, this is a seriously and constantly hazardous intersection, and fully deserves your top priority for immediate improvements. I am confident that we speak for many neighbors in addition to ourselves in asking for your approval of this project for top-priority and immediate funding.

Sincerely,

Richard and Hannah Andrews
 298 Azalea Drive, Chapel Hill, NC 27517
 919-929-2988
andrews298@gmail.com
hannah_w_andrews@bellsouth.net

From: John or Yvonne Schmidt <schmidj@nc.rr.com>
Date: July 13, 2014 at 11:02:07 PM EDT
To: <strategicplanning@ncdot.gov>, <ellen.beckmann@DurhamNC.gov>
Subject: H111056 Roundabout at intersection of Mt. Carmel Church Road and Bennett Road (Chapel Hill)

I am writing in support of the proposed installation of a roundabout at the intersection of Mt. Carmel Church and Bennett Road (H111056).

I have lived in many areas of the US, and this is **the single most dangerous intersection that I have ever encountered.** When making a left turn from Bennett to Mt. Carmel Church Rd. heading south and east, the road as presently configured is **exceedingly** dangerous.

Mt. Carmel Church road curves sharply before the intersection and there is minimum sight distance to the point where oncoming cars are hidden by the curve. In addition the cars coming downhill on Mt. Carmel Church gain speed and invariably are going 45-55 mph despite the posted speed limit of 35 mph. The result is very little time to see an oncoming car. There have been numerous serious accidents at the intersection as a result. People will be killed unless something is done about the problem. The proposed roundabout (H111056) is a good solution, and I urge you to give this project a high priority for expedited completion.

John E. Schmidt
1417 Gray Bluff Trail
Chapel Hill, NC 27517

Phone: 919-968-0322

From: Alan Hoyle <alan@alanhoyle.com>
Date: July 14, 2014 at 5:53:11 PM EDT
To: <ellen.beckmann@durhamnc.gov>
Subject: bike to/from Durham from Chapel Hill

Ms. Beckmann,

I live in Orange County just outside of Chapel Hill (my property is adjacent to the town line). One thing that never seems to come up is a safe bike route between Chapel Hill and Durham.

I bike to/from campus at UNC almost every day, and my wife works at Duke. She would like to be able to bike to work safely, but doesn't feel safe on any of the route options we have.

The options accessible from the northern edge of Chapel Hill: Erwin, Whitfield, Mount Sinai, and 15-501 all lack bicycle accommodations. The recent work on Whitfield actually made the trip there worse: While they added a very narrow shoulder, they made it unridable by adding rumble strips.

While I suspect only 15-501 and Erwin are within your purview, I thought it should be part of the discussion.

Thanks, alan

From: Carol Conway <carol.ann.conway@gmail.com>
Sent: Friday, July 18, 2014 5:30 PM
To: Beckmann, Ellen; planning@ncdot.gov
Cc: Patrick Conway; gkneeb@aol.com; DSLongman@aol.com
Subject: Re-engineering the Bennett-Mt. Carmel Church Road intersection

Dear Ms. Beckmann:

I am the president of the Homeowners Association for the Woods at Laurel Hill. We have 18 homes in our area. About a dozen people came back to me with comments about the proposed project. Every single person agrees something must be done to make the intersection safer with clear line of sight, easier access for turning and cross-traffic, and a better way to slow down vehicles on Mt. Carmel Church Road prior to reaching that intersection. We have all seen accidents there, and likely each of us has had at least one close call at being rear-ended or T-boned. Exiting our neighborhood to cross Mt. Carmel Church Road is especially hazardous. We encourage you to make this intersection a high priority for re-engineering! Some of their comments are in edited bullets as follows:

* Given the demographics of the neighborhood there are many young inexperienced drivers which makes getting out of the intersection as it is now even more dangerous. The other point is that entering Mt. Carmel Road from Parker is equally dangerous and needs to be dealt with.

* The traffic coming from the left as drivers, bicyclists, and pedestrians exit Bennett is almost always moving at least ten miles per hour faster than the 35-mile-an-hour speed limit. This is hazardous even for drivers who are making a right turn, and especially so for cyclists or pedestrians trying to cross the road. The speeding oncoming traffic also makes it hazardous for drivers who are trying turn left from Mount Carmel Church Rd. onto Bennett because of the limited visibility.

* It would be a great improvement to residents if cyclists and pedestrians were able to cross Mount Carmel Church Rd. safely to get to the bus stop on 15-501 (to commute into Chapel Hill) or to get to the pedestrian and bicycle-friendly roads of Southern Village.

* The Bennett and Parker Intersections are even more dangerous for visitors. Guests, delivery and repair people have told me about close calls turning onto these roads.

* I personally have seen 3 very serious accidents at the Bennett Rd intersection and in each case the speed of the car driving on Mt. Carmel was an issue. In summary, all of us are frightened by the growing traffic on Mt. Carmel Church Road, and even more so by the prospect of a huge new flow of vehicles from Chatham County and Obey Creek developments. In my personal view (in which I'm not alone) a light would seem to make more sense than a traffic circle since the intersection is already prone to blockage at peak hours. The traffic circle would have to very large to prevent gridlock. A light plus rumble strips and more advance warning for cars coming into Chapel Hill might be less costly. Either way, nothing is more costly than a fatality or gridlock from even minor accidents. This intersection will only get worse.

Thank you for listening to our input!
Carol

--

Carol Conway
102 Rhododendron Court
Chapel Hill, NC 27517
919-360-8278
carol.ann.conway@gmail.com

From: Peter & Kirsten Rieth <pkrieth@earthlink.net>
Sent: Saturday, July 19, 2014 10:44 AM
To: Beckmann, Ellen
Subject:Point considerations for Mt. Carmel Church Rd

Dear Ms. Beckman,

We are writing to urge you to consider FUTURE growth and assign more local input points to potential projects along Mt. Carmel Church Rd. in Chapel Hill. Currently, there are three possible projects:

1. Roundabout at the intersection of Mt. Carmel Church Rd. and Bennett Rd.
2. Sidewalks and bike lanes along Mt. Carmel Church Rd. from 15-501 to Bennett Rd.
3. Bike lanes along Mt. Carmel Church Rd. from Bennett Rd. to the Chatham County line

These three projects will greatly improve the safety for motorists, bicyclists, and pedestrians along this hazardous road. The local input points appear to look at past and current conditions such as crash data.

Crash numbers will only increase as traffic increases because of future developments such as Obey Creek and Chatham Park. This stretch of road is hazardous for bicyclists traveling to destinations such as UNC campus and Southern Village, and to Jordan Lake in the other direction. The addition of Obey Creek will add another destination point.

There are few pedestrians because there is no place to walk along the side of the road, not even a shoulder. This is a catch-22, because any current measure of pedestrian activity does not take into account the activity that could be there if there were safe places to walk. There are certainly many pedestrian draw locations, such as the new Morgan Creek trail and Fan Branch underpass connection, Merritt's pasture, the shops, restaurants, medical facilities, and schools in Southern Village, UNC campus. Pedestrians can't access the nearby bus locations, so they must drive and park in the park and ride in Southern Village in order to take the bus into town-- time, parking space limitations, and carbon emissions that could be avoided with a safe walking route to the bus stop which is less than a mile away.

Thank you for your consideration.

Kirsten and Peter Rieth

From: gkneeb@aol.com
 Sent: Tuesday, July 22, 2014 10:44 PM
 To: Beckmann, Ellen; strategicplanning@ncdot.gov
 Cc: bvoelkel@nc.rr.com; paolo_fulghieri@kenan-flagler.unc.edu; jingfan_huang@yahoo.com
 Subject: Public comment: Mt. Carmel Church/Bennet intersection in Chapel Hill (Division 7) and need for increased consideration of safety factors

To whom it may concern:

We appreciate the opportunity to give input into NCDOT's new Strategic Transportation Improvement process.

The purpose of our letter is to show our collective support for funding of roadway improvements at the Mt. Carmel Church/Bennett intersection located in southern Chapel Hill (Division 7, Project H111056).

Beechridge Estates is one of many neighborhoods whose families, including teenaged drivers and children on school buses, must use the Bennett/Mt. Carmel Church Road intersection to get to and from "everything" – work, school, shopping, recreation.....

Located on a blind curve and along a stretch of road where approaching automobiles routinely travel 20+ miles over the speed limit, area residents and the many drivers who come and go from this area feel that they are putting their lives at risk each time they use this intersection.

Despite the fact that NCDOT has placed flashing yellow warning lights in advance of the intersection, cars continue to approach at high speeds. And, although NCDOT crews routinely trim shrubbery, cars must inch past the white line and into the roadway to try to see around the corner while also keeping an eye on steady traffic coming from two other directions.

Frequent near-misses and severe accidents demonstrate the dangerous conditions here and the need for immediate improvement.

We understand that our local transportation organization (Durham Chapel Hill MPO) and NCDOT Division 7 engineers are in full support of funding and improvements for this project.

The question of “when” the project will be funded lies, partially, in the new scoring methodology that values traffic flow and cost/benefit over safety which is concerning to us.

When making your determinations, we urge you to put those projects which will reduce proven safety risks, such as the Mt. Carmel Church/Bennett intersection, first.

Sincerely,

Residents of Beechridge Estates (27 homes)

Brent and Mary Voelkel, HOA President

Paolo and Deborah Fulghieri, HOA

Secretary

Jean Huang, HOA Treasurer

Trisha Abbott

Leroi Brashears and Anna Richards

Monte and Jeanne Brown

Joe and Mary Buonfiglio

Susan Cates and Scott Warren

Diego Garcia and Maria V Grau-

Sepulveda

Elizabeth and Nicholas Hamon

Dick and Cathy Henderson

Julian and Marilyn Lombardi

Peggy and Gary Masse

Lee and Ava Nackman

Peter and Mattie Nicholas

Rose O’Mahony and Mike Crimmins

Nick and Christine Rini

William and Catherine Stonecypher

Kathy and David Seligson

Dani Toth

Diane and Todd Warner

Woody and Yolanda Wright

Della Yee

From: Lee R. Nackman <lee@nackman.com>

Sent: Tuesday, July 22, 2014 11:15 PM

To: Beckmann, Ellen; strategicplanning@ncdot.gov

Cc: Ava H. Nackman

Subject: Mt. Carmel Church/Bennett intersection in Chapel Hill

Hi. I'm writing to advocate immediate funding for Project 111056, the Mt. Carmel Church/Bennett intersection. This is an extremely dangerous intersection and the measures that have been taken thus far, e.g., flashing lights, big, reflective STOP signs, etc., are totally inadequate.

I am an experienced driver, with 44 years of accident-free, ticket-free driving. Still, I am exceedingly nervous every time I need to turn onto Mt. Carmel Church Road, especially from the part of Bennett to the east of Mt. Carmel Church Rd. Northbound traffic on Mt. Carmel Church Rd is impossible to see until it is nearly on top of you because of both a curve and a hill. Trimming brush, etc., is not enough to help. Despite the flashing warning lights and the 35 mph speed signs, traffic zooms along the road, so by the time you look in one direction then check the other, the situation can change. If this is hard for someone as experienced as I am, imagine how difficult it is for the many young drivers living in the neighborhoods that feed onto Azaela Drive. There have been many bad accidents; it is only a matter of time before someone is killed.

Obviously, the best solution would be to fix the Mt. Carmel Church Road so that there would be good visibility. If this is too expensive, then a light would help. To avoid creating congestion it should be a light with traffic sensors so that it wouldn't impede traffic flow unless there are cars on Bennett waiting to turn onto or cross Mt Carmel Church Rd. There would also need to be one of the flashing lights that tells drivers northbound on Mt Carmel Church Rd that there's a red light around the bend.

Thanks for your attention to this important and urgent matter.

Lee R. Nackman
101 Beechridge Court, Chapel Hill 27517

From: Libby Thomas <thomas@hsrc.unc.edu>
Sent: Thursday, July 24, 2014 6:00 PM
To: Beckmann, Ellen
Subject:Fwd: Support for Highway and BikePed STI projects

re: Highway STI project H111056,
Mount Carmel Church Road (SR 1008) with Bennett Rd (1913) intersection improvements - construct roundabout and related improvements

and

BikePed - STI project B141556,
Mount Carmel Church Road (SR 1008) - construct on-road bike lanes

Apologies - I missed the July 22 deadline as I was out of the country for four weeks until yesterday, but hope you will consider my input.

I am writing, as a neighbor, who accesses Mount Carmel Church Road through the Bennett Road intersection daily, to support both of the above-referenced projects, which have an impact on my neighborhood, and on many other commuters through the route and intersection, and many bicyclists who use SR 1008 for recreational rides. I hope both projects might be designed and constructed together for greatest efficiency.

There have been many car-to-car crashes at the intersection of Mount Carmel and Bennett Road. There is poor sight distance at the intersection and cars approaching the intersection on Mount Carmel are frequently speeding up to around 45 mph or more per an earlier speed study, although the limit is 35 in that zone. The flashing intersection warning signs implemented a year or so ago have done little to slow traffic. In addition, there are a lot of left turning movements (which seem to be increasing) that result in significant delay as well as the safety issues in trying to turn. There is also foot and bicycle traffic from the neighborhood walking on Bennett to access a bus stop on 15/501 (which also needs sidewalks), and to reach Southern Village or Scroggs Elementary School, and the safety and functioning of the intersection for all would be vastly improved by a well-designed roundabout. The roundabout should include pedestrian crossing islands and appropriate access for bicyclists. (Although there are no sidewalks on Bennett at present, these are sorely needed to connect to the destinations mentioned.)

Regarding STI project B141556 - Many recreational cyclists currently use SR 1008/ Mount Carmel, which is ironically (at present) designated part of the state mountains to sea bike route. These cyclists may not be adequately reflected in the density and other scoring measures.

Although part of the mountains to sea bike route, the road has 10 foot lanes, about a 1-2' paved shoulder (added in the last resurfacing), is curvy and winding, and thus, there are many sight distance issues for the shared lane situation and the speed of the road. There are also ditches just beyond the narrow shoulder. This route is in desperate need of full five or six foot bike lanes. At present, the route serves the current daring recreational riders, whom /I think/ ride mostly (but not exclusively) on the weekends, and there are increasing numbers of daily bike commuters using the route. More bicyclists, including myself and other family members, would use the route with improvements. I do not feel safe cycling on Mount Carmel until separate bike lanes are added.

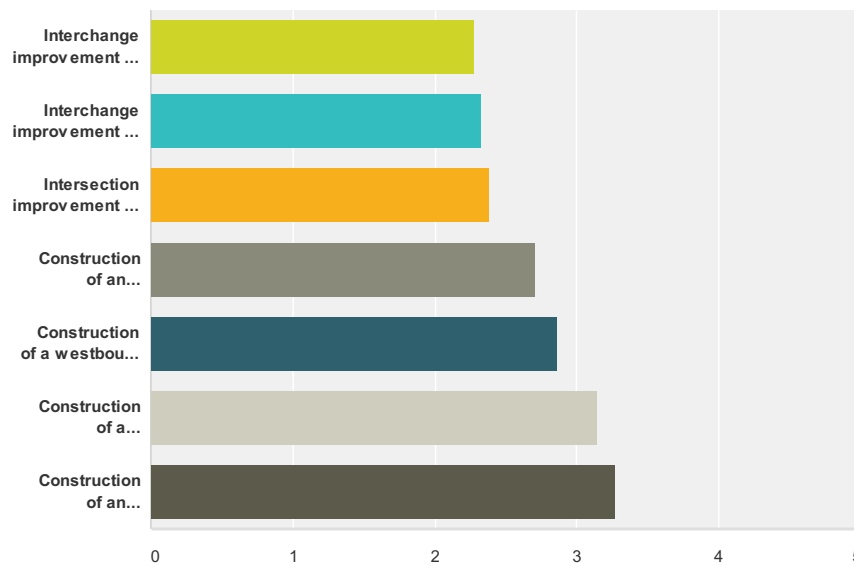
Sincerely,
Libby Thomas

-- Libby Thomas

Transportation Priorities

Q1 Only Interstate and major US and NC highway routes, freight railroad, and commercial airports are eligible for funding from the Statewide category. Statewide projects are selected for funding based on quantitative criteria only. NCDOT has identified seven highway projects for Statewide funding in the DCHC MPO. No freight railroad projects were identified for funding, and no commercial airports are within the MPO boundary. The map below displays all of the highway projects that were eligible for Statewide funding. The seven projects identified for funding are shown in green. A superstreet is a restricted crossing intersection with U-turns (ex. US 15-501 Fordham Blvd. at Erwin Rd./Europa Dr. in Chapel Hill) Do you support the future construction of these projects?

Answered: 273 Skipped: 13

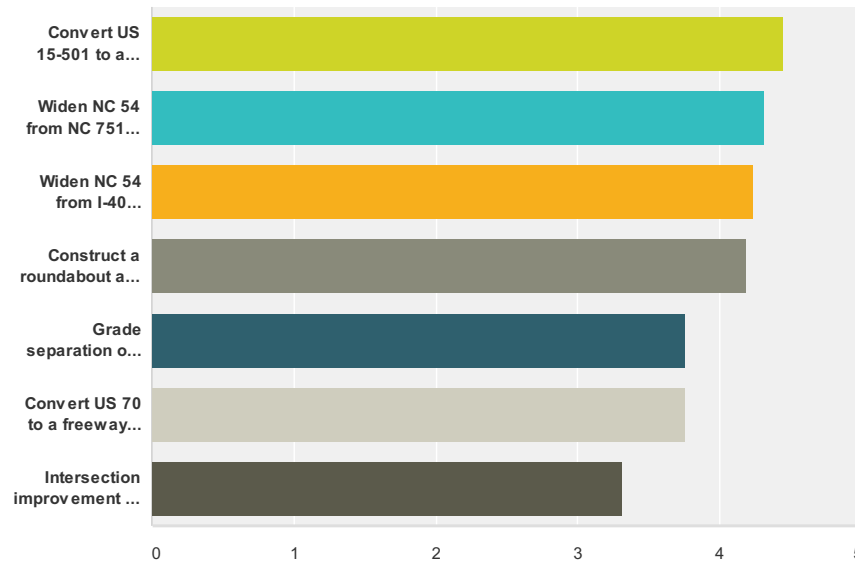


	Strongly Support	Support	Do Not Support	Strongly Do Not Support	Do Not Know	Total	Average Rating
Interchange improvement at I-40 and NC 54 in Durham	37.12% 98	32.58% 86	11.36% 30	3.41% 9	15.53% 41	264	2.28
Interchange improvement at US 15-501 (Fordham Blvd.) and NC 54 (Raleigh Rd.) in Chapel Hill	29.55% 78	39.77% 105	12.88% 34	3.41% 9	14.39% 38	264	2.33
Intersection improvement at US 15-501 (Fordham Blvd.) and Ephesus Church Rd. in Chapel Hill	28.90% 76	40.68% 107	9.89% 26	4.56% 12	15.97% 42	263	2.38
Construction of an interchange at US 15-501 and Garrett Rd. in Durham	23.75% 62	31.80% 83	14.56% 38	9.96% 26	19.92% 52	261	2.70
Construction of a westbound lane on I-40 between the NC 147 (Durham Freeway) and NC 55 interchanges in Durham County	19.47% 51	31.68% 83	17.18% 45	6.49% 17	25.19% 66	262	2.86
Construction of a superstreet on US 15-501 from E. Lakeview Dr. to Sage Rd. in Chapel Hill	15.97% 42	22.43% 59	21.67% 57	11.41% 30	28.52% 75	263	3.14
Construction of an interchange on US 70 at Miami Blvd. in Durham	11.28% 30	31.20% 83	14.29% 38	5.26% 14	37.97% 101	266	3.27

Transportation Priorities

Q2 Seven highway projects in Durham County are competitive for Regional category funding. Please rank the following highway projects in Durham County in order of importance (1 being the most important). Grade separation is building an overpass/underpass where two roads currently meet at a intersection.

Answered: 199 Skipped: 87



	1	2	3	4	5	6	7	Total	Average Ranking
Convert US 15-501 to a freeway from I-40 to US 15-501 Bypass	26.26% 52	19.19% 38	9.60% 19	8.59% 17	10.10% 20	7.58% 15	18.69% 37	198	4.45
Widen NC 54 from NC 751 (Hope Valley Rd.) to Fayetteville Rd.	15.08% 30	17.09% 34	16.58% 33	15.58% 31	14.07% 28	13.57% 27	8.04% 16	199	4.31
Widen NC 54 from I-40 interchange to Barbee Chapel Rd.	11.06% 22	18.59% 37	19.10% 38	17.59% 35	14.07% 28	7.54% 15	12.06% 24	199	4.24
Construct a roundabout at NC 751 (Hope Valley Rd.) and University Dr.	22.61% 45	12.06% 24	9.55% 19	15.08% 30	11.56% 23	16.58% 33	12.56% 25	199	4.19
Grade separation of Farrington Road and NC 54	11.06% 22	9.55% 19	18.59% 37	14.57% 29	15.58% 31	12.56% 25	18.09% 36	199	3.76
Convert US 70 to a freeway from Lynn Rd. to Miami Blvd.	8.54% 17	13.07% 26	12.56% 25	18.09% 36	17.09% 34	20.60% 41	10.05% 20	199	3.76
Intersection improvement at US 501 (Roxboro Rd.) and Infinity Rd./Latta Rd.	5.53% 11	10.55% 21	14.07% 28	10.55% 21	17.59% 35	21.61% 43	20.10% 40	199	3.31

Transportation Priorities

MPO Board 8/13/2014 Attachment 11C

Q3 Please use the space below to explain any of your answers or to note if you do not support any of the above projects.

Answered: 58 Skipped: 228

#	Responses	Date
1	Prefer 15-501 from I-40 to 15-501 bypass to be a raised highway over the existing road.	7/18/2014 2:10 PM
2	Traffic on 15-501 between Durham and Chapel Hill has worsened significantly over the past 5 years. A bypass is necessary for commuters not stopping at shopping centers.	7/18/2014 12:51 PM
3	Please ignore my ranking - I don't see a need to complete any of these projects and therefore didn't want to rank them.	7/18/2014 10:58 AM
4	54 does not need to be widened between I-40 and Barbee Chapel Road. There would be too great an impact on the New Hope Creek Waterfowl Impoundment. A roundabout at 751 and University would be great because the timing for the light at that intersection is terrible as is the one at Cornwallis and University.	7/14/2014 3:42 PM
5	I was not able to choose my #2 through #7 rankings. Something is wrong with question 2 on this survey.	7/13/2014 7:54 PM
6	40 east is one lane with a lot of traffic. Farrington is an accident waiting to happen. 751 gets too much traffic for a roundabout. 751 needs to be widened with lights.	7/11/2014 6:28 PM
7	Do not support 4,5,6,7 choices	7/11/2014 3:20 PM
8	Route 54 is a daily commute for myself and my partner. It is often used by cyclists and is completely unsafe as it is.	7/8/2014 8:46 PM
9	I'm not sure a roundabout at NC 751 and University Dr. will solve the traffic issue. In addition, you'd need to obtain land since that is a small intersection.	7/7/2014 7:30 PM
10	If asked to indicate whether or not I supported each project, I might be able to respond, but I am not able of ranking them according to priority. I don't have enough information to make an informed decision.	7/7/2014 12:10 PM
11	I do not support numbers 5, 6, 7 at all.	7/7/2014 10:30 AM
12	No matter how many times I try to change it, the numbers go from 1 to 7 right down the line. This is NOT working!!! THESE ARE NOT MY ANSWERS UP THERE.	7/7/2014 9:51 AM
13	Roundabouts are good in that they avoid installing lights and control automobile speeds...but pedestrians have issues.	7/6/2014 9:18 PM
14	Need to ease auto congestion. I believe that 15-501 SHOULD NOT become a truck route!	7/6/2014 2:22 PM
15	I would like to see the separated bike lane extended from Barbee Chapel Rd to the NC 54/NC-751 intersection. This is an amazing way to connect Chapel Hill with Durham by bicycle (with the route continuing over to Woodcroft and then the 3rd Fork or American Tobacco greenways--A much prettier route than 15-501 and University Dr (the current bike corridor.)) I don't the last two projects I have ranked above.	7/5/2014 6:44 PM
16	I'm not familiar with Durham locations so I did not vote on these.	7/5/2014 12:32 PM
17	When widening roads please make sure to include offroad bike/pedestrian paths.	7/5/2014 11:39 AM
18	Converting roads into freeways eliminates the ability of cyclists to move about on the roads. Each time you cut off access to bikes you'll need to build side paths and greenways going in the same direction.	7/5/2014 10:45 AM
19	Provide bicycle infrastructure at any improvement.	7/5/2014 12:29 AM
20	Answers based on my experience at each of these places at various times of the day and proximity to RTP.	7/4/2014 8:57 PM
21	Do not support widening NC 54 from I40 interchange to Barbee Chapel because of impact on existing homes and wildlife areas.	7/4/2014 8:35 PM
22	with any road widening or conversion to freeway consideration needs to be given to bicycling alternative connectivity on those roads now off limits for cyclists	7/4/2014 5:36 PM
23	15-501 freeway conversion and the Roxboro Road improvements are clearly the highest priorities, far above the rest of the list. I do not support construction of any more roundabouts. They are a huge waste of money when a simple intersection with turn lanes and signals works fine.	7/3/2014 11:39 PM
24	I honestly don't think any of these need to be done. I'm certain there are better things to do with my tax dollars than unnecessary road construction.	7/3/2014 7:46 PM
25	I support widening NC 54 from I-40 interchange to Barbee Chapel Rd because many times during rush hour, the traffic that is waiting to turn on to I-40 will completely backup the local 54 traffic due to the very limited number (1) of through lanes. This happens without fail every weekday during both morning and evening rush hour. I don't think it needs to go as far as Barbee Chapel Rd, though, as the traffic jam clears after the 54/751 intersection.	7/3/2014 4:58 PM
26	15-501 should only be made a freeway from I-40 to the bypass IF it is constructed as a freeway with frontage road/feeder roads as the businesses along that road depend on that traffic!	7/3/2014 2:13 PM
27	Grade separation of Farrington Road and 54 could really help alleviate traffic problems for those entering the interstate.	7/3/2014 12:56 PM
28	The traffic on Route 54 into and out of Durham from Raleigh and its neighboring communities and from Chapel Hill and its adjacent communities is paramount to efficient commuting and environmental concerns. Whatever can be done to make drives to/from work should be high priority if we are to continue economic development. The Farrington Road and NC 54 option is the only option offered in this survey but there are many other improvements that can be made to ease this bottleneck.	7/3/2014 12:25 AM
29	The top projects are what I drive the most	7/2/2014 9:31 PM
30	The ranking is limiting me. Most of those are not needed. We should be improving traffic flow downtown. We should make guess rd faster and more attractive. It's a disaster. What happened to the east end connector!?	7/2/2014 8:13 PM

Transportation Priorities

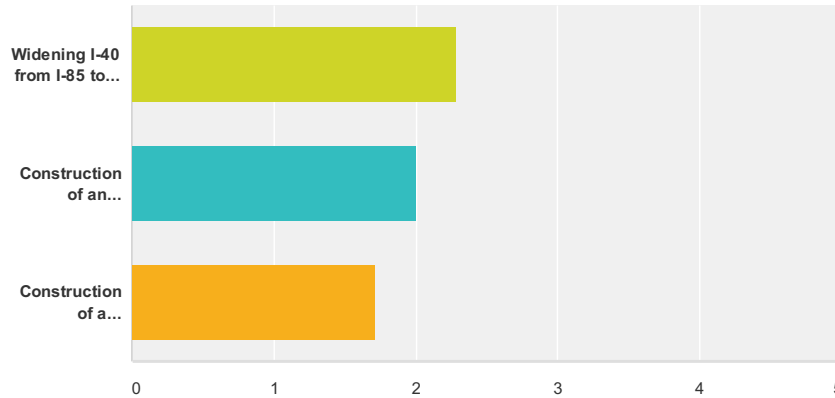
31	I support these types of projects only if they also include significant improvements for pedestrians, bicyclists and cyclists. I would like to see grade separation, find a good parallel path for pedestrians and cyclists and make sure bridges/overpasses across the roadways are safe for peds/cyclists.	MPO Board 8/18/2014 Attachment 11C
32	I'm not familiar enough with the daily use of these roads to comment.	7/2/2014 11:48 AM
33	Do not support converting US70 to freeway. Bicycle and pedestrian mobility must be included in all projects.	7/2/2014 10:47 AM
34	Do not support 15-501 freeway	7/2/2014 8:35 AM
35	The Farington/54 situation now is dangerous and causes massive delays on a daily and hourly basis. others could be valuable but frankly I am appalled that no rail projects have been identified to alleviate the burden on our road, communities (not to mention environment).	7/1/2014 10:33 PM
36	I am opposed to any project that adds lanes and/or increases speed through existing residential neighborhoods. Streets through neighborhoods are not meant to be high capacity, high speed thoroughfares. We should instead focus some of this money on bike/ped improvements that would decrease congestion at a fraction of the cost. We need to connect the region with bicycle trails! A safe Chapel Hill to Durham connection is needed.	7/1/2014 9:37 PM
37	Freeways are terrible. I would say more but that would require the use of profanity	7/1/2014 9:05 PM
38	I don't support any of the road widening projects or the freeway projects, only the first two intersection improvements. I don't know enough about the grade separation to know if it is necessary.	7/1/2014 7:32 PM
39	Roundabouts are simple, efficient, require less power/maintenance, making travel faster for everybody -- we need more rather than traffic lights every block. Do not support upgrading US70 to a freeway for that segment.	7/1/2014 6:14 PM
40	I do not support freeway-ization of 15-501 Durham.	7/1/2014 5:48 PM
41	Improving 15-501 between South Square area and I-40 is needed.	7/1/2014 5:31 PM
42	NC54 from NC751 to Fayetteville Road is far too narrow for safe use by bicycles. Eliminating the traffic signals on US 15-501 from I-40 to the 15-501 Bypass would greatly improve the current and future congestion of this major traffic corridor.	7/1/2014 4:06 PM
43	I live in Hillsborough and am not sufficiently knowledgeable on Durham roads to vote.	7/1/2014 4:00 PM
44	What is grade separation? Roundabouts work really well on secondary roads. We need more of them.	7/1/2014 3:45 PM
45	I do not support any of these projects.	7/1/2014 3:32 PM
46	do not support widening 54	7/1/2014 3:07 PM
47	I support the 15-501 freeway but did not know how to prioritize any of the other 6 projects since I am not as familiar with them	7/1/2014 2:51 PM
48	15-501 is a major artery between Durham and Chapel Hill and a freeway or improvement to superstreet status will ease congestion.	7/1/2014 2:50 PM
49	I support any widening project IF it contains a measure for bike lanes! Otherwise, I do not support widening roads.	7/1/2014 2:46 PM
50	most projects above I do not support	7/1/2014 2:28 PM
51	I don't support freeway conversions in any of the listed locations. These are busy streets with many businesses, and limited access might speed traffic but is not the right way to cope with a crowded commercial street. I also do not favor widening 54 through the wetland area due to the environmental impact. Widening will not reduce traffic slowdowns, but rather recruit more cars from narrower thoroughfares.	7/1/2014 2:25 PM
52	Commute from Durham to Chapel Hill daily. Bike in Durham often, and any improvement to the roads in Durham would be helpful.	7/1/2014 1:21 PM
53	In reverse order: 5-7: I do not support widening NC 54 in either location nor the grade separation, as I believe this will only generate more traffic demand rather than solving the problem. 4: I'm not familiar with this project but in general favor "intersection improvements" 3: I do not find the US 15-501 conversion to freeway to be a very efficient use of transportation dollars but I see the logic and don't think it will do much harm in terms of inducing additional traffic demand. I would prefer this money be invested in the light rail line but I understand that's not a choice I'm being presented here. 2: I think US 70 is an extremely important thoroughfare connecting northern and eastern Durham to the airport and northern Raleigh, worthy of improvement. 1: I support this roundabout project, although I'd strongly prefer improvements in this area to be oriented toward reducing capacity and calming traffic on 15-501 Bypass (Durham-Chapel Hill Blvd), which is tremendously overbuilt between Academy Road and University Drive.	7/1/2014 1:14 PM
54	751 roundabout would significantly save on gas and waiting time given randomness of left turns waiting for signal	7/1/2014 1:02 PM
55	I would prioritize the overpass on Academy Road/751 where it bridges 15/501 business over almost all of the above projects. There are no sidewalks on the bridge/overpass so it is practically unusable for pedestrians and bikers. It cuts off many neighborhoods north of 15/501 from multiple schools, churches, and businesses just south of 15/501. We drive our kid to school 3 blocks away from our house because we have no choice. So many people I know drive their kids to Rogers-Herr Middle School, Durham Academy, the International Montessori School, Montessori Children's House (now on Pickett) who would normally walk--it's ridiculous.	7/1/2014 12:59 PM
56	Converting US 70 to a freeway and incorporating the Triangle (formerly East End) Connector would be the most significant and useful thing the MPO could do to improve regional highway projects, IMHO.	7/1/2014 12:05 PM
57	No to #7	7/1/2014 12:05 PM
58	I do not support conversion of US 15-501 to a freeway from I-40 to the 15-501 bypass.	7/1/2014 11:49 AM

Transportation Priorities

MPO Board 8/13/2014 Attachment 11C

Q4 Three highway projects in Orange County are competitive for funding from the Regional category. Please rank the following highway projects in Orange County in order of importance (1 being the most important). A superstreet is a restricted crossing intersection with U-turns (ex. US 15-501 Fordham Blvd. at Erwin Rd./Europa Dr. in Chapel Hill)

Answered: 181 Skipped: 105



	1	2	3	Total	Average Ranking
Widening I-40 from I-85 to US 15-501	50.83% 92	27.07% 49	22.10% 40	181	2.29
Construction of an additional lane on US 15-501 for the northbound to eastbound ramp movement at the NC 54/NC 86 (S. Columbia St.) interchange	28.18% 51	43.65% 79	28.18% 51	181	2.00
Construction of a superstreet on NC 54 from Burning Tree Dr. to Barbee Chapel Rd.	20.99% 38	29.28% 53	49.72% 90	181	1.71

Transportation Priorities

MPO Board 8/13/2014 Attachment 11C

Q5 Please use the space below to explain any of your answers or to note if you do not support any of the above projects.

Answered: 44 Skipped: 242

#	Responses	Date
1	I don't have an opinion about the projects in #4.	7/21/2014 11:18 AM
2	Please ignore my ranking - I don't see a need to complete any of these projects and therefore didn't want to rank them.	7/18/2014 10:58 AM
3	Please avoid using superstreets; they are super annoying unless you can improve the timing of the light cycle. The one at Erwin and 15-501 is abysmal. I intentionally avoid that area and it feels even less safe for pedestrians than it once did.	7/14/2014 3:42 PM
4	Something is wrong with question #4. I was not able to choose my rankings.	7/13/2014 7:54 PM
5	actually not in favor of widening 40.	7/11/2014 6:28 PM
6	I am passionate about the need for change on Route 54. I do believe that I-40 could be widened but that area isn't where the traffic occurs.	7/8/2014 8:46 PM
7	OK, ignore my rankings. I attempted to indicate that widening I-40 was priority #1, but your software keeps defaulting to a simple 1, 2, 3.	7/7/2014 12:10 PM
8	Bike lanes	7/7/2014 12:10 PM
9	I do not support the idea of a superstreet on NC 54	7/7/2014 11:33 AM
10	I do not support numbers 2 and 3 at all.	7/7/2014 10:30 AM
11	AGAIN -- the numbers are already plugged in. 1,2 3, top to bottom. NO CHOICE.	7/7/2014 9:51 AM
12	Only my 1 & 2 choices impact me much.	7/6/2014 9:18 PM
13	My answer is contingent upon 15-501 not being used for truck traffic!	7/6/2014 2:22 PM
14	Do not support superstreet as it will make bicycling along these corridors very dangerous.	7/6/2014 1:07 PM
15	Again, please be mindful of cyclists in the top two projects.	7/5/2014 6:44 PM
16	None of these seem really necessary. Sorry if I am not being very helpful. I just wish we'd stop constructing roads just to do it.	7/5/2014 12:32 PM
17	It's important that the new superstreets include offroad bike paths and separated cycle tracks to make the Superstreet safe and inviting for all peoples.	7/5/2014 11:39 AM
18	Each should be made in accordance with NCDOT's complete streets policy and made to be accessible to all forms of transportation	7/5/2014 10:45 AM
19	Improve bicycle infrastructure on NC 54.	7/5/2014 12:29 AM
20	Instead of or in addition to additional lanes on 15/501 we need bike lanes on that road.	7/4/2014 5:36 PM
21	Construction of an additional lane ... isn't needed. I drive that route daily as part of my commute. The problem there comes from the fact that it isn't a (pardon my lack of knowing the proper terminology) protected merge. I have seen it done well on some other streets where there are posts in the ground to separate the new lane that comes off the intersection from the existing road traffic for a bit, and that allows the merging traffic to continue steadily. That is what is needed here to force drivers into the expected behavior. The current behavior is that drivers come to a complete stop at the yield sign because traffic already on the road will zip into that lane so as to turn into the shopping center entrance (there is another entrance they could use).	7/3/2014 4:58 PM
22	None of these seem as important as the ones in Durham County to me.	7/3/2014 12:56 PM
23	The four lanes merging into one at 15/501, I40 at Durham-Orange County line is dangerous. Need a third lane there.	7/2/2014 11:12 PM
24	Not sure what a super street is East bnd 54 has many wrecks on it in the evening	7/2/2014 9:31 PM
25	40 widening is a must. Daily stopped traffic on 40.	7/2/2014 8:13 PM
26	Do not support any of those projects. Two will make it more difficult for pedestrians to cross streets/off-ramps, the other (I-40 widening) is a waste of money, as all freeway widenings are.	7/2/2014 4:10 PM
27	I do not support construction of a superstreet on NC54 from Burning Tree Dr. to Barbee Chapel Rd.	7/2/2014 11:43 AM
28	Do not support any of these projects.	7/2/2014 10:47 AM
29	Not supportive of superstreet	7/2/2014 8:35 AM
30	While the traffic level is high on NC 54 at the barbee chapel intersection the backup is not as dangerous or time consuming as that where I40 reduces from three to two lanes at 15-501.	7/2/2014 8:09 AM
31	Totally opposed to the Columbia St ramp. Traffic already moves much too fast through the northbound bike lane.	7/1/2014 9:37 PM
32	Super streets are. Similarly terrible and probably designed by some idiot who spent their entire civil engineering program driving through eastern nc and thought "we need cars to go faster and be more dangerous!"	7/1/2014 9:05 PM
33	None of the above.	7/1/2014 7:55 PM
34	I do not support any of the above projects	7/1/2014 7:32 PM
35	If adding a lane on 15-501 north doesn't improve bike/ped mobility in the area, I do not support it.	7/1/2014 5:48 PM
36	Do not support super streets, don't work dumb idea. Frustrated by one at Europa Drive already, enough!	7/1/2014 4:44 PM
37	Widening of I40 will help traffic flow a lot. That location is a bottleneck.	7/1/2014 3:45 PM

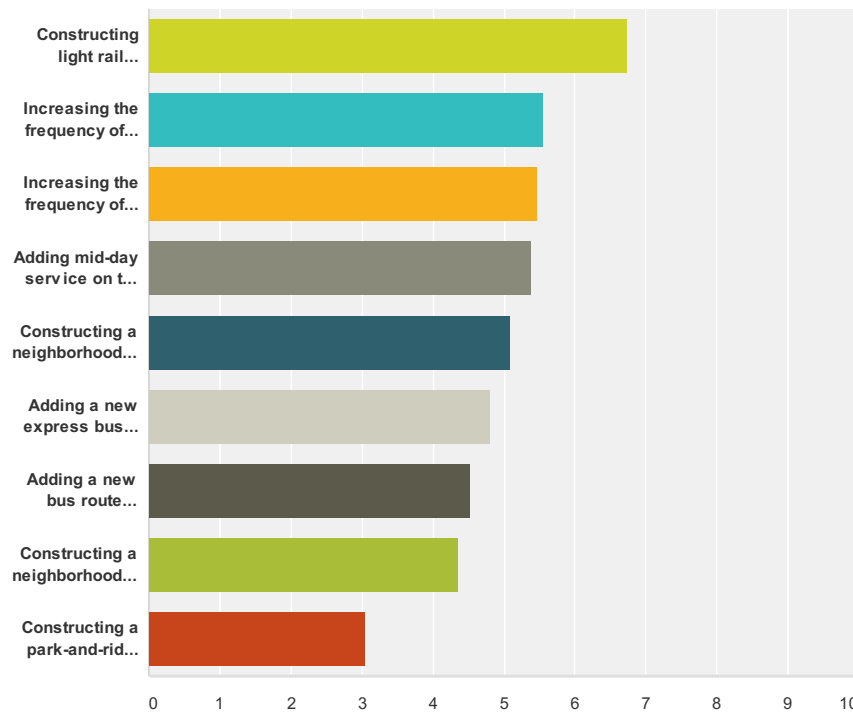
Transportation Priorities

38	I do not support any of these projects.	MPO Board 8/13/2014	Attachment 1C
39	I do not support the widening of any roads. This induces demand for driving and undermines the public transportation system.	7/1/2014	3:15 PM
40	I don't support any of the above projects	7/1/2014	2:28 PM
41	I do not support the construction of a super street at that location. It would do less to speed traffic continuing straight than it would to hinder turns into residential or commercial areas along the street.	7/1/2014	2:25 PM
42	I-40 west is dangerous where it goes to two lanes past 15-501. This is a safety issue. The other two would make traffic flow better but are not as dangerous	7/1/2014	1:44 PM
43	Do not support construction of a super street on NC 54 or an additional lane on 15-501 near S. Columbia	7/1/2014	12:22 PM
44	logical priority order	7/1/2014	12:05 PM

Transportation Priorities

Q6 Triangle Transit is eligible to receive Regional category funding for bus or rail projects that provide service between cities and counties. Please rank the following Triangle Transit projects in order of importance (1 being the most important). A Neighborhood Transit Center is a community level multi-modal transit facility that will serve as a safe and accessible transfer point for various bus routes and transit agencies, provide passenger waiting areas, and offer customer information.

Answered: 195 Skipped: 91



	1	2	3	4	5	6	7	8	9	Total	Average Ranking
Constructing light rail transit from UNC Hospital in Chapel Hill to Alston Avenue in Durham	51.28% 100	9.23% 18	6.15% 12	5.64% 11	2.05% 4	5.64% 11	2.05% 4	5.64% 11	12.31% 24	195	6.75
Increasing the frequency of the express bus route between Durham and Raleigh (Route DRX) to every 15 minutes during peak hours	7.69% 15	16.41% 32	17.44% 34	12.31% 24	17.44% 34	7.69% 15	6.67% 13	7.18% 14	7.18% 14	195	5.56
Increasing the frequency of the bus route between Durham, Durham Technical Community College, and Research Triangle Park (Route 700) to every 15 minutes during peak hours	4.62% 9	12.82% 25	18.97% 37	18.46% 36	13.33% 26	12.82% 25	8.72% 17	5.13% 10	5.13% 10	195	5.47
Adding mid-day service on the express bus route between Chapel Hill and Raleigh (Route CRX)	10.26% 20	16.41% 32	11.79% 23	11.79% 23	10.77% 21	12.82% 25	10.77% 21	8.21% 16	7.18% 14	195	5.38
Constructing a neighborhood transit center in southern Durham at the Southpoint park-and-ride lot	6.67% 13	12.31% 24	13.33% 26	11.79% 23	18.46% 36	6.67% 13	14.36% 28	9.23% 18	7.18% 14	195	5.10
Adding a new express bus route between Mebane, Hillsborough, and Durham	11.79% 23	9.74% 19	6.67% 13	11.79% 23	13.85% 27	9.23% 18	10.26% 20	15.38% 30	11.28% 22	195	4.81
Adding a new bus route between downtown Durham, the hospitals, northern Durham, and Rougemont	5.64% 11	7.69% 15	9.23% 18	11.79% 23	10.77% 21	17.95% 35	14.87% 29	11.79% 23	10.26% 20	195	4.52
Constructing a neighborhood transit center in southwest Durham at the Patterson Place park-and-ride lot	1.03% 2	11.28% 22	12.31% 24	9.23% 18	7.69% 15	15.90% 31	15.38% 30	20.00% 39	7.18% 14	195	4.36

Transportation Priorities

Constructing a park-and-ride lot in Rougemont	1.03%	4.10%	4.10%	7.18%	5.64%	11.18%	MPO Board 8/13/2014 Attachment 11C	22	33	34	63	195	3.05
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Transportation Priorities

MPO Board 8/13/2014 Attachment 11C

Q7 Please use the space below to explain any of your answers or to note if you do not support any of the above projects.

Answered: 45 Skipped: 241

#	Responses	Date
1	Please disregard the above rankings after the first three. I'm not familiar enough to give an informed opinion.	7/21/2014 11:32 AM
2	IMO additional service is more useful than capital projects. DRX is low hanging fruit - people are hanging off the sides now @ 30 minute headways. 30 minutes is a deterrent to me on most days - i want more. On service to Rougemont - Given the poor state of frequent transit service in Durham, it's really difficult to get excited about providing new limited coverage-based service to a suburban neighborhood. There shouldn't be an expectation for transit service in this area - if that's important to someone, there are other places to live where that need can be better met.	7/18/2014 11:05 AM
3	light rail is the only one of these that would affect my life.	7/14/2014 5:41 PM
4	Hooray for more park and rides! Hooray for light rail though it would be so much more effective if it went down 15-501 or 40 so the cars waiting in traffic could see the light rail fly by and think, i should be on that instead.	7/14/2014 3:44 PM
5	I was not able to input my rankings in #6	7/13/2014 7:55 PM
6	9 - light rail transit	7/11/2014 3:22 PM
7	Believe commuter rail between Greensboro and Goldsboro should be pursued in lieu of light rail, 2008 HTNB study showed this would cost about the same as planned 17 mile Light Rail	7/7/2014 9:36 PM
8	With other traffic improvements suggested along with express routes, light rail doesn't seem best expense. Consider raised platforms for bus loading like done in http://reimaginepe.org/node/344	7/7/2014 12:52 PM
9	I am for all of these projects but again, I lack sufficient information to be able to rank order them. Why don't you use a likert scale instead of this format?	7/7/2014 12:12 PM
10	I have no opinion on numbers 4 through 9.	7/7/2014 10:34 AM
11	I support the light rail idea...but none of these sound like I could personally use them. Local bus stops are too far away (about a mile from my home), with rare sidewalks to reach them. I HATE walking along W. Cornwallis. I have to walk on the road, and get off into (sometimes) poison ivy whenever a car approaches.	7/6/2014 9:23 PM
12	I support any option increasing public transportation use.	7/6/2014 2:28 PM
13	These are all great projects as long as they allow bicyclists to take bikes on transit.	7/6/2014 1:09 PM
14	I only support the lightrail project	7/5/2014 9:51 PM
15	Light Rail needs to be a priority. Increasing Bus service is just a bandaid to the problem.	7/5/2014 11:42 AM
16	I do not support the continue use of tax funds to support a losing venture	7/5/2014 10:46 AM
17	Increasing service hours and frequency for commuter routes	7/5/2014 12:31 AM
18	In general I tried to prioritize these in order to reach more ridership and new population	7/4/2014 5:40 PM
19	Buses really aren't the helpful, because people still have to drive to their end destination and they add to traffic. I do not support the use of tax payer dollars for more busses.	7/3/2014 12:59 PM
20	I think starting a light rail network is an important step to improve transit in this rapidly growing region. Adding new routes to the existing network is also a good way to increase users of public transport and decrease the number of cars on the roads.	7/3/2014 11:28 AM
21	Not sure	7/2/2014 9:33 PM
22	It is a travesty that we cannot get bus service on Cole mill. At least put a stop at rose of Sharon and Cole mill. The buses are not allowing residents to use the service. We are in the city but cut off.	7/2/2014 8:17 PM
23	I don't use the buses, and these options are not likely ones I would take advantage of. I would vote for areas of greatest need.	7/2/2014 11:50 AM
24	live in Hillsborough and would love to ride the bus to Duke everyday	7/2/2014 11:31 AM
25	I feel these monies would be better spent on adding specific services (new bus routes, and increased bus frequency) than on construction projects (which take far longer to complete, take up land could be used for something else, add a paved eyesore, are more convenient for some but not all users, and -especially in the case of Park And Rides where I often see many many empty parking spaces- may be under-utilized)	7/2/2014 11:12 AM
26	Not a bus transit user	7/2/2014 8:13 AM
27	TT needs to look at quality of services including reliability and integration/communication with other local bus services to reduce redundancy and costs. Focused efforts need to be made to construct rail lines for pilot in key impact areas (CH, Durham, RTP and Raleigh). Other investments should be tabled until robust assessments can be conducted in a 1-3 year period but scenario planning and path readiness should continue during the period.	7/1/2014 10:38 PM
28	We should be encouraging high density development near transit hubs, not building seas of parking lots for millions of dollars. High density pays for itself, parking lots do not.	7/1/2014 9:42 PM
29	Light rail transit should be a top priority!	7/1/2014 9:25 PM
30	Express routes and light rail FTW. All of the congestion mitigation please.	7/1/2014 9:06 PM
31	The light rail project as it is currently envisioned is a massive waste of money. Emphasis should be on buses and bike lanes, greenways, etc.	7/1/2014 8:38 PM

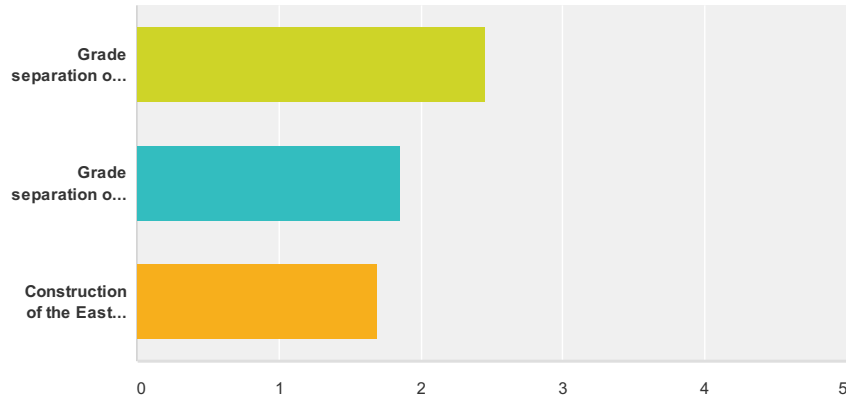
Transportation Priorities

32	Light rail trumps all the other goals, and I would prefer to see investments in areas that are already transit friendly. I would like to see a light rail line from Durham to Chapel Hill.	MPO Board 8/13/2014 Attachment 1C
33	Would like to see an express bus to the Airport from UNC and from Duke	7/1/2014 7:35 PM
34	Light rail would really symbolize the modern progress of Durham/Orange, and really make it easy for Duke/UNC & other Durham/C.H. employers and employees to commute and exchange.	7/1/2014 6:16 PM
35	No opinion. If these cost Chatham residents nothing, proceed.	7/1/2014 5:15 PM
36	Not familiar with all these locations.	7/1/2014 4:04 PM
37	The only one I care about here is light rail between Durham and Chapel Hill. I'd love to see it.	7/1/2014 4:00 PM
38	Park and Ride lots for using existing TTA buses in SW Durham to Chapel Hill are needed. Shopping centers ticket bus riders who park in their lots.	7/1/2014 3:48 PM
39	Concerned about cost of light rail transit project. Consider breaking it into sections.	7/1/2014 2:43 PM
40	Light rail from UNC to Durham is vastly more important to me than any of these other projects, and all of these transit projects are vastly more important than any of the previous highway projects.	7/1/2014 2:08 PM
41	the light rail program is absurdly expensive for the benefit it provides. It also tends not to serve people who need transit the most. The Durham Hillsborough route will complement development at Buckhorn and the new rail stop if it is ever built.	7/1/2014 1:49 PM
42	I support far and away the light rail over other priorities. Additionally, I want transit investments that create connectivity with the light rail corridor throughout Durham, as well as much better inter-city connectivity.	7/1/2014 1:18 PM
43	I would love to see the addition of a mid-day express bus between Durham and Raleigh	7/1/2014 1:01 PM
44	The LRT project is the most important project (transportation, land use, economic development and/or housing related) than any of the other proposals	7/1/2014 12:09 PM
45	I do not support creation of the LRT with grade separation through downtown Durham.	7/1/2014 11:51 AM

Transportation Priorities

Q8 Railroad track improvements are also eligible for Regional category funding. Please rank the following railroad projects in order of importance (1 being the most important). Grade separation is building an overpass/underpass at a railroad crossing of a street.

Answered: 134 Skipped: 152



	1	2	3	Total	Average Ranking
Grade separation of the railroad and Blackwell St. and Mangum St. in downtown Durham	64.18% 86	16.42% 22	19.40% 26	134	2.45
Grade separation of the railroad and Ellis Rd. (north-end crossing near Angier Avenue intersection) in Durham	17.16% 23	51.49% 69	31.34% 42	134	1.86
Construction of the East Durham siding track which includes grade separation of Glover Road, closure of the crossing of Wrenn Rd., and grade separation of Ellis Rd. (south-end crossing near Bethesda area)	18.66% 25	32.09% 43	49.25% 66	134	1.69

Transportation Priorities

MPO Board 8/13/2014 Attachment 11C

Q9 Please use the space below to explain any of your answers or to note if you do not support any of the above projects.

Answered: 36 Skipped: 250

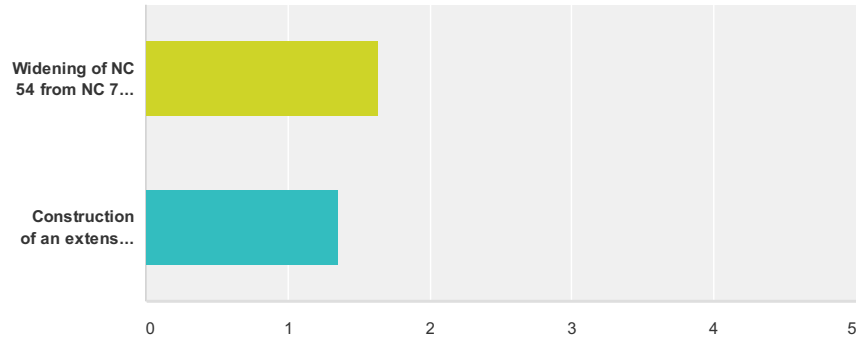
#	Responses	Date
1	Grade separation Downtown has to be done right, if done at all. The bridge needs to be an architectural feature, not an engineering structure. If done poorly, Downtown will be severed even more than it is today. Do it right or don't do it at all!	7/18/2014 12:22 PM
2	A grade separation at Blackwell and Mangum are you kidding me? What problem are you trying to solve? A grade separation is only going to further segregate downtown from DPAC/American Tobacco. Inevitably the design will be hostile to bike and pedestrian traffic and without a doubt it will uglify downtown. I think this crossing is currently one of the most charming things about downtown.	7/18/2014 11:13 AM
3	I was not able to input my rankings in question #8.	7/13/2014 7:55 PM
4	Not necessarily in favor of any	7/11/2014 6:30 PM
5	None of the above	7/11/2014 3:22 PM
6	Don't know	7/7/2014 12:13 PM
7	I have no opinion on these 3 three items.	7/7/2014 10:35 AM
8	The only one that might affect me is #1: Blackwell & Mangum.	7/6/2014 9:24 PM
9	I'm not familiar enough with these sites to comment.	7/6/2014 2:30 PM
10	None of the above are needed.	7/6/2014 2:28 PM
11	I'm not familiar with these places. I don't mind occasionally waiting at train tracks, though. It's nice to slow down and watch the train.	7/5/2014 12:35 PM
12	Each of these crossing need to be made safe and signed so that bikes can cross as well as cars	7/5/2014 10:47 AM
13	I so rarely drive through these locations that I don't care.	7/3/2014 1:00 PM
14	I don't know.	7/2/2014 11:50 AM
15	not familiar with these areas	7/2/2014 11:31 AM
16	I am not familiar with these areas. Generally speaking, I'm not clear on how grade separation is beneficial	7/2/2014 11:13 AM
17	Grade separation at Blackwell and Mangum must provide maximum daylighting and artificial lighting to enhance pedestrian connectivity from ATC to downtown.	7/2/2014 10:50 AM
18	Not familiar with the area - can't rank	7/2/2014 8:45 AM
19	Support all three equally	7/2/2014 8:37 AM
20	No work should be done on existing systems until new plans are made. It is highly likely that this step will determine what existing stations are actually of value and bring ROI	7/1/2014 10:40 PM
21	Whichever one reduces travel time and increases reliability along NCRR deserves priority	7/1/2014 9:07 PM
22	I am not familiar enough with these to comment	7/1/2014 7:36 PM
23	The Ellis Rd crossing can be closed for quite a time while NS is shunting at the railyard there. I'm not too familiar with the impacts of these projects, but I support them by order of increasing rail speed through Durham. (Blackwell isn't super-high priority then, since all Amtrak stops at the station right there).	7/1/2014 6:19 PM
24	No opinion. If these cost Chatham residents nothing, proceed.	7/1/2014 5:15 PM
25	Spend the money to improve downtown end town divide that RR now causes	7/1/2014 4:48 PM
26	Blackwell and Mangum Streets need grade separation in order to improve the road traffic flow and increase maximum speed for the rail.	7/1/2014 4:41 PM
27	I don't know these areas so cannot comment on their priority. What is grade separation?	7/1/2014 3:49 PM
28	Downtown grade separation is only supported if the railroad is trenched, with all existing streets staying at grade and passing above the tracks.	7/1/2014 2:52 PM
29	The transit projects are much more important to me than any of these railroad projects, and I have the sense that these railroad projects are very expensive.	7/1/2014 2:09 PM
30	I think all are important for safety reasons. Research should tell you where the most danger is.	7/1/2014 1:50 PM
31	I do not support grade separation downtown. I do not support closures or grade separations in East Durham if they limit connectivity and access between both sides of the track.	7/1/2014 1:23 PM
32	I do not support limiting connectivity in downtown Durham	7/1/2014 12:49 PM
33	I'm not entirely sure what "grade separation" entails, but if it means creating elevated streets over rail crossings in downtown areas, I oppose them. This is an unfitting design element for downtown areas.	7/1/2014 12:42 PM
34	I do not support grade separation at Blackwell and Mangum Streets AT ALL!!!!!!!	7/1/2014 12:10 PM
35	do not support any of these	7/1/2014 12:07 PM
36	I do NOT support grade separation of the RR and Blackwell and Mangum in downtown.	7/1/2014 11:58 AM

Transportation Priorities

MPO Board 8/13/2014 Attachment 11C

Q10 Two highway projects in Durham County are competitive for funding from the Division category. Please rank the following highway projects in Durham County in order of importance (1 being the most important).

Answered: 163 Skipped: 123



	1	2	Total	Average Ranking
Widening of NC 54 from NC 751 (Hope Valley Rd.) to Fayetteville Rd.	63.80% 104	36.20% 59	163	1.64
Construction of an extension of Woodcroft Parkway from NC 751 (Hope Valley Rd.) to Garrett Rd.	36.20% 59	63.80% 104	163	1.36

Transportation Priorities

MPO Board 8/13/2014 Attachment 11C

Q11 Please use the space below to explain any of your answers or to note if you do not support any of the above projects.

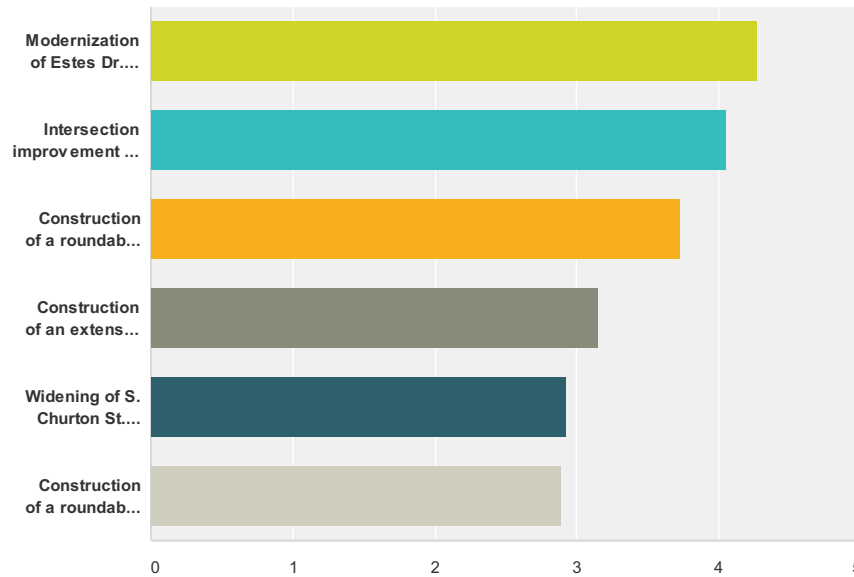
Answered: 34 Skipped: 252

#	Responses	Date
1	No preference	7/18/2014 12:52 PM
2	It would make more sense to widen 54 from Hwy55 to Fayetteville Road. That's where traffic bottle necks the most when there are accidents on I-40. Extending Woodcroft Parkway that short distance is a waste of money.	7/14/2014 3:54 PM
3	I was not able to input my rankings in question #10. I would have reversed the order.	7/13/2014 7:57 PM
4	It would increase traffic on 751 which already has more then it can handle.	7/11/2014 6:32 PM
5	do not support Woodcroft Parkway extension	7/7/2014 3:07 PM
6	I do not support item 2 at all.	7/7/2014 10:38 AM
7	This area is clogged up even during non-peak hours.	7/6/2014 9:28 PM
8	The first will reduce congestion more.	7/6/2014 2:33 PM
9	Neither is needed.	7/6/2014 2:32 PM
10	Widening as long as it allows for more space of bicyclists.	7/6/2014 1:11 PM
11	I'm not familiar with Durham.	7/5/2014 12:40 PM
12	I do not support these	7/5/2014 10:48 AM
13	the woodcroft parkway is pleasant to drive and to ride a bike on. Widening 54 will only increase speed and make it even less likely for cyclists to use 54 which is the only East/West option though already not really viable in current configuration.	7/4/2014 5:47 PM
14	Both projects are extremely important for reducing congestion in that area!	7/3/2014 2:15 PM
15	Both are important	7/2/2014 9:39 PM
16	Include pedestrian, cyclist, and transit improvements for each project.	7/2/2014 4:14 PM
17	I don't know.	7/2/2014 11:52 AM
18	don't know enough to answer on either	7/2/2014 11:33 AM
19	Widening of NC54 must include WOLs or bike lanes and must include adequate ATT crossing and signalization.	7/2/2014 10:53 AM
20	I do not support widening of NC54 from NC751 to Fayetteville Road.	7/2/2014 5:15 AM
21	How on earth would Woodcroft parkway be extended- gthrough residential neighborhoods??	7/1/2014 8:41 PM
22	More roads will not help us.	7/1/2014 7:58 PM
23	I do not support the widening of NC 54	7/1/2014 7:38 PM
24	NC54 is a heavy traffic road. Widening to 2 lanes would make many people's life easier.	7/1/2014 4:43 PM
25	nsufficient knowledge to respond	7/1/2014 4:08 PM
26	I don't support either of these projects.	7/1/2014 4:05 PM
27	Where would an extension of WCP go? Through a neighborhood? Garrett Rd is already too crowded. We don't need more traffic funneled onto it. I live off of Garrett and it has gotten very difficult to leave my neighborhood in rush hours.	7/1/2014 3:53 PM
28	Don't support extending Woodcroft Pkwy - would have a huge impact on businesses, wouldn't it? And to save just a bit of time?	7/1/2014 2:54 PM
29	Again - I support extension and widening when there is a safe bike lane measure included in the plans! Cycling from East to West in Durham is a frightening experience in the current circumstances.	7/1/2014 2:50 PM
30	do not support above projects	7/1/2014 2:30 PM
31	I don't support widening that section of NC 54.	7/1/2014 2:29 PM
32	The above projects are much less important to me than any transit or bicycle or pedestrian improvement project.	7/1/2014 2:13 PM
33	Actually widening NC54 between I-40 and NC751 should be the priority.	7/1/2014 1:58 PM
34	I don't support either of these. This area has been paved over too much already.	7/1/2014 1:05 PM

Transportation Priorities

Q12 Six highway projects in Orange County are competitive for funding from the Division category. Please rank the following highway projects in Orange County in order of importance (1 being the most important).

Answered: 165 Skipped: 121



	1	2	3	4	5	6	Total	Average Ranking
Modernization of Estes Dr. from NC 86 to Caswell Rd. in Chapel Hill (widen lanes to 12 feet, add bicycle lanes, and sidewalks)	29.70% 49	21.82% 36	20.00% 33	12.12% 20	7.27% 12	9.09% 15	165	4.27
Intersection improvement at Frankln St./E. Main St./Merritt Mill Rd./Brewer Ln. in Carrboro and Chapel Hill	21.82% 36	20.00% 33	22.42% 37	19.39% 32	10.30% 17	6.06% 10	165	4.05
Construction of a roundabout at Estes Dr. and Greensboro St. in Carrboro	15.15% 25	23.03% 38	18.79% 31	16.97% 28	14.55% 24	11.52% 19	165	3.73
Construction of an extension of Orange Grove Rd. from S. Churton St. to US 70A/NC 86 in Hillsborough (near future rail station site)	10.98% 18	14.02% 23	15.24% 25	18.29% 30	21.95% 36	19.51% 32	164	3.15
Widening of S. Churton St. from I-40 to the Eno River in Hillsborough	15.76% 26	9.70% 16	9.09% 15	12.12% 20	22.42% 37	30.91% 51	165	2.92
Construction of a roundabout at Mt. Carmel Church Rd. and Bennett Rd. in Chapel Hill/southern Orange County.	6.67% 11	11.52% 19	14.55% 24	21.21% 35	23.64% 39	22.42% 37	165	2.89

Transportation Priorities

MPO Board 8/13/2014 Attachment 11C

Q13 Please use the space below to explain any of your answers or to note if you do not support any of the above projects.

Answered: 34 Skipped: 252

#	Responses	Date
1	Please disregard rankings after the first three. Not familiar with these roadways.	7/21/2014 11:37 AM
2	No preference	7/18/2014 12:52 PM
3	Please don't widen this stretch of Churton into Hillsborough unless it is to solely add pedestrian and bicycle facilities.	7/14/2014 3:54 PM
4	I didn't choose a ranking because I'm more concerned with Durham County projects.	7/13/2014 7:57 PM
5	No opinion on the above projects - not typically used on regular basis. Used infrequently.	7/7/2014 12:55 PM
6	Again, your software isn't working. I am strongly AGAINST widening Estes Drive. You need to figure out a way to create another cross-town road. Why not look into extending Elliott to MLK?	7/7/2014 12:15 PM
7	I have no opinion on items 3 through 6.	7/7/2014 10:38 AM
8	The only one I might care about is the intersection at Franklin St/E. Main.	7/6/2014 9:28 PM
9	Too many accidents at Mt Camel Church and Bennett, plus more people will obey the speed limit if a traffic circle is built.	7/6/2014 2:33 PM
10	Please make it safe for people to cross the road at Estes/Greensboro whether or not there is a roundabout. The cars NEVER stop when people are in the crosswalk and it is very hard to exit the bike lane. It would be great if (for now) the walk sign corresponded with all red lights for cars.	7/5/2014 12:40 PM
11	Bicycle lanes are outdated and unsafe. With the space and no additional cost you can construct separated Bike Tracks or offroad bike tracks. See NACTO Guide!	7/5/2014 11:45 AM
12	Good to finally see a project that improves the health of our area by adding separated and safe bike lanes	7/5/2014 10:48 AM
13	any widening of roads needs to include bike lanes to continue safe access for bicyclists	7/4/2014 5:47 PM
14	Please no more roundabouts. Signals work just fine.	7/3/2014 11:45 PM
15	There is no need for a roundabout at Estes Dr and Greensboro St. Traffic already has a traffic signal light and flows well. It is one of the better working intersections in the area. Why mess with a good thing? If it ain't broke, go spend the money somewhere that is better needed. (I live two blocks away from that intersection and see it daily and at multiple times during the day. The only time it backs up is during evening rush hour and even then it only backs up "somewhat" to the point where a car will only need to sit through one green light before it will go through the intersection. Compared to other intersections in the area - I'm looking at you being-on-54 and crossing Fayetteville St - this is speedy and a joy.)	7/3/2014 5:04 PM
16	do not need the 'future rail station'. More people use the fields during baseball season than will use the light rail. Light rail is not economical and will be a serious resource drain.	7/2/2014 11:15 PM
17	Estes is a clear priority.	7/2/2014 10:24 PM
18	If the Estes roundabout will for sure improve traffic then hell yeah	7/2/2014 9:39 PM
19	Wide lanes, sidewalks, and bike lanes should be a top priority. Not only am I a driver, biker, and walker --and so someone who will make use of all of these in the areas I go to and someone who thinks they should be available to all others-- these increase road safety for "everyone". I don't see the advantage of changing the Estes/Greensboro and the Franklin/E Main intersections. I use these regularly on bicycle, on foot, and driving, and they work just fine as they are - the money it would take to change them would be better spent somewhere else.	7/2/2014 11:22 AM
20	Not familiar with this area	7/2/2014 8:45 AM
21	I do not support the widening of S. Churton St	7/1/2014 7:38 PM
22	Estes/Greensboro really needs a circle. I was thinking about that just the other day.	7/1/2014 6:21 PM
23	If the widening of Church st does not include bike facilities and sidewalks, I oppose it.	7/1/2014 5:53 PM
24	No opinion. If these cost Chatham residents nothing, proceed.	7/1/2014 5:18 PM
25	Need to improve badly the Estes corridor.	7/1/2014 4:43 PM
26	Roundabouts are great for secondary road traffic problems.	7/1/2014 3:53 PM
27	Widening of S. Churton Street could cause excessive damage to the water quality and wildlife in the Eno River at that location, with not much benefit for traffic in that area.	7/1/2014 3:35 PM
28	don't support any projects	7/1/2014 2:30 PM
29	The above projects are much less important to me than any transit or bicycle or pedestrian improvement project.	7/1/2014 2:13 PM
30	Churton st either needs a bypass or to be widened, possibly both. Traffic straight from Orange Grove to 70 might be the beginning of a bypass.	7/1/2014 1:58 PM
31	I'm concerned about the "modernization" of Estes Drive including 12-foot lanes, which I believe will only encourage higher traffic speeds and endanger both bicyclists and pedestrians. I have concerns about the roundabout at Estes/Greensboro creating problems for bikes and pedestrians. These can be difficult to navigate for non-auto traffic when traffic runs at a fairly constant volume. I question whether the conditions there really warrant improvement.	7/1/2014 1:27 PM
32	Do not support widening of S. Churton Street nor modernization of Estes.	7/1/2014 12:27 PM
33	I don't like widening lanes! it increases speed.	7/1/2014 12:13 PM

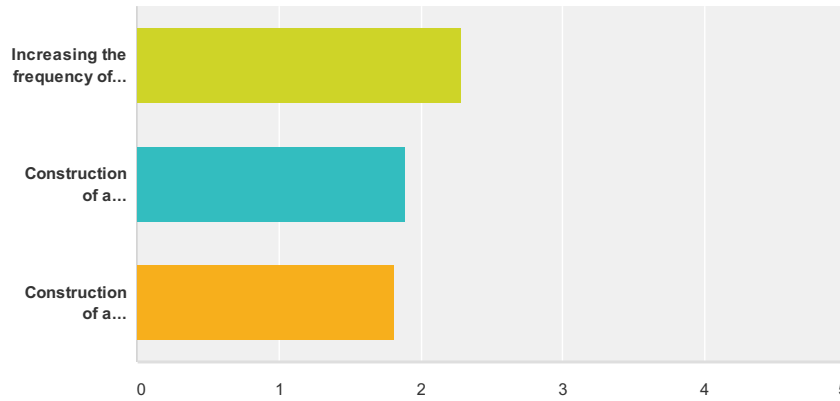
Transportation Priorities

34	love roundabouts, not bicyclists	MPO Board 8/13/2014 Attachment #1C
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Transportation Priorities

Q14 Please rank the following Durham Area Transit Authority projects in order of importance (1 being the most important). A Neighborhood Transit Center is a community level multi-modal transit facility that will serve as a safe and accessible transfer point for various bus routes and transit agencies, provide passenger waiting areas, and offer customer information.

Answered: 135 Skipped: 151



	1	2	3	Total	Average Ranking
Increasing the frequency of Route 4 to every 15 minutes (serves Duke Regional Hospital, Roxboro Rd. shopping centers, Durham Center for Senior Life, downtown Durham)	50.37% 68	28.15% 38	21.48% 29	135	2.29
Construction of a Neighborhood Transit Center in northern Durham.	26.67% 36	35.56% 48	37.78% 51	135	1.89
Construction of a Neighborhood Transit Center at The Village Shopping Center (Holloway St. and Miami Blvd.).	22.96% 31	36.30% 49	40.74% 55	135	1.82

Transportation Priorities

MPO Board 8/13/2014 Attachment 11C

Q15 Please use the space below to explain any of your answers or to note if you do not support any of the above projects.

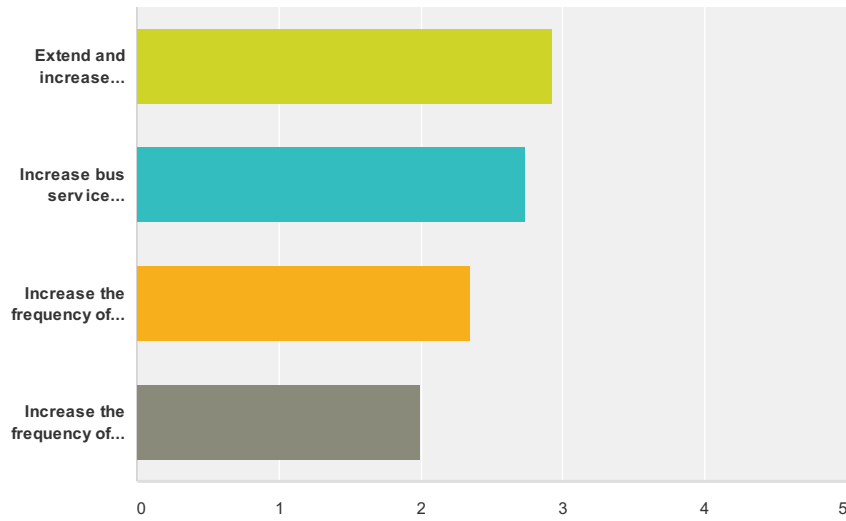
Answered: 24 Skipped: 262

#	Responses	Date
1	No opinion on the above.	7/21/2014 11:38 AM
2	I don't know enough about DATA to answer these questions.	7/14/2014 3:56 PM
3	Once again, I wasn't allowed to input my ranking choices.	7/13/2014 7:59 PM
4	No transit centers	7/11/2014 3:24 PM
5	I have no opinion	7/8/2014 3:14 PM
6	I'm not familiar with those areas.	7/8/2014 1:23 AM
7	I have no opinion on these items.	7/7/2014 10:39 AM
8	None of these are important to me: I bow to the wishes of others.	7/6/2014 9:33 PM
9	I'm not familiar with Durham.	7/5/2014 12:42 PM
10	Buses should all be required to have bike racks on them before I support any of them	7/5/2014 10:49 AM
11	Don't know	7/2/2014 11:53 AM
12	not enough information to answer	7/2/2014 11:35 AM
13	Only ranked 1 -others not ranked	7/2/2014 8:40 AM
14	increasing the frequency of the 4 would be ridiculous and include significant cost increases. There is no reason why riders cannot wait or accurately time themselves with a high frequency of trips every 30 minutes!	7/1/2014 10:48 PM
15	I like all of these!	7/1/2014 7:59 PM
16	No opinion. Ditto other comments.	7/1/2014 5:20 PM
17	Neighborhood Transit Centers seem like overkill if there are no bus lines to support them. Add more bus lines first!	7/1/2014 4:45 PM
18	No real preference for the items above.	7/1/2014 4:17 PM
19	I don't travel through these areas so I have no opinion.	7/1/2014 3:55 PM
20	A neighborhood transit center won't provide benefits until routes served by the center have 15 minute headways.	7/1/2014 2:54 PM
21	I think the TTA should look at ridership and decide on the neighborhood transit center	7/1/2014 2:26 PM
22	Any highway project is much less important to me than any transit or bicycle or pedestrian improvement project.	7/1/2014 2:14 PM
23	I strongly support more integrated transit options, especially in East Durham (heavily transit dependent) and northern Durham (very much in need of improved transit service). I'm not familiar with Route 4.	7/1/2014 1:31 PM
24	i can't speak to the need for these projects	7/1/2014 1:06 PM

Transportation Priorities

Q16 Please rank the following Chapel Hill Transit projects in order of importance (1 being the most important).

Answered: 113 Skipped: 173



	1	2	3	4	Total	Average Ranking
Extend and increase service on the CL Route (Colony Lake/Sage Rd./UNC Hospitals) and D Route (Culbreth Rd./Franklin St./Eastowne) including connecting to DATA and Triangle Transit at New Hope Commons	42.48% 48	22.12% 25	20.35% 23	15.04% 17	113	2.92
Increase bus service frequency on the FCX Route (Friday Center Express), S Route (South Campus/NC 54 East Park and Ride Lot), and V Route (Southern Village/Meadowmont) along the NC 54 corridor.	29.20% 33	30.09% 34	25.66% 29	15.04% 17	113	2.73
Increase the frequency of the NU route (PR Lot/UNC Hospitals) along Martin Luther King Jr. Blvd. and S. Columbia St.	16.81% 19	27.43% 31	30.09% 34	25.66% 29	113	2.35
Increase the frequency of the PX Route (Pittsboro Express) along US 15-501	11.50% 13	20.35% 23	23.89% 27	44.25% 50	113	1.99

Transportation Priorities

MPO Board 8/13/2014 Attachment 11C

Q17 Please use the space below to explain any of your answers or to note if you do not support any of the above projects.

Answered: 27 Skipped: 259

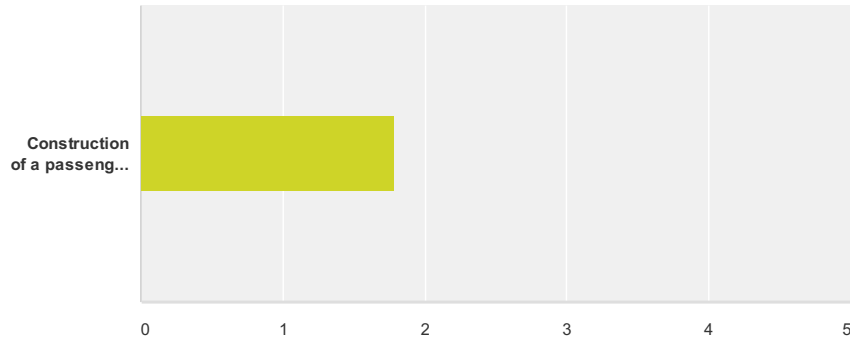
#	Responses	Date
1	No opinion on the above.	7/21/2014 11:38 AM
2	I don't use CH Transit on a regular basis since grad school but when i was I would have voted for increasing frequency of FCX, S and V.	7/14/2014 3:56 PM
3	I didn't pick any rankings for question 16 because I am more concerned with Durham County projects.	7/13/2014 7:59 PM
4	I have no opinion	7/8/2014 3:14 PM
5	I'm not familiar with bus service needs.	7/8/2014 1:23 AM
6	I have no opinion on these items.	7/7/2014 10:39 AM
7	I wished for better bus service when I worked at UNC Hospitals...	7/6/2014 9:33 PM
8	I'd support improved services to get lower income OC residents to and from new work opportunities easier.	7/5/2014 1:01 PM
9	Buses should all be required to have bike racks on them before I support any of them	7/5/2014 10:49 AM
10	PLEASE connect us (Chapel Hill) with DATA!!! TTA runs too infrequently during the mid-day to be of much use.	7/3/2014 5:11 PM
11	Extending and increasing service on CL and D is by FAR the most important of these projects, as the ability to connect to DATA and Triangle Transit at New Hope Commons would be huge. Route frequency for NU is already fairly decent, and NS, T, G, and A all at least partially overlap its route (I use these everyday, between them the frequency is just fine). Don't know much about FCX, PX, S, and V routes.	7/3/2014 1:55 PM
12	East end connector. Fund it! Build it!	7/2/2014 8:18 PM
13	not enough information to answer	7/2/2014 11:35 AM
14	Not familiar with this	7/2/2014 8:46 AM
15	Need better weekend coverage	7/2/2014 8:40 AM
16	Please make more Chapel Hill Transit and DATA connections.	7/1/2014 9:56 PM
17	no preference	7/1/2014 6:22 PM
18	No opinion. Is the system break even or a burden?	7/1/2014 5:20 PM
19	CHT and DATA need tighter integration. The Franklin St corridor to New Hope Commons is the highest priority for me! A lot of people going between CH and Durham with limited options.	7/1/2014 4:45 PM
20	Not familiar with these locations	7/1/2014 4:11 PM
21	Need more park and ride options to serve the bus routes.	7/1/2014 3:55 PM
22	It would be more useful to increase the size of the park and ride lot near the Friday Center, as parking is a limiting factor at that location now.	7/1/2014 3:38 PM
23	Route to Pittsboro seems wholly underutilized	7/1/2014 2:26 PM
24	Any highway project is much less important to me than any transit or bicycle or pedestrian improvement project.	7/1/2014 2:14 PM
25	In general I prefer service enhancements where they connect to other transit or non-auto options. I would prefer not to overly serve park-and-ride users with frequent transit service - this population is most able to time its trips according to the bus schedule or make alternate arrangements.	7/1/2014 1:31 PM
26	i have no opinion or informed knowledge to answer or rank any of these in #16	7/1/2014 12:16 PM
27	do not support any of these	7/1/2014 12:11 PM

Transportation Priorities

MPO Board 8/13/2014 Attachment 11C

Q18 There is one railroad project that is being considered for Division category funding. Please indicate your support for this project.

Answered: 196 Skipped: 90



	Strongly Support	Support	Do Not Support	Strongly Do Not Support	Do Not Know	Total	Average Rating
Construction of a passenger rail station in Hillsborough for Amtrak service.	53.06% 104	30.61% 60	7.14% 14	3.57% 7	5.61% 11	196	1.78

Transportation Priorities

MPO Board 8/13/2014 Attachment 11C

Q19 Please use the space below to explain any of your answers or to note if you do not support any of the above projects.

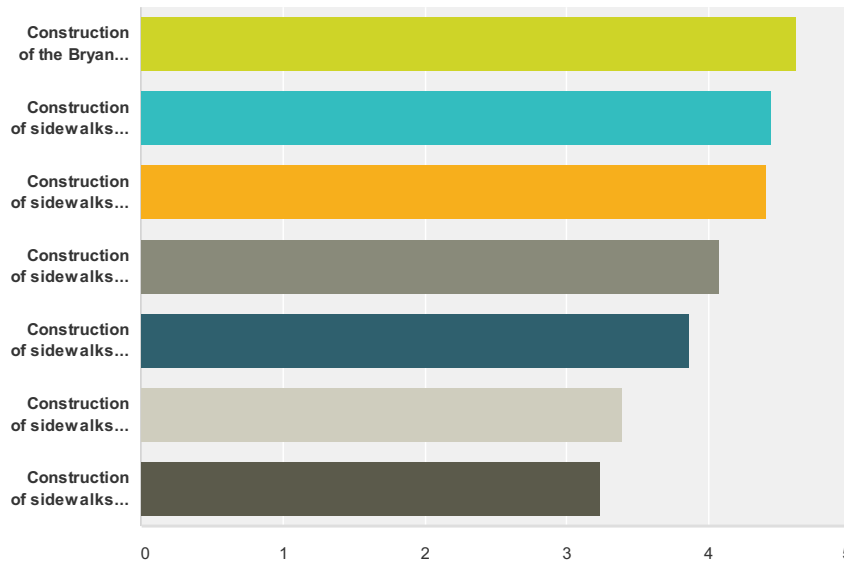
Answered: 13 Skipped: 273

#	Responses	Date
1	This would help to also open a more standard daily use rail from Hillsborough to Durham or Raleigh, making commutes easier and cutting down on interstate traffic.	7/21/2014 5:48 PM
2	Please move forward with this project and before Light Rail. Passenger rail is doable now!!!	7/14/2014 3:56 PM
3	I don't feel as if I was able to truly express my opinions in this survey.	7/13/2014 7:59 PM
4	Please make it a cute old-fashioned station! It could be a great hub of social activity if you do it nicely.	7/5/2014 12:42 PM
5	for the low population density in Orange and Durham Counties, the light rail system will be a drain on assets. The system will not breakeven.	7/2/2014 11:17 PM
6	Would this train go up to Washington?	7/2/2014 11:53 AM
7	live in Hillsborough and would love to be able to access Amtrak from there	7/2/2014 11:35 AM
8	Unless this is part of a consistent plan, it is ridiculous to expand Amtrak service to one area only. Further, it is also ridiculous that Hillsborough is considered given that you need a car to go anywhere in Hillsborough. Why wouldn't initial investments be considered for areas with moderately high walk scores like RTP or CH -then coupled with a campaign to increase ridership between the RTP, Raleigh, Durham and CH areas for commuters?	7/1/2014 10:48 PM
9	Without local commuter rail transit, an amtrak stop in Hillsborough is not needed. The Durham station will serve the region. Hard to imagine any true demand for a stop in Hillsborough.	7/1/2014 7:42 PM
10	This may be a catch 22 but the RR service is not good enough to support another station.	7/1/2014 3:55 PM
11	Regional rail is important	7/1/2014 2:26 PM
12	ABSOLUTELY!!!!	7/1/2014 12:16 PM
13	already enough stops, need more 'express' with fewer stops.	7/1/2014 12:11 PM

Transportation Priorities

Q20 Seven bicycle and pedestrian projects in Durham County are competitive for Division category funding. Please rank the following projects in order of importance (1 being the most important).

Answered: 137 Skipped: 149



	1	2	3	4	5	6	7	Total	Average Ranking
Construction of the Bryant Bridge Trail between NC 55 and the R. Kelly Bryant Pedestrian Bridge over NC 147 in Durham	23.36% 32	23.36% 32	13.14% 18	5.84% 8	10.95% 15	11.68% 16	11.68% 16	137	4.61
Construction of sidewalks on the east-side of N. Duke St. between Murray Ave. and N. Roxboro Rd. in Durham	16.06% 22	18.98% 26	20.44% 28	9.49% 13	13.87% 19	14.60% 20	6.57% 9	137	4.44
Construction of sidewalks on both sides of LaSalle St. between Kangaroo Dr. and Hillsborough Rd. and on one side between Hillsborough Rd. and Sprunt Ave. in Durham	20.44% 28	18.25% 25	13.87% 19	13.14% 18	10.95% 15	9.49% 13	13.87% 19	137	4.40
Construction of sidewalks on the south-side of NC 54 between NC 55 and the limits of Research Triangle Park in Durham	22.63% 31	12.41% 17	11.68% 16	8.03% 11	12.41% 17	13.14% 18	19.71% 27	137	4.07
Construction of sidewalks on both sides of NC 157 (Guess Rd.) from Hillcrest Dr. to W. Carver St. in Durham	9.49% 13	11.68% 16	13.87% 19	22.63% 31	17.52% 24	12.41% 17	12.41% 17	137	3.86
Construction of sidewalks on the east-side of NC 55 from Riddle Rd. to Cecil St. in Durham	5.11% 7	8.76% 12	11.68% 16	22.63% 31	16.06% 22	17.52% 24	18.25% 25	137	3.39
Construction of sidewalks on one side of Raynor St. between Miami Blvd. and Hardee St. in Durham	2.92% 4	6.57% 9	15.33% 21	18.25% 25	18.25% 25	21.17% 29	17.52% 24	137	3.24

Transportation Priorities

MPO Board 8/13/2014 Attachment 11C

Q21 Please use the space below to explain any of your answers or to note if you do not support any of the above projects.

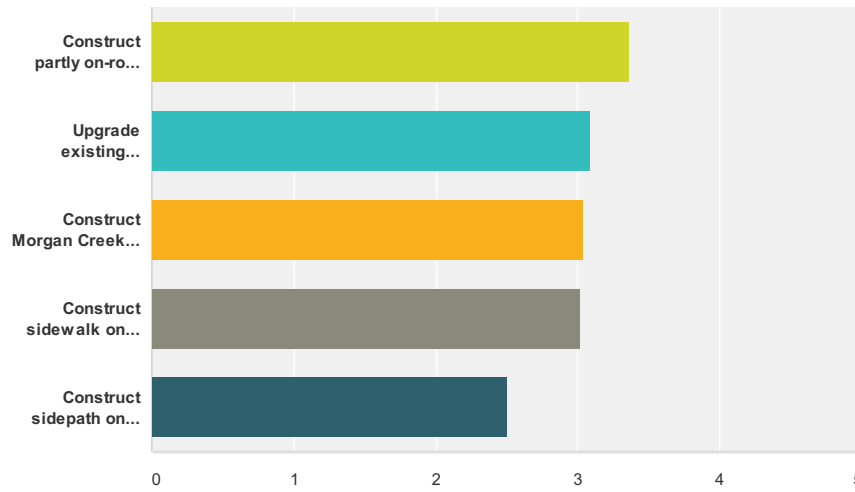
Answered: 36 Skipped: 250

#	Responses	Date
1	I would rank all of these as extremely important. Durham is notorious for not providing accessibility to residents.	7/18/2014 1:31 PM
2	I would love to see a safe Chapel Hill to Durham bike route. 15-501, Old Chapel Hill Road, and Whitfield/Erwin are not good.	7/14/2014 5:47 PM
3	Only know enough about the first three I ranked. Other rankings should not be taken into consideration.	7/14/2014 3:59 PM
4	I wasn't able to input my rankings in question 20.	7/13/2014 8:02 PM
5	I support all of the above equally.	7/8/2014 1:26 AM
6	Generally, not a pedestrian in these areas. No major opinion.	7/7/2014 12:57 PM
7	I don't have enough information about these areas.	7/7/2014 12:23 PM
8	I have no opinion on items 2 through 7.	7/7/2014 10:41 AM
9	I want sidewalks on W. Cornwallis...	7/6/2014 9:36 PM
10	I am not familiar with Durham.	7/5/2014 12:44 PM
11	I don't see any Bicycle projects here. If it's going to be a Bicycle & Pedestrian project then these sidewalks should be offroad multi use paths.	7/5/2014 11:49 AM
12	These are all sidewalks and thus do not improve the roads for cyclists and cars to share them safely	7/5/2014 10:52 AM
13	The NC54 sidewalk is critical for reducing injury accidents in that area. The LaSalle sidewalk will be useful because of new residential projects in that area.	7/3/2014 2:18 PM
14	Yes to sidewalks where people actually need to walk. Guess rd should be redesigned to match new hillandale design. Whoever approved guessrd should have to live in it.	7/2/2014 8:21 PM
15	neutral after first 3	7/2/2014 5:13 PM
16	not impacting me personally, living in Hillsborough	7/2/2014 11:37 AM
17	University dr needs sidewalks	7/2/2014 9:04 AM
18	No preference	7/2/2014 8:41 AM
19	No opinion.	7/1/2014 9:10 PM
20	Why are only two bicycle projects included on this list? Should be way more such projects to choose from.	7/1/2014 8:43 PM
21	I am not familiar enough with the pedestrian traffic in these areas to comment on their importance.	7/1/2014 7:43 PM
22	other than bridge trail, no preference	7/1/2014 6:24 PM
23	I support all bicycle and pedestrian projects in durham county.	7/1/2014 5:24 PM
24	No opinion. Budget consideration for DOT to make.	7/1/2014 5:21 PM
25	I do not support projects listed 3-7, with particular displeasure over the Bryant Bridge Trail. Bryant Bridge area is a high crime area - nobody will use the Trail - it will stay empty! Don't build it! The Hillandale Rd sidewalk / bicycle path project is TOP PRIORITY. People are LITERALLY dying (!!!) there, and yet you are still unwilling to do anything. Many of the projects listed as non-competitive are more important than the one you chose.	7/1/2014 4:49 PM
26	No preference	7/1/2014 4:18 PM
27	Not able to rank but strongly support sidewalks in all these locations.	7/1/2014 4:14 PM
28	I don't travel through these areas often so I don't know the needs of these areas. I have no opinion.	7/1/2014 3:58 PM
29	Anything to expand sidewalks!	7/1/2014 3:36 PM
30	Sorry, I am not familiar with these locations.	7/1/2014 3:15 PM
31	The LaSalle one is the only one I'm familiar with.	7/1/2014 2:55 PM
32	I am disappointed there are no bicycle safety opportunities presented here	7/1/2014 2:53 PM
33	Any highway project is much less important to me than any transit or bicycle or pedestrian improvement project.	7/1/2014 2:18 PM
34	Per my other comment, construction of sidewalks on both sides of the bridge on Academy Road/751 that passes over 15/501 business. It is completely unsafe for pedestrians, families, and cyclists and forces people to drive when they would not normally. Please see my other comment for a list of just soe of the schools on both sides of the overpass that currently families are not able to walk or cycle to, even from a mere few blocks away.	7/1/2014 1:09 PM
35	Parts of Hillsborough Rd are dangerous for pedestrians. Crosswalks+stoplights across from DATA stops could reduce some risk. Also, why are there no bike lanes slated for Durham?	7/1/2014 12:40 PM
36	priority from 3-7 - am ambivalent	7/1/2014 12:14 PM

Transportation Priorities

Q22 Five bicycle and pedestrian projects in Orange County are competitive for Division category funding. Please rank the following projects in order of importance (1 being the most important).

Answered: 142 Skipped: 144



	1	2	3	4	5	Total	Average Ranking
Construct partly on-road and partly trail Campus to Campus Connector route from Merritt Mill Rd. to the Carolina North Campus in Carrboro and Chapel Hill	26.76% 38	23.24% 33	22.54% 32	14.08% 20	13.38% 19	142	3.36
Upgrade existing off-road path and construct new section of path along US 15-501 (Fordham Blvd.) between Cleland Dr. and Willow Dr. in Chapel Hill	19.86% 28	23.40% 33	14.89% 21	29.79% 42	12.06% 17	141	3.09
Construct Morgan Creek Greenway Phase 2 from University Lake to end of Phase 1 and construct a trail spur to BPW Club Rd. in Carrboro	21.13% 30	21.13% 30	19.01% 27	17.61% 25	21.13% 30	142	3.04
Construct sidewalk on west-side of S. Greensboro St. from Old Pittsboro Rd. to NC 54 in Carrboro	22.54% 32	16.90% 24	21.83% 31	17.61% 25	21.13% 30	142	3.02
Construct sidepath on Finley Golf Course Road from US 15-501/NC 54 (Fordham Blvd.) to NC 54 in Chapel Hill	9.86% 14	15.49% 22	21.83% 31	21.13% 30	31.69% 45	142	2.51

Transportation Priorities

MPO Board 8/13/2014 Attachment 11C

Q23 Please use the space below to explain any of your answers or to note if you do not support any of the above projects.

Answered: 24 Skipped: 262

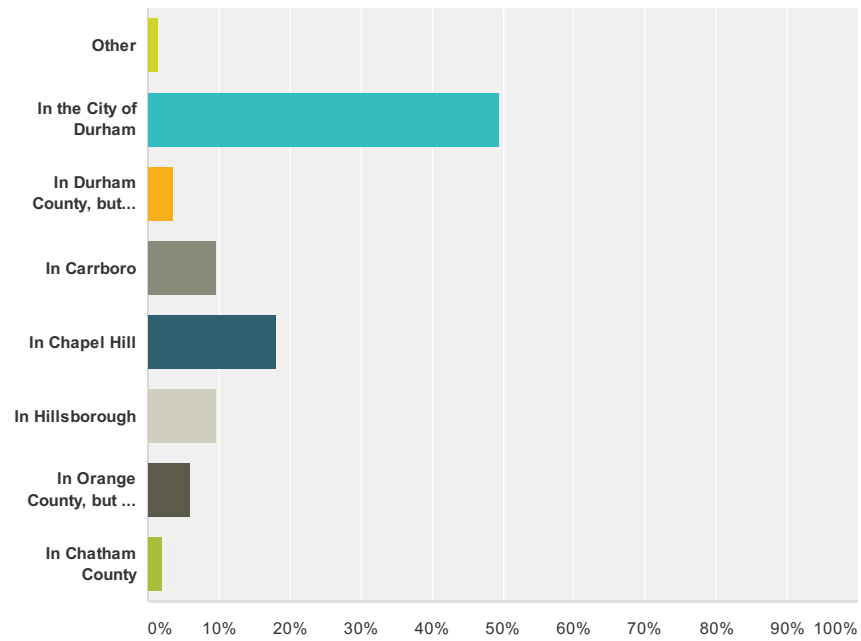
#	Responses	Date
1	do not support	7/18/2014 8:52 PM
2	I would love to see a safe Chapel Hill to Durham bike route. 15-501, Old Chapel Hill Road, and Whitfield/Erwin are not good.	7/14/2014 5:47 PM
3	I did not rank.	7/13/2014 8:02 PM
4	No opinion on these projects - areas not used personally for cycling/walking.	7/7/2014 12:57 PM
5	I have no opinion on these 5 items.	7/7/2014 10:41 AM
6	I defer to others who might use these areas.	7/6/2014 9:36 PM
7	I support bicycle projects only	7/5/2014 9:56 PM
8	If there were an offroad path on Finley Golf Course Road, People could park at the Friday Center and Bike in to Chapel Hill. This would save on traffic.	7/5/2014 11:49 AM
9	None of these seem to improve road conditions for cars and cyclists to safely share the same roads and pass each other with care	7/5/2014 10:52 AM
10	These are all so important to me that I had trouble ranking them. I use a bicycle for transportation. Any and all of these projects will have great benefit for me.	7/5/2014 8:47 AM
11	Focus on major network connections, including new Glen Lennox greenway construction and Ephesus-Fordham improvements.	7/5/2014 12:36 AM
12	Phase 2 of the Morgan Creek trail connect neighborhoods in the south (Southern Village, Dogwood Acres, 100 Oaks, etc.) to the new Dual Language Magnet school at FPG for save bicycling to school for kids and thus is a crucial connector as a save route to school but also into town via a connection to the new bike lanes on Smith Level Rd and the Roberson Bike Path. The Campus to Campus Connector is a crucial North/South connection that will increase bike commuting in town sigificantly. As 15/501 is proposed to be made a freeway effectivley in highway projects listed in this same priority list a parallel off road path is needed to allow less experienced cyclists an alternative along that comidor	7/4/2014 5:58 PM
13	Bigger-budget bike and pedestrian projects should not be brushed aside. It is shameful that the proposed projects were screened for costliness before the population was asked to give their opinion. Whether or not the popular top choice is deemed affordable, isn't the point of this survey to find out what residents most desire? It is hard for me to imagine that all but the most expensive suggestions come anywhere close to the expense of the highway changes I was asked to rank, changes which even as a frequent driver I would rank below *all* bicycle and pedestrian improvements. The Triangle is growing and changing quickly, and right now is our chance to plan ahead and not become Austin TX Part 2, which went from Chapel Hill - Carrboro to major city with some of the country's very worst traffic problems.	7/2/2014 11:37 AM
14	not affecting Hillsborough	7/2/2014 11:37 AM
15	Not familiar with area	7/2/2014 8:47 AM
16	Campus to campus connector is a must!	7/1/2014 8:01 PM
17	No opinion. budget consideration for DOT to make.	7/1/2014 5:21 PM
18	All these seem good.	7/1/2014 4:14 PM
19	Any bike paths will be appreciated. I can't prioritize.	7/1/2014 3:58 PM
20	do not know enough info	7/1/2014 2:33 PM
21	Main concern is safety	7/1/2014 2:32 PM
22	Any highway project is much less important to me than any transit or bicycle or pedestrian improvement project.	7/1/2014 2:18 PM
23	I don't have enough knowledge regarding any of these projects to make a ranking for #22	7/1/2014 12:19 PM
24	cost benefit minuscule - invest other places	7/1/2014 12:14 PM

Transportation Priorities

MPO Board 8/13/2014 Attachment 11C

Q24 Please tell us where you currently live.

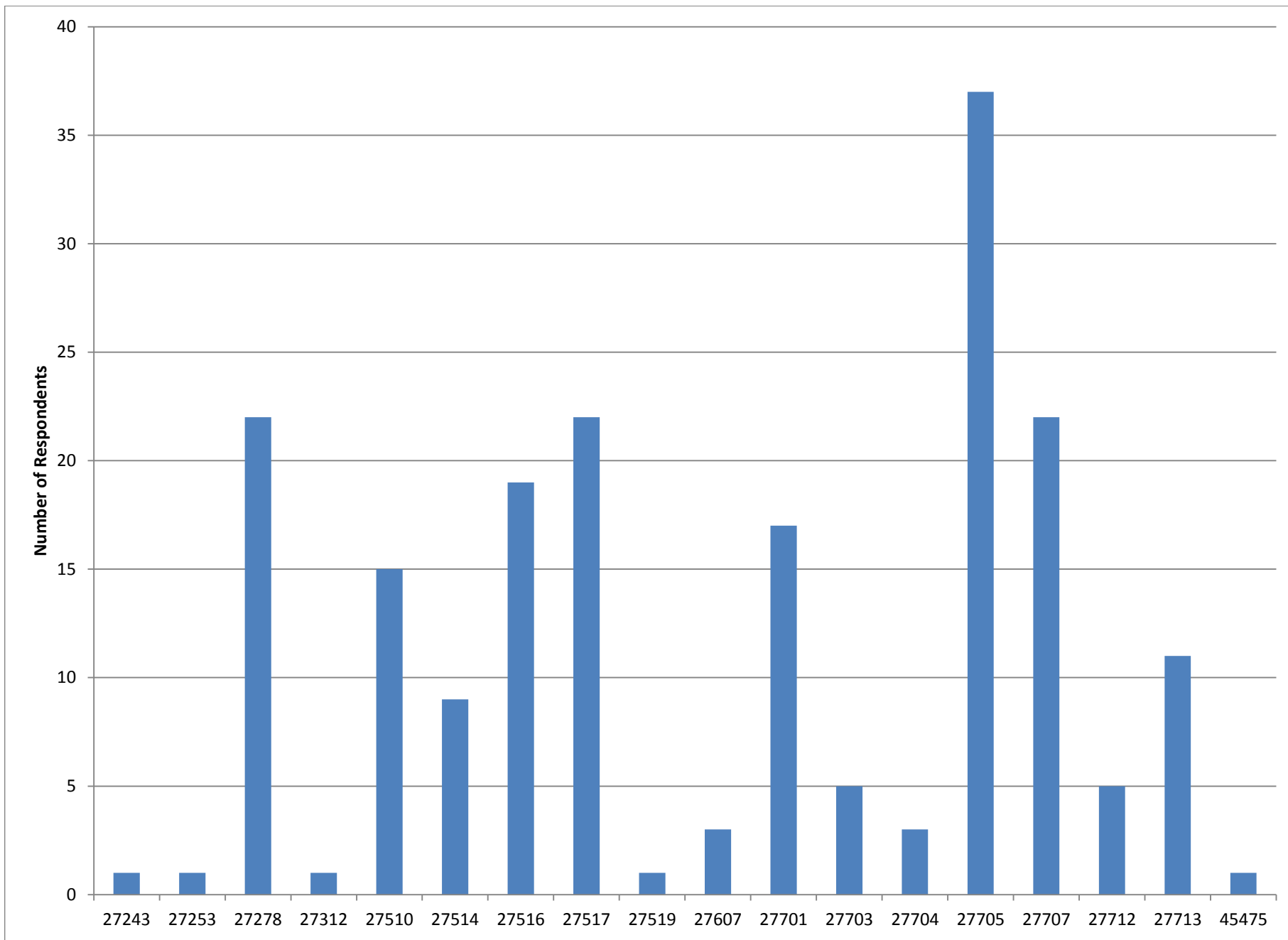
Answered: 198 Skipped: 88



Answer Choices	Responses
Other	1.52% 3
In the City of Durham	49.49% 98
In Durham County, but outside the City of Durham	3.54% 7
In Carrboro	9.60% 19
In Chapel Hill	18.18% 36
In Hillsborough	9.60% 19
In Orange County, but not in Chapel Hill, Carrboro or Hillsborough	6.06% 12
In Chatham County	2.02% 4
Total	198

Q25 What is your zip code?

Answered: 198 Skipped: 88

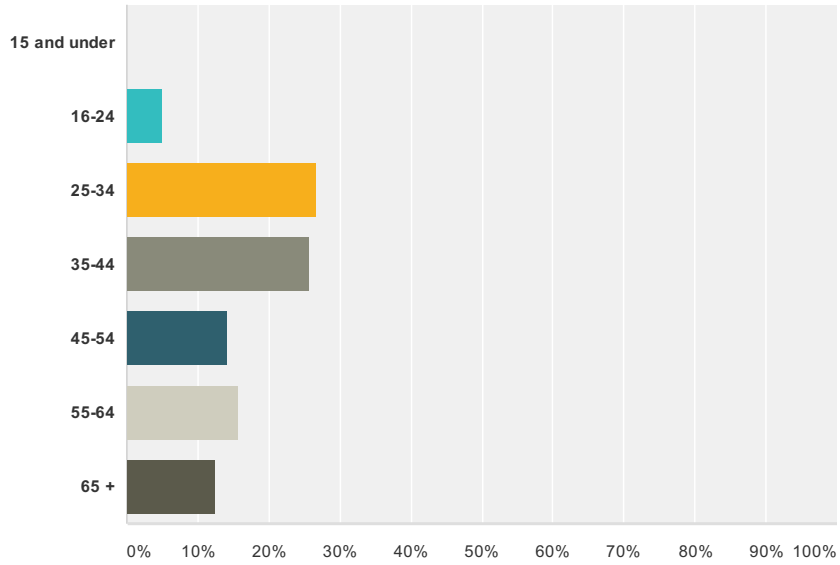


Transportation Priorities

MPO Board 8/13/2014 Attachment 11C

Q26 Please identify your age group:

Answered: 198 Skipped: 88



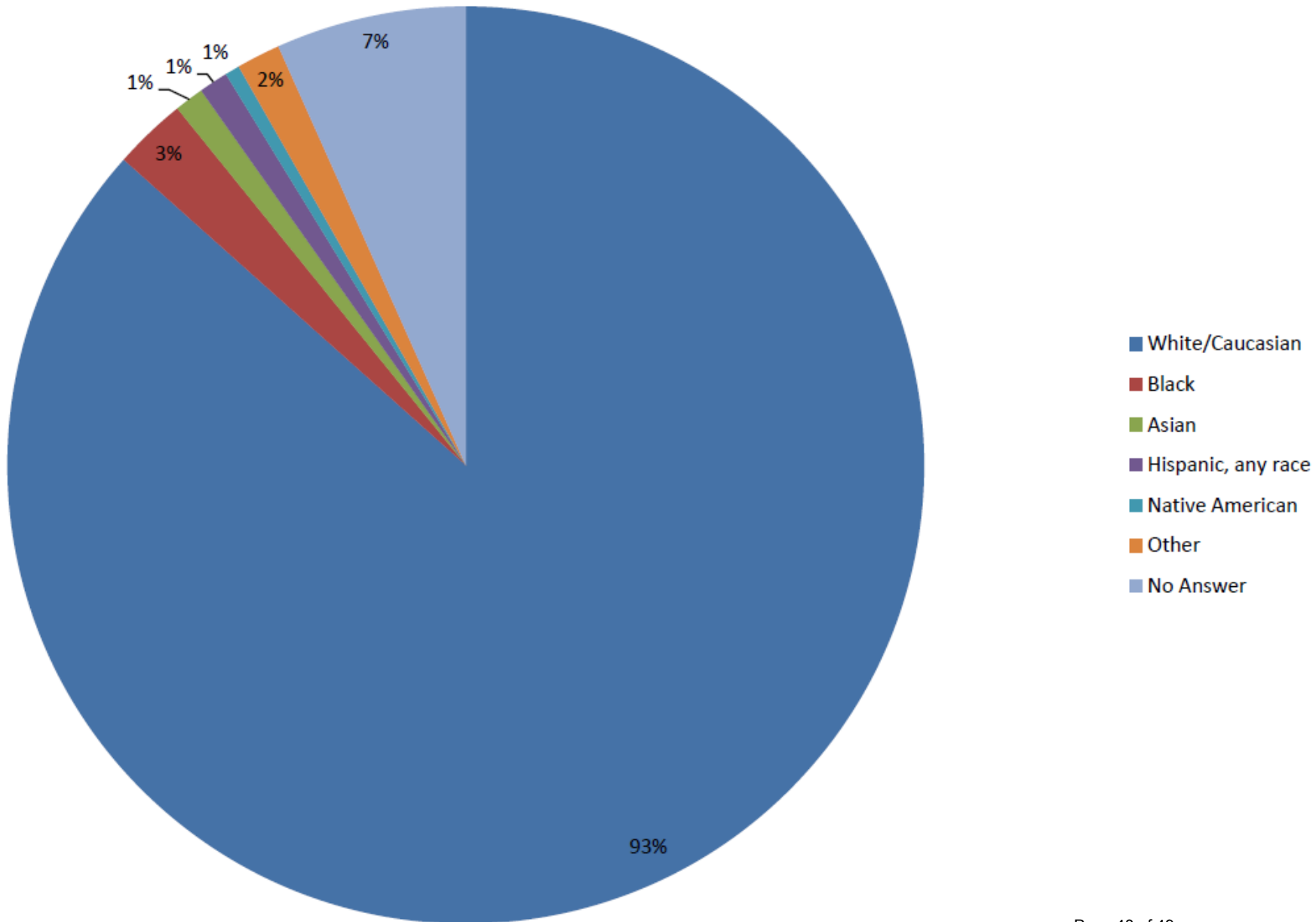
Answer Choices	Responses	Count
15 and under	0.00%	0
16-24	5.05%	10
25-34	26.77%	53
35-44	25.76%	51
45-54	14.14%	28
55-64	15.66%	31
65 +	12.63%	25
Total		198

Transportation Priorities

MPO Board 8/13/2014 Attachment 11C

Q27 Please describe your race/ethnicity.

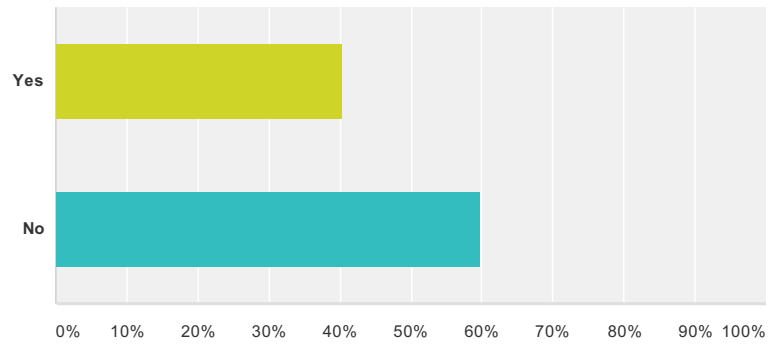
Answered: 198 Skipped: 88



Transportation Priorities

Q28 If you would like to receive notices about upcoming opportunities to become involved with transportation in your community, please choose "Yes" below. If yes, please provide your email address.

Answered: 176 Skipped: 110



Answer Choices	Responses	
Yes	40.34%	71
No	59.66%	105
Total		176

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	Safety	Benefit/Cost	Complete Street	Environmental and Community Impacts	MPO Regional Score	MPO Division Score	MPO Regional Points	Reason	MPO Division Points	Reason
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	63.49	49.77	38.98	65.36	59.07	Missing data for Wake County	Missing data for Wake County	Missing data for Wake County	Not scored due to length outside of MPO	Not scored due to length outside of MPO	0	Mostly outside of DCHC MPO	0	Mostly outside of DCHC MPO
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	59.73	Missing data for Wake County	Missing data for Wake County	Missing data for Wake County	Not scored due to length outside of MPO	Not scored due to length outside of MPO	0	Mostly outside of DCHC MPO	0	Mostly outside of DCHC MPO
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	34.19	25.44	19.30	66.57	58.40	Missing data for Wake County	Missing data for Wake County	Missing data for Wake County	Not scored due to length outside of MPO	Not scored due to length outside of MPO	0	Mostly outside of DCHC MPO	0	Mostly outside of DCHC MPO
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	66.66	56.67	75.00	100.00	n/a	71.07352	0	Not eligible	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.
H141304	Division Needs		- Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	Construct new alignment.	5 - Construct Roadway on New Location	\$ 2,219,000	N/A	N/A	29.81	73.10	77.72	59.48	50.00	90.00	n/a	68.37111	0	Not eligible	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.
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	81.77	49.23	52.20	100.00	n/a	65.52695	0	Not eligible	97	Presuming Division assigns 100 points, needs 97 points to stay ahead of next project.
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	82.35	51.37	50.00	80.00	n/a	64.98568	0	Not eligible	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.
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	22.35	73.62	69.81	49.41	50.97	70.00	n/a	63.12439	0	Not eligible	0	Not as competitive
H142250	Division Needs		- Garrett Rd	NC 751	Old Durham Rd	Construct turn lanes, bicycles lanes, sidewalks	1 - Widen Existing Roadway	\$ 13,731,000	N/A	N/A	20.90	68.36	72.27	47.99	51.35	80.00	n/a	62.83083	0	Not eligible	0	Not as competitive
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	79.92	45.00	52.70	90.00	n/a	57.95533	0	Not eligible	0	Not as competitive
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	77.26	50.16	50.00	60.00	n/a	56.5624	0	Not eligible	0	Not as competitive
H140669	Division Needs		- Farrington Rd	NC 54	Wendell Rd	Construct new roadway alignment	5 - Construct Roadway on New Location	\$ 5,558,000	N/A	N/A	14.47	43.87	53.47	43.53	75.00	90.00	n/a	56.56141	0	Not eligible	0	Not as competitive
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	66.94	49.93	50.00	40.00	n/a	55.90008	0	Not eligible	0	Not as competitive
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	66.94	49.42	50.00	40.00	n/a	55.79771	0	Not eligible	0	Not as competitive
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	66.65	60.08	32.81	100.00	n/a	54.16726	0	Not eligible	92	Presuming Division assigns 100 points, needs 92 points to stay ahead of next project.
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	50.00	57.17	26.98	100.00	n/a	52.34155	0	Not eligible	98	Presuming Division assigns 100 points, needs 98 points to stay ahead of next project.
H140713	Division Needs		- Globe Rd Extension (Brier Creek Parkway)	Miami Blvd	Wake County line	Construct roadway on new location.	5 - Construct Roadway on New Location	\$ 23,205,000	N/A	N/A	16.71	49.11	53.74	40.11	50.00	80.00	n/a	51.50414	0	Not eligible	0	Not as competitive

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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	66.57	37.78	50.00	90.00	n/a	50.13591	0	Not eligible	0	Not as competitive
H140663	Division Needs		SR-1158 Cornwallis Rd	NC 55	TW Alexander Dr	Widen to four lanes.	1 - Widen Existing Roadway	\$ 9,119,000	N/A	N/A	13.75	33.90	68.83	38.29	50.00	80.00	n/a	49.59348	0	Not eligible	0	Not as competitive
H141336	Division Needs		SR-1727 Eubanks Rd.	SR1725 Millhouse Rd	NC86 MLK Blvd	Widening existing 2 lane road to 4 lane divided	1 - Widen Existing Roadway	\$ 8,444,000	N/A	N/A	12.08	33.58	53.07	35.81	56.29	100.00	n/a	49.10878	0	Not eligible	0	Not as competitive
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	11.38	17.48	78.69	36.56	50.00	100.00	n/a	48.29426	0	Not eligible	0	Not as competitive
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	63.45	35.12	50.00	90.00	n/a	46.81881	0	Not eligible	0	Not as competitive
H140717	Division Needs		- SW Durham Drive	I-40	NC 54	Construct roadway on new location.	5 - Construct Roadway on New Location	\$ 17,346,000	N/A	N/A	13.67	41.75	43.21	41.23	75.00	20.00	n/a	46.41452	0	Not eligible	0	Not as competitive
H140638	Division Needs		- Elliot Rd	US 15/501	Ephesus Church Rd	Construct extension of existing roadway on new location.	5 - Construct Roadway on New Location	\$ 5,645,000	N/A	N/A	12.27	27.70	55.66	34.80	50.00	90.00	n/a	45.40333	0	Not eligible	0	Not as competitive
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	13.84	40.57	57.24	37.04	50.34	40.00	n/a	45.09358	0	Not eligible	0	Not as competitive
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	69.31	35.75	50.00	70.00	n/a	44.68566	0	Not eligible	0	Not as competitive
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	50.46	32.81	54.14	90.00	n/a	44.47463	0	Not eligible	0	Not as competitive
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	59.34	31.97	50.00	100.00	n/a	43.60435	0	Not eligible	0	Does not meet screening criteria - Not in 2040 MTP
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	50.00	30.95	25.00	100.00	n/a	43.45194	0	Not eligible	0	Not as competitive
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	61.68	30.65	50.00	100.00	n/a	41.74055	0	Not eligible	0	Does not meet screening criteria - Not in 2040 MTP
H140714	Division Needs		- Leesville Road Extension	Northern Durham Parkway (proposed)	US 70/Page Road Extension	Construct roadway on new location.	5 - Construct Roadway on New Location	\$ 6,990,000	N/A	N/A	9.25	17.21	55.24	30.97	50.00	80.00	n/a	40.40635	0	Not eligible	0	Not as competitive
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	33.44	30.20	50.00	60.00	n/a	39.80416	0	Not eligible	0	Not as competitive
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	44.84	28.11	52.15	100.00	n/a	39.65468	0	Not eligible	0	Not as competitive
H140716	Division Needs		- SW Durham Drive	Witherspoon Rd	Old Chapel Hill Rd	Widen to four lanes.	1 - Widen Existing Roadway	\$ 7,582,000	N/A	N/A	4.97	13.01	23.60	27.91	75.00	70.00	n/a	36.20581	0	Not eligible	0	Not as competitive
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	50.23	25.06	50.00	80.00	n/a	33.05627	0	Not eligible	0	Not as competitive
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	52.08	24.55	25.00	50.00	n/a	31.66511	0	Not eligible	0	Not as competitive

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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	57.98	24.05	25.00	50.00	n/a	30.36875	0	Not eligible	0	Not as competitive
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	0.00	18.88	50.00	100.00	n/a	30.33489	0	Not eligible	0	Not as competitive
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	45.99	23.00	25.00	50.00	n/a	30.09685	0	Not eligible	0	Not as competitive
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	43.08	27.13	51.35	0.00	n/a	28.53531	0	Not eligible	0	Not as competitive
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	6.42	5.11	54.00	21.03	25.00	50.00	n/a	26.53739	0	Not eligible	0	Not as competitive
H140715	Division Needs		-Olive Branch Road Extension	NC 98	Wake County Line	Construct roadway on new location.	6 - Widen Existing Roadway and Construct Part on New Location	\$ 33,746,000	N/A	N/A	4.28	7.19	27.75	15.07	25.00	20.00	n/a	17.71964	0	Not eligible	0	Not as competitive
H141047	Regional Impact		NC-55 S Alston Ave	SR 1954 (S Alston Ave)	Price Ave	Widen to 5 Lane Section	1 - Widen Existing Roadway	\$ 4,009,000	N/A	45.46	37.46	100.00	88.69	65.27	29.43	100.00	81.99915	76.67897	0	Does not meet screening criteria - Not in 2040 MTP	0	Does not meet screening criteria - Not in 2040 MTP
H140660	Regional Impact		NC-54	Farrington Road		Construct grade separation.	7 - Upgrade At-grade Intersection to Interchange or Grade Separation	\$ 2,325,000	N/A	63.08	43.46	92.32	50.00	80.28	78.80	100.00	80.64761	79.51361	34	Presuming Division assigns 100 points, needs 34 points to stay ahead of next project.	0	Likely to be funded at Regional level.
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	88.75	75.46	28.25	100.00	79.89009	73.9423	0	With MPO approval, could be funded from Statewide category.	0	With MPO approval, could be funded from Statewide category.
H141545	Statewide Mobility		US-15, US-501	NC 54 (Raleigh Road)		Improve Interchange	8 - Improve Interchange	\$ 1,160,000	66.02	54.80	42.45	95.59	33.35	75.91	74.70	100.00	76.79356	75.4685	0	With MPO approval, could be funded from Statewide category.	0	With MPO approval, could be funded from Statewide category.
H141550	Regional Impact		NC-54 Raleigh Road	Burning Tree Drive	Barbee Chapel Road	Improve NC 54 to a Superstreet design and construct interchange at Barbee Chapel Road	4 - Upgrade Arterial to Superstreet	\$ 32,106,000	N/A	36.86	22.70	76.57	60.65	57.58	86.49	100.00	73.14403	73.9139	94	Presuming Division assigns 100 points, only needs 94 points to stay ahead of next project. (May require amending 2040 MTP to add interchange.)	0	Likely to be funded at Regional level.
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	79.99	46.79	4.27	100.00	73.12331	66.21014	0	Too expensive to be funded from Regional category. Likely to be competitive at Statewide level in future.	0	Too expensive to be funded from Division category. Likely to be competitive at Statewide level in future.
H141884	Statewide Mobility		US-501 Fordham Blvd	NC 54, NC 86 (S. Columbia Street)		Construct additional lane for northbound to eastbound entry movement.	8 - Improve Interchange	\$ 2,175,000	39.94	35.05	27.19	85.17	66.65	54.82	50.00	100.00	72.58566	69.84454	89	Presuming Division assigns 100 points, needs 89 points to stay ahead of next project.	0	Likely to be competitive at Statewide or Regional categories.
H140659	Statewide Mobility		I-40	NC 54		Improve interchange.	8 - Improve Interchange	\$ 1,160,000	70.35	57.64	43.34	100.00	33.35	65.71	29.48	100.00	71.04428	65.70659	0	With MPO approval, could be funded from Statewide category.	0	With MPO approval, could be funded from Statewide category.
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	44.55	32.62	26.34	89.89	64.59	61.24	80.95	50.00	70.79232	73.32572	0	Too expensive to be funded from Regional category. Likely to be competitive at Statewide level in future.	0	Too expensive to be funded from Division category. Likely to be competitive at Statewide level in future.
H129685	Regional Impact	U-5516	US-501 Roxboro Road	SR 1448 (Latta Road) / SR 1639 (Infinity Road)		Add lanes through intersection	10 - Improve Intersection	\$ 2,100,000	N/A	50.21	39.66	64.97	66.65	70.74	51.35	100.00	70.64022	67.23827	92	Presuming Division assigns 100 points, needs 92 points to stay ahead of next project.	0	Likely to be funded at Regional level.

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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	34.23	95.76	59.67	69.57	77.28	30.00	70.28113	73.03071	98	Presuming Division assigns 100 points, needs 98 points to stay ahead of next project.	0	Likely to be funded at Regional level. Too expensive to be funded from Division category.
H141779	Regional Impact		Durham Citywide Signal System			Upgrade the City of Durham Signal System (inc. central servers, signal controller upgrades for FYA and transit priority, CCTV network, fiber optic communications network, etc.).	13 - Citywide Signal System	\$ 12,824,000	N/A	27.51	22.63	52.52	65.49	61.47	100.00	100.00	69.22081	71.14735	99	Presuming Division assigns 100 points, needs 99 points to stay ahead of next project.	0	Too expensive to be funded from Division category.
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	92.25	45.58	1.35	90.00	68.78641	62.14261	0	Too expensive to be funded from Regional category. Likely to be competitive at Statewide level in future.	0	Too expensive to be funded from Division category.
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	78.71	51.84	53.00	90.00	68.40889	66.61654	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.	0	Too expensive to be funded from Division category.
H140722	Statewide Mobility		I-40	NC 147	NC 55	Widen for a westbound Auxiliary lane	1 - Widen Existing Roadway	\$ 15,469,000	49.78	40.33	30.24	100.00	65.14	46.26	1.27	90.00	68.21786	61.53178	0	Does not meet screening criteria, not in 2040 MTP. With MPO approval, could be funded from Statewide category.	0	With MPO approval, could be funded from Statewide category.
H111143-C	Statewide Mobility	U-5304C	US-15, US-501	SR 1742 (Ephesus Church Road)		Intersection Improvements	10 - Improve Intersection	\$ 2,170,000	50.92	42.81	34.39	68.83	66.65	58.43	28.46	100.00	66.4338	61.35854	0	With MPO approval, could be funded from Statewide category.	0	With MPO approval, could be funded from Statewide category.
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	81.98	51.86	54.69	60.00	64.62663	64.50252	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.	0	Too expensive to be funded from Division category.
H141018	Statewide Mobility		NC-147 Durham Freeway	East End Connector	US 15-501	Widen to 6 lanes	1 - Widen Existing Roadway	\$ 87,452,000	31.69	27.10	21.58	70.31	71.18	42.75	27.53	100.00	63.77179	59.38761	0	Does not meet screening criteria - Not in 2040 MTP	0	Does not meet screening criteria - Not in 2040 MTP
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	29.97	26.55	21.11	70.49	70.12	42.04	27.53	100.00	63.43491	59.08643	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.	0	Too expensive to be funded from Division category.
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	59.42	44.26	50.00	100.00	62.635	60.42218	0	Not as competitive	0	Too expensive to be funded from Division category.
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	74.53	54.17	52.70	30.00	62.61187	63.6738	0	Not as competitive	0	Too expensive to be funded from Division category.
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	66.95	47.80	54.69	70.00	61.84694	61.42558	0	Not as competitive	0	Too expensive to be funded from Division category.
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	45.59	42.50	27.34	73.97	66.65	42.84	1.35	100.00	61.36458	54.35781	0	With MPO approval, could be funded from Statewide category.	0	Too expensive to be funded from Division category.
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	47.21	44.58	28.99	69.74	66.65	45.51	3.76	100.00	61.00751	54.10768	0	With MPO approval, could be funded from Statewide category.	0	Too expensive to be funded from Division category.
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	74.39	50.10	51.35	50.00	60.63816	60.76806	0	Not as competitive	0	Too expensive to be funded from Division category.
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	79.36	43.98	50.00	100.00	60.47668	58.27754	0	Not as competitive	0	Too expensive to be funded from Division category.

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	Safety	Benefit/Cost	Complete Street	Environmental and Community Impacts	MPO Regional Score	MPO Division Score	MPO Regional Points	Reason	MPO Division Points	Reason
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	64.52	35.65	2.74	100.00	58.7213	52.21349	0	Not as competitive	0	Too expensive to be funded from Division category.
H128065	Regional Impact		NC-751 Hope Valley Road	SR 1183 (University Drive)		Construct Roundabout	10 - Improve Intersection	\$ 1,005,000	N/A	43.48	35.03	41.82	66.70	59.05	27.70	100.00	58.41904	53.23656	95	Presuming Division assigns 100 points, needs 95 points to stay ahead of next project.	97	Presuming Division assigns 100 points, needs 97 points to stay ahead of next project.
H090239	Regional Impact	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	23.34	18.80	60.34	65.64	44.48	50.00	70.00	57.85008	57.12605	0	Does not meet screening criteria - Not in 2040 MTP	0	Does not meet screening criteria - Not in 2040 MTP
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	34.75	36.84	23.01	73.00	76.99	38.94	2.20	70.00	57.75167	52.52439	0	Too expensive to be funded from Regional category. Likely to be competitive at Statewide level in future.	0	Too expensive to be funded from Division category.
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	73.26	36.40	1.35	90.00	57.54292	51.35813	0	Too expensive to be funded from Regional category. Likely to be competitive at Statewide level in future.	0	Too expensive to be funded from Division category.
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	76.19	46.22	54.31	40.00	54.09584	55.21569	0	Not as competitive	0	Too expensive to be funded from Division category.
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	60.18	41.04	1.44	0.00	52.43923	50.53101	0	Too expensive to be funded from Regional category. Likely to be competitive at Statewide level in future.	0	Too expensive to be funded from Division category.
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	66.42	30.29	0.00	100.00	52.07571	45.56097	0	Not as competitive	0	Too expensive to be funded from Division category.
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	65.05	37.78	0.68	40.00	51.91056	48.08901	99	Presuming Division assigns 100 points, needs 99 points to stay ahead of next project.	0	Too expensive to be funded from Division category.
H140619	Statewide Mobility		US-15-BYP-US-15-501 BYP	Pickett Rd	Cameron Blvd	Widen existing roadway	1 - Widen Existing Roadway	\$ 24,823,000	26.99	23.69	18.41	67.32	45.86	29.17	1.69	100.00	51.83012	45.54065	0	Not as competitive	0	Too expensive to be funded from Division category.
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	54.94	46.25	51.65	0.00	50.3816	53.23364	0	Not as competitive	0	Too expensive to be funded from Division category.
H140374	Regional Impact		NC-54	SR 1006 (Orange Grove Rd)	SR 1937/1107 (Old Fayetteville Rd)	Widen to a four-lane boulevard	1 - Widen Existing Roadway	\$ 57,346,000	N/A	23.53	17.44	50.97	70.50	36.87	25.00	60.00	50.10688	47.76353	0	Does not meet screening criteria - Not in 2040 MTP	0	Does not meet screening criteria - Not in 2040 MTP
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	27.93	23.01	18.15	52.54	75.98	32.18	0.00	70.00	49.5036	44.39458	0	Too expensive to be funded from Regional category. Likely to be competitive at Statewide level in future.	0	Too expensive to be funded from Division category.
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	64.63	28.25	0.00	100.00	49.46528	43.05259	0	Too expensive to be funded from Regional category. Likely to be competitive at Statewide level in future.	0	Too expensive to be funded from Division category.
H141499	Regional Impact		NC-86	US 70	Churton Street	Construct SW Hillsborough Connector (Part on New Location)	6 - Widen Existing Roadway and Construct Part on New Location	\$ 17,673,000	N/A	22.93	18.63	60.34	65.64	44.00	50.00	10.00	48.72891	51.02914	0	Does not meet screening criteria - Not in 2040 MTP	0	Does not meet screening criteria - Not in 2040 MTP
H140747	Statewide Mobility		I-85	SR 1632 (Red Mill Rd)	Bridge over Falls Lake	Rehabilitate Pavement	16 - Modernize Roadway	\$ 4,135,000	27.02	21.28	16.61	53.98	58.15	28.03	0.00	60.00	43.83078	39.4292	0	Not as competitive	0	Should not use limited Division funding on interstate projects.
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	37.10	23.71	0.00	80.00	42.58757	37.40198	0	Not as competitive	0	Too expensive to be funded from Division category.
H090961	Regional Impact		NC-86	US 70A	I-40	Construct Wide Outside Lanes.	16 - Modernize Roadway	\$ 18,924,000	N/A	14.19	12.40	30.72	62.51	29.80	25.97	70.00	42.26534	39.87245	0	Not as competitive	0	Too expensive to be funded from Division category.

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	Safety	Benefit/Cost	Complete Street	Environmental and Community Impacts	MPO Regional Score	MPO Division Score	MPO Regional Points	Reason	MPO Division Points	Reason
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	54.22	37.56	50.00	0.00	39.04541	42.16723	0	Not as competitive	0	Too expensive to be funded from Division category.
H141021	Regional Impact		NC-98 Wake Forest Highway	SR 1815 (Mineral Springs Rd)	Wake County Line	Widen Roadway to 4 Lane Divided	1 - Widen Existing Roadway	\$ 69,981,000	N/A	19.71	14.09	45.88	47.94	29.85	25.00	10.00	34.81698	35.3243	0	Not as competitive	0	Too expensive to be funded from Division category.
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	54.43	29.16	25.00	0.00	31.76539	32.8073	0	Does not meet screening criteria - Not in 2040 MTP	0	Does not meet screening criteria - Not in 2040 MTP
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	7.33	4.90	15.45	16.65	8.54	1.35	70.00	20.73632	16.94422	0	Not as competitive	0	Not as competitive

806	Assigned by Formula	397	Assigned by Formula
194	Flexible Points	287	Flexible Points
1000	Total	684	Total

SPOT ID	Project Category	Route	From / Cross Street	To	Description	Project Length	Specific Improvement Type	Division Needs Quantitative Score (Out of 50)	Benefit/Cost	Access	Safety	Demand/Density	Speed Limit	Environmental Justice	MPO Division Score	MPO Division Points	Reason
B141277	Bike&Ped, Division Needs	LaSalle Street	Kangaroo Dr	Sprunt St	Construct sidewalks on both sides of LaSalle St between Kangaroo Dr and Hillsborough Rd, and on one side between Hillsborough Rd and Sprunt Ave.	0.69	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	40.43	100.00	100	100	94.58	50	33	87.22	92	Presuming Division assigns 100 points, needs 92 points to stay ahead of next project.
B141247	Bike&Ped, Division Needs	Raynor Street	Miami Blvd	Hardee St	Construct sidewalks on one side of local street.	0.35	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	38.38	100.00	100	100	58.84	50	100	86.77	95	Presuming Division assigns 100 points, needs 95 points to stay ahead of next project.
B141096	Bike&Ped, Division Needs	Bryant Bridge Trail	NC 55	Kelly Bryant Bridge	Construct shared use path.	1.11	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	31.82	53.87	100	100	68.39	50	100	84.07	97	Presuming Division assigns 100 points, needs 97 points to stay ahead of next project.
B140787	Bike&Ped, Division Needs	Campus to Campus Connector	Merritt Mill Rd	Carolina North Campus	Construct multi-facility signed route (on-road and trail) providing bicycle and pedestrian connectivity.	2.13	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	34.01	36.41	100	100	88.85	50	66	83.01	99	Second MPO Division 7 project according to NCDOT score. Presuming Division assigns 100 points, needs 99 points to stay ahead of next project.
B140627	Bike&Ped, Division Needs	Morgan Creek Greenway Trail Phase 2 (Carrboro)	University Lake	End of Phase 1	Construct multi-use path from University Lake to the western terminus of Phase 1 and construct a multi-use path spur to BPW Club Rd.	1.95	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	33.02	34.55	100	100	60.71	100	33	78.90	0	Unlikely to be funded with limited Division funding.
B141103	Bike&Ped, Division Needs	Finley Golf Course Road	US 15-501/NC 54	NC 54	Construct sidepath on one side or bicycle lanes.	1.40	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	33.68	26.33	100	100	72.77	100	0	77.19	0	Unlikely to be funded with limited Division funding.
B141102	Bike&Ped, Division Needs	NC 54	NC 55	RTP limits	Construct sidewalk on southside to fill in existing gaps..	0.57	5. Construct Sidewalk	36.99	100.00	100	100	39.93	50	33	76.29	0	Unlikely to be funded with limited Division funding.
B140719	Bike&Ped, Division Needs	US 501 Bypass (N Duke Street)	Murray Ave	N Roxboro Rd	Construct sidewalks on east side to fill in existing gaps.	2.42	5. Construct Sidewalk	34.80	41.61	100	100	84.38	50	0	76.04	0	Unlikely to be funded with limited Division funding.
B141100	Bike&Ped, Division Needs	NC 55	Riddle Rd	Cecil St	Construct sidewalks on east side to fill in missing gaps.	1.07	5. Construct Sidewalk	30.41	100.00	100	60	55.18	50	100	74.04	0	Unlikely to be funded with limited Division funding.
B140778	Bike&Ped, Division Needs	US 15-501 (Fordham Blvd)	Cleland Drive	Willow Drive	Upgrade existing off-road path and construct new section of sidepath.	0.67	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	34.22	100.00	100	80	56.92	50	33	73.69	100	First MPO Division 7 project according to NCDOT score. Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.
B141112	Bike&Ped, Division Needs	NC 98 (Holloway Street)	SR 1838 (Junction Rd)	Chandler Rd	Construct sidewalks.	1.05	5. Construct Sidewalk	28.84	30.38	90	100	40.41	100	33	72.42	0	Unlikely to be funded with limited Division funding.
B141116	Bike&Ped, Division Needs	SR 1919 (S Greensboro Street)	Old Pittsboro Rd	NC 54	Construct sidewalk on west side.	0.56	5. Construct Sidewalk	33.17	79.41	100	40	100.00	50	66	71.54	0	Unlikely to be funded with limited Division funding.
B140789	Bike&Ped, Division Needs	NC 54	James Street	Anderson Park	Construct sidepath on the north side of the road to accommodate two-direction bicycle transportation.	0.73	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	29.15	48.50	100	100	32.04	50	0	66.26	0	Unlikely to be funded with limited Division funding.

SPOT ID	Project Category	Route	From / Cross Street	To	Description	Project Length	Specific Improvement Type	Division Needs Quantitative Score (Out of 50)	Benefit/Cost	Access	Safety	Demand/Density	Speed Limit	Environmental Justice	MPO Division Score	MPO Division Points	Reason
B141113	Bike&Ped, Division Needs	NC 157 (Guess Road)	Hillcrest St	W Carver St	Construct sidewalks on both sides of Guess Rd. to fill in sidewalk gaps.	1.15	5. Construct Sidewalk	30.85	61.23	100	80	48.88	50	0	64.90	0	Unlikely to be funded with limited Division funding.
B141338	Bike&Ped, Division Needs	SR 1800 (Cheek Rd)	SR 1670 E. Geer St	Hardee St	Construct 5' sidewalks	0.48	5. Construct Sidewalk	27.38	100.00	75	40	56.12	50	66	59.82	0	Unlikely to be funded with limited Division funding.
B141093	Bike&Ped, Division Needs	Estes Drive	Greensboro St	Carrboro Town Limits	Construct bicycle lanes, sidewalk (both sides) and transit accommodations.	1.17	1. Construct dedicated on-road bike lane on state-maintained roadway	28.22	34.61	100	40	71.71	50	0	54.80	0	Unlikely to be funded with limited Division funding.
B141106	Bike&Ped, Division Needs	Horton Road	Hillandale Rd	N Roxboro Rd	Construct bike lanes and sidewalks. Add sidewalk between Guess Rd and Hillandale Rd. Add sidewalk and bike lanes between Guess Rd and Duke St. Add sidewalk between Duke St. and Roxboro Rd.	1.74	1. Construct dedicated on-road bike lane on state-maintained roadway	24.74	5.63	100	60	49.13	50	0	53.39	0	Unlikely to be funded with limited Division funding.
B141356	Bike&Ped, Division Needs	Hardee St	NC 98 (Holloway St)	SR 1800 (Cheek Rd)	Construct Sidewalks	0.35	5. Construct Sidewalk	20.57	22.51	85	0	57.66	50	100	45.78	0	Unlikely to be funded with limited Division funding.
B141647	Bike&Ped, Division Needs	English Hill Trail	SR1663(English Hill Lane)	Buttonwood Drive	Construct Multi-use path connecting English Hill Lane to Buttonwood Dr.	0.10	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	23.05	100.00	78	20	18.03	100	0	45.11	0	Unlikely to be funded with limited Division funding.
B141553	Bike&Ped, Division Needs	Mt. Carmel Church Road (SR1008)	US 15-501	Bennett Road (SR 1913)	Construct sidewalk and on road bike lanes on Mt. Carmel Church Road from US-15-501 to Bennett Road	1.06	1. Construct dedicated on-road bike lane on state-maintained roadway	26.07	44.99	83	0	89.97	50	0	44.16	0	Unlikely to be funded with limited Division funding.
B141115	Bike&Ped, Division Needs	Erwin Road	NC 751	Orange County Line	Construct bicycle lanes or minimum 4-foot shoulders.	2.61	1. Construct dedicated on-road bike lane on state-maintained roadway	22.12	6.29	100	20	29.32	100	0	42.49	0	Unlikely to be funded with limited Division funding.
B141215	Bike&Ped, Division Needs	Cook Road	Fayetteville Rd	Martin Luther King Jr. Pkwy	Construct bicycle lanes and sidewalks on both sides of the road from Fayetteville Rd (near Hillside High School) to Martin Luther King, Jr Pkwy.	1.09	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	21.18	6.68	100	20	37.47	50	33	42.46	0	Unlikely to be funded with limited Division funding.
B141574	Bike&Ped, Division Needs	Cameron Street and St. Mary's Road	Cameron Street	St. Mary's Road	Construct pedestrian connections for Cameron Park Elementary School from Cameron Street to St. Mary's Road	0.31	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	26.68	100.00	90	0	40.56	50	0	41.11	0	Unlikely to be funded with limited Division funding.
B140598	Bike&Ped, Division Needs	SR 1113/1177 (Dairyland Rd)	SR 1179 (Union Grove Church Rd)	SR 1006 (Orange Grove Rd)	Widen Dairyland Rd to provide 4-foot paved shoulders.	12.40	3. Add or widen paved shoulder	17.40	24.19	73	40	3.00	100	0	39.52	0	Unlikely to be funded with limited Division funding.
B141119	Bike&Ped, Division Needs	Pope Road/Ephesus Church Road	Old Durham-Chapel Hill Rd	Legion Rd	Construct sidewalks and bicycle lanes. Between Legion Rd and the Durham County line, the project consists mostly of filling in missing sidewalk. Between the County line and Old Durham Rd, the project involves constructing bicycle lanes and filling in mis	4.24	1. Construct dedicated on-road bike lane on state-maintained roadway	21.35	5.20	100	20	38.82	50	0	39.28	0	Unlikely to be funded with limited Division funding.
B141641	Bike&Ped, Division Needs	SR1588(Orange High School Road), SR1666(Harold Latta Road)	SR1667(Cloverfield Drive)	US70	Construct sidewalk along south side of Harold Latta Rd from Cloverfield Dr. to Orange Grove Rd and along the west side of Orange High School Rd from Harold Latta Rd to US70. Construct sidewalk along entrance roads to CW Stanford Middle School.	0.94	5. Construct Sidewalk	18.06	32.81	83	20	16.33	100	0	39.05	0	Unlikely to be funded with limited Division funding.
B141627	Bike&Ped, Division Needs	Trail Connection from Patriots Pointe to Timbers Drive	Patriots Pointe	Timber Drive	Construct Trail Connection	0.14	2. Construct multi-use trail / greenway / sidepath or on-road bike lane on local roadway	20.57	100.00	50	20	12.32	100	0	38.46	0	Unlikely to be funded with limited Division funding.

SPOT ID	Project Category	Route	From / Cross Street	To	Description	Project Length	Specific Improvement Type	Division Needs Quantitative Score (Out of 50)	Benefit/Cost	Access	Safety	Demand/Density	Speed Limit	Environmental Justice	MPO Division Score	MPO Division Points	Reason
B141118	Bike&Ped, Division Needs	Orange Grove Road/I-40	Cheshire Drive	New Grady Brown School Road	a)Construct a pedestrian bridge over I-40 alongside Orange Grove Road and construct a sidewalk along the north side of Orange Grove Road from the bridge to Timbers Drive; b)Construct sidewalk along north side of Orange Grove Road from New Grady Brown S	1.13	5. Construct Sidewalk	17.44	22.85	75	40	17.74	50	0	37.83	0	Unlikely to be funded with limited Division funding.
B141347	Bike&Ped, Division Needs	SR 1670 (E. Geer St)	SR 1827 (Midland Terr)	SR 1675 (Glenn School Rd)	Construct Sidewalks and Bike Lanes	1.73	1. Construct dedicated on-road bike lane on state-maintained roadway	16.68	4.55	88	20	22.52	50	33	36.76	0	Unlikely to be funded with limited Division funding.
B141556	Bike&Ped, Division Needs	Mt. Carmel Church Road (SR 1008)	Bennett Road (SR 1913)	Chatham County Line	Construct on-road bike lanes	4.61	1. Construct dedicated on-road bike lane on state-maintained roadway	18.57	11.57	83	0	30.30	100	0	33.88	0	Unlikely to be funded with limited Division funding.
B141380	Bike&Ped, Division Needs	SR 1303 (Pickett Rd)	SR 1116 (Garrett Rd)	NC 751 (Academy Rd)	Construct sidewalk and bike lanes	1.88	1. Construct dedicated on-road bike lane on state-maintained roadway	18.88	4.73	93	0	47.36	50	0	33.45	0	Unlikely to be funded with limited Division funding.
B140600	Bike&Ped, Division Needs	SR 1006 (Orange Grove Rd) & SR 1102 (Dodsons Crossroad)	I-40 overpass	SR 1177 (Dairyland Rd)	Widen Orange Grove Rd between I-40 and Dodsons Crossroad to provide 4-foot paved shoulders. Widen Dodsons Crossroad from Orange Grove Rd to Dairyland Rd to provide 4-foot paved shoulders.	13.24	3. Add or widen paved shoulder	15.09	18.28	50	20	3.87	100	0	28.60	0	Unlikely to be funded with limited Division funding.

284	Assigned by Formula
199	Flexible Points
483	Total

SpotID	Route Facility Name	NCDOT Division	Project Type	Specific Project Improvement Type	Project Category	Project Description	Total Project Cost	State Share	Local Share	Federal Share	Regional Impact Total Score	Division Needs Total Score	Benefit/Cost	Vehicle Utilization Data	System Safety	Connectivity	System Operational Efficiency	Fleet Age P	TDIP Points	Local System Priority	MPO Regional Score	MPO Division Score	MPO Regional Points	Reason	MPO Division Points	Reason
T130045	Chapel Hill FY18 54 Corridor Vehicle1Expansion	7	Expansion Vehicle	Expansion-Fixed Route New Route	Division Needs	Extend local bus service from Friday Center to serve demand in 54 corridor to I-40 or beyond.	\$482,957	\$48,296	\$48,296	\$386,366	n/a	20.82	51.16	78	1.03	1.8	39.94	100.00	8.00	100	n/a	61.63	0	not eligible	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.
T130046	Chapel Hill FY18 54 CorridorVehicle2Expansion	7	Expansion Vehicle	Expansion-Fixed Route New Route	Division Needs	Extend local bus service from Friday Center to serve demand in 54 corridor to I-40 or beyond.	\$482,957	\$48,296	\$48,296	\$386,366	n/a	20.82	51.16	78	1.03	1.8	39.94	100.00	8.00	100	n/a	61.63	0	not eligible	77	Presuming Division assigns 100 points, needs 77 points to stay ahead of next project.
T130043	Chapel Hill FY17 CL&DRouteVeh3Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	Expand CL&D route and service hours. Extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons.	\$469,289	\$46,929	\$46,929	\$375,431	n/a	15.04	28.2	78	1.03	0.96	39.94	100.00	12.86	100	n/a	56.33	0	not eligible	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.
T130044	Chapel Hill FY17 CL&Route Veh4Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	Expand CL&D route and service hours. Extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons.	\$469,289	\$46,929	\$46,929	\$375,431	n/a	15.04	28.2	78	1.03	0.96	39.94	100.00	12.86	100	n/a	56.33	0	not eligible	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.
T130009	Chapel Hill FY20 MLK CorridorVeh2Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	An additional bus (1) will be introduced along the Martin Luther King Jr. - South Columbia - 15/501 corridor (NU Route). 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.	\$795,962	\$79,596	\$79,596	\$636,770	n/a	14.36	25.42	78	1.03	1.47	39.94	100.00	12.29	100	n/a	55.60	0	not eligible	56	Presuming Division assigns 100 points, needs 95 points to stay ahead of next project. Limited by points remaining.
T130011	Chapel Hill FY20 MLK CorridorVeh4Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	An additional bus (1) will be introduced along the Martin Luther King Jr. - South Columbia - 15/501 corridor (NS Route). 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.	\$795,962	\$79,596	\$79,596	\$636,770	n/a	12.73	18.93	78	1.03	1.1	39.94	100.00	12.82	100	n/a	54.02	0	not eligible	0	Not as competitive as facilities projects.
T130041	Chapel Hill FY17 CL&D RouteVeh1Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	Expand CL&D route and service hours. Extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons.	\$469,289	\$46,929	\$46,929	\$375,431	n/a	10.67	10.83	78	1.03	0.37	39.94	100.00	12.86	100	n/a	51.96	0	not eligible	0	Not as competitive as facilities projects.
T130042	Chapel Hill FY17 CL&D RouteVeh2Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	Expand CL&D route and service hours. Extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons.	\$469,289	\$46,929	\$46,929	\$375,431	n/a	10.67	10.83	78	1.03	0.37	39.94	100.00	12.86	100	n/a	51.96	0	not eligible	0	Not as competitive as facilities projects.
T130012	Chapel Hill FY19 Pitts EXP Expansion Vehicle	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	Increase frequency of the existing Pittsboro express route to 30 minutes during the peak commute.	\$496,627	\$49,663	\$49,663	\$397,301	n/a	8.97	4.08	78	1.03	0.15	39.94	100.00	11.31	100	n/a	50.10	0	not eligible	0	Not as competitive as facilities projects.
T130006	Chapel Hill FY19 J Route Expansion Vehicle	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	This project will add additional peak hour service on the J Chapel Hill Transit Route (Carrboro, downtown Chapel Hill and Jones Ferry Rd) in response to ridership growth, resulting in headway reduction.	\$732,000	\$73,200	\$73,200	\$585,600	n/a	8.22	1.11	78	1.03	0.06	39.94	100.00	10.93	100	n/a	49.32	0	not eligible	0	Not as competitive as facilities projects.
T130040	Chapel Hill FY16 Route J Vehicle Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	This project will add additional peak hour service on the J Chapel Hill Transit Route (Carrboro, downtown Chapel Hill, and Jones Ferry Rd) in response to ridership growth, resulting in headway reduction.	\$732,000	\$73,200	\$73,200	\$585,600	n/a	8.11	0.67	78	1.03	0.02	39.94	100.00	10.93	100	n/a	49.21	0	not eligible	0	Not as competitive as facilities projects.
T130015	Hillsborough FY16 MebaneVehicleExpansion	7	Expansion Vehicle	Expansion-Fixed Route New Route	Division Needs	Request one, 25-foot, 18+ passenger light transit vehicle (LTV) for new fixed-route service from Mebane to Efland to Hillsborough.	\$73,650	\$6,989	\$7,741	\$58,920	n/a	4.24	4.17	47	1.03	7.25	4.39	67.71	1.69	100	n/a	41.19	0	not eligible	0	Not as competitive as facilities projects.
T130039	Chapel Hill FY16 RouteCWExpansionVehicle	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	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.	\$469,289	\$46,929	\$46,929	\$375,431	n/a	8.06	0.49	78	1.03	0.01	39.94	100.00	10.95	52	n/a	34.76	0	not eligible	0	Not as competitive as facilities projects.
T130048	Chapel Hill FY18 54 CorridorVeh4Expansion	7	Expansion Vehicle	Expansion-Fixed Route New Route	Division Needs	Extend local bus service from Friday Center to serve demand in 54 corridor to I-40 or beyond.	\$482,957	\$48,296	\$48,296	\$386,366	n/a	22.12	56.21	78	1.03	2.63	39.94	100.00	7.99	0	n/a	32.93	0	not eligible	0	Not as competitive. Not a high local system priority.
T130008	Chapel Hill FY20 MLK Corridor Veh1Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	An additional bus (1) will be introduced along the Martin Luther King Jr. - South Columbia - 15/501 corridor (T Route). 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. 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.	\$795,962	\$79,596	\$79,596	\$636,770	n/a	14.51	25.98	78	1.03	1.5	39.94	100.00	12.82	0	n/a	25.80	0	not eligible	0	Not as competitive as facilities projects. Not a high local system priority.
T130010	Chapel Hill FY20 MLK CorridorVeh3Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	An additional bus (1) will be introduced along the Martin Luther King Jr. - South Columbia - 15/501 corridor (A Route). 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.	\$795,962	\$79,596	\$79,596	\$636,770	n/a	12.73	18.93	78	1.03	1.1	39.94	100.00	12.91	0	n/a	24.02	0	not eligible	0	Not as competitive as facilities projects. Not a high local system priority.

SpotID	Route Facility Name	NCDOT Division	Project Type	Specific Project Improvement Type	Project Category	Project Description	Total Project Cost	State Share	Local Share	Federal Share	Regional Impact Total Score	Division Needs Total Score	Benefit/Cost	Vehicle Utilization Data	System Safety	Connectivity	System Operational Efficiency	Fleet Age P	TDIP Points	Local System Priority	MPO Regional Score	MPO Division Score	MPO Regional Points	Reason	MPO Division Points	Reason
T130047	Chapel Hill FY18 54 CorridorVeh3Expansion	7	Expansion Vehicle	Expansion-Fixed Route New Route	Division Needs	Extend local bus service from Friday Center to serve demand in 54 corridor to I-40 or beyond.	\$482,957	\$48,296	\$48,296	\$386,366	n/a	13.08	20.34	78	1.03	0.95	39.94	100.00	9.35	0	n/a	24.01	0	not eligible	0	Not as competitive as facilities projects. Not a high local system priority.
T130069	Durham Cty FY18 Expansion Vehicle Route 4	5	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	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.	\$972,528	\$97,253	\$97,253	\$778,022	n/a	16.6	41.06	59	1.03	0	33.35	58.33	6.77	0	n/a	23.11	0	not eligible	0	Not as competitive as facilities projects. Not a high local system priority.
T130005	Chapel Hill FY19 G Route Expansion Vehicle	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	This project will add additional service on the G Chapel Hill Transit route which serves Booker Creek, University Mall and UNC Hospitals.	\$476,940	\$47,694	\$47,694	\$381,552	n/a	8.15	0.82	78	1.03	0.03	39.94	100.00	14.26	0	n/a	19.58	0	not eligible	0	Not as competitive as facilities projects. Not a high local system priority.
T130004	Chapel Hill FY19 CW Route Expansion Vehicle	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	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.	\$476,940	\$47,694	\$47,694	\$381,552	n/a	8.14	0.8	78	1.03	0.03	39.94	100.00	10.95	0	n/a	19.24	0	not eligible	0	Not as competitive as facilities projects. Not a high local system priority.
T130003	Chapel Hill, NC	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	This project will add additional peak hour service for 1 year on route F (Colony Woods, Franklin St and McDougle School) in response to ridership growth, resulting in headway reduction. This route currently provides 240,627 rides a year.	\$476,940	\$47,694	\$47,694	\$381,552	n/a	8.09	0.61	78	1.03	0.02	39.94	100.00	11.16	0	n/a	19.22	0	not eligible	0	Not as competitive as facilities projects. Not a high local system priority.
T130038	Chapel Hill FY16 Route F Vehicle Expansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	This project will add additional peak hour service for 1 year on route F (Colony Woods, Franklin St. and McDougle School) in response to ridership growth, resulting in headway reduction. This route provides 240,627 rides a year.	\$469,289	\$46,929	\$46,929	\$375,431	n/a	8.03	0.37	78	1.03	0.01	39.94	100.00	11.16	0	n/a	19.15	0	not eligible	0	Not as competitive as facilities projects. Not a high local system priority.
T130013	Hillsborough FY16 CirculatorHeadwayVehicleExpansion	7	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Division Needs	Request for 18+ passenger light transit vehicle (LTV) for continuation and increased frequency of fixed-route service throughout Hillsborough.	\$73,650	\$6,989	\$7,741	\$58,920	n/a	4.75	5.32	47	1.03	11.57	4.39	67.71	0.95	22	n/a	18.21	0	not eligible	0	Not as competitive as facilities projects.
T130014	Hillsborough FY17 CirculatorVehicleExpansion	7	Expansion Vehicle	Expansion-Fixed Route New Route	Division Needs	Request 18+ passenger light transit vehicle (LTV) for service expansion of fixed-route service throughout Town of Hillsborough.	\$75,860	\$7,210	\$7,962	\$60,688	n/a	3.97	3.11	47	1.03	6.97	4.39	67.71	0.95	0	n/a	10.83	0	not eligible	0	Not as competitive as facilities projects. Not a high local system priority.
T130026	TTA Durham Co. Vehicle Expansion RT: Hospital-Rougemont FY 2016	5	Expansion Vehicle	Expansion-Fixed Route New Route	Regional Impact	2 buses are needed to provide service for a new route between downtown Durham, the hospitals, and the northern Durham area of Rougemont.	\$916,700	\$91,670	\$91,670	\$733,360	8.99	7.63	6.83	82	1.03	2.95	16.15	29.17	100.00	100	49.34	50.54	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
T130028	TTA Durham-Wake Co. DRX Expansion FY 2017	5	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Regional Impact	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.	\$944,201	\$94,420	\$94,420	\$755,361	11.25	8.93	11.6	82	1.03	5.16	16.15	29.17	44.52	100	45.40	46.29	85	Presuming Division assigns 100 points, needs 85 points to stay ahead of next project.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
T130024	TTA Durham & Orange Co. FY 2016 Expansion Vehicle RT: Mebane, Hillsborough, Durham	5	Expansion Vehicle	Expansion-Fixed Route New Route	Regional Impact	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.	\$916,880	\$91,760	\$91,760	\$733,360	7.88	6.99	4.48	82	1.03	1.94	16.15	29.17	48.42	100	43.39	44.74	97	Presuming Division assigns 100 points, needs 97 points to stay ahead of next project.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
T130025	TTA Orange - Durham - Wake - CRX Expansion FY 2016	5	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Regional Impact	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.	\$916,700	\$91,670	\$91,670	\$733,360	7.35	6.68	3.36	82	1.03	1.45	16.15	29.17	27.54	100	40.92	42.35	91	Presuming Division assigns 100 points, needs 91 points to stay ahead of next project.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
T130034	TTA Wake & Durham Co. - RTP Expansion Vehicles RT: 700 FY 2018	5	Expansion Vehicle	Expansion-Fixed Route Headway Reduction	Regional Impact	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.	\$1,458,790	\$145,879	\$145,879	\$1,167,032	8.94	7.61	6.65	82	1.03	3.66	16.15	29.17	10.00	100	40.30	41.53	41	Presuming Division assigns 100 points, needs 93 points to stay ahead of next project. Limited by points remaining.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.

100	Assigned by Formula	433	Assigned by Formula
314	Flexible Points	0	Flexible Points
414	Total	433	Total

SpotID	Route Facility Name	NCDOT Division	Project Type	Specific Project Improvement Type	Project Category	Project Description	Total Project Cost	State Share	Local Share	Federal Share	Regional Impact Total Score	Division Needs Total Score	Age, Demand, Park & Ride, or Bus Shelter (capped at 100)	Benefit/Cost (capped at 100)	System Operational Efficiency	Facility Capacity	NCDOT Regional Score	NCDOT Division Score	TDIP Points	Local System Priority	MPO Regional Score	MPO Division Score	MPO Regional Points	Reason	MPO Division Points	Reason
T141607	Durham: Durham Regional Hospital	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a Enhanced Bus Shelter. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. Enhanced shelters contain an expanded ADA landing pad for front and rear entry, full size shelter with lighting and system map, bench, and trash can. The shelter would serve three routes (4, 9, and 9a). Combined at this stop, there are 204 boardings and 223 alightings.	\$65,600	\$6,560	\$6,560	\$52,480	n/a	32.58	427	16.38	34.68	0.33	0	32.58	100	93	n/a	79.78	0	not eligible	0	Low state match requested does not justify the assignment of points.
T130001	Durham FY16 VillageBusShelter	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a Neighborhood Transit Center (NTC) located in The Village to work in conjunction with routes 2b, 3, 16a, and 16b.	\$660,000	\$66,000	\$66,000	\$528,000	n/a	32.22	2043	10.34	33.35	0.33	0	32.22	69	100	n/a	79.16	0	not eligible	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.
T141608	Durham: South Square	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a Enhanced Bus Shelter for South Square, near the intersection of University Dr and Westgate Dr. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. Enhanced shelters contain an expanded ADA landing pad for front and rear entry, full size shelter with lighting and system map, bench, and trashcan. There are 170 boardings and 170 alightings at this stop.	\$65,600	\$6,560	\$6,560	\$52,480	n/a	32.41	340	13.01	34.68	0.33	0	32.41	36	90	n/a	71.99	0	not eligible	0	Low state match requested does not justify the assignment of points.
T130068	Durham Cty FY16 Northgate Shelter	5	Facility	Facilities-Bus Shelter	Division Needs	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.	\$43,700	\$4,370	\$4,370	\$34,960	n/a	32.53	265	15.4	34.68	0.33	0	32.53	3	82	n/a	65.63	0	not eligible	0	Low state match requested does not justify the assignment of points.
T130007	Chapel Hill FY19 UNC Hosp. Manning Dr. Bus Shelter	7	Facility	Facilities-Bus Shelter	Division Needs	Install new block length bus shelter at Manning Drive / UNC Hospital.	\$80,000	\$8,000	\$8,000	\$64,000	n/a	37.03	2394	109.23	39.94	0.33	0	37.03	8	0	n/a	37.82	0	not eligible	0	Low state match requested does not justify the assignment of points.
T130037	Chapel Hill FY16 UNC campus Bus Shelter	7	Facility	Facilities-Bus Shelter	Division Needs	Install new bus shelter at bus stop 3233 on Manning Dr that serves routes A,CCX,CM,N AND RU.	\$11,000	\$1,100	\$1,100	\$8,800	n/a	34.75	164	54.42	39.94	0.33	0	34.75	8	0	n/a	35.59	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141603	Durham: Main St at Iredell	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at W Main Street at Iredell St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	33.25	237	29.74	34.68	0.33	0	33.25	12	0	n/a	34.43	0	not eligible	0	Low state match requested does not justify the assignment of points.
T130002	Durham FY19 NorthDurhamBusShelter	5	Facility	Facilities-Bus Shelter	Division Needs	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.	\$660,000	\$66,000	\$66,000	\$528,000	n/a	31.98	622	2.84	33.35	1.66	0	31.98	22	0	n/a	34.16	0	not eligible	0	Not as competitive. Not a high local system priority.
T141558	Durham: E Main St at Queen St 6506	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at E Main St at Queen St (stop no. 6506). The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	33.39	259	32.5	34.68	0.33	0	33.39	4	0	n/a	33.77	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141602	Durham: W Main St at Corcoran St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at W Main at Corcoran St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.55	126	15.81	34.68	0.33	0	32.55	12	0	n/a	33.73	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141597	Durham: E Main St at Mangum St Outbound	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at East Main St. and Mangum St.-Outbound. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	33.01	199	24.97	34.68	0.33	0	33.01	7	0	n/a	33.71	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141577	Durham: Trent Dr at Erwin Rd	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Trent Dr at Erwin Rd. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	33.06	207	25.98	34.68	0.33	0	33.06	4	0	n/a	33.41	0	not eligible	0	Low state match requested does not justify the assignment of points.

SpotID	Route Facility Name	NCDOT Division	Project Type	Specific Project Improvement Type	Project Category	Project Description	Total Project Cost	State Share	Local Share	Federal Share	Regional Impact Total Score	Division Needs Total Score	Age, Demand, Park & Ride, or Bus Shelter (capped at 100)	Benefit/Cost (capped at 100)	System Operational Efficiency	Facility Capacity	NCDOT Regional Score	NCDOT Division Score	TDIP Points	Local System Priority	MPO Regional Score	MPO Division Score	MPO Regional Points	Reason	MPO Division Points	Reason
T141594	Durham: Liberty St at Queen St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Liberty St at Queen St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.96	192	24.1	34.68	0.33	0	32.96	4	0	n/a	33.37	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141628	Durham: E Main St at Hood St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at E Main St at Hood St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.84	172	21.59	34.68	0.33	0	32.84	5	0	n/a	33.33	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141563	Durham: Chapel Hill St. at Underwood	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Chapel Hill St at Underwood. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.71	151	18.95	34.68	0.33	0	32.71	3	0	n/a	33.04	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141588	Durham: Holloway St at Chester St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Holloway St at Chester St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.51	120	15.06	34.68	0.33	0	32.51	5	0	n/a	33.02	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141704	Durham: Erwin Rd at Downing St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Erwin and Downing St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.48	114	14.31	34.68	0.33	0	32.48	5	0	n/a	32.97	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141709	Durham: Roxboro St at Liberty St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Roxboro St at Liberty St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.44	108	13.55	34.68	0.33	0	32.44	4	0	n/a	32.79	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141593	Durham: E Main St at Roxboro St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at E Main St at Roxboro. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.44	109	13.68	34.68	0.33	0	32.44	3	0	n/a	32.77	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141571	Durham: Dearborn Dr at Old Oxford Rd	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Dearborn Dr and Old Oxford Rd. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.54	114	15.56	34.68	0.33	0	32.54	2	0	n/a	32.72	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141585	Durham: Fayetteville Rd at Crooked Creek	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Fayetteville Rd at Crooked Creek. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.58	131	16.44	34.68	0.33	0	32.58	1	0	n/a	32.71	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141582	Durham: Morreene Rd at Glasson St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Morreene at Glasson St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.08	99	12.42	34.68	0.33	0	32.08	4	0	n/a	32.49	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141703	Durham: NC 54 at Garrett Rd	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at NC 54 and Garrett Rd. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.08	99	12.42	34.68	0.33	0	32.08	1	0	n/a	32.14	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141660	Durham: Tom Wilkinson Rd at Northern	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Tom Wilkinson Rd at Northern. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	32.08	99	12.42	34.68	0.33	0	32.08	0	0	n/a	32.10	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141547	Durham: E Main St at Queen St 6431	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at E Main St at Queen (Stop Number 6431). The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	31.16	96	12.05	34.68	0.33	0	31.16	4	0	n/a	31.54	0	not eligible	0	Low state match requested does not justify the assignment of points.

SpotID	Route Facility Name	NCDOT Division	Project Type	Specific Project Improvement Type	Project Category	Project Description	Total Project Cost	State Share	Local Share	Federal Share	Regional Impact Total Score	Division Needs Total Score	Age, Demand, Park & Ride, or Bus Shelter (capped at 100)	Benefit/Cost (capped at 100)	System Operational Efficiency	Facility Capacity	NCDOT Regional Score	NCDOT Division Score	TDIP Points	Local System Priority	MPO Regional Score	MPO Division Score	MPO Regional Points	Reason	MPO Division Points	Reason
T141600	Durham: Lakewood Ave at Heritage Square	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Lakewood Ave at Heritage Square. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	31.16	96	12.05	34.68	0.33	0	31.16	3	0	n/a	31.50	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142152	Durham: Fayetteville St at E Piedmont	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Fayetteville at E Piedmont. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	30.55	94	11.8	34.68	0.33	0	30.55	4	0	n/a	30.96	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141654	Durham: Fayetteville at Old Fayetteville	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Fayetteville at Old Fayetteville Rd. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	30.24	93	11.67	34.68	0.33	0	30.24	4	0	n/a	30.65	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142148	Durham: W Main St at Corcoran St Outbound	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at W Main St at Corcoran St Outbound. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	29.94	92	11.55	34.68	0.33	0	29.94	2	0	n/a	30.17	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141606	Durham: Flowers Dr at Duke Garden	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Flowers Dr at Duke Garden. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	29.02	89	11.17	34.68	0.33	0	29.02	3	0	n/a	29.29	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142135	Durham: Fayetteville St at Pekoe St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Fayetteville St at Pekoe St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	27.49	84	10.54	34.68	0.33	0	27.49	6	0	n/a	28.05	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141630	Durham: Rigsbee Ave at Seminary St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Rigsbee at Seminary St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	27.79	85	10.67	34.68	0.33	0	27.79	2	0	n/a	28.03	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141595	Durham: Morreene Rd at Erwin Rd	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Morreene Rd at Erwin Rd. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	26.26	80	10.04	34.68	0.33	0	26.26	7	0	n/a	26.96	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141702	Durham: Pettigrew at Mangum St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Pettigrew at Mangum St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	26.57	81	10.17	34.68	0.33	0	26.57	3	0	n/a	26.83	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141663	Durham: Service Rd at Davidson	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Service Rd at Davidson Ave. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	26.26	80	10.04	34.68	0.33	0	26.26	2	0	n/a	26.44	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141605	Durham County: Angier Ave at Driver St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	25.34	77	9.66	34.68	0.33	0	25.34	5	0	n/a	25.88	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141599	Durham: Holloway St at Alma	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Holloway St at Alma. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	25.34	77	9.66	34.68	0.33	0	25.34	5	0	n/a	25.81	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141601	Durham: Lawson St at Wabash St West	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Lawson Street at Wabash St West. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	22.89	69	8.66	34.68	0.33	0	22.89	12	0	n/a	24.07	0	not eligible	0	Low state match requested does not justify the assignment of points.

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T142143	Durham: Holloway St at Alston Ave	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Holloway St at Alston Ave. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	23.2	70	8.79	34.68	0.33	0	23.2	5	0	n/a	23.74	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141604	Durham: Lawson St at Ridgeway Ave West	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Lawson St at Ridgeway Ave West. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	21.67	65	8.16	34.68	0.33	0	21.67	4	0	n/a	22.10	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141669	Durham: Roxboro Rd at Old Oxford Rd	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Roxboro Rd at Old Oxford Rd. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	21.06	63	7.91	34.68	0.33	0	21.06	2	0	n/a	21.24	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141705	Durham: Fayetteville St at Burlington	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Fayetteville St at Burlington. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	20.44	61	7.66	34.68	0.33	0	20.44	5	0	n/a	20.95	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142159	Durham: Liberty St at Elizabeth St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Liberty St at Elizabeth St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	20.44	61	7.66	34.68	0.33	0	20.44	5	0	n/a	20.94	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141706	Durham: Erwin Rd at Research Dr	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Erwin at Research Dr. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	19.83	59	7.4	34.68	0.33	0	19.83	5	0	n/a	20.30	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141667	Durham: Morreene Rd at American Dr	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Morreene Rd at American Dr. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	19.52	58	7.28	34.68	0.33	0	19.52	3	0	n/a	19.77	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142134	Durham: Chapel Hill Rd at Colonial	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Chapel Hill Rd at Colonial. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	19.22	57	7.15	34.68	0.33	0	19.22	2	0	n/a	19.43	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141708	Durham: Morehead Ave at Cornell St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Morehead Ave at Cornell St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	18.61	55	6.9	34.68	0.33	0	18.61	3	0	n/a	18.91	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142187	Durham: Holloway at Elizabeth St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Holloway at Elizabeth St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	18.3	54	6.78	34.68	0.33	0	18.3	5	0	n/a	18.81	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142130	Durham: Fayetteville St at Homeland	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Fayetteville St at Homeland. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	18.3	54	6.78	34.68	0.33	0	18.3	3	0	n/a	18.61	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142146	Durham: Cornwallis Rd at Weaver St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Cornwallis Rd at Weaver St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	18.3	54	6.78	34.68	0.33	0	18.3	3	0	n/a	18.56	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142170	Durham: Fayetteville at Cecil	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Fayetteville Street at Cecil Street. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	17.99	53	6.65	34.68	0.33	0	17.99	5	0	n/a	18.54	0	not eligible	0	Low state match requested does not justify the assignment of points.

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T141655	Durham: Roxboro Rd at Newsom St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Roxboro Rd at Newsome St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	17.99	53	6.65	34.68	0.33	0	17.99	2	0	n/a	18.15	0	not eligible	0	Low state match requested does not justify the assignment of points.
T141711	Durham: Leon St at Buchanan Blvd	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Leon St at Buchanan Blvd. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	17.38	51	6.4	34.68	0.33	0	17.38	2	0	n/a	17.56	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142204	Durham: Roxboro St at Charles St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Roxboro St at Charles St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	17.07	50	6.28	34.68	0.33	0	17.07	3	0	n/a	17.37	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142141	Durham: Hardee St at Landon St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Hardee St at Landon St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	16.77	49	6.15	34.68	0.33	0	16.77	3	0	n/a	17.10	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142182	Durham: NC 54 at S Alston Ave	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at NC 54 at S Alston Ave. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	16.15	47	5.9	34.68	0.33	0	16.15	0	0	n/a	16.19	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142185	Durham: Roxboro at Cornwallis	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Roxboro at Cornwallis. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	15.85	46	5.77	34.68	0.33	0	15.85	2	0	n/a	16.10	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142178	Durham: MLK Pkwy at Bay Camp Dr	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at MLK Pkwy at Bay Camp Dr. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	15.24	44	5.52	34.68	0.33	0	15.24	1	0	n/a	15.34	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142194	Durham: Morehead Ave at Moreland Ave	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Morehead Ave at Moreland Ave. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	14.62	42	5.27	34.68	0.33	0	14.62	3	0	n/a	14.91	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142173	Durham: N Roxboro Rd at Davidson Ave	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at N Roxboro Rd at Davidson Ave. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	14.62	42	5.27	34.68	0.33	0	14.62	2	0	n/a	14.80	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142190	Durham: Dowd St at Alston Ave.	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Dowd St at Alston St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	14.32	41	5.15	34.68	0.33	0	14.32	4	0	n/a	14.73	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142162	Durham: Mooreene at Sherwood Dr	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Mooreene at Sherwood Dr. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	14.32	41	5.15	34.68	0.33	0	14.32	4	0	n/a	14.72	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142189	Durham: Roxboro Rd at Higbee St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Roxboro Rd at Higbee St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	14.32	41	5.15	34.68	0.33	0	14.32	2	0	n/a	14.51	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142154	Durham: McFarland Dr at Witherspoon	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at McFarland Dr at Witherspoon. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	14.32	41	5.15	34.68	0.33	0	14.32	0	0	n/a	14.37	0	not eligible	0	Low state match requested does not justify the assignment of points.

SpotID	Route Facility Name	NCDOT Division	Project Type	Specific Project Improvement Type	Project Category	Project Description	Total Project Cost	State Share	Local Share	Federal Share	Regional Impact Total Score	Division Needs Total Score	Age, Demand, Park & Ride, or Bus Shelter (capped at 100)	Benefit/Cost (capped at 100)	System Operational Efficiency	Facility Capacity	NCDOT Regional Score	NCDOT Division Score	TDIP Points	Local System Priority	MPO Regional Score	MPO Division Score	MPO Regional Points	Reason	MPO Division Points	Reason
T142184	Durham: University Dr at Kinder Care	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at University at Kinder Care. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	13.7	39	4.89	34.68	0.33	0	13.7	3	0	n/a	13.96	0	not eligible	0	Low state match requested does not justify the assignment of points.
T142166	Durham: Lawson St at Bacon St	5	Facility	Facilities-Bus Shelter	Division Needs	This is for a sheltered stop at Lawson St at Bacon St. The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location.	\$20,000	\$2,000	\$2,000	\$16,000	n/a	13.16	38	0.02	34.68	0.33	0	13.16	4	0	n/a	13.58	0	not eligible	0	Low state match requested does not justify the assignment of points.
T130030	TTA Durham Co - Patterson Place Neighborhood Transit Center FY 2017	5	Facility	Facilities-Bus Shelter	Regional Impact	This is for a Neighborhood Transit Center (NTC) in Southwest Durham to work in conjunction with the Patterson Place Park and Ride.	\$660,000	\$66,000	\$66,000	\$528,000	41.04	31	774	3.23	16.15	0.33	41.04	31	26	100	71.90	73.59	87	Presuming Division assigns 100 points, needs 87 points to stay ahead of next project.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
T141610	Durham: N Roxboro and Latta	5	Facility	Facilities-Bus Shelter	Regional Impact	This is for a Enhanced Bus Shelter near the intersection of North Roxboro Rd and Latta Rd. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. Enhanced shelters contain an expanded ADA landing pad for front and rear entry, full size shelter with lighting and system map, bench, trash can, and bicycle rack. The shelter ... Use SpotID: T141610 on Connect Site for additional info.	\$65,600	\$6,560	\$6,560	\$52,480	41.13	31.09	133	5.09	16.15	0.33	41.13	31.09	22	100	71.56	73.27	0	Low state match requested does not justify the assignment of points.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
T130027	TTA Durham Co. South Durham Neighborhood Transit Center FY 2017	5	Facility	Facilities-Bus Shelter	Regional Impact	This is for a Neighborhood Transit Center (NTC) in Southern Durham to work in conjunction with the Southpoint Park and Ride.	\$660,000	\$66,000	\$66,000	\$528,000	41.37	31.33	2100	9.79	16.15	0.33	41.37	31.33	18	100	71.35	73.13	99	Presuming Division assigns 100 points, needs 99 points to stay ahead of next project.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
T141614	Durham: Southpoint Mall	5	Facility	Facilities-Bus Shelter	Regional Impact	This shelter will serve as a starting point for commutes to Durham and Chapel Hill work, school, medical, commercial, and social destinations. This shelter will meet increased demand and allow for riders to more easily connect to Durham, RTP, and Chapel Hill. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. Enhanc ... Use SpotID: T141614 on Connect Site for additional info.	\$65,600	\$6,560	\$6,560	\$52,480	42.94	32.9	1076	41.21	16.15	0.33	42.94	32.9	18	0	32.47	34.70	0	Low state match requested does not justify the assignment of points.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
T141609	Durham: Patterson Place	5	Facility	Facilities-Bus Shelter	Regional Impact	This is for an enhanced shelter in Southwest Durham near Patterson Place, off of McFarland Dr. The facility will be served by a route going to Duke University/Hospital and downtown Durham to the north and UNC-Chapel Hill to the south. As listed in cost estimates provided by the NCDOT, this stop will provide seating as well as protection from the elements for riders. Enhanced shelters contain an e ... Use SpotID: T141609 on Connect Site for additional info.	\$65,600	\$6,560	\$6,560	\$52,480	41.19	31.15	132	6.2	16.15	0.33	41.19	31.15	26	0	32.01	33.74	0	Low state match requested does not justify the assignment of points.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
T130032	TTA Orange Co. - South Rd at Coker Shelter FY 2017	7	Facility	Facilities-Bus Shelter	Regional Impact	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.	\$43,700	\$2,185	\$6,555	\$34,960	19.95	15.21	47	5.4	16.15	0.33	19.95	15.21	9	15	21.11	22.07	0	Low state match requested does not justify the assignment of points.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
T130033	TTA Durham Co - Westgate at Target Shelter FY 2017	5	Facility	Facilities-Bus Shelter	Regional Impact	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.	\$43,700	\$3,496	\$8,740	\$31,464	21.46	16.32	51	3.66	16.15	0.33	21.46	16.32	3	0	15.59	16.58	0	Low state match requested does not justify the assignment of points.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
T142196	Durham: NC 54 at Falconbridge 1613	5	Facility	Facilities-Bus Shelter	Regional Impact	This is for a sheltered stop NC 54 and Falconbridge (Stop no. 1613). The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access and space, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location. Shelters improve the appearance of bus stops for communities and improve the level of comfort and safety for riders.	\$20,000	\$2,000	\$2,000	\$16,000	16.78	12.84	39	5.91	16.15	0.33	16.78	12.84	0	0	12.02	12.88	0	Low state match requested does not justify the assignment of points.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.

SpotID	Route Facility Name	NCDOT Division	Project Type	Specific Project Improvement Type	Project Category	Project Description	Total Project Cost	State Share	Local Share	Federal Share	Regional Impact Total Score	Division Needs Total Score	Age, Demand, Park & Ride, or Bus Shelter (capped at 100)	Benefit/Cost (capped at 100)	System Operational Efficiency	Facility Capacity	NCDOT Regional Score	NCDOT Division Score	TDIP Points	Local System Priority	MPO Regional Score	MPO Division Score	MPO Regional Points	Reason	MPO Division Points	Reason
T142199	Durham: NC 54 at Falconbridge 1144	5	Facility	Facilities-Bus Shelter	Regional Impact	This is for a sheltered stop at NC 54 and Falconbridge (Stop no. 1144). The sheltered stop includes a full size shelter with solar lighting, bench, trash can, wheelchair access and space, and an ADA landing pad. There is presently no shelter, bench, or any other type of amenities at this location. Shelters improve the appearance of bus stops for communities and improve the level of comfort and safety for riders.	\$20,000	\$2,000	\$2,000	\$16,000	16.78	12.84	39	5.91	16.15	0.33	16.78	12.84	0	0	12.02	12.88	0	Low state match requested does not justify the assignment of points.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.
T141613	Durham: Rougemont	5	Facility	Facilities-Park and Ride demand	Regional Impact	This is for a 100 space park-and-ride facility in Rougemont, NC. The facility will be served by a route going to Duke University/Hospital and downtown Durham.	\$350,000	\$35,000	\$35,000	\$280,000	0.95	0.91	0	1.43	16.15	0.33	0.95	0.91	1	0	0.75	0.98	0	Not as competitive.	0	Do not want Regional transit projects to compete with Division transit projects for limited Division funding.

186	Assigned by Formula	100	Assigned by Formula
0	Flexible Points	0	Flexible Points
186	Total	100	Total

SpotID	Route Facility Name	NCDOT Division	Project Type	Specific Project Improvement Type	Project Category	Project Description	TIP	Total Project Cost	State Share	Local Share	Federal Share	Regional Impact Total Score	Division Needs Total Score	MPO Score	MPO Regional Points	Reason	MPO Division Points	Reason
T130035	TTA Durham - Orange Co Light Rail FY 2016	5, 7	Fixed Guideway	Fixed Guideway-Light Rail	Regional Impact	Light rail system from UNC Hospital in Chapel Hill to Alston Avenue in downtown Durham.		\$1,820,631,000	\$455,157,750	\$455,157,750	\$910,315,500	26.84	18.86	100	100	According to formula	0	Too expensive to be funded from Division category.

100	Assigned by Formula	0	Assigned by Formula
0	Flexible Points	0	Flexible Points
100	Total	0	Total

SPOT ID	STI Tier	Project Type	Project Description	City(ies)/Town(s)	Rail Line	Beginning Track Milepost	Ending Track Milepost	Right of Way Cost	Construction Cost	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Regional Impact Quantitative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)	Benefit Cost	Economic Competitiveness	Capacity/ Congestion	Safety	Accessibility	Connectivity	Mobility	TSS Recommendation	Potential Benefit to Commuter Rail	MPO Regional Score	MPO Division Score	MPO Regional Points	Reason	MPO Division Points	Reason
R141797	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	Construct extension of East Durham Siding. Includes a combination of grade separations and closure at three crossings: Ellis Road - south end (734737A), Glover Road (734735L), and Wrenn Road (734736T).	Durham	NS H line	58.8	62.7	\$6,135,000	\$28,582,000	\$34,255,000	33.74	28.34	19.25	0.44	7.00	54.10	52.36	0.00	18.88	75.50	100	100	49.25	49.25	0	Low priority of Durham TSS	0	Too expensive to be funded from Division category.
R140012	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	Grade separations at Blackwell St crossing (735229N) and Mangum St crossing (735231P) in Durham	Durham	NS H line	55.09	N/A	\$40,000,000	\$100,000,000	\$136,246,000	26.24	21.94	14.91	0.01	1.00	24.25	49.24	0.00	16.79	67.17	100	100	42.78	42.78	0	Too expensive to be funded from Regional category.	0	Too expensive to be funded from Division category.
R140014	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	Grade separation at Ellis Road - north end crossing (735236Y) in Durham.	Durham	NS H line	60.27	N/A	\$2,940,000	\$14,000,000	\$16,411,000	26.20	21.80	14.82	0.25	2.00	25.50	47.25	0.00	16.71	66.82	100	100	42.64	42.64	100	Presuming Division assigns 100 points, needs 100 points to stay ahead of next project.	0	Too expensive to be funded from Division category.
R140007	Statewide Mobility	Construct Track and/or Structure Improvements (Freight Service)	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, Oxford	NS D line	55.4	86.4	\$0.00	\$7,000,000	\$3,500,000	21.95	16.70	10.58	10.18	8.00	0.00	0.00	53.82	0.00	68.67	0	0	17.21	17.21	0	Not competitive	0	Not competitive

0	Assigned by Formula	0	Assigned by Formula
100	Flexible Points	0	Flexible Points
100	Total	0	Total

SPOT ID	STI Tier	Project Type	Project Description	City(ies)/Town(s)	Rail Line	Beginning Track Milepost	Ending Track Milepost	Right of Way Cost	Construction Cost	Cost to NCDOT	Statewide Mobility Quantitative Score (Out of 100)	Regional Impact Quantitative Score (Out of 70)	Division Needs Quantitative Score (Out of 50)	Benefit Cost	Economic Competitiveness	Capacity/ Congestion	Safety	Accessibility	Connectivity	Mobility	Potential Benefit to Commuter Rail	MPO Division Score	MPO Division Points	Reason
R141802	Division Needs	Construct Facility and/or Station Improvements (Passenger Service)	Construct platform, passenger rail station building, site access, utilities, and parking on Hillsborough owned site. Station building is comparable to Kannapolis station, approximately 6000 sf. Completes stations planned for the corridor with average distance between stations of 17 miles. Adjacent to planned 20-acre transit oriented development.	Hillsborough	NS H line	41.7	N/A	\$125,000.00	\$7,875,000	\$8,000,000	N/A	N/A	18.97	1.02	N/A	72.04	N/A	N/A	11.50	46.10	100.00	51.41	100	Assigned by Formula

100	Assigned by Formula
0	Flexible Points
100	Total

Recommended DCHC MPO Local Input Points - Regional

MPO and Division Engineer points were developed cooperatively by staffs.
Red text indicates change from TCC's recommendation.
Changes based on coordination with Division Engineers.

Very good chance to receive full funding.	Chance of funding.	Unlikely to be funded.
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												Minimum scores to ensure funding for highways: 63 in Durham, 65 in Orange.					
												70%	15%	15%	=		
Highway	SPOT ID	Project Category	Route	From / Cross Street	To	Project Description	Cost to NCDOT	Regional Impact Quantitative Score (Out of 70)	Rec. MPO Regional Points	Rec. Division Engineer Points	Final Score	Draft MPO Regional Points	Reason for Recommended Points				
	H140660	Regional Impact	NC-54	Farrington Road		Construct grade separation.	\$ 2,325,000	63.08	14	0	65.18	34	TCC: 25 points. Decreased to provide more points to H129685 Points likely unnecessary. However, a few points will ensure that it scores near the top in the highway mode.				
	H129685	Regional Impact	US-501 Roxboro Road	SR 1448 (Latta Road) / SR 1639 (Infinity Road)		Add lanes through intersection	\$ 2,100,000	50.21	86	0	63.11	92	TCC: 75 points. Increased to save Division Engineer points. Assigns minimum number of points to ensure funding.				
	H128065	Regional Impact	NC-751 Hope Valley Road	SR 1183 (University Drive)		Construct Roundabout	\$ 1,005,000	43.48	100	31	63.13	95	Assigns minimum number of points to ensure funding.				
	H090531-A	Regional Impact	NC-54	SR 1110 (Barbee Chapel Road)	I-40	Widen Roadway to 6 Lanes with Bicycle, Pedestrian, and Transit Facilities (Adjacent Multiuse Path)	\$ 9,100,000	42.63	100	36	63.03	98	Assigns minimum number of points to ensure funding.				
	H129638-A	Statewide Mobility	US-70	Lynn Road	Miami Blvd	Upgrade Roadway to Freeway	\$ 109,020,000	39.99	100	54	63.09	0	Although it is an expensive Statewide project, minimum number of points would ensure funding. 2030 in MTP. Complement to adjacent East End Connector and Miami/US 70 interchange projects.				
	H141550	Regional Impact	NC-54 Raleigh Road	Burning Tree Drive	Barbee Chapel Road	Improve NC 54 to a Superstreet design and construct interchange at Barbee Chapel Road	\$ 32,106,000	36.86	100	88	65.06	94	(82 points Division 7; 6 points Division 5.) Assigns minimum number of points to ensure funding.				
	H141884	Statewide Mobility	US-501 Fordham Blvd	NC 54, NC 86 (S. Columbia Street)		Construct additional lane for northbound to eastbound entry movement.	\$ 2,175,000	35.05	100	100	65.05	89	Assigns minimum number of points to ensure funding.				
	H090531-C	Regional Impact	NC-54	NC 751	SR 1118 (Fayetteville Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	\$ 21,600,000	30.46	100	100	60.46	0	Segment of NC 54 widening with the best chance of funding. 2030 in MTP.				
	H090010-A	Statewide Mobility	I-40	I-85	US 15/501	Add Additional Lanes.	\$ 76,700,000	30.18	100	100	60.18	99	Chance of funding. 2020 in MTP.				
	H090366	Statewide Mobility	US-15, US-501	I-40	US 15/501	I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade	\$ 130,644,000	36.84	100	0	51.84	0	2040 in MTP. Although it would be ensured funding with full 200 points, the Division Engineer is unable to assign any points as it is an expensive Statewide project and would eliminate funding for several other Division 5 projects in Region C.				
	H129638-B	Statewide Mobility	US-70	Miami Blvd	Proposed Northern Durham Parkway	Upgrade Roadway to Freeway.	\$ 91,347,000	31.91	100	0	46.91	0	2030 in MTP. Division Engineer unable to assign any points. Would only have chance of funding with full 200 points. This project may score better in the Statewide category next time.				
	H129645	Regional Impact	US-501 Roxboro Road	US 501 Bypass (Duke Street)	SR 1640 (Goodwin Road)	Widen to Six Lanes	\$ 28,500,000	27.91	100	0	42.91	0	2030 in MTP. Very unlikely based on quantitative score. Division Engineer unable to assign any points.				

H141779	Regional Impact	Durham Citywide Signal System			Upgrade the City of Durham Signal System (inc. central servers, signal controller upgrades for FYA and transit priority, CCTV network, fiber optic communications network, etc.).	\$ 12,824,000	27.51	100	0	42.51	99	Very unlikely based on quantitative score. Division Engineer unable to assign any points.
H111143-A	Statewide Mobility	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.	\$ 95,330,000	32.62	0	0	32.62	0	2030 in MTP. Several other US 15-501 projects are funded from Statewide. A feasibility study is underway which will better define the project and may lower the cost. This project scores well in the Statewide category. Recommend waiting to see if it gets funded from the Statewide category next time while the study is underway.
H140374	Regional Impact	NC-54	SR 1006 (Orange Grove Rd)	SR 1937/1107 (Old Fayetteville Rd)	Widen to a four-lane boulevard	\$ 57,346,000	23.53	35	0	28.78	0	Not in MTP, and MPO member governments do not agree on the scope of the project. Recommend considering project for 2045 MTP. Recommend rejecting proposed donation of 65 points from TARPO. (TARPO'S 35 points are shown.)
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.	\$ 8,276,000	27.34	0	0	27.34	100	TCC: 100 points. Eliminated points to assign points to R141797. 2030 in MTP. Very unlikely based on quantitative score.
H111097	Statewide Mobility	NC-147	East End Connector	US 15/501	Modernization, Pavement Rehabilitation, Interchange Consolidation/Upgrades, and Lighting (pending lighting study recommendations).	\$ 46,626,000	26.55	0	0	26.55	100	Very unlikely based on quantitative score.
H090531-E	Regional Impact	NC-54	SR 1106 (Barbee Road)	NC 55	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	\$ 46,400,000	26.52	0	0	26.52	100	2030 in MTP. More likely to get phase C funded in this TIP. Environmental study on entire length would be done at the same time. Recommend waiting to see if this segment scores better next time.

Public Transit

SPOT ID	Project Category	System	Project Description	Cost to NCDOT	70%	15%	15%	=	Draft MPO Regional Points	Reason for Recommended Points
					Regional Impact Quantitative Score (Out of 70)	Rec. MPO Regional Points	Rec. Division Engineer Points	Final Score		
T130027	Regional Impact	Triangle Transit	This is for a Neighborhood Transit Center (NTC) in Southern Durham to work in conjunction with the Southpoint Park and Ride.	\$66,000	41.37	100	100	71.37	99	High score. Low cost would have minimal impact on DO LRT.
T130030	Regional Impact	Triangle Transit	This is for a Neighborhood Transit Center (NTC) in Southwest Durham to work in conjunction with the Patterson Place Park and Ride.	\$66,000	41.04	100	100	71.04	87	High score. Low cost would have minimal impact on DO LRT.
T130035	Regional Impact	Triangle Transit	Light rail system from UNC Hospital in Chapel Hill to Alston Avenue in downtown Durham.	\$455,157,750	26.84	100	100	56.84	100	(23 points Division 7; 77 points Division 5) Assigns maximum points to maximize chance of funding.
T130028	Regional Impact	Triangle Transit	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.	\$94,420	11.25	0	0	11.25	85	Very unlikely based on quantitative score.
T130026	Regional Impact	Triangle Transit	2 buses are needed to provide service for a new route between downtown Durham, the hospitals, and the northern Durham area of Rougemont.	\$91,670	8.99	0	0	8.99	100	Very unlikely based on quantitative score.
T130034	Regional Impact	Triangle Transit	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.	\$145,879	8.94	0	0	8.94	41	Very unlikely based on quantitative score.
T130024	Regional Impact	Triangle Transit	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.	\$91,760	7.88	0	0	7.88	97	Very unlikely based on quantitative score.
T130025	Regional Impact	Triangle Transit	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.	\$91,670	7.35	0	0	7.35	91	Very unlikely based on quantitative score.

Rail

SPOT ID	Project Category	City(ies)/ Town(s)	Rail Line	Project Description	Cost to NCDOT	70%	15%	15%	=	Draft MPO Regional Points	Reason for Recommended Points
						Regional Impact Quantitative Score (Out of 70)	Rec. MPO Regional Points	Rec. Division Engineer Points	Final Score		
R141797	Statewide Mobility	Durham	NS H line	Construct extension of East Durham Siding. Includes a combination of grade separations and closure at three crossings: Ellis Road - south end (734737A), Glover Road (734735L), and Wrenn Road (734736T).	\$34,255,000	28.34	100	88	56.54	0	TCC: 0 points. Assign enough points to make the final score just below the DO LRT project. Best chance to get a rail project funded although it is the lowest priority rail project according to the Durham TSS.
R140012	Statewide Mobility	Durham	NS H line	Grade separations at Blackwell St crossing (735229N) and Mangum St crossing (735231P) in Durham	\$55,000,000	21.94	100	100	51.94	0	Assign points as it is a high priority of the Durham TSS and because of mutual benefit to DO LRT. Recognize design challenges and public concerns on the project. More study is needed. Cost was lowered from \$136M.
R140014	Statewide Mobility	Durham	NS H line	Grade separation at Ellis Road - north end crossing (735236Y) in Durham.	\$16,411,000	21.80	100	58	45.50	100	Assign points as it is a high priority in the Durham TSS.

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Proposed DCHC MPO Local Input Points - Division

MPO and Division Engineer points were developed cooperatively by staffs.

Red text indicates change from TCC's recommendation. Changes based on coordination with Division Engineers.

Very good chance to receive full funding.	Chance of funding.	Unlikely to be funded.
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												Minimum scores to ensure funding for highways: 77 in Durham, 68 in Orange	
SPOT ID	Project Category	Route	From / Cross Street	To	Project Description	Cost to NCDOT	50% Division Needs Quantitative Score (Out of 50)	25% Rec. MPO Division Points	25% Division Engineer Points	= Final Score	Draft MPO Division Points	Reason for Recommended Points	
H090655	Division Needs	SR-1780 Estes Drive	SR 1772 (Greensboro Street)		SR 1780 (Estes Drive)/SR 1772 (Greensboro Street) Construct Roundabout.	\$ 775,000	35.34	77	57	68.84	98	TCC: 70 points. Increased to offset decreased Division Engineer points. Assigns minimum number of points to ensure funding.	
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.	\$ 775,000	34.84	68	68	68.84	92	TCC: 71 points. Decreased due to recalculated minimum score. Assigns minimum number of points to ensure funding.	
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	\$ 5,299,000	23.67	90	90	68.67	100	TCC: 93 points. Decreased due to recalculated minimum score. Assigns minimum number of points to ensure funding.	
H141304	Division Needs	- Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	Construct new alignment.	\$ 2,219,000	29.81	95	95	77.31	100	Assigns minimum number of points to ensure funding.	
H090200	Division Needs	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.	\$ 26,240,000	22.35	93	93	68.85	0	TCC: 96 points. Decreased due to recalculated minimum score. Assigns minimum number of points to ensure funding.	
H090531-C	Regional Impact	NC-54	NC 751	SR 1118 (Fayetteville Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	\$ 21,600,000	25.34	100	100	75.34	0	Chance of funding based on quantitative score. 2030 in MTP.	
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.	\$ 775,000	14.76	100	100	64.76	0	Many public comments in support of project. Chance of funding based on quantitative score and low cost.	
H090557	Division Needs	SR-1114 Buckhorn Road	SR 1144 (West Ten Road)	US 70	Widen to Multi-Lanes with Bicycle and Pedestrian Accommodations.	\$ 10,641,000	11.38	100	0	36.38	0	7 POINTS DONATED TO DCHC MPO FROM TARPO. Combination of DCHC MPO and BGMPPO points shown. Not in 2040 MTP. However, it is only 7% in DCHC MPO and MPO member jurisdictions support project.	
H128065	Regional Impact	NC-751 Hope Valley Road	SR 1183 (University Drive)		Construct Roundabout	\$ 1,005,000	35.03	0	0	35.03	97	Very good chance to be funded from the Regional category.	
H111162	Division Needs	SR-1005 Old Greensboro Road	SR 2057 (Sturbridge Lane)	Alamance County Line	Add 4-Foot Paved Shoulders	\$ 23,598,000	8.44	100	0	33.44	0	65 POINTS DONATED TO DCHC MPO FROM TARPO. Combination of DCHC MPO and TARPO points shown. In 2040 MTP as TSM project.	
H141884	Statewide Mobility	US-501 Fordham Blvd	NC 54, NC 86 (S. Columbia Street)		Construct additional lane for northbound to eastbound entry movement.	\$ 2,175,000	27.19	0	0	27.19	0	TCC: 86 points. Eliminated points to assign points to B142268. Very good chance to be funded from the Regional category.	

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.	\$ 21,509,000	22.86	0	0	22.86	100	Very unlikely based on quantitative score. Division Engineer unable to assign any points.
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.	\$ 4,446,000	20.77	0	0	20.77	97	CMAQ funded project that can be implemented more quickly than STI project.

Public Transit

SPOT ID	Project Category	System	Project Description	Cost to NCDOT	50%			25%			Draft MPO Division Points	Reason for Recommended Points
					Division Needs Quantitative Score (Out of 50)	Rec. MPO Division Points	Division Engineer Points	Final Score	Division Engineer Points	Final Score		
T130001	Division Needs	Durham Area Transit Authority	This is for a Neighborhood Transit Center (NTC) located in The Village to work in conjunction with routes 2b, 3, 16a, and 16b.	\$66,000	32.22	0	0	32.22	100	High score but low cost compared to competitive rail and bike/ped projects.		
T130045	Division Needs	Chapel Hill Transit	Extend local bus service from Friday Center to serve demand in 54 corridor to I-40 or beyond.	\$48,296	20.82	0	0	20.82	100	Very unlikely based on quantitative score. Low cost compared to competitive rail and bike/ped projects.		
T130046	Division Needs	Chapel Hill Transit	Extend local bus service from Friday Center to serve demand in 54 corridor to I-40 or beyond.	\$48,296	20.82	0	0	20.82	77	Very unlikely based on quantitative score. Low cost compared to competitive rail and bike/ped projects.		
T130043	Division Needs	Chapel Hill Transit	Expand CL&D route and service hours. Extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons.	\$46,929	15.04	0	0	15.04	100	Very unlikely based on quantitative score. Low cost compared to competitive rail and bike/ped projects.		
T130044	Division Needs	Chapel Hill Transit	Expand CL&D route and service hours. Extend service from Chapel Hill to connect with DATA and Triangle Transit at New Hope Commons.	\$46,929	15.04	0	0	15.04	100	Very unlikely based on quantitative score. Low cost compared to competitive rail and bike/ped projects.		
T130009	Division Needs	Chapel Hill Transit	An additional bus (1) will be introduced along the Martin Luther King Jr. - South Columbia - 15/501 corridor (NU Route). Improvements will include headway reduction and amenity improvements along the corridor.	\$79,596	14.36	0	0	14.36	56	Very unlikely based on quantitative score. Low cost compared to competitive rail and bike/ped projects.		

Rail						50%	25%	25%	=		
SPOT ID	Project Category	City(ies)/ Town(s)	Rail Line	Project Description	Cost to NCDOT	Division Needs Quantitative Score (Out of 50)	Rec. MPO Division Points	Division Engineer Points	Final Score	Draft MPO Division Points	Reason for Recommended Points
R141802	Division Needs	Hillsborough	NS H line	Construct platform, passenger rail station building, site access, utilities, and parking on Hillsborough owned site. Station building is comparable to Kannapolis	\$8,000,000	18.97	100	100	68.97	100	Assigns maximum points to maximize chance of funding. Most expensive non-highway Division project.

Bicycle and Pedestrian						50%	25%	25%	=	The minimum score to ensure funding for non-highway projects is likely 80.		
SPOT ID	Project Category	Route	From / Cross Street	To	Project Description	Cost to NCDOT (Federal Funds Only Eligible)	Division Needs Quantitative Score (Out of 50)	Rec. MPO Division Points	Division Engineer Points	Final Score	Draft MPO Division Points	Reason for Recommended Points
B141277	Division Needs	LaSalle Street	Kangaroo Dr	Sprunt St	Construct sidewalks on both sides of LaSalle St between Kangaroo Dr and Hillsborough Rd, and on one side between Hillsborough Rd and Sprunt Ave.	\$488,200	40.43	100	100	90.43	92	Assigns maximum points to maximize chance of funding.
B141247	Division Needs	Raynor Street	Miami Blvd	Hardee St	Construct sidewalks on one side of local street.	\$300,250	38.38	100	100	88.38	95	Assigns maximum points to maximize chance of funding.
B141102	Division Needs	NC 54	NC 55	RTP limits	Construct sidewalk on southside to fill in existing gaps..	\$331,250	36.99	100	100	86.99	0	Assigns maximum points to maximize chance of funding.
B140719	Division Needs	US 501 Bypass (N Duke Street)	Murray Ave	N Roxboro Rd	Construct sidewalks on east side to fill in existing gaps.	\$1,607,250	34.80	100	100	84.80	0	Assigns maximum points to maximize chance of funding.
B141096	Division Needs	Bryant Bridge Trail	NC 55	Kelly Bryant Bridge	Construct shared use path.	\$1,234,750	31.82	100	100	81.82	97	Assigns maximum points to maximize chance of funding.
B140778	Division Needs	US 15-501 (Fordham Blvd)	Cleland Drive	Willow Drive	Upgrade existing off-road path and construct new section of sidepath.	\$446,488	34.22	100	84	80.22	100	Assigns minimum number of points to ensure funding.
B142268	Division Needs	SR 1008 Mt. Carmel Church Road	SR-1008 Old Farrington Point Road	Orange County Line	Construct Bicycle lanes along SR 1008 Mt. Carmel Church Road from SR 1008 Old Farrington Point Road to the Orange County Line.	\$434,070	15.44	100	100	65.44	0	TCC: 0 points (did not have score). Assigns maximum points to maximize chance of funding and match Division 8. Highest scoring bike/ped project in Chatham County portion of DCHC MPO.
B141103	Division Needs	Finley Golf Course Road	US 15-501/NC 54	NC 54	Construct sidepath on one side or bicycle lanes.	\$2,831,336	33.68	100	0	58.68	0	Assigns maximum points to maximize chance of funding. More expensive than other bike/ped projects.
B140627	Division Needs	Morgan Creek Greenway Trail Phase 2 (Carrboro)	University Lake	End of Phase 1	Construct multi-use path from University Lake to the western terminus of Phase 1 and construct a multi-use path spur to BPW Club Rd.	\$2,279,310	33.02	100	0	58.02	0	Assigns maximum points to maximize chance of funding. More expensive than other bike/ped projects. Phase 2 will likely be partially funded with STPDA/TAP. This project includes portions of phases 2, 3, and 4.
B141116	Division Needs	SR 1919 (S Greensboro Street)	Old Pittsboro Rd	NC 54	Construct sidewalk on west side.	\$896,566	33.17	100	0	58.17	0	TCC: 100 points. Decreased in order to assign points to B142266. Project will likely be partially funded with STPDA.

B142266	Division Needs	SR 1532 Manns Chapel Road	US 15-501	SR-1534 - Poythress Road	Construct Bicycle lanes along SR 1532 Manns Chapel Road from US 15-501 to SR 1534 Poythress Road	\$704,900	13.69	77	77	52.19	0	TCC: 0 points (did not have score). Assigns points to match Division 8.
B140787	Division Needs	Campus to Campus Connector	Merritt Mill Rd	Carolina North Campus	Construct multi-facility signed route (on-road and trail) providing bicycle and pedestrian connectivity.	\$1,779,045	34.01	0	0	34.01	99	TCC: 89 points. Decreased points in order to assign points to B142268 and B142266. Lower priority due to delay in development of Carolina North.
B141113	Division Needs	NC 157 (Guess Road)	Hillcrest St	W Carver St	Construct sidewalks on both sides of Guess Rd. to fill in sidewalk gaps.	\$503,600	30.85	0	0	30.85	0	Insufficient points to assign.
B141100	Division Needs	NC 55	Riddle Rd	Cecil St	Construct sidewalks on east side to fill in missing gaps.	\$565,400	30.41	0	0	30.41	0	Insufficient points to assign.

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RESOLUTION TO ENDORSE THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION’S LOCAL INPUT POINTS FOR THE STRATEGIC TRANSPORTATION INVESTMENTS PROCESS

August 13, 2014

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

WHEREAS, the DCHC MPO approved the DCHC MPO Methodology for Ranking Transportation Improvement Program Project Requests (FY 2016-2022) on May 14, 2014; and

WHEREAS, the DCHC MPO released the results of the methodology for public comment on June 11, 2014, held a public meeting on the results on June 25, 2014, and followed the DCHC MPO’s Public Involvement Policy for the solicitation of public input and comments; and

WHEREAS, the DCHC MPO has coordinated with the North Carolina Department of Transportation’s Division Engineers for Divisions 5, 7, and 8 on the assignment of local input points; and

WHEREAS, the DCHC MPO has considered the priorities of the DCHC MPO 2040 Metropolitan Transportation Plan, the priorities of its member governments, the competitiveness of each project to receive funding, geographic and jurisdictional balance, and public input and comments in the final point assignment.

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee endorses the local input points described on the “Attachment to Resolution for Local Input Points” on this, the 13th day of August, 2014.

Ellen Reckhow, MPO Board 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: August 13, 2014

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

Attachment to Resolution for Local Input Points

Regional Category

SPOT ID	Project Category	Route	From / Cross Street	To	Project Description	MPO Regional Points
H140660	Regional Impact	NC-54	Farrington Road		Construct grade separation.	14
H129685	Regional Impact	US-501 Roxboro Road	SR 1448 (Latta Road) / SR 1639 (Infinity Road)		Add lanes through intersection	86
H128065	Regional Impact	NC-751 Hope Valley Road	SR 1183 (University Drive)		Construct Roundabout	100
H090531-A	Regional Impact	NC-54	SR 1110 (Barbee Chapel Road)	I-40	Widen Roadway to 6 Lanes with Bicycle, Pedestrian, and Transit Facilities (Adjacent Multiuse Path)	100
H129638-A	Statewide Mobility	US-70	Lynn Road	Miami Blvd	Upgrade Roadway to Freeway	100
H141550	Regional Impact	NC-54 Raleigh Road	Burning Tree Drive	Barbee Chapel Road	Improve NC 54 to a Superstreet design and construct interchange at Barbee Chapel Road	100
H141884	Statewide Mobility	US-501 Fordham Blvd	NC 54, NC 86 (S. Columbia Street)		Construct additional lane for northbound to eastbound entry movement.	100
H090531-C	Regional Impact	NC-54	NC 751	SR 1118 (Fayetteville Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	100
H090010-A	Statewide Mobility	I-40	I-85	US 15/501	Add Additional Lanes.	100
H090366	Statewide Mobility	US-15 , US-501	I-40	US 15/501	I-40 to US 15/501 Bypass in Durham. Major Corridor Upgrade	100
H129638-B	Statewide Mobility	US-70	Miami Blvd	Proposed Northern Durham Parkway	Upgrade Roadway to Freeway.	100
H129645	Regional Impact	US-501 Roxboro Road	US 501 Bypass (Duke Street)	SR 1640 (Goodwin Road)	Widen to Six Lanes	100
H141779	Regional Impact	Durham Citywide Signal System			Upgrade the City of Durham Signal System (inc. central servers, signal controller upgrades for FYA and transit priority, CCTV network, fiber optic communications network, etc.).	100
SPOT ID	Project Category	System	Project Description			MPO Regional Points
T130027	Regional Impact	Triangle Transit	This is for a Neighborhood Transit Center (NTC) in Southern Durham to work in conjunction with the Southpoint Park and Ride.			100
T130030	Regional Impact	Triangle Transit	This is for a Neighborhood Transit Center (NTC) in Southwest Durham to work in conjunction with the Patterson Place Park and Ride.			100
T130035	Regional Impact	Triangle Transit	Light rail system from UNC Hospital in Chapel Hill to Alston Avenue in downtown Durham.			100
SPOT ID	Project Category	City(ies)/ Town(s)	Rail Line	Project Description		MPO Regional Points
R141797	Statewide Mobility	Durham	NS H line	Construct extension of East Durham Siding. Includes a combination of grade separations and closure at three		100
R140012	Statewide Mobility	Durham	NS H line	Grade separations at Blackwell St crossing (735229N) and Mangum St crossing (735231P) in Durham		100
R140014	Statewide Mobility	Durham	NS H line	Grade separation at Ellis Road - north end crossing (735236Y) in Durham.		100

Attachment to Resolution for Local Input Points

Division Category

SPOT ID	Project Category	Route	From / Cross Street	To	Project Description	MPO Division Points
H090655	Division Needs	SR-1780 Estes Drive	SR 1772 (Greensboro Street)		SR 1780 (Estes Drive)/SR 1772 (Greensboro Street) Construct Roundabout.	77
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.	68
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	90
H141304	Division Needs	- Woodcroft Pkwy Ext	Garrett Rd	Hope Valley Rd	Construct new alignment.	95
H090200	Division Needs	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.	93
H090531-C	Regional Impact	NC-54	NC 751	SR 1118 (Fayetteville Road)	Widen to Multi-Lanes with Bicycle, Pedestrian, and Transit Accommodations	100
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.	100
H090557	Division Needs	SR-1114 Buckhorn Road	SR 1144 (West Ten Road)	US 70	Widen to Multi-Lanes with Bicycle and Pedestrian Accommodations.	7 (donated)
H111162	Division Needs	SR-1005 Old Greensboro Road	SR 2057 (Sturbridge Lane)	Alamance County Line	Add 4-Foot Paved Shoulders	65 (donated)
SPOT ID	Project Category	City(ies)/ Town(s)	Rail Line	Project Description		MPO Division Points
R141802	Division Needs	Hillsborough	NS H line	Construct platform, passenger rail station building, site access, utilities, and parking on Hillsborough owned site. Station		100
SPOT ID	Project Category	Route	From / Cross Street	To	Project Description	MPO Division Points
B141277	Division Needs	LaSalle Street	Kangaroo Dr	Sprunt St	Construct sidewalks on both sides of LaSalle St between Kangaroo Dr and Hillsborough Rd, and on one side between Hillsborough Rd and Sprunt Ave.	100
B141247	Division Needs	Raynor Street	Miami Blvd	Hardee St	Construct sidewalks on one side of local street.	100
B141102	Division Needs	NC 54	NC 55	RTP limits	Construct sidewalk on southside to fill in existings gaps..	100
B140719	Division Needs	US 501 Bypass (N Duke Street)	Murray Ave	N Roxboro Rd	Construct sidewalks on east side to fill in existing gaps.	100
B141096	Division Needs	Bryant Bridge Trail	NC 55	Kelly Bryant Bridge	Construct shared use path.	100
B140778	Division Needs	US 15-501 (Fordham Blvd)	Cleland Drive	Willow Drive	Upgrade existing off-road path and construct new section of sidepath.	100
B142268	Division Needs	SR 1008 Mt. Carmel Church Road	SR-1008 Old Farrington Point Road	Orange County Line	Construct Bicycle lanes along SR 1008 Mt. Carmel Church Road from SR 1008 Old Farrington Point Road to the Orange County Line.	100

Attachment to Resolution for Local Input Points

B141103	Division Needs	Finley Golf Course Road	US 15-501/NC 54	NC 54	Construct sidepath on one side or bicycle lanes.	100
B140627	Division Needs	Morgan Creek Greenway Trail Phase 2 (Carrboro)	University Lake	End of Phase 1	Construct multi-use path from University Lake to the western terminus of Phase 1 and construct a multi-use path spur to BPW Club Rd.	100
B141116	Division Needs	SR 1919 (S Greensboro Street)	Old Pittsboro Rd	NC 54	Construct sidewalk on west side.	100
B142266	Division Needs	SR 1532 Manns Chapel Road	US 15-501	SR-1534 - Poythress Road	Construct Bicycle lanes along SR 1532 Manns Chapel Road from US 15-501 to SR 1534 Poythress Road	77

MEMORANDUM

To: DCHC MPO Board

From: DCHC MPO Lead Planning Agency

Date: August 13, 2014

Subject: **STP-DA and Transportation Alternatives Program – Update to DCHC MPO Policy #3 – Policy Framework for DCHC MPO Federal Funds**

Background

Surface Transportation Program – Direct Attributable (STP-DA) and Transportation Alternatives Program (TAP) funds are directly allocated to the DCHC MPO annually based on the population of the urbanized area. The DCHC MPO receives approximately \$4.3 million annually in STP-DA and \$351,000 annually in TAP.

STP-DA can be used for many different planning, highway, transit, or bicycle/pedestrian projects. The MPO has a policy not to use STP-DA for highway projects. In 2008, the DCHC MPO held a Call for Projects for STP-DA for FY 2009-2015. A distribution policy was developed and followed at that time for the distribution of funding among project types and recipients. The programming approved in 2008 has been modified and adjusted many times over the past five years. Projects inevitably fall behind schedule, new priorities arise, estimated project costs change, etc. Currently, the MPO does not have any projects programmed with STP-DA beyond FY 2014 in the TIP.

TAP is a new funding source included in the MAP-21 federal transportation legislation. Transportation Management Areas, such as the DCHC MPO, receive a direct allocation of TAP annually based on the population of the urbanized area. NCDOT also receives TAP funding. Federal legislation requires that TAP projects be selected through a competitive process, and State DOTs are not eligible recipients of TAP funding. TAP can only be used for “transportation alternatives” including bicycle and pedestrian facilities, trails, scenic areas, community improvement activities, environmental mitigation, and safe routes to school programs. NCDOT plans to program much of its TAP funding through the Prioritization 3.0 process.

FY 2014 Projects

On March 12, 2014, the MPO Board approved a TIP Amendment to program several FY 2014 STPDA projects. Funding that was not expected to be used in FY 2014 will be rolled into the FY 2015-2016 Call for Projects.

FY 2015 and 2016 Call for Projects – Update to DCHC MPO Policy #3 Policy Framework for DCHC MPO Federal Funds

The MPO Board adopted a policy for programming STP-DA and TAP funding in FY 2015 and 2016 at the January 2014 meeting. This included a policy for the required competitive process to select projects for TAP funding. The TAP funding is included in the “Regional Bicycle and Pedestrian” project category.

LPA staff sent the resulting funding to member jurisdictions and requested lists of which projects should be funded. LPA staff also sent a request for which projects are requested to be considered for the TAP competitive process. Local jurisdictions responded with their project requests. The TC reviewed these project requests and developed a recommendation for funding in all categories. However, Carrboro, Chapel Hill, and Durham requested additional time to provide more specific funding request amounts and project schedules for the three projects that ranked highest in the Regional Bicycle and Pedestrian funding category.

During this time, the FY 2014-2015 UPWP was adopted which includes \$1,870,906 of federal STPDA funding for planning by both the MPO staff and subrecipient local governments. This is significantly more than the \$720,370 placeholder that was assumed during the development of the STPDA and TAP policy. Following the adopted policy, including these planning funds, would have a significant impact on the amount of funding remaining for capital and construction projects. The TC and a TC subcommittee met several times to discuss how to address this.

An attachment displays the application of our current STPDA and TAP policy with updated STPDA planning funds. Another attachment displays the TC recommendation on how to modify our policy. In summary, the changes include:

- LPA staff has identified \$770,342 of unobligated STPDA funding that had been programmed for planning activities up through the FY 2013 UPWP. This is added to the unobligated balance available for programming.
- Special Projects is eliminated. Counties, Triangle Transit, and OPT are eligible for funding through other categories of the policy.
- Subrecipient Planning activities are not funded from the Planning category. Subrecipient Planning activities will be funded from the Local Discretionary category.
- The Transit category is split between all four transit operators (DATA, CHT, TTA, and OPT) based 30% on the vehicle revenue miles, 30% on the vehicle revenue hours, 30% on the unlinked trips, and 10% on fleet age.
 - This has been modified from the proposal brought to the MPO Board on June 11, 2014. The previous proposal was 33% on the vehicle revenue miles, 33% on the vehicle revenue hours, and 34% on the unlinked trips. The MPO Board requested that a fleet age component be added to the formula.
- The Local Discretionary category is modified to have all municipalities and counties eligible. \$1,000,000 of the funding in this category (roughly the sum of the subrecipient planning in the UPWP) is split proportionate to all by population share. The remainder is split to the four

municipalities according to the policy (\$140,000 minimum to each and then the remainder by population). Subrecipient planning would be funded through this category. Each jurisdiction will choose whether to use their funds for planning or capital projects.

These modifications would be able to accommodate the FY 14 UPWP planning funds. However, with the new policies some jurisdictions may reconsider the amount of funding they choose to use on planning activities. Amendments to the UPWP will be considered if jurisdictions desire to make changes.

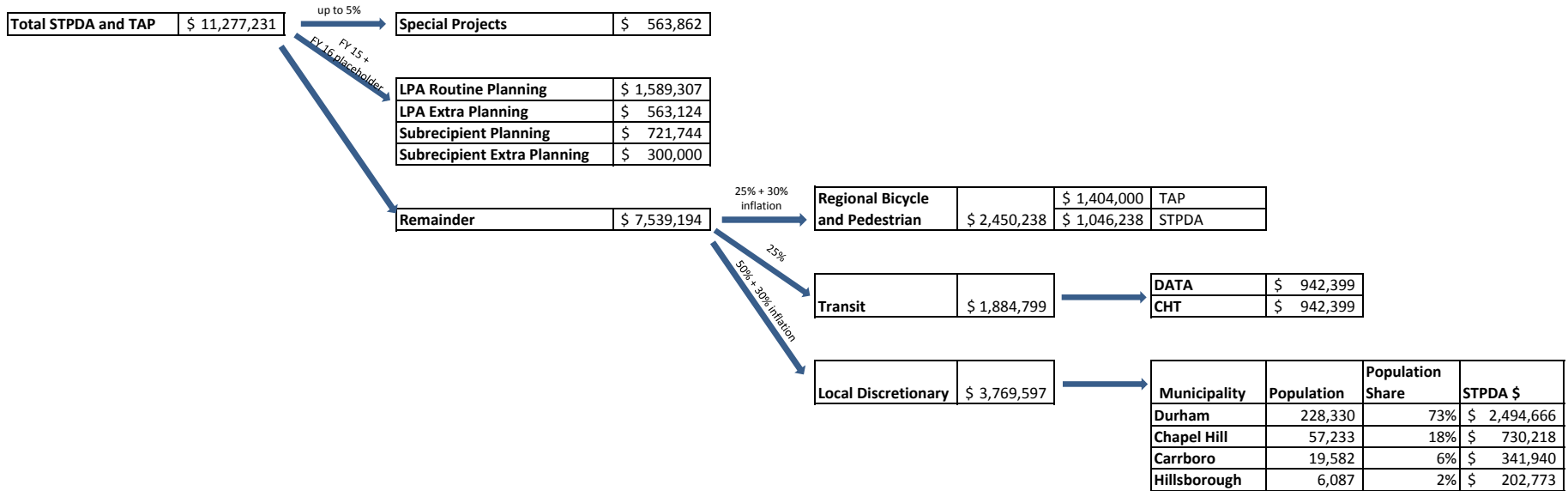
These changes to the policy increase the amount of funding for the Regional Bicycle and Pedestrian category to \$3.2 million. Per the required competitive process, the highest scoring project is Carrboro's Morgan Creek Greenway, then the Chapel Hill portion of the Old Durham-Chapel Hill Road project, then Durham's Morreene Road Bicycle/Pedestrian project. Final cost and schedule information is still being developed for these projects. It is likely that the Morgan Creek Greenway will be fully funded and full or partial funding will be recommended for the Chapel Hill portion of the Old Durham-Chapel Hill Road project.

The TC recommends these changes to the policy for several reasons. The new policy provides more of a direct incentive for each jurisdiction to consider the trade-offs between using these funds for planning activities versus capital projects. By requiring that planning activities be funded from the same category as capital projects (Local Discretionary), using funds for planning will directly affect the local government. Previously, by funding planning activities at the "top" of the funding formula, all jurisdictions were affected by one jurisdiction's planning funding. Furthermore, all of the MPO's member governments now have access to STPDA funding for planning or capital projects including all counties and transit agencies. In addition, the change to the policy results in the equal treatment of all of the MPO's transit operators and bases the allocation of funding to transit agencies on operational and fleet statistics. The change to the policy also ensures that the MPO is fully utilizing STPDA funding that was programmed in the UPWP but not expended.

TC Recommendation

The TC recommends that the MPO Board approve the changes to the STPDA and TAP policy as described in the Attachment. The TC will bring forward a recommendation for specific projects, schedules, and funding amounts in FY 2015-2016 at a future meeting.

Current STP-DA/TAP Distribution Policy - Approved January 8, 2014

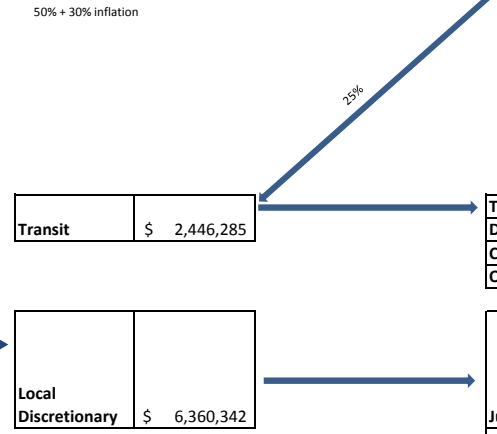


Total STPDA Programmed	\$ 10,438,671
Total TAP Programmed	\$ 1,404,000
Total	\$ 11,842,671

Recommended STP-DA/TAP Distribution Policy

FY 15-16 STPDA and TAP	\$ 11,277,231	TJCOG Planning	\$ 110,000
Total Unobligated Planning STPDA from Pre FY 2014	\$ 770,342	LPA Routine Planning	\$ 1,589,307
		LPA Extra Planning	\$ 563,124
Total STP-DA and TAP	\$ 12,047,573	Remainder	\$ 9,785,142

FY 15 + FY 16 placeholder → TJCOG Planning
 25% + 30% inflation → Regional Bicycle and Pedestrian (\$ 3,180,171) / TAP (\$ 1,404,000) / STPDA (\$ 1,776,171)



OPT uses 2013 data due to inaccurate 2012 data.

	30% Vehicle Revenue Miles					30% Vehicle Revenue Hours					30% Unlinked Trips					10% Fleet Age					STP-DA			
	Bus	Demand Response	Vanpool	Total	%	Bus	Demand Response	Vanpool	Total	%	Bus	Demand Response	Vanpool	Total	%	Bus Average Fleet Age (Ideal 6)	Cost of Buses Needed to Meet Ideal	Demand Response Average Fleet Age (Ideal 2.5)	Vanpool Average Fleet Age (Ideal 2.5)	Cost of LTVs to Meet Ideal Fleet Age		Cost of Vans to Meet Ideal Fleet Age	Total Cost To Meet Ideal Fleet Age	%
TTA	1,081,463	123,183	571,765	1,776,411	22%	107,738	15,901	29,400	153,039	25%	1,578,598	350,966	29,170	1,958,734	13%	2.8	\$ -	2.6	4.6	\$ 3,254	\$ 492,518	\$ 495,772	3%	\$ 443,319
DATA	2,694,208	1,428,255	-	4,122,463	51%	190,551	82,875	-	273,426	44%	6,313,884	188,257	-	6,502,141	42%	5.6	\$ -	2.5	-	\$ -	\$ -	\$ -	0%	\$ 1,006,586
CHT	1,814,635	308,969	-	2,123,604	26%	158,323	24,252	-	182,575	30%	6,881,691	62,375	-	6,944,066	45%	9.6	\$ 14,618,250	4.4	-	\$ 421,023	\$ 129,545	\$ 15,168,818	96%	\$ 973,331
OPT	-	-	-	125,832	2%	-	-	-	6,238	1%	-	-	-	29,992	0%	0.0	\$ -	6.5	-	\$ 184,615	\$ -	\$ 184,615	1%	\$ 23,049

Jurisdiction	Population	Population Share	Munis Only Population Share	\$1,000,000 Proportionate, \$140,000 Min + Proportionate Munis Only
Durham	228,330	58%	73%	\$ 4,240,329
Chapel Hill	57,233	15%	18%	\$ 1,167,785
Carrboro	19,582	5%	6%	\$ 491,652
Hillsborough	6,087	2%	2%	\$ 249,310
Durham County	35,384	9%	-	\$ 89,671
Orange County	34,172	9%	-	\$ 86,600
Chatham County	13,809	3%	-	\$ 34,995

Total STPDA Programmed (includes inflation)	\$ 12,845,230
Total TAP Programmed	\$ 1,404,000
Total	\$ 14,249,230

POLICY FRAMEWORK FOR DCHC MPO FEDERAL FUNDS - DRAFT

Under federal legislation, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) is responsible for programming and maintaining the seven-year Transportation Improvement Program (TIP), coordinating updates of the State Transportation Improvement Program (STIP) and selecting projects to receive funds from four federal funding programs:

- Surface Transportation Program – Direct Apportionment (STP-DA)
- Transportation Alternatives Program (TAP)
- Congestion Mitigation and Air Quality (CMAQ)
- Federal Transit Administration (FTA)

Under MAP-21, DCHC MPO is required to document the process used for programming these funds. The “Policy Framework for the DCHC MPO’s Federal Funds” provides policy direction and guidelines for the recommendation and selection of projects to receive DCHC MPO funds. In addition to more general policy direction, this Policy Framework contains specific information for DCHC MPO’s project selection process for programming DCHC MPO funds, as part of the development of the TIP. This policy focuses and provides guidance for programming DCHC MPO funds and support implementation and tracking of projects established in the MPO’s Metropolitan Transportation Plan.

Transportation Improvement Plan (TIP)

The TIP contains the transportation project list developed and approved through the MPO’s decision-making process. The TIP is focused on the development and implementation of projects that are part of or directly support key local and state transportation policies and plans, including designated projects in the 2040 MTP. Under federal law, the TIP must be a four-year program of projects that is updated at least every two years. At a minimum, federal and state legislation requires a TIP to contain all of the transportation projects requesting federal transportation funding under Titles 23 CFR (highways) and 49 CFR (transit) in the United States Code, as well as all the non-federally funded, significant projects. The TIP will therefore include:

- Projects using federal funds managed by the DCHC MPO (STP-DA, TAP, CMAQ, and FTA);
- Projects using federal and state funds managed by NCDOT;
- Projects of significance, regardless of funding source, required to be included in the air quality analysis and conformity determination of the TIP;
- Projects carried forward from the previous TIP funding, with funds not yet obligated.

As part of the development of the TIP, DCHC is responsible for reviewing all projects submitted for programming. DCHC has primary responsibility for selecting projects to receive DCHC-managed federal funds from the STP-DA, TAP, CMAQ, and FTA federal funding programs. The process is summarized in the subsequent sections of this policy.

DCHC MPO Funds - Eligibility Requirements

As previously stated, DCHC is responsible for selecting projects to receive STP-DA, TAP, CMAQ, and FTA funds. Each federal funding program has specific eligibility requirements, as follows:

- STP-DA funds are the most flexible of DCHC funds and can be used for a variety of transportation projects, transit projects, and planning activities.
- TAP funds may only be used for transportation alternatives including bicycle and pedestrian facilities, trails, scenic areas, community improvement activities, environmental mitigation and safe routes to school programs. No roadway capacity improvement projects are eligible for TAP funds.
- CMAQ funds are available for specific categories of transportation projects and programs that improve air quality by increasing the efficiency of existing transportation facilities or reducing travel demand on those facilities. General purpose roadway projects are not eligible.
- FTA funds may be used *only* for transit related projects serving the DCHC's federal urbanized area.

DCHC MPO Funds - STP-DA and TAP Funding Policy

The following three step process has been developed for allocating STP-DA and TAP funding.

Step 1 - Distribution guidance

The MPO funds identified are distributed through a partially competitive and partially non-competitive process. This process is based on the requirements of current transportation legislation, with additional guidance provided by the *2040 MTP*, the MPO's long-range metropolitan transportation plan and other local comprehensive plans.

The process begins with the calculation of our "expected" annual STP-DA and TAP funds available. It is calculated by combining our annual allocation over the 2 year period with any prior year uncommitted balance. The uncommitted balance shall include any

unexpended STP-DA that had been programmed for planning activities in prior year's Unified Planning Work Programs.

The total expected STP-DA and TAP funds available is initially reduced by the following items:

1. *Staff and Routine Planning for MPO-wide Planning Activities* - funding level varies depending on LPA needs, subject to UPWP approval
2. *Extra Planning for the Lead Planning Agency* - funding level varies depending on LPA needs, subject to UPWP approval

After those items have been accounted for, the remainder of STP-DA and TAP funds is allocated to 3 sub-categories as follows:

1. 25% to *Transit* (distributed to transit agencies by a formula)
2. 25% to *Regional Bicycle and Pedestrian* (competitive – for projects of regional scale and importance). All TAP funding will be programmed for projects in this category. The total funding will be inflated by 30% to result in an over-programming of funding. The over-programming will help ensure funding is obligated even if projects fall behind schedule.
3. 50% to *Local Discretionary* (distributed to participating members by a formula). The total funding will be inflated by 30% to result in an over-programming of funding. The over-programming will help ensure funding is obligated even if projects fall behind schedule.

Step 2 – Distribution of STP-DA and TAP within each distribution category

Staff and Routine Planning for MPO-wide Planning Activities – This category is for LPA staff and routine planning activities either performed by the LPA or by other agencies (TJ COG or the Model Service Bureau) on behalf of the LPA. There is no need for guidelines for the distribution of funding within this category because all funding is for MPO-wide activities – no funding is allocated to individual jurisdictions. The specific funding amount will be approved through the annual UPWP.

Extra Planning for the Lead Planning Agency – This category is for special emphasis projects performed by the LPA. This category is for planning projects that will enhance transportation planning in the MPO but are not required. All of the projects that have been approved are for MPO-wide activities. The specific funding amount will be approved through the annual UPWP.

Transit – All MPO transit agencies are eligible to receive funds. The funding will be distributed through a formula that is based 30% on the proportionate share of vehicle revenue hours for the system in the DCHC MPO’s urbanized area, 30% on the proportionate share of vehicle revenue miles for the system in the DCHC MPO’s urbanized area, 30% on the proportionate share of unlinked trips for the system in the DCHC MPO’s urbanized area, and 10% on the proportionate share of the cost of vehicles needed to meet the ideal fleet age for each system’s buses, light transit vehicles, and vans.

Regional Bicycle and Pedestrian – There is no distribution formula for funding within this category. All TAP funds will be programmed to projects in this category. As required, a competitive process will be used to select projects.

Local Discretionary – All municipal and county MPO member agencies are eligible to receive funds. \$500,000 of funding per programmed year will be distributed proportionately to all municipalities and counties based on the proportionate population share within the DCHC MPO’s urbanized area. County populations will only include the unincorporated portions of the county. In addition, there is a guaranteed \$70,000 minimum for each municipality per programmed year and then the remainder is distributed only to the municipalities proportionate to the municipal populations.

Step 3 – Allocate STP-DA and TAP funds to specific projects within each category

All funding of specific projects within each category must be presented to the MPO Board for approval and must be included in the MPO’s adopted TIP. There is no sub-allocation of funding directly to member governments.

These categories are approved annually with the UPWP process:

Staff and Routine Planning for MPO-wide Planning Activities– The LPA Staff will submit estimated staffing and routine planning activities annually for this category.

Extra Planning for the Lead Planning Agency – The LPA Staff will submit new or continued projects for this category.

Projects funded through the three other categories will be approved prior to the beginning of FY 2015. Amendments can be made in the interim as needed:

Transit – Transit agencies will submit projects to the LPA. The TC will make a recommendation and the MPO Board will approve the projects.

Regional Bicycle and Pedestrian – Members will submit requests to the LPA. Projects will be evaluated based on the following screening criteria and scoring methodology. The TC will make a recommendation and the MPO Board will approve the projects. The following serves to satisfy the requirement that all TAP funding be selected through a competitive process.

Screening Criteria

- Projects must anticipate a minimum of \$1,000,000 (federal) funding for construction. Design and right-of-way phases can request less than \$1,000,000 (federal) if the construction phase is expected to exceed \$1,000,000 (federal);
- Only the next imminent project phase should be requested (i.e. construction funding should only be requested once design and right-of-way is complete);
- Projects must be part of the adopted bicycle and pedestrian Regional Routes as listed in the current Metropolitan Transportation Plan or they must be bicycle and pedestrian routes greater than 1 mile in length that span multiple municipalities.

Scoring Methodology

- 40% Project readiness – priority will be given to projects that are ready to be constructed or are ready to move to the next phase of project development:
 - 100 points - Construction funding requested - right-of-way and design complete
 - 50 points - Right-of-way funding requested – design complete
 - 25 points - Planning requested
- 30% Safety
 - Variable score from 0-100 points based on the relative number of bike/ped crashes on the facility or parallel facility.
- 15% Spans multiple jurisdictions
 - 100 points – spans more than two local jurisdictions
 - 50 points – spans more than one local jurisdiction
- 15% Density
 - Variable score from 0-100 points based on the relative population and employment density of a 0.5 mile buffer of the corridor.

Local Discretionary – Each municipality and county will submit new or continued projects for this category to the LPA. The TC will make a recommendation and the MPO Board will approve the projects. The MPO Board will approve with the expectation that this category offers municipalities and counties flexibility in funding projects that reflect their own priorities and needs. Any local discretionary STP-DA

funding used for planning activities must also be included in the Unified Planning Work Program.

DCHC-MPO Funds – STP-DA Project Approval Process

DCHC has an established process for recommending and selecting projects to receive DCHC funds. STP-DA funds are distributed based on the aforementioned funding proposal methodology and the following funding policy that was adopted by MPO Board in 2003:

“Funding priority will be given to projects in the adopted DCHC Metropolitan Transportation Plan in the following categories and not for roadway projects:

- Public transit;
- Bicycle and pedestrian facilities;
- Transportation System Management, Transportation Demand Management, Intelligent Transportation Systems;
- Scenic and environmental enhancements;
- Planning studies that support the implementation or development of the adopted and future versions of DCHC’s Metropolitan Transportation Plan and air quality programs.

When projects are being considered, equity and funding in jurisdictions over time will be considered.”

Projects that are submitted for funding requests will be given priority separately according to the five project groups and the following guiding principles:

1. Staff and Routine Planning for MPO-wide Planning Activities includes:
 - a. New and existing LPA staff positions;
 - b. Activities that are required to be completed such as air quality planning, congestion mitigation planning, modeling, etc.
2. Extra Planning for the Lead Planning Agency includes:
 - a. LPA planning activities that are optional such as special emphasis projects.
3. Transit includes:
 - a. Durham Area Transit Authority, Chapel Hill Transit, Triangle Transit, and Orange Public Transit projects that comply with the adopted funding policy.
4. Regional bicycle and pedestrian projects includes:

- a. Projects of regional scale and importance that span or connect multiple jurisdictions.
- b. Minimum project size of \$1,000,000 (federal)
5. Local Discretionary – This is the most flexible category. Projects can include:
 - a. Large bicycle and pedestrian projects;
 - b. Scenic and environmental enhancements to highway TIP projects;
 - c. Transit projects;
 - d. Planning projects.

DCHC MPO Funds – CMAQ Funding

Federal CMAQ funds are apportioned annually to each state according to the severity of its criteria air problems. The CMAQ program is funded by the Federal Highway Administration (FHWA); therefore CMAQ projects must follow federal laws and regulations. Since transportation and environmental program priorities fluctuate, a limited portion of CMAQ apportionment can be transferred to other federal-aid highway programs such as:

- Surface Transportation Program (STP)
- National Highway System (NHS)
- Highway Bridge Program (HBP)
- Interstate Maintenance (IM)
- Recreational Trails Program (RTP)
- Highway Safety Improvement Program (HSIP)

The transfer of funds has specific monetary provisions and will differ each year. It is also a requirement that any transfer of such funds must still be obligated in nonattainment and maintenance areas.

The CMAQ program is based on a competitive process for which proposals for candidate transportation projects are submitted to North Carolina Department of Transportation (NCDOT). MPOs and RPOs responsible for transportation planning in air quality non-attainment & maintenance areas are encouraged to work cooperatively with their member jurisdictions to develop and submit project proposals. There is currently a minimum project threshold of \$100,000.

Transit project(s) selected as part of the CMAQ competitive process are flexed to the Federal Transit Administration (FTA) and retain the funding laws and regulation under the CMAQ program. FTA is ultimately responsible for the administration of flexed CMAQ funds.

Travel demand management - Funding for the TDM will be shared equally by CAMPO. The MPO's share of TDM will be provided using CMAQ funds. TDM offers very high air quality benefits and competes very favorably for CMAQ funding. CMAQ funds have been approved for FY 2013 through 2017 for TDM.

Project Tracking System

DCHC would like to implement a Project Tracking System to monitor the progress of DCHC's STP-DA, TAP, CMAQ, and FTA funds. The following is a proposed tracking system. The project tracking policies contained within this document apply to the following federal funds for which the DCHC has primary responsibility for project selection through the current congressional appropriations bill:

- Surface Transportation Program Direct Attributable (STP-DA),
- Transportation Alternatives Program (TAP),
- Congestion Mitigation and Air Quality Improvement Program (CMAQ), and
- Federal Transit Administration (FTA) – Section 5307

The purpose of the project tracking system is to ensure the timely use of all MPO-managed federal funds (referred to as "MPO funds"). Four (4) important goals of the system are to:

- Implement approved qualified/quantifiable projects
- Identify the reasons and accountability for, and possible solutions to, project delays
- Ensure a consistent process is followed for any distribution of MPO funds
- Ensure minimal impact to DCHC's UZA in the event of future rescissions

Each project sponsor will be responsible for identifying the appropriate estimated obligation date for each phase of their project receiving MPO funds and update as necessary via the project tracking database. A one-year grace period beyond the estimated obligation date is established for each project. The estimated obligation date identified by each project sponsor, once funds are programmed in the Transportation Improvement Program (TIP), is used to monitor the progress of the funds and the projects.

This project tracking system will monitor the obligation of STP-DA, TAP, and CMAQ funds, as well as the timely realignment of these funds when necessary. A decision on the need to develop policies and procedures for monitoring the expenditures of STP-DA and TAP will be instituted at a future date. LPA staff is currently working to develop a CMAQ project evaluation analysis policy. This policy will monitor CMAQ projects to evaluate whether or

not they have met their intended objectives and will also be used in decisions for future CMAQ funding.

Policies - Obligations & Monitoring

A. Obligation Monitoring of STP-DA, TAP, and CMAQ Funds

Each phase of a project with STP-DA, TAP, and/or CMAQ funds is allowed a one-year grace period beyond the allocation year. If project funds remain un-obligated by the end of this grace period, funds are at risk of being removed from the project. The MPO staff will provide regular reports to both the TC and the MPO Board of those projects with STP-DA, TAP, and/or CMAQ funds that are approaching this milestone. These reports will include information on the age of the funds, the phases programmed, and the length of time passed beyond the estimated obligation date (i.e., months “past due”).

LPA staff will notify the project sponsor when any STP-DA, TAP, or CMAQ funds are six months past the estimated obligation date (before the one-year grace period expires). The project sponsor will be required to prepare a narrative outlining the reasons for the delay in preparation for presentation to the TC. The LPA staff, along with the TC’s input will determine whether or not an obligation date extension is warranted.

1. The length of any obligation date extension will be determined on a case-by-case basis and may be allowed for any date within the 7-year time span of the current TIP. The TC will then make a recommendation to the MPO Board.
2. If the LPA staff and subsequent TC determination is that an obligation date extension is not warranted, the recommendation to the Committee will be to remove the funds in question from the project. Project sponsors will be provided the opportunity to present their case to the Committee if they choose to appeal the recommendation. The LPA Staff will be regularly notified well in advance of all delayed projects with “at risk” funds via the reports mentioned above, and will be taking action on all subsequent activities. Any redistribution of these funds will follow the policies contained in Section E of this document.
3. LPA staff will obtain a monthly report from NCDOT that will be used to develop a report to reconcile project obligations. This will provide a “real-time” status of project obligations.

B. Expenditure Monitoring of STP-DA, TAP, and CMAQ Funds

A decision on the need to develop policies and procedures for monitoring the expenditures of STP-DA and TAP will be instituted at a future date. LPA staff is currently working to develop a CMAQ project evaluation analysis policy. This policy will monitor CMAQ projects to evaluate whether or not they have met their intended objectives and will also be used in decisions for future CMAQ funding.

C. *Obligation and Expenditure Monitoring of FTA Funds*

These funds include STP-DA and CMAQ funds flexed from FHWA. The MPO Board will approve the flexed amount each year at the first meeting for the federal fiscal year. (Typically October MPO Board meeting) Once the MPO Board has approved the flexed amount, the request is made through NCDOT-PTD to transfer (flex) these funds, making them available through the FTA grant application process.

1. Each transit agency receiving funding will submit an application to FTA via the Transportation Electronic Award Management (TEAM) system within 45 days of MPO Board's authorization. The application is used to obligate Section 5307 funding for approved project (s) *(The application will be assigned a 10-digit application number beginning with NC-90-XXXX-XX)*
 - a. Any time there is an application amendment; updated copies must be sent to DCHC.
2. Each transit agency must forward a copy of the approved application and certificate of award/grant agreement to DCHC within 30 days of receipt of FTA documents.
3. The mandatory reports and applicable due dates are as follows:
 - 1st Quarter - due Feb. 15th;*
 - 2nd Quarter - due May 15th;*
 - 3rd Quarter - due Aug. 15th;*
 - 4th Quarter - due Nov. 15th*
 - a. **Narrative reports** - Each transit agency must forward a copy of their quarterly narrative reports to DCHC according to the deadlines dictated above. *(The standard FTA narrative report includes complete project information, the Federal Financial Report (SF-425) and a Milestone/Project Progress report.*
 - b. **UPWP Detail Composite Report** - Each transit agency/participating

member government must complete the detailed composite expense report in the standard UPWP task format according to the deadlines dictated above.

c. **Project Funds/Status** - Each transit agency will forward a “print-screen” copy of the Project Funds/Status – Project funding tab only to DCHC according to the deadlines dictated above. *(This report will give details on obligations, disbursements, de-obligation & refunds over the life of the project.)*

D. *Scope Changes to Projects Awarded STP-DA, TAP, CMAQ and/or FTA Funds*

Requests for a change in scope for a project that received DCHC funds must be submitted to the TC for evaluation. All projects awarded CMAQ funds were selected via a competitive process based upon the expectation that the project as described in the grant application would be delivered in the time frame specified. During the selection process of CMAQ projects, each project went through an extensive sub-committee review and quality analysis. As a result, proposed scope changes may have consequences that require careful review and evaluation by LPA staff before they can be recommended for approval.

If a change is requested such that the MPO funds will implement some reduced scope of the existing project, the project sponsor will be asked to provide information on their intent to complete the full project and the request will be sent to the MPO Board for approval. An existing project’s scope may not be modified so substantially as to effectively constitute a new project. This will be reviewed on a case-by- case basis, but a change in location or outcome may be considered a new project (e.g., changing the scope from a high occupancy vehicle lane to a general purpose lane). A key factor will be how the project was described and evaluated during the competitive process – any scope changes will then be reviewed to determine if the project is essentially meeting the spirit of the original evaluation.

E. *Distribution of New and “Returned” STP-DA, TAP, CMAQ and FTA Funds*

New and “Returned” funds are defined as follows:

1. **New funds** are defined as additional funds to the MPO/UZA from the reauthorization of federal legislation or other sources.
2. **Returned funds** may originate from several sources: un-committed funds remaining from each project category, unused funds from completed projects, unused funds remaining from cancelled projects, or funds “returned” from projects due to a variety of reasons (such as an indefinite delay to a project, a change in

priorities, or the receipt of other funding sources).

The TC and MPO Board will approve the following:

- Some categories of STP-DA and TAP funds will be over-programmed by 30% in anticipation that projects may fall behind schedule, be canceled or delayed, or receive other funding. These projects should already be approved by the MPO Board and be included in the TIP.
- Cost over-runs will be considered on a case-by-case basis by the TC and MPO Board. If the MPO's unobligated balance can accommodate the request and the funding is necessary for the project to move forward, the LPA staff will recommend approval of the request.
- A MPO-wide CMAQ contingency list will be retained based on originally submitted proposals that met the program requirements during the current competitive selection process, but were otherwise unable to be funded due to funding availability.

The FTA funds distributed noncompetitively will not be affected by this policy, yet transit projects may be highly considered as contingency projects due to the increased ability to obligate these funds/projects.

Adopted by MPO Board on January 8, 2014

Draft presented to the MPO Board on August 13, 2014

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

**MEMORANDUM OF UNDERSTANDING
FOR
COOPERATIVE, COMPREHENSIVE, AND CONTINUING
TRANSPORTATION PLANNING**

Between

THE GOVERNOR OF THE STATE OF NORTH CAROLINA,
CITY OF DURHAM, TOWN OF CHAPEL HILL, TOWN OF CARRBORO
TOWN OF HILLSBOROUGH, COUNTY OF DURHAM,
COUNTY OF ORANGE, COUNTY OF CHATHAM, TRIANGLE TRANSIT, AND
THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

in cooperation with

THE UNITED STATES DEPARTMENT OF TRANSPORTATION

March 12, 2014

WITNESSETH THAT

WHEREAS, Section 134(a) of Title 23 United States Codes states:

Policy – It is in the national interest—

- (1) to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and
- (2) to encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators as guided by the planning factors identified in subsection (h) and section 135(d).

WHEREAS, Section 134(c) of Title 23 United States Codes states:

General Requirements.—

- (1) Development of long-range plans and Transportation Improvement Programs (TIPs).— To accomplish the objectives in subsection (a), metropolitan planning organizations designated under subsection (d), in cooperation with the State and

public transportation operators, shall develop long-range transportation plans and transportation improvement programs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

(2) Contents.— The plans and TIPs for each metropolitan area shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the metropolitan planning area and as an integral part of an intermodal transportation system for the State and the United States.

(3) Process of development.— The process for developing the plans and TIPs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed.

WHEREAS, Chapter 136, Section 66.2(a) of the General Statutes of North Carolina states:

Each Metropolitan Planning Organization (MPO), with cooperation of the Department of Transportation, shall develop a comprehensive transportation plan in accordance with 23 U.S.C. Section 134. In addition, an MPO may include projects in its transportation plan that are not included in a financially constrained plan or are anticipated to be needed beyond the horizon year as required by 23 U.S.C. Section 134. For municipalities located within an MPO, the development of a comprehensive transportation plan will take place through the metropolitan planning organization. For purposes of transportation planning and programming, the MPO shall represent the municipality's interests to the Department of Transportation.

WHEREAS, Chapter 136, Section 66.2(b) of the General Statutes of North Carolina states:

After completion and analysis of the plan, the plan shall be adopted by both the governing body of the municipality or MPO and the Department of Transportation as the basis for future transportation improvements in and around the municipality or within the MPO. The governing body of the municipality and the Department of Transportation shall reach agreement as to which of the existing and proposed streets and highways included in the adopted plan will be a part of the State highway system and which streets will be a part of the municipal street system. As used in this Article, the State highway system shall mean both the primary highway system of the State and the secondary road system of the State within municipalities.

WHEREAS, Chapter 136, Section 66.2(d) of the General Statutes of North Carolina states:

For MPOs, either the MPO or the Department of Transportation may propose changes in the plan at any time by giving notice to the other party, but no change shall be effective until it is adopted by both the Department of Transportation and the MPO.

WHEREAS, a transportation planning process includes the operational procedures and working arrangements by which short and long-range transportation plans are soundly conceived and developed and continuously evaluated in a manner that will:

1. Assist governing bodies and official agencies in determining courses of action and in formulating attainable capital improvement programs in anticipation of community needs; and,
2. Guide private individuals and groups in planning their decisions which can be important factors in the pattern of future development and redevelopment of the area;

WHEREAS, it is the desire of these agencies that a continuing, cooperative, and comprehensive transportation planning process, be established for the Durham-Chapel Hill-Carrboro Metropolitan Planning Area in compliance with Title 23 U.S.C. Section 134 and any subsequent amendments to that statute, and any implementing regulations; Title 49 U.S.C. Chapter 53 and any subsequent amendments to these statutes, and any implementing regulations; and the Clean Air Act of 1970, as amended, [42 U.S.C. 7504 and 7506(c)].

WHEREAS, it is the desire of these parties that all prior Memoranda of Understanding between the parties be superseded and replaced by this Memorandum of Understanding.

NOW THEREFORE, the following Memorandum of Understanding is made:

Section I

It is hereby agreed that the City of Durham, Town of Chapel Hill, Town of Carrboro, Town of Hillsborough, County of Durham, County of Orange, County of Chatham, Research Triangle Regional Public Transportation Authority (d/b/a Triangle Transit), and the North Carolina Department of Transportation in cooperation with the United States Department of Transportation will participate in a continuing, cooperative, and comprehensive transportation planning process with responsibilities and undertakings as related in the following paragraphs:

1. The Durham-Chapel Hill-Carrboro Metropolitan Planning Area, will consist of the Durham Urbanized Area as defined by the United States Department of Commerce, Bureau of the Census, plus that area beyond the existing urbanized area boundary that is expected to become urbanized or be affected by urban policies within a twenty-year planning period. This area is hereinafter referred to as the Metropolitan Planning Area.
2. The Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) shall include the policy boards of general purpose local government – the Durham City Council, Chapel Hill Town Council, Carrboro Board of Aldermen, Hillsborough Board of Commissioners, Durham County Board of Commissioners, Orange County Board of Commissioners, and Chatham County Board of Commissioners; the North Carolina Department of Transportation; a MPO Board hereinafter defined, a MPO Technical

Committee hereinafter defined, and the various agencies and units of local, regional, state, and federal government participating in the transportation planning for the area.

3. The Metropolitan Planning Area boundary will be periodically reviewed and revised in light of new developments, basic data projections for the current planning period, and as may otherwise be required by federal and state laws.
4. The continuing transportation planning process will be a cooperative one reflective of and responsive to the programs of the North Carolina Department of Transportation, and to the comprehensive plans for growth and development of the Municipalities of Durham, Chapel Hill, Carrboro, and Hillsborough; and the Counties of Durham, Orange, and Chatham. Attention will be given to cooperative planning with the neighboring metropolitan and rural planning organizations.
5. The continuing transportation planning process will be in accordance with the intent, procedures, and programs of Title VI of the Civil Rights Act of 1964, as amended.
6. The continuing transportation planning process will be in accordance with the intent, procedures, and programs of Clean Air Act of 1970, as amended.
7. Transportation policy decisions within the MPO are the shared responsibility of the MPO Board, the N.C. Board of Transportation, and participating local governments.
8. Transportation plans and programs, and land use policies and programs, for the Planning Area, having regional impacts, will be coordinated with Triangle Transit, the neighboring metropolitan and rural planning organizations, and Triangle J Council of Governments.
9. A MPO Board is hereby established with the responsibility for cooperative transportation decision-making for the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO). The MPO Board shall have the responsibility for keeping the policy boards informed of the status and requirements of the transportation planning process; assisting in the dissemination and clarification of the decisions, inclinations, and policies of the policy boards, and for providing opportunities for citizen participation in the transportation planning process.

The MPO Board will be responsible for carrying out the provisions of 23 U.S.C. Section 134; Title 49 U.S.C. Chapter 53; and 42 U.S.C. 7504 and 7506(c); including but not limited to:

- a. Establishment of goals and objectives for the transportation planning process;

- b. Review and approval of a Prospectus for transportation planning which defines work tasks and responsibilities for the various agencies participating in the transportation planning process;
- c. Review and approval of the transportation Unified Planning Work Program;
- d. Review and approval of changes to the National Highway System, Functional Classification, and Metropolitan Planning Area boundary;
- e. Review and approval of the Comprehensive and Metropolitan Transportation Plans. As specified in General Statutes Section 136-66.2(a), the Comprehensive Transportation Plan shall include the projects in the Metropolitan Transportation Plan and may include additional projects that are not included in the financially constrained plan or are anticipated to be needed beyond the horizon year as required by 23 U.S.C. Section 134. As specified in General Statutes Section 136-66.2(d) revisions to the Comprehensive Transportation Plan are required to be jointly approved by the North Carolina Department of Transportation and the MPO Board;
- f. Review and approval of the Transportation Improvement Program and changes to the Transportation Improvement Program. As specified in 23 U.S.C. Section 134(k), all federally funded projects carried out within the boundaries of a metropolitan planning area serving a transportation management area (excluding projects carried out on the National Highway System) shall be selected for implementation from the approved TIP by the metropolitan planning organization designated for the area in consultation with the State and any affected public transportation operator;
- g. Review and approval of planning procedures for air quality conformity and review and approval of air quality conformity determination for projects, programs, and plans;
- h. Review and approval of a Congestion Management Process;
- i. Review and approval of the distribution and oversight of federal funds designated for the DCHC MPO under the provisions of MAP-21 and any other subsequent Transportation Authorizations;
- j. Review and approval of a policy for public involvement for the DCHC MPO;
- k. Review and approval of an agreement between the MPO, the State, and public transportation operators serving the Metropolitan Planning Area that defines mutual responsibilities for carrying out the metropolitan planning process in accordance with 23 C.F.R. 450.314;

- l. Oversight of the Lead Planning Agency staff;
- m. Revision in membership of the MPO Technical Committee hereinafter defined;
- n. Development and approval of committee bylaws for the purpose of establishing operating policies and procedures;
- o. Review and approval of cooperative agreements with other transportation organizations, transportation providers, counties, and municipalities.

The membership of the MPO Board shall include:

- a. Two members of the Durham City Council;
- b. One member of the Chapel Hill Town Council;
- c. One member of the Carrboro Board of Aldermen;
- d. One member of the Hillsborough Board of Commissioners;
- e. One member of the Durham County Board of Commissioners;
- f. One member of the Orange County Board of Commissioners;
- g. One member of the Chatham County Board of Commissioners;
- h. One member of the North Carolina Board of Transportation;
- i. One member of the Triangle Transit Board of Trustees.

Municipal and county public transit providers shall be represented on the MPO Board through their respective municipal and county local government board members.

It shall be the responsibility of each member jurisdiction to appoint a representative and an alternate(s) to the MPO Board.

In order for a quorum of the MPO Board to be established:

- a. A simple majority of the voting members shall be present; and
- b. The total number of weighted votes associated with the simple majority, as identified in the weighted voting schedule below, shall represent a majority of the total number of possible weighted votes.

A majority vote shall be sufficient for approval of matters coming before the committee with the exception that a committee member may invoke the following weighted vote provisions on any matter:

<u>Government Body</u>	<u>Votes</u>
City of Durham	16*
Town of Chapel Hill	6
Durham County	4
Orange County	4
Town of Carrboro	2

Chatham County	2
Town of Hillsborough	2
N.C. Board of Transportation	1
<u>Triangle Transit</u>	<u>1</u>
Total	38

* 8 votes per representative

Representatives from each of the following bodies will serve as non-voting members of the MPO Board:

- a. A representative of the Federal Highway Administration;
- b. A representative of the Federal Transit Administration;
- c. Other local, regional, state, or federal agencies impacting transportation in the planning area at the invitation of the MPO Board.

The MPO Board will meet as often as it is deemed appropriate and advisable. On the basis of a majority vote, the MPO Board may appoint members of the Board to act as Chair and Vice-Chair with the responsibility for coordination of the Board's activities. A member of the Lead Planning Agency staff will serve as Secretary to the Board and will work cooperatively with the staff of other jurisdictions.

10. A MPO Technical Committee shall be established with the responsibility of general review, guidance and coordination of the transportation planning process for the planning area and with the responsibility for making recommendations to the respective local, state, and federal governmental agencies and the MPO Board regarding any necessary actions relating to the continuing transportation planning process. The MPO Technical Committee shall be responsible for development, review and recommendations for approval and changes to the Prospectus, Unified Planning Work Program, Transportation Improvement Program, National Highway System, Functional Classification, Metropolitan Planning Area boundary, Metropolitan Transportation Plan, and Comprehensive Transportation Plan, for planning citizen participation, and for documenting reports of various transportation studies.

Membership of the MPO Technical Committee shall include technical representatives from local and state agencies directly related to and concerned with the transportation planning process for the planning area. Representatives will be designated by the chief executive officer of each represented agency. Departments or divisions within local and state agencies that should be represented on the MPO Technical Committee include, but are not limited to, those responsible for transportation planning, land use planning, transportation operations, public works and construction, engineering, public transportation, environmental conservation and planning, bicycle and pedestrian planning, and economic development. Initially, the membership shall include, but not be limited to, the following:

a. The City of Durham	5 representatives
b. The Town of Chapel Hill	3 representatives
c. The Town of Carrboro	2 representatives
d. The Town of Hillsborough	1 representative
e. Durham County	3 representatives
f. Orange County	3 representatives
g. Chatham County	1 representative
h. The N.C. Department of Transportation	5 representatives
i. Triangle J Council of Governments	1 representative
j. Duke University	1 representative
k. N.C. Central University	1 representative
l. The University of North Carolina	1 representative
m. The Raleigh-Durham Airport Authority	1 representative
n. Triangle Transit	1 representative
o. The Research Triangle Park Foundation	1 representative
p. The N.C. Department of the Environment and Natural Resources	1 representative

The City of Durham's membership shall not include members of the Lead Planning Agency staff.

In addition to voting membership, the following agencies shall have non-voting membership:

a. The Federal Highway Administration	1 representative
b. The Federal Transit Administration	1 representative
c. The U.S. Army Corps of Engineers	1 representative
d. The U.S. Environmental Protection Agency	1 representative
e. The U.S. Fish and Wildlife Service	1 representative
f. The N.C. Department of Cultural Resources	1 representative
g. The N.C. Department of Commerce	1 representative
h. The U.S. Department of Housing and Urban Development	1 representative
i. The N.C. Railroad Company	1 representative
j. The N.C. Trucking Association	1 representative
k. The N.C. Motorcoach Association	1 representative
l. Regional Transportation Alliance	1 representative

The MPO Technical Committee shall meet when it is deemed appropriate and advisable. On the basis of a majority vote, the MPO Technical Committee may appoint voting members of the Committee to act as Chair and Vice-Chair with the responsibility for coordination of the Committee's activities.

11. The Durham City Council, Chapel Hill Town Council, Carrboro Board of Aldermen, Hillsborough Board of Commissioners, Durham County Board of Commissioners, Orange County Board of Commissioners, and Chatham County Board of Commissioners shall serve as the primary means for citizen input to the continuing transportation planning process. During the Metropolitan Transportation Plan reevaluation, citizen involvement in the planning process shall be encouraged during re-analysis of goals and objectives and plan formation. This citizen involvement will be obtained through procedures outlined in the MPO's policy for public involvement.

The MPO Board may also receive public input or hold public hearings as may also be required by federal or state law.

Section II

It is further agreed that the subscribing agencies will have the following responsibilities, these responsibilities being those most logically assumed by the several agencies:

The Municipalities and the Counties

The municipalities and the counties will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the Prospectus. The municipalities and the counties shall coordinate zoning and subdivision approval within their respective jurisdictions in accordance with the adopted Metropolitan Transportation Plan and the Comprehensive Transportation Plan.

Additionally, the City of Durham will serve as the Lead Planning Agency for the transportation planning process in the Planning Area.

The municipalities and the counties will participate in funding the portion of the costs of the MPO's work program not covered by federal or state funding as reflected in the annual Planning Work Program approved by the MPO Board. The portion to be paid by each municipal and county member government will be based upon its pro rata share of population within the MPO Planning Area, utilizing the most recent certified North Carolina Office of State Planning municipal and county population estimates. In addition, MPO members may also voluntarily contribute additional funds for other purposes such as to participate in funding the costs of special studies, or other specialized services as mutually agreed upon.

Funding provided by member agencies will be used to provide the required local match to federal funds. Failure by member agencies to pay the approved share of costs would impact the MPO's ability to match federal funds and could have the effect of invalidating the MPO's Unified Planning Work Program and the annual MPO self-certification, and could also result in the withholding of transportation project funds.

Failure by member governments to pay the approved share of costs may also result in the withholding of MPO services and funding.

The municipalities and the counties receiving federal transportation funding designated for the Durham Urbanized Area as approved by the MPO Board through the Unified Planning Work Program shall comply with adopted reporting and oversight procedures.

North Carolina Department of Transportation

The Department will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the Prospectus. Should any authorized local government body choose to adopt or amend a transportation corridor official map for a proposed public transportation corridor pursuant to N.C.G.S. § 136-44.50, the Department may offer assistance by providing mapping, data, inventories, or other Department resources that could aid the local government body in adopting or amending a transportation corridor official map.

Triangle Transit

Triangle Transit will assist in the transportation planning process by providing planning assistance, data, and inventories in accordance with the Prospectus. Triangle Transit may also voluntarily contribute additional funds for other purposes such as to participate in funding the costs of special studies, or other specialized services as mutually agreed upon. Triangle Transit shall comply with adopted reporting and oversight procedures for the receipt of federal transportation funding designated for the Durham Urbanized Area as approved by the MPO Board through the Unified Planning Work Program.

E-Verify Compliance for All Parties to this Agreement

Each of the parties covenants that if it enters into any subcontracts in order to perform any of its obligations under this contract, it shall require that the contractors and their subcontractors comply with the requirements of NC Gen. Stat. Article 2 of Chapter 64. In this E-Verify Compliance section, the words contractors, subcontractors, and comply shall have the meanings intended by applicable provisions of NC Gen. Stat. Chapters 153A and 160A.

Section III

Parties to this Memorandum of Understanding may terminate their participation in the continuing transportation planning process by giving ninety (90) days written notice to the other parties prior to the date of termination. If any party should terminate participation, this Memorandum of Understanding shall remain in force and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization shall continue to operate as long as 75% or more of the

population within the Metropolitan Planning Area is represented by the remaining members. For the purpose of determining 75% representation, the populations within incorporated areas are represented by the respective municipal governments and the populations within the unincorporated areas are represented by the respective county governments.

Section IV

In witness whereof, the parties of this Memorandum of Understanding have been authorized by appropriate and proper resolutions to sign the same, the City of Durham by its Mayor, the Town of Chapel Hill by its Mayor, the Town of Carrboro by its Mayor, the Town of Hillsborough by its Mayor, Durham County by its Chair, Orange County by its Chair, Chatham County by its Chair, Triangle Transit by its Chair, and the Secretary of Transportation on behalf of the Governor of the State of North Carolina and the North Carolina Department of Transportation, this the _____ day of _____, ____.



City of Durham

D. Ben Gray

Clerk

By _____

[Signature]

Mayor

(Seal)



Town of Chapel Hill


Clerk

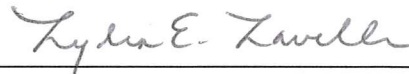
By

Mayor

(Seal)

Town of Carrboro


Clerk

By 
Mayor

(Seal)

Town of Hillsborough

Katherine M. Cathey
Clerk

By Tom Severn
Mayor



(Seal)

County of Durham


Clerk

By 
Chair





(Seal)

County of Orange

Clerk

By

Chair

(Seal)

County of Chatham

Lindsay K. Ray Clerk By B. J. Boat Vice Chair

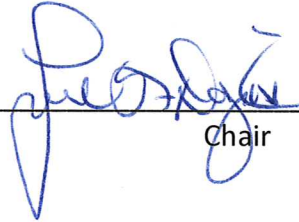
(Seal)

Research Triangle Regional Public
Transportation Authority
d/b/a Triangle Transit



Clerk

By



Chair

(Seal)

North Carolina Department of
Transportation

By _____
Secretary

Revised November 9, 2005

BYLAWS

**DURHAM - CHAPEL HILL - CARRBORO
METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION ADVISORY COMMITTEE**

ARTICLE I - NAME

The name of this organization shall be the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee, hereinafter referred to as the "TAC".

ARTICLE II - PURPOSES

The purpose and goals of this committee shall be:

1. To develop and direct a continuing, comprehensive, multimodal transportation planning process carried on cooperatively by the State and local communities in concurrence with Federal guidelines.
2. To advise the policy boards within the Durham-Chapel Hill-Carrboro Urban Area on the status of the needs identified through the continuing multimodal transportation planning process.
3. To facilitate coordination and communication between policy boards and agencies represented on the TAC and the Technical Coordinating Committee (TCC).
4. To facilitate coordination between the policy boards of the Durham-Chapel Hill-Carrboro Urban Area and the North Carolina Board of Transportation.
5. To assist the general public in understanding decisions and policies of the policy boards.
6. To act as a forum for cooperative decision-making by elected officials of this urban area in cooperation with the State, thereby serving as the basis for a cooperative planning process.

ARTICLE III - RESPONSIBILITIES

As specified in the *Memorandum of Understanding* dated September 10, 1993 the responsibilities of this committee shall include:

1. Establishment of goals and objectives for the transportation planning process; and
2. Review and approval of a Prospectus for transportation planning which defines work tasks and responsibilities for the various agencies participating in the transportation planning process;
3. Review and approval of changes to the Urbanized Area Boundary, and the Metropolitan Area Boundary as well as review and recommendation for changes to the National Highway System;
4. Review and approval of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Unified Planning Work Program (UPWP);
5. Review and approval of changes to the adopted Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Comprehensive Transportation Plan. (As required by General Statutes Section 136-66.2(D) revisions in the Thoroughfare Plan, which is a component of the Comprehensive Transportation Plan, must be jointly approved by the local governing board having jurisdiction and the North Carolina Department of Transportation.);
6. Review and approval of the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Improvement Program (TIP) for multimodal capital and operating expenditures to insure coordination between local and State capital and operating improvement programs;
7. Revision in membership of the Technical Coordinating Committee.

ARTICLE IV - MEMBERS

Section 1 - Number and Qualifications:

As specified in the *Memorandum of Understanding* dated September 10, 1993, the Transportation Advisory Committee shall include as voting members:

- A. Two members of the Durham City Council;
- B. One member of the Chapel Hill Town Council;
- C. One member of the Carrboro Board of Aldermen;
- D. One member of the Hillsborough Board of Commissioners;
- E. One member of the Durham County Board of Commissioners;

- F. One member of the Orange County Board of Commissioners;
- G. One member of the Chatham County Board of Commissioners; and
- H. One member of the North Carolina Board of Transportation.

Representatives of the following bodies will serve as non-voting members of the Transportation Advisory Committee:

- A. A Division Administrator(s) of the Federal Highway Administration and/or the Federal Transit Administration, or their representative(s);
- B. A member of the Triangle Transit Authority (TTA) Board of Trustees; and
- C. Other local, State and/or federal agencies impacting transportation in the planning area at the invitation of the TAC.

Section 2 - Terms of Office:

All elected representatives serving on the TAC may serve for the length of their elected terms. A member may serve successive terms.

Section 3 - Alternates:

Each board will appoint an alternate(s) for its representative(s) provided each alternate also meets the same qualifications of membership. That alternate member may serve as a full voting member during any meeting where that board's representative is not in attendance. Proxy and absentee voting are not permitted.

ARTICLE V - OFFICERS

Section 1 - Officers Defined:

The officers of the TAC shall consist of a Chair and Vice-Chair to be elected by the members of the Committee.

Section 2 - Elections:

Officers shall be elected annually at the last regularly scheduled meeting of the calendar year, as the last agenda item. The newly elected Chair and Vice-Chair shall take office immediately upon their election.

Section 3 - Terms of Office:

The term of office for officers shall be one year. Officers shall not serve more than two successive terms. Each officer shall hold office until his/her successor shall have been duly elected or until his/her earlier death, resignation, disqualification, incapacity to serve, or removal in accordance with the law.

Section 4 - Rotation of Officers:

The Chair shall rotate among the jurisdictions represented in Durham County, Orange County, and Chatham County so that successive chairs come from different counties (for example, if the Chair is from the City of Durham or Durham County, the next Chair shall be from Carrboro, Chapel Hill, Hillsborough, Orange County, or Chatham County). The Vice-Chair shall be from a jurisdiction located in either of the two other counties (i.e., both officers shall not be from that same county).

Section 5 - Duties of Officers:

The Chair shall call and preside at meetings and appoint committees. The Chair shall appoint a staff member to serve as Clerk of the Committee. The Clerk shall provide or otherwise delegate staff service for the TAC, as needed, and will be responsible for taking summary minutes of the Committee's proceedings. The Clerk shall maintain a current copy of the Bylaws as an addendum to the *Memorandum of Understanding*, to be distributed to the public upon request.

In the absence of the Chair, the Vice-Chair shall preside and complete all other duties of the Chair.

ARTICLE VI -- MEETINGS

Section 1 - Regular Meetings:

Meetings will be held regularly in accordance with a meeting schedule to be approved at the last meeting of each calendar year. Meeting notices and agendas are to be mailed seven days prior to the meeting by priority first class mail. Unless otherwise stated, all meetings will begin at 9:00

a.m. Regular meetings may be canceled by the Chair should there be insufficient business on the Committee's tentative agenda.

Section 2 - Special Meetings:

Special meetings may be called by the Chair or at the request of the majority of the members. At least seven (7) days notice shall be given.

Section 3 - Quorums:

A quorum shall consist of a majority of the voting members whose votes together represent a majority of the total possible weighted votes identified in the vote schedule below (i.e., five (5) members representing eight (8) weighted votes must be present for a quorum.)

Section 4 - Attendance:

Each member shall be expected to attend each regular meeting and each special meeting provided at least seven (7) days notice is provided. For members not attending three (3) consecutive TAC meetings, the Chair will send to the chief elected officer of the jurisdiction of the member in question, a letter indicating the number of absences and requesting reaffirmation or redesignation of the jurisdiction's representative.

Section 5 - Agenda:

The agenda is a list of considerations for discussion at a meeting. Items on the agenda originate as a carryover from previous TAC meetings, or are placed on the agenda prior to its distribution by any member of the TAC, by request from any jurisdiction which is a party to the *Memorandum of Understanding*, or by the request of the Chair of the Technical Coordinating Committee. Additional items may be added to the agenda at the beginning of the meeting as long as there is a majority concurrence of the eligible voting members. Additions to the agenda will follow discussion of the last item on the regular agenda. At the beginning of any meeting, items may be placed on the agenda at the request of citizens with majority concurrence by eligible voting committee members.

Section 6 - Voting Procedures:

Any member, voting or non-voting, may make or second a motion. The Chair and any member may call for a vote on any issue, provided that it is seconded and within the purposes set forth in Article II, and provided the issue is on the agenda as outlined in Section 5 of this article. As specified in the *Memorandum of Understanding*, a majority vote of the voting membership

shall be sufficient for approval of matters coming before the Committee with the exception that a Committee member may invoke the following weighted voting procedures on any matter:

GOVERNMENTAL BODY VOTES

City of Durham	6*
Chapel Hill	2
Carrboro	1
Hillsborough	1
Durham County	2
Orange County	1
Chatham County	1
<u>N. C. Department of Transportation</u>	<u>1</u>
TOTAL	15

* Three (3) votes per voting member

The Chair and qualified alternates to voting members are permitted to vote. Non-voting members are not permitted to vote. Abstentions are not included in the tally of the vote. The vote of members who are present at the meeting, but absent during the vote, will be counted in the affirmative unless an authorized alternate is present and voting for the absent member. In the absence of any direction from these Bylaws, *Robert's Rules of Order* will designate procedures governing voting.

ARTICLE VII - AMENDMENTS TO BYLAWS:

Amendments to these Bylaws of the TAC shall require the affirmative vote of at least five (5) jurisdictions' voting members, provided that written notice of the proposed amendment has been received by each member at least seven (7) days prior to the meeting at which the amendment is to be considered, and provided that such amendment does not conflict with the letter or fundamental intent of the *Memorandum of Understanding* governing this document. In the event of any conflict, the *Memorandum of Understanding* shall carry precedence over these Bylaws.

Approved by the Transportation Advisory Committee on November 9, 2004

Diana Elliot
Committee Secretary

Date

AMENDMENTS:

DATE APPROVED:AMENDMENT:

December 10, 1997

Revise the Bylaws so as to have the election of officers occur at the last meeting of the calendar year as the last action item, with the newly elected officers to take office immediately upon their election. This changes the Bylaws which had the election as the first item on the agenda at the first meeting of the new calendar year.

November 9, 2005

Revise the Bylaws to explicitly allow that non-voting members may make and second motions.

Draft Presented on August 13, 2014

BYLAWS
DURHAM – CHAPEL HILL – CARRBORO
METROPOLITAN PLANNING ORGANIZATION
BOARD

ARTICLE I – NAME

The name of this organization shall be the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Board, hereinafter referred to as the “MPO Board”.

ARTICLE II – PURPOSES

The purpose and goals of this committee shall be:

1. To develop and direct a continuing, comprehensive, multimodal transportation planning process carried on cooperatively by the State and local communities in concurrence with federal guidelines.
2. To advise the policy boards within the Durham-Chapel Hill-Carrboro Urban Area on the status of the needs identified through the continuing multimodal transportation planning process.
3. To facilitate coordination and communication between policy boards and agencies represented on the MPO Board and the Technical Committee (TC).
4. To facilitate coordination between the policy boards of the Durham-Chapel Hill-Carrboro Urban Area and the North Carolina Board of Transportation.
5. To assist the general public in understanding decisions and policies of the policy boards.
6. To act as a forum for cooperative decision-making by elected officials of this urban area in cooperation with the State, thereby serving as the basis for a cooperative planning process.

ARTICLE III – RESPONSIBILITIES

As specified in the *Memorandum of Understanding* dated March 12, 2014, the responsibilities of this committee shall include:

1. Establishment of goals and objectives for the transportation planning process; and

Draft Presented on August 13, 2014

2. Review and approval of a Prospectus for transportation planning which defines work tasks and responsibilities for the various agencies participating in the transportation planning process;
3. Review and approval of the transportation Unified Planning Work Program (UPWP);
4. Review and approval of changes to the National Highway System, Functional Classification, and Metropolitan Planning Area boundary;
5. Review and approval of changes of the Comprehensive and Metropolitan Transportation Plans. As specified in General Statutes Section 136-66.2(a), the Comprehensive Transportation Plan shall include the projects in the Metropolitan Transportation Plan and may include additional projects that are not included in the financially constrained plan or are anticipated to be needed beyond the horizon year as required by 23 U.S.C. Section 134. As specified in General Statutes Section 136-66.2(d) revisions to the Comprehensive Transportation Plan are required to be jointly approved by the North Carolina Department of Transportation and the MPO Board;
6. Review and approval of the Transportation Improvement Program (TIP) and changes to the TIP. As specified in 23 U.S.C. Section 134(k), all federally funded projects carried out within the boundaries of a metropolitan planning area serving a transportation management area (excluding projects carried out on the National Highway System) shall be selected for implementation from the approved TIP by the metropolitan planning organization designated for the area in consultation with the State and any affected public transportation operator;
7. Review and approval of planning procedures for air quality conformity and review and air quality conformity determination for projects, programs and plans;
8. Review and approval of a Congestion Management Process;
9. Review and approval of the distribution and oversight of federal funds designated for the DCHC MPO under the provisions of MAP-21 and any other subsequent Transportation Authorizations;
10. Review and approval of a policy for public involvement for the DCHC MPO;
11. Review and approval of an agreement between the MPO, the State, and public transportation operators serving the Metropolitan Planning Area that defines mutual

Draft Presented on August 13, 2014

responsibilities for carrying out the metropolitan planning process in accordance with 23 C.F.R. 450.314;

12. Oversight of the Lead Planning Agency staff;
13. Revision in membership of the MPO Technical Committee;
14. Development and approval of committee bylaws for the purpose of establishing operating policies and procedures;
15. Review and approval of cooperative agreements with other transportation organizations, transportation providers, counties and municipalities.

ARTICLE IV – MEMBERS

Section 1 – Number and Qualifications:

As specified in the *Memorandum of Understanding* dated November 13, 2013, the MPO Board shall include as voting members:

- A. Two members of the Durham City Council;
- B. One member of the Chapel Hill Town Council;
- C. One member of the Carrboro Board of Aldermen;
- D. One member of the Hillsborough Board of Commissioners;
- E. One member of the Durham County Board of Commissioners;
- F. One member of the Orange County Board of Commissioners;
- G. One member of the Chatham County Board of Commissioners;
- H. One member of the North Carolina Board of Transportation; and
- I. One member of the Triangle Transit Board of Trustees

Representatives of the following bodies will serve as non-voting members of the Transportation Advisory Committee:

Draft Presented on August 13, 2014

- A. A representative of the Federal Highway Administration;
- B. A representative of the Federal Transit Administration;
- C. Other local, State and/or federal agencies impacting transportation in the planning area at the invitation of the MPO Board. It shall be the responsibility of each member jurisdiction to appoint a representative to the MPO Board.

Section 2 – Terms of Office:

All elected representatives serving on the MPO Board may serve for the length of their elected terms. A member may serve successive terms.

Section 3 – Alternates:

Each board will appoint an alternate(s) for its representative(s) provided each alternate also meets the same qualifications of membership. That alternate member may serve as a full voting member during any meeting where that board’s representative is not in attendance. Proxy and absentee voting are not permitted. No representatives may simultaneously serve as both voting members and alternate members for different policy boards.

Comment [BE1]: Added. In order to make sure that there is a transit representative on the MPO Board to comply with the MAP-21 requirement, Triangle Transit cannot be represented by a person who is also an alternate for a local government policy board.

ARTICLE V – OFFICERS

Section 1 – Officers Defined:

The officers of the MPO Board shall consist of a Chair and Vice-Chair to be elected by the members of the Committee.

Section 2 – Elections:

Officers shall be elected annually at the last regularly scheduled meeting of the calendar year, as the last agenda item. The newly elected Chair and Vice-Chair shall take office immediately upon their election.

Section 3 – Terms of Office:

The term of office for officers shall be one year. Officers shall not serve more than two successive terms. Each officer shall hold office until his/her successor shall have been duly elected or until his/her earlier death, resignation, disqualification, incapacity to serve, or removal in accordance with the law.

Section 4 – Rotation of Officers:

Draft Presented on August 13, 2014

The Chair shall rotate among the jurisdictions represented in Durham County, Orange County, and Chatham County so that successive chairs come from different counties (for example, if the Chair is from the City of Durham or Durham County, the next Chair shall be from Carrboro, Chapel Hill, Hillsborough, Orange County, or Chatham County). The Vice-Chair shall be from a jurisdiction located in either of the two other counties (i.e., both officers shall not be from that same county).

Section 5 – Duties of Officers:

The Chair shall call and preside at meetings and appoint committees. The Chair shall appoint a staff member to serve as Clerk of the Board. The Clerk shall provide or otherwise delegate staff service for the MPO Board, as needed, and will be responsible for taking summary minutes of the Board’s proceedings. The Clerk shall maintain a current copy of the Bylaws as an addendum to the *Memorandum of Understanding*, to be distributed to the public upon request.

In the absence of the Chair, the Vice-Chair shall preside and complete all other duties of the Chair.

ARTICLE VI – MEETINGS

Section 1 – Regular Meetings:

Meetings will be held regularly in accordance with a meeting schedule to be approved at the last meeting of each calendar year. Meeting notices and agendas are to be mailed by priority first class mail or emailed seven days prior to the meeting. Unless otherwise stated, all meetings will begin at 9:00 a.m. Regular meetings may be cancelled by the Chair should there be insufficient business on the Board’s tentative agenda.

Comment [BE2]: Added

Section 2 – Special Meetings:

Special meetings may be called by the Chair or at the request of the majority of the members. At least seven (7) days’ notice shall be given.

Section 3 – Quorums:

A quorum shall consist of a majority of the voting members whose votes together represent a majority of the total possible weighted votes identified in the vote schedule below (i.e., six (6) members representing twenty (20) weighted votes must be present for a quorum).

Section 4 – Attendance:

Each member shall be expected to attend each regular meeting and each special meeting provided at least seven (7) days’ notice is provided. For members not attending three (3) consecutive MPO Board meetings, the Chair will send to the chief elected officer of the

Draft Presented on August 13, 2014

jurisdiction of the member in question, a letter indicating the number of absences and requesting reaffirmation or re-designation of the jurisdiction’s representative.

Section 5 – Agenda

The agenda is a list of considerations for discussion at a meeting. Items on the agenda originate as a carryover from previous MPO Board meetings, or are placed on the agenda prior to its distribution by any member of the MPO Board, by request from any jurisdiction which is a party to the *Memorandum of Understanding*, or by the request of the Chair of the Technical Committee. Additional items may be added to the agenda at the beginning of the meeting as long as there is a majority concurrence of the eligible voting members. Additions to the agenda will follow discussion of the last item on the regular agenda. At the beginning of any meeting, items may be placed on the agenda at the request of citizens with majority concurrence by eligible voting Board members.

Section 6 – Voting Procedures:

Any voting member may make or second a motion. The Chair and any voting member may call for a vote on any issue, provided that it is seconded and within the purposes set forth in Article II, and provided the issue is on the agenda as outlined in Section 5 of this article. As specified in the *Memorandum of Understanding*, a majority vote of the voting membership shall be sufficient for approval of matters coming before the Board with the exception that a Board member may invoke the following weighted voting procedures on any matter.

Comment [BE3]: Changed from “Any member, voting or non-voting, may make or second a motion.” Since Triangle Transit now has a voting member on the Board, allowing non-voting members to make motions is no longer necessary.

GOVERNMENTAL BODY VOTES

City of Durham	16*
Town of Chapel Hill	6
Durham County	4
Orange County	4
Town of Carrboro	2
Chatham County	2
Town of Hillsborough	2
N.C. Board of Transportation	1
<u>Triangle Transit</u>	<u>1</u>
TOTAL	38

* 8 votes per representative.

The Chair and qualified alternates to voting members are permitted to vote. Non-voting members are not permitted to vote. Abstentions are not included in the tally of the vote. The vote of members who are present at the meeting, but absent during the vote, will be counted in the affirmative unless an authorized alternate is present and voting for the absent member. In the

Draft Presented on August 13, 2014

absence of any direction from these Bylaws, *Robert's Rules of Order* will designate procedures governing voting.

ARTICLE VII – AMENDMENTS TO BYLAWS

Amendments to these Bylaws of the MPO Board shall require the affirmative vote of at least six (6) jurisdictions' voting members, provided that written notice of the proposed amendment has been received by each member at least seven (7) days prior to the meeting at which the amendment is to be considered, and provided that such amendment does not conflict with the letter or fundamental intent of the *Memorandum of Understanding* governing this document. In the event of any conflict, the *Memorandum of Understanding* shall carry precedence over these Bylaws.

Presented to the MPO Board on August 13, 2014.

NCDOT Non-Motorized Counts Hardware Memorandum of Agreement

This Memorandum of Agreement, hereinafter referred to as the "Agreement", is made and entered into on the last date executed below, by and between the North Carolina Department of Transportation, an agency of the State of North Carolina, hereinafter referred to as the "Department", and the Durham Chapel Hill Carrboro MPO hereinafter referred to as the "MPO".

WITNESSETH:

WHEREAS, the North Carolina Department of Transportation seeks to establish a statewide Non-Motorized Traffic Monitoring Program; and,

WHEREAS, the Durham Chapel Hill Carrboro MPO has agreed to participate in data collection needs and to assume certain responsibilities in the manner and to the extent as hereinafter set out; and,

NOW, THEREFORE, the parties hereto shall approve this Agreement within sixty (60) days of receipt of this Agreement. In the event the MPO fails to approve said Agreement within sixty (60) days of receipt, the MPO forfeits its access to the equipment and training offered by the Department as hereinafter stated.

This Agreement states the promises and undertakings of each party as herein provided, and the parties do hereby covenant and agree, each with the other, as follows:

1. GENERAL PROVISIONS

The MPO shall be responsible for administering all work performed and for certifying to the Department that all terms set forth in this Agreement are met and adhered to by the MPO and/or its agents. The MPO may select any agent with which it has established agreements or contracts equal to the terms of this Agreement. Such agents may include a local government member of the MPO or a contractor qualified and approved to perform the work described in this Agreement.

The Department and/or its agents will provide technical oversight to guide the MPO and/or its agent. The MPO and/or its agent must provide a primary contact for the program to the Department upon approving this Agreement.

The MPO and/or its agent shall complete installation activities described in project exhibits by September 30, 2014 unless provided an agreed-to alternative installation deadline by the Department and/or its agent. The MPO and/or its agent will complete these installation activities at no cost to the Department.

Failure on the part of the MPO to comply with any of the provisions of this Agreement will be grounds for the Department to terminate its participation, take the counter equipment back from the MPO and, if applicable, seek repayment for any damage done to the equipment beyond standard wear and tear.

Any administrative modifications to this Agreement or its terms will be agreed upon in writing by all parties prior to being implemented. The Department may delegate the approval of these administrative modifications to the Director of the Department's Bicycle and Pedestrian Division.

2. SCOPE OF PROJECT

The MPO and/or its agent is responsible for installing, monitoring and maintaining counter equipment at permanent continuous count station locations as specified in project exhibits and descriptions of work. All station locations must be identified and selected in accordance to the Department's Non-motorized Traffic Monitoring program. The MPO will submit candidate sites to the Department for approval prior to the installation of any counter equipment. Both parties will provide access to data collected through the provided equipment.

The Department will provide the MPO and/or its agents with the bicycle and pedestrian counter equipment and other hardware which adhere to the following specifications:

- differentiate between pedestrians and cyclists, using bicycle detector loops and passive infrared sensors
- measure the direction of travel of both pedestrians and cyclists
- transmit data wirelessly
- do not have any speed restrictions on capturing data
- detect pedestrians or cyclists at minimum distance of 10'
- record count data at 15 minute intervals for minimum of 300 days per year
- may be removed using readily available tools and street maintenance equipment
- include necessary supporting installation equipment such as any enclosure box, post, screws, bands, cables, wires, etc
- include posts and loops are designed to reasonably blend in with surroundings
- enclosed in a secure box or structure with key entry or other unlocking device included
- include any necessary cords to connect a field computer to the count device
- include a minimum 2 year warranty for all equipment and software
- include a manual describing installation procedures, specifications, and maintenance instructions
- contained by waterproof design
- having a battery life of 2 years for loop detectors, and 10 years for passive sensor equipment
- having data compatibility with Microsoft Office Excel (v 2010 or later)

The Department and/or its agent will also offer an initial training to the MPO and/or its agents and provide ongoing technical support to the MPO and/or its agents regarding installation, monitoring and maintenance needs of the equipment as further set forth in this Agreement. As the equipment is received, a unique identifier code will be assigned to each set of equipment. This inventory of code information will be conveyed to the MPO and/or its agent at such time the equipment is delivered.

3. USEFUL LIFE

The Useful Life of this equipment is determined to be ten (10) years. Any agreements entered into shall be for the length of the Useful Life.

4. ENCROACHMENT AGREEMENT

If any part of the equipment is to be located on State Highway System right of way or property, the MPO shall secure an Encroachment Agreement with the Department prior to performing any work or improvements on that right of way or property.

5. RIGHT TO INSPECT

The Department and/or its agent shall have the right to inspect, test, approve or reject, any portion of the work being performed by the MPO or its agent(s) to ensure compliance with the provisions of this

Agreement. Any deficiencies inconsistent with the Department’s data collection protocols or Non-Motorized Travel Monitoring Guidebook and specifications found during an inspection must be corrected. The Department will cede this right to inspect once ownership of the equipment is conveyed to the MPO.

6. CONTRACTOR COMPLIANCE

The MPO will be responsible for ensuring that its agent(s) and contractor(s) comply with all of the terms of the contract and any instructions issued by the Department as a result of any review or inspection made by said representatives.

7. MAINTENANCE

The MPO and/or its agent, at no expense or liability to the Department, shall assume all routine maintenance responsibilities for the counter equipment provided, or as required by an executed encroachment agreement. Expected routine maintenance responsibilities may include battery replacement, removing obstructions or equipment hazards on or near the equipment, and monitoring the security of the equipment. The MPO and/or its agent(s) should ensure that it does not perform any activities which may interfere with the equipment’s condition or functionality.

8. OWNERSHIP

The MPO and/or its agent will assume ownership of the hardware as early as twenty-four (24) months after installation, per authorization by the Department. The MPO will be held to the terms of this agreement through the Useful Life of the equipment.

The Department and/or its agent will be responsible for replacing malfunctioning equipment, data transmittal charges, and for any other non-routine hardware or software maintenance during its period of ownership. The MPO and/or its agent will be responsible for all equipment maintenance and improvements when it assumes ownership. The MPO will be responsible for data transmittal charges and parts replacement when it assumes ownership.

After the MPO has assumed ownership of the equipment, the Department (or its contractor) will require written approval from the MPO to inspect or otherwise access the equipment. The MPO and the Department will continue to provide access to data collected by the equipment during the Useful Life of the equipment. This data will continue to be subject to the Department’s formats and standards as defined by its Non-Motorized Traffic Monitoring Program.

MPO REPRESENTATIVE

Signed by: _____

Title: _____

Date: _____

DEPARTMENT OF TRANSPORTATION

Signed by: _____ (Deputy Secretary for Transit)

Date: _____

APPROVED BY BOARD OF TRANSPORTATION - ITEM O: _____ (Date)

MEMORANDUM

To: DCHC MPO Board

From: DCHC MPO Lead Planning Agency

Date: August 13, 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 2014-2015 Unified Planning Work Program (UPWP) – Projects

Comprehensive Transportation Plan (CTP)

- 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

- Field verification & Validation of data – May to August 2014
- Model/Scenario Building – FY 2015

2014/2015 Base Year Data Collection (Traffic/Travel Time/Crash/Transit)

- Data collection (Volume/Trucks/Travel Time/Speed) – Fall 2014/Spring 2015
- Transit data collection – Fall 2014/Spring 2015

GIS Online (AGOL)/Data Management

- AGOL integration with the DCHCMPO Website – September 2014
- Portal for public interactive mapping –On going

MPO Congestion Management Process CMP

- Congestion monitoring – Continuously – On going

MPO Website Update

- Mapping integration
- Content Editor & System Administration Training
- Quality Assurance & Technology Transfer
- Launch Stage
- Post Launch Services

Triangle Regional Model Update

- Household Survey – Pilot October 2014-March 2015
- Onboard Transit Survey – Pilot October 2014-March 2015
- Parking Survey – underway

Prioritization 3.0/STI/ FY 2016-22 TIP

- ✓ Approval of points – August 13, 2014
- Submission of points to NCDOT – August 29, 2014

MAP-21 Performance Measurement

Draft TIP

Regional Freight Plan

Regional/State Coordination

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)571-3000
Location Description: NC-540 FROM NC-55 NEAR APEX TO NC-54 NEAR RTP AND NC-147 FROM I-40 TO NC-540.
Type of Work: DESIGN-BUILD LANDSCAPING.
Contractor Name: SOUTHERN GARDEN, INC.
Contract Amount: \$4,800,000.00 **Cost Overrun/Underrun:**
Availability Date: 8/15/2011 **Letting Date:** 4/21/2011
Completion Date: 7/1/2015 **Work Began:** 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:** 22.03%
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: 7/7/2014 **Scheduled Progress:** 90%
Last Estimate Paid: 7/15/2014 **Actual Progress:** 67.8%

Contract Number: C203273 **Route:**
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 1.189 miles **Federal Aid Number:**
Resident Engineer: E. Boyd Tharrington, PE **RE Phone Number:** (919)562-7000
Location Description: REPLACEMENT OF 4 BRIDGES IN DURHAM CO, 3 BRIDGES IN GRANVILLE CO AND 1 BRIDGE IN VANCE CO.
Type of Work: DESIGN BUILD.
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: \$8,800,000.00 **Cost Overrun/Underrun:** 0%
Availability Date: 4/29/2013 **Letting Date:** 3/19/2013
Completion Date: 9/30/2016 **Work Began:** 4/29/2013
Revised Completion Date: **Estimated Completion:** 9/30/2016
Last Estimate Thru: 7/31/2014 **Scheduled Progress:** 15.71%
Last Estimate Paid: 8/4/2014 **Actual Progress:** 15.71%

Contract Number: C203473 **Route:** US-70
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 20.44 miles **Federal Aid Number:**

Resident Engineer: Alan W. Shapiro, PE	RE Phone Number: (919)220-4680
Location Description: 1 SECTION OF US-70, US-70 BUS, NC-98/US-70 BUS, NC-751, AND NC-55, AND 4 SECTIONS OF SECONDARY ROADS.	
Type of Work: MILLING, RESURFACING, AND SHOULDER RECONSTRUCTION.	
Contractor Name: THE LANE CONSTRUCTION CORP	
Contract Amount: \$4,249,573.80	Cost Overrun/Underrun: 2.18%
Availability Date: 3/10/2014	Letting Date: 12/17/2013
Completion Date: 11/14/2014	Work Began: 3/10/2014
Revised Completion Date:	Estimated Completion: 11/14/2014
Last Estimate Thru: 6/30/2014	Scheduled Progress: 53.2%
Last Estimate Paid: 7/8/2014	Actual Progress: 55.7%

Contract Number: C203512	Route: SR-1671
Physical Division: 5	County: Durham
Administrative Division: 5	TIP Number:
Length: 0.034 miles	Federal Aid Number:
Resident Engineer: Alan W. Shapiro, PE	RE Phone Number: (919)220-4680
Location Description: BRIDGE #193 ON SR-1671 (E CLUB BLVD) OVER I-85.	
Type of Work: BRIDGE REHABILITATION.	
Contractor Name: PALMETTO INFRASTRUCTURE INC	
Contract Amount: \$1,250,683.35	Cost Overrun/Underrun: 2.13%
Availability Date: 5/1/2014	Letting Date: 3/18/2014
Completion Date: 11/30/2014	Work Began: 5/7/2014
Revised Completion Date:	Estimated Completion: 11/30/2014
Last Estimate Thru: 6/30/2014	Scheduled Progress: 28%
Last Estimate Paid: 7/8/2014	Actual Progress: 30.96%

<u>Let (B)</u>	<u>TIP Sub No.</u>	<u>Div</u>	<u>Let Type</u>	<u>Description</u>	<u>Con Est</u>	<u>ROW Est</u>	<u>Status</u>
							MPO Board 8/13/2014 - Attachment 18
07/14	U-4726HL	5	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	\$39,400		Proposal not received from City for review yet
09/14	C-4928	5	NON - DOT LET (Congestion Mitigation)	DURHAM - MORREENE ROAD FROM NEAL ROAD TO ERWIN ROAD	\$1,990,000		Need Final Plans and Proposal from City
09/14	C-5178	5	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		Need Final Plans and Proposal from City
09/14	U-4724	5	NON - DOT LET (Bicycle and Pedestrian)	DURHAM - CORNWALLIS RD FROM SOUTH ROXBORO RD TO UNIVERSITY DR	\$2,156,000		Need Final Plans and Proposal from City
10/14	U-0071	5	Raleigh Letting (LET)	DURHAM - EAST END CONNECTOR FROM NORTH OF NC 98 TO NC 147 (BUCK DEAN FREEWAY)	\$140,700,000	\$24,950,000	
01/15	EB-4707B	5	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		In R/W Acquisition
01/15	EB-5514	5	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		Need Final Plans and Proposal from City
04/15	U-3308	5	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	Division POC Let (DPOC)	US 15/501 (UNIVERSITY DRIVE) AT SUMMIT STREET/FORESTWOOD DRIVE	\$45,600		
09/15	C-5182	5	NON - DOT LET (Congestion Mitigation)	DURHAM - HOPE VALLEY ROAD CONSTRUCT SIDEWALKS AND BIKE LANES BETWEEN MARTIN LUTHER KING, JR. BOULEVARD PARKWAY AND US 15-501 BUSINESS	\$1,252,000	\$134,000	
09/15	C-5183A	5	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS	\$972,000		
09/15	C-5183B	5	NON - DOT LET (Congestion Mitigation)	DURHAM - CONSTRUCT SIDEWALKS	\$1,254,000		
09/15	EB-4707A	5	Division Design Raleigh Let (DDRL)	DURHAM/CHAPEL HILL FROM US 15/501 IN ORANGE COUNTY TO SR 1113 (POPE ROAD) IN DURHAM COUNTY BICYCLE, PEDESTRIAN AND TRANSIT IMPROVEMENTS	\$2,950,000	\$2,650,000	
08/16	I-5331	5	Division POC Let (DPOC)	INTERSTATE PREVENTATIVE MAINTENANCE (IMPM) I-85 FROM NORTH OF MP 183 TO THE GRANVILLE COUNTY LINE	\$250,000		
09/16	U-5517	5	Raleigh Letting (LET)	NC 54 FROM SR 1110 (FARRINGTON ROAD) TO I-40 EASTBOUND ENTRANCE RAMP IN DURHAM	\$1,300,000	\$300,000	
03/17	I-5334	5	Division Design Raleigh Let (DDRL)	I-85 FROM SOUTH OF US 15-501 TO NORTH OF US 70	\$3,000,000		
06/17	B-4943	5	Raleigh Letting (LET)	RELPLACE BRIDGE 20 OVER DIAL CREEK ON SR 1616	\$700,000	\$92,000	

08/17	U-5516	5	Raleigh Letting (LET)	FROM US 501 (ROXBORO ROAD) TO SR 1448 (LATTA ROAD) / SR 1639 (INFINITY ROAD) IN DURHAM	\$2,100,000	\$2,000,000 MPO Board	8/13/2014 Attachment 18
02/15	Small Constr.	5	Division POC Let (DPOC)	Barbee Rd at Herndon Rd - RBT	\$630,000	\$150,000	Need Utility Agrmt. with City
03/15	SS-4905BI	5	Division POC Let (DPOC)	SR 1004 (Old Oxford Road) at SR 1648 (Danube Lane)	\$375,000	\$44,000	R/W 75%, Utility Eng. 50%
05/15	SS-4905BM	5	Division POC Let (DPOC)	Carver St. (SR 1407) at Broad St./Kenan Rd. - Mini-Roundabout	\$320,000	\$33,000	R/W 5%
07/14	EB-4411D	5	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	Awarded Contract
	SS 4906BP 43696.1.1 43696.3.1	5	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 at Mall Entrance 9/2/14 Plans received for Gregson and Peabody. Awaiting NCRR permission to place poles in RW
	SS 4905BT 43783.1.1 43783.3.1	5	Division annual needs contract	Upgrade traffic signal to flashing yellow arrow on EB Club Blvd and Duke St. Install pedestrian accomodations 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 - revise traffic signal to include over height Preempt, LED Blankout sign and metal poles and mast arms	\$36,000	N/A	EB Club Blvd and Duke St 100% Complete waiting for final inspection Waiting for plans for Roxboro and Pettigrew Awaiting NCRR permission to place poles in RW
	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
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, Available 5/12/14	9/12/2014	Carolina Sunrock, LLC	15% Complete 15% Schedule	\$500,000	Bike/Ped enhancement
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 .	Pending coordination with Town of CH	Pending coordination with Town of CH		R/W Certification complete, Construction Authorization pending	\$30,000	Division Enhancement; MA w/TOCH, LGA
I-5312 47033.3.FS1	Mill & Resurface I-85 from east of I-40 to the Durham County Line.	10/15/2013	9/8/2014	Carolina Sunrock, LLC	16%Complete 20% Schedule	\$2,281,289	TIP
SS-4907V 42423.1 42423.2 42423.3	Realign intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	Pending results from re-design and scope	Pending results from re-design and scope		Alternate Design in progress. Need construction estimate.	\$33,000 PE \$15,000 ROW \$150,000 CON	State Spot Safety, Need Public Workshop
SS-4907BE 44194.3.1	SR 1010 (Franklin Street) between Boundary Street and Deming Road in Chapel Hill . Initial construction funds are needed for installation of curve warning signs, chevrons, pavement markings, snowplowable markers, and sign post delineators.	TBD	TBD	State Forces	Schedule work will be determined	\$12,800	State Spot Safety
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	1/1/2015	Triangle Grading & Paving, Inc.	83%Complete 100% 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.	37% Complete 65% Schedule	\$4,946,197	TIP, Utility conflicts cleared, roadwork has resume
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	Estimated 8/1/14 due to extra work, Partial acceptance pending.	Yates Construction, Inc.	99% Complete 100% Schedule	\$9,584,886	ARRA / TIP

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.	39% Complete 20% Schedule	Attachment 18 \$640,000	High Hazard Safety
W-52071 45337.1.9 45337.2.FD9 45337.3.FD9	SR 1005 (Jones Ferry Road) and Davie Street in Carrboro. Sidewalks, intersection improvements, traffic signal, median on Jones Ferry with bike lanes.	11/1/2014	Fall 2015		R/W acquisition underway, Availability in Spring 2015.	\$50,000 PE \$75,000 R/W \$600,000 CON	High Hazard Safety, Need more PE funding
W-5318 C203193	Geometric Improvement, Paved Shoulders, Resurfacing and Rumble Strips on NC 86 from NC 57 to Caswell Co. line.	2/19/2013	Accepted 12/30/13	Carolina Sunrock, LLC	100% Complete 100% Schedule. Pending RTE inspection and remedial paving.	\$4,750,000	High Hazard Safety
44229	Signal modification, enlarge radius and construct taper for right turn lane at the intersection of US 70 onto SR 1567 (Mt Hermon Church Rd)		Fall 2014	State Forces	Work by State Forces, Traffic waiting for new pole location	\$100,000	Small Construction

NCDOT DIV 7 FUTURE PROJECTS LOCATED IN DCHCMPO

TIP/WBS #	Description	Let Date	Completion Date		Status	Cost	Comments
SS-4907AZ 43987.1.FR1 43987.3.1	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. West side improvements - funds pending	Pending coordination with Town of Hillsborough and SHPO	Pending coordination with Town of Hillsborough and SHPO		Plans are being reviewed by District, Coordinate with Town's streetscape project. Administration of project to be determined.	\$3,000 PE \$37,600 CON	Spot Safety-State (ADA curb ramp). Combine with Small Construction on west side of NC86, Additional funds approved for PE?
44227	Grading, curb & gutter, crosswalks and signal modifications on the west side of NC 86 /US 70 Bus. (South Churton Street) from Tryon Street to just south of Margaret Street in Hillsborough.	Pending coordination with Town of Hillsborough and SHPO	Pending coordination with Town of Hillsborough and SHPO		Coordinate with Town's streetscape project. Administration of project to be determined.	\$245,000	Small Construction

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.	39% Complete 20% Schedule	13/2014 Attachment 18 \$640,000	High Hazard Safety
44247	Grading, curb & gutter, crosswalks and bus pull-out on NC 86 / US 70 Bus. (South Churton Street) from Eno River Bridge to just south of Margaret Street in Hillsborough.	Pending coordination with Town of Hillsborough and SHPO	Pending coordination with Town of Hillsborough and SHPO		Coordinate with Town's streetscape project. Administration of project to be determined.	\$120,000	Contingency

NCDOT DIVISION 8 - TIP PROJECTS IN DCHCMPO							
TIP/WBS # or Contract #	Description	Let Date	Completion Date	Status	Cost	Contractor	Comments
W-5208G/ 4 5338.3.7	SR-1717 (Jack Bennett Rd), Chatham Co. Realign horizontal curve	Jan 15	TBD	R/W secured.	Est. Cost \$803,000		TENTATIVE SCHEDULE - Duke Energy Progress currently relocating utilities. Construction funds were requested 3/11/14 and have been approved. Agreement has been executed.
C-5176	American Tobacco Trail (Chatham Co.) - New Hope Church Road Trail Head Park & Ride Lot. Accomodations for 100 spaces including parking for Horse Trailers, Restroom facilities, picnic area and public art.	Jan 2014	June 30, 2015	Final project cost estimate came in higher than original cost estimate. Bids for project have been resubmitted	Orig Est. Cost \$1.2M		
DIVISION 8 RESURFACING PROJECTS							
TIP/WBS # or Contract #	Description	Let Date	Completion Date	Status	Cost	Contractor	Comments
C203521	SR 1816 Edwards Ridge Road from end of State maintenance to SR 1008 Mt. Carmel Church Road (0.64 mi). <i>Contract includes resurfacing a total of 8 sections of secondary roads.</i>	March 2014	November 2014	Contract Awarded April 2014 Availability Date 5/1/2014	Contract Amt. \$1,209,922	S.T. Wooten	Milling, resurfacing and shoulder reconstruction
C203521	SR 1727 Whippoorwill Lane from SR 1008 Mt. Caramel Road to SR 1726 Old Farrington Road (0.73 mi). <i>Contract includes resurfacing a total of 8 sections of secondary roads.</i>	March 2014	November 2014	Contract Awarded April 2014 Availability Date 5/1/2014	Contract Amt. \$1,209,922	S.T. Wooten	Milling, resurfacing and shoulder reconstruction
C203570	SR 1008 Farrington Road Resurfacing from US 64 to Orange County Line (9.3 mi). <i>Contract includes resurfacing 4 sections of US 64 and resurfacing a total of 5 sections of secondary roads.</i>	June 2014	June 2015	Contract Awarded July 2014 Availability Date 7/28/2014	Contract Amt. \$3,740,907	S.T. Wooten	Milling, resurfacing and shoulder reconstruction

Federal funding issue could put NC road projects, jobs in jeopardy

WRAL.com By Cullen Browder Posted June 24, 2014 @ 6:59 p.m.

Raleigh, N.C. — North Carolina's top transportation official said Tuesday that the state could lose funding for dozens of road construction projects if Congress can't agree on a measure to keep the federal Highway Trust Fund solvent for the rest of the year.

"The potential that 28 percent of our budget is going to evaporate in August because the federal government cannot figure it out is a big concern," state Transportation Secretary Tony Tata said. "It's critical, and I'm very concerned."

The Federal Highway Trust Fund pays for road and bridge projects nationwide. The primary funding source for the fund is a federal gasoline tax.

Senate Democrats on Tuesday unveiled a \$9 billion plan to prevent states from facing a cutoff. The proposal, in part, calls for raising taxes on heavy trucks. Trucks over 97,000 pounds would pay \$1,100 a year; the current cap is \$550 for vehicles over 75,000 pounds.

But Republicans oppose the measure since it relies solely on new revenues to pay for a short-term fix to financing highway projects. They want to rebuild the fund with cuts elsewhere.

Failure to agree on a fix, Tata said, means funding will run out in August, putting 20,000 jobs and 108 transportation projects – including bridge replacements and resurfacing – at risk.

Hoping to head that off, Tata took project maps to every member of North Carolina's Congressional delegation.

"Nobody wants to come home in August to bulldozers parked on the side of the road and 20,000 workers with pink slips," Tata said.

The Senate finance panel is slated to vote on the measure Thursday.

One project that wouldn't be in jeopardy, Tata said, is the Fortify project – an 11.5-mile rebuilding project of Interstates 40/440 in Raleigh. Construction is too far along on it.

Transportation planner Jeff Brubaker leaves Carrboro for California

The Daily Tar Heel By Aaron Cranford | Published 06/23/14 6:55pm

The town of Carrboro will soon need a new person to help plan bike paths and roadways.

Jeff Brubaker, Carrboro's transportation planner, is moving to California to be closer to his girlfriend. Brubaker accepted an offer to work as a transportation planner with the San Luis Obispo Council of Governments in California.

"I will miss Carrboro a lot," he said. "There are wonderful people, and I have some wonderful friends here."

Brubaker said the main reason he is moving is because of his long-distance relationship with his girlfriend.

"Things were great — that's what made it a tough decision," he said. "I'm looking forward to the adventure this allows me to embark on with my girlfriend."

Damon Seils, a member of the Carrboro Board of Aldermen, said Brubaker has been working with the town for most of the time he has been involved as well.

"I think maybe the best thing about Jeff is that he really gets the town of Carrboro," Seils said.

Seils also said the board had a surprise for Brubaker at Tuesday's aldermen meeting because it was the last one he would attend. Seils said everyone on the board responded to the news with surprise, but the town manager and planning director are starting their search for a replacement.

"Jeff will be leaving sometime in July, and I know that the planning director has asked to move ahead," he said.

Brubaker said there are many projects Carrboro should continue, which include getting car sharing, expanding local transit service, establishing a town transit system in Carrboro and building a sidewalk on South Greensboro Street.

"I think there are many projects that are important, but that is just a sampling of the ones important to me," he said.

Carrboro Mayor Lydia Lavelle said Brubaker has been a fabulous employee since he started in September 2009.

"He has worked on so many initiatives," she said. "He also had to be liaison to several groups like the transportation advisory board and our local (metropolitan planning organization)."

Lavelle said Brubaker has had a hand in just about every transportation project in Carrboro, like working on construction plans for greenways and bicycle implementations. She said the search for a new transportation planner will be up to the town manager and the planning director, but she will miss Brubaker's sociability the most.

"As mayor, I really like the fact that Jeff was so knowledgeable about our plans, and he could explain them in a way that made them understandable to the average person, which I think is a great skill to have," she said.

Brubaker said anytime someone makes a big transition, there will be tons of emotions to follow.

"Carrboro gave me an abundance of opportunities to work in various transportation projects, and I'm very grateful to have had the position over the last five years," he said.

Uber expands its ride-seeking app to Durham, 5 other cities

By WRAL TechWire Posted Jun. 26, 2014 at 3:35 p.m.

Raleigh, N.C. — Uber, the app that connects people who need rides with those who want to offer them, is expanding its service effective today in Durham, Chapel Hill and four other North Carolina markets.

The additional markets include Greensboro, Winston-Salem, Fayetteville and Wilmington.

The service recently launched in Raleigh.

"Now 1 in 3 North Carolinians can request a safe, affordable and reliable ride at the touch of a button," Uber says.

"Whether you're visiting the Carolina coast or traveling to a business meeting in Research Triangle Park, enjoy the same great Uber convenience across the state.

The expansion of Uber coincides with the increasing availability of transportation and rider apps. (For alternatives and options, check out the weblinks listed with this post.)

Users of the Uber app can request a ride from anywhere and be connected with a vetted, insured driver nearby.

"I was excited to be honest with you because I wanted to get the first one under my belt," said Joe Wood, a Raleigh Uber driver, said when the service launched in April.

Service levels vary from a professional car service or taxi to "uberX," which uses a pool of average drivers in a ride-share scenario. Uber requires all drivers to submit to a background check and show proof of insurance.

When a rider requests a ride, the app sends a photo and contact information for the closest car and driver. The fare varies by the time and distance of the trip, and is paid through the app with a credit card connected to the Uber user. No money changes hands.

The app is popular in other cities, such as Boston, where Amy Deveau has used it.

"We are so thrilled," she said while being picked up from a downtown Raleigh restaurant. "We're going to use it the entire time we're down here for the weekend."

Uber joins like-minded competitor Lyft in the Raleigh market, and riders and drivers could both see the benefit. The two services have been engaged in a cost-cutting war in other cities as they vie for customers. According to the company, Lyft is available in 60 U.S. cities. Uber, meanwhile, is available in 100 cities worldwide.

Road Worrier: Southeastern states should band together for better trains

THE NEWS & OBSERVER BY BRUCE SICELOFF - STAFF COLUMNIST POSTED JUNE 30, 2014

Georgia and South Carolina lag behind Virginia and North Carolina in the push to build good passenger train service, but the four southeastern states could make better time if they hitched their planning engines together.

And they might have more hope of raising money for big rail improvements, such as a Raleigh-to-Richmond shortcut track, which could shave 90 minutes off train times between North Carolina and northern cities.

That's the message Joseph Szabo, head of the Federal Railroad Administration, delivered recently to a Richmond audience. Whenever Congress starts putting money into passenger rail improvements again – money it stopped spending in 2010 – the southeastern states could lose out to multistate alliances that are collaborating on long-term rail plans for the Northeast and the Midwest, he said.

"Good planning is the cornerstone of service delivery, and a plan reflecting the collective vision for a region helps the region compete effectively for future rail funds as money becomes available," Szabo said. "In order for the region to achieve optimum growth, it will be necessary for them to work together more closely and plan for their transportation future."

The Obama administration has invested \$736 million in projects to make rail service faster, more frequent and more reliable in the four southeastern states – nearly all of it in North Carolina and Virginia.

North Carolina is using the money to build more tracks, improve stations, close crossings, straighten curves, increase speeds and add more trains a day to the nine-city schedule between Charlotte and Raleigh. A new Amtrak depot will open in downtown Raleigh in 2017, and Charlotte also is planning a new station.

Meanwhile, if you consult your timetables, you'll find our southern neighbors running 10 to 20 years behind North Carolina.

South Carolina state leaders are cold to the notion of sinking tax dollars into steel-wheel transportation. Georgia's Department of Transportation is taking the lead in plans for newpassenger train service from Atlanta through South Carolina to Charlotte.

"When you look at North Carolina and Virginia, they really have a leg up on us, because they already have such robust passenger rail systems they have invested in," said Natalie Dale, Georgia DOT spokeswoman. "We're looking to determine how feasible this is for Georgia. It comes down to what most transportation issues come down to today, and that is dollars."

Right now Atlanta is served only by the Amtrak Crescent, running once a day between New Orleans and New York. But Norfolk Southern Railway, which owns the Crescent tracks between Atlanta and Charlotte, is reluctant to allow more passenger trains that might limit freight traffic growth in the future.

So, for a draft environmental impact statement due this fall, Georgia is evaluating five alternate routes that could send new trains curving as far east as Augusta, Ga., and Columbia, S.C.

In Virginia, a new transportation revenue law is expected to generate about \$250 million for rail improvements over the next five years. North Carolina's political sentiment is about midway between that of its neighbors: warmer to rail investment than South Carolina's, but cooler than Virginia's. Some legislators in Raleigh tried briefly a couple of years ago to join other states that spurned Obama's rail money, but the anti-train sentiment never caught fire here.

Future funding in doubt

Four Republican legislators now represent North Carolina on a two-state high-speed rail compact with Virginia. Szabo said the two states should invite their southern neighbors to the planning table, too. Paul Worley, the N.C. DOT rail director, said that could happen eventually.

"We can envision that this group eventually includes South Carolina and Georgia," Worley said by email.

Now the McCrory administration promotes rail improvements as smart for the state economy. But it's not clear how well trains will compete against highways under McCrory's new Strategic Mobility Formula, with guidelines that make trains ineligible for major statewide project funding.

Part of Szabo's June 20 speech in Richmond was a pitch for Obama's proposed "GROW AMERICA Act" (those capital letters initialize the words of a long, awkward phrase). It's a four-year, \$302 billion transportation bill that would include \$19 billion for rail improvements nationwide.

That would provide more than enough to complete the 110-mph shortcut track between Raleigh and Richmond, at an estimated \$3.8 billion – with plenty left over for Georgia and South Carolina.

But no one expects Congress to approve the Obama spending proposal. And no one knows when or whether the states will find the money to build out these rail projects.

"Right now we're looking at a financial commitment that we can't make today," said Dale, the Georgia DOT spokeswoman. "But we're still active in the conversation should we reach a solution for transportation funding in the future."

Futuristic transit system coming to Hillsborough Street

Triangle Business Journal By Sarah Chaney Wednesday, July 2, 2014, 5:38 pm EDT

The idea started back in November 2013. Two North Carolina State University engineers realized they wanted to fill a gap in transit at the university.

And now, with the collaboration of the university and outside sources, colleagues Seth Hollar and Marshall Brain are in the early stages of developing a privately funded transit system, EcoPRT, which would start on N.C. State's campus and extend outward.

It's an ultra-light weight and low-cost transit system with autonomous vehicles that carry about one or two passengers at a time. So visually, imagine a light rail with smaller cars.

The two colleagues have designed the transit system so that it will encourage nearby shopping and residential centers to build and connect their own lines to connect customers. They say it will be the world's first entrepreneurial transit system, in terms of automated transit systems that can be applied to a large number of scenarios like college campuses, airports and shopping centers.

"Once the main line between the two libraries is complete, it will be very quick and easy to expand the EcoPRT system by adding additional guideway, vehicles and stations," EcoPRT's website says.

As of now, EcoPRT has garnered support across the Triangle, including N.C. State mechanical engineering students who have been working on the controls the past semester, as well as sources outside the school such as RTP, the Chamber of Commerce and the city of Raleigh.

"So it may start out as a concept, but it's definitely getting momentum," says Hollar, associate director of engineering entrepreneurs.

Among its benefits are lower upfront costs (\$1 million per mile vs. \$100 million per mile for light rail), small footprint (its three-foot-wide elevated line can be installed virtually anywhere) and easy installation. Hollar says the truly revolutionary aspect is the cost.

This transit system would expand with market forces, rather than government, Hollar's colleague Marshall Brain (also the founder of HowStuffWorks.com) said in an interview at a Cleantech Cluster gathering.

With wide community support and a clear vision, what's next for Hollar and Brain? Raising more money and putting together a tangible model.

"One of our main goals is getting a prototype so people can see it physically," Hollar says. "We want to make a vehicle so people can realize the possibilities. Extra funding would be great and getting a vehicle put together would push us forward."

I-TEAM: CREWS REPAIR SINKING ROAD ON TRIANGLE EXPRESSWAY

WTVD Eyewitness News abc11.com By Jon Camp Tuesday, July 15, 2014

DURHAM (WTVD) --"It sent me flying."

That's how one commuter described a massive dip in the southbound lanes of Highway 147, just after it turns into the state's first (and only) toll road. The problem was right at the Hopson Road and Davis Drive overpass. Crews started repair work Tuesday morning.

The road is only about three years old. It was the first stretch of what will be the southern half of the 540 loop around Raleigh and opened in December 2011. So what happened?

DOT Maintenance Engineer Brandon Jones explained the filler material that was used to build up the ground on either side of the bridge moved. Jones says that's not uncommon when you're talking about Triassic material, which is what's available in this part of the state. He told ABC11 DOT inspectors noticed cracking in that part of the road six to eight months ago but the dip formed much more recently.

As for who's paying - how about the original contractor? Turns out, there's a three year warranty on the new road, which is good through December. DOT officials say this is the first time they've had to use the warranty but tell ABC11 they expect to send the contractor a list of other, smaller problems in the fall.

DOT officials tell ABC11 the job on the Davis Drive overpass should be finished before the end of the week.

Friction mounts between bicyclists, motorists in rural Orange County

The News and observer BY ANNE BLYTHE posted July 15, 2014

CHAPEL HILL — Out in rural Orange County, where the roads are two lanes, winding and narrow, a war of the wheels has been going on for years.

Bicyclists team up for long countryside rides, pedaling single file or sometimes two to three abreast for exercise and camaraderie. Just the sight of a road teeming with the slower-moving two-wheelers can inspire impatience and escalating rage among some in four-wheel vehicles.

A June 25 incident on Orange Grove Road between an Orange County man in a pickup truck and a Durham lawyer on a bicycle illustrates the vicious cycle of conflict that plays out across the country as bicycling becomes a more common transportation mode.

The pickup truck driver is accused of intentionally slamming on his brakes in front of a pack of cyclists and now faces three criminal charges in connection with a move that sent one rider flying to the pavement.

The cyclist who took the rough tumble is recovering from a severe case of road rash and nursing a lingering rage about a road-wrangling incident that sent a case of the willies through local cycling communities.

"It seems like it's gotten nastier out there in the last year," said Andrew Prokopetz, the 59-year-old rider who was so scraped up and bruised that his shirt was shredded, his wedding ring was scratched, his finger was jammed and his ire provoked.

"You can't brake-check somebody. There's no reason for that. That's road rage."

William Kirk, 64, has been accused of using his 2002 Toyota Tacoma pickup as a lethal weapon. The Orange County resident has been charged with misdemeanor assault with a deadly weapon, assault with a deadly weapon inflicting serious injury and injury to real property for damage to Prokopetz's bicycle.

Efforts to reach Kirk and Sam Coleman, the Hillsborough attorney who represented Kirk last week during his first court appearance on the charges, were unsuccessful.

Criminal charges

Jim Woodall, the Orange-Chatham district attorney, said this week that it is unusual, but not unheard of, for criminal charges to be filed in clashes between motorists and cyclists.

Woodall recalled a case from more than a decade ago in which a motorist hit a cyclist with a boat paddle on a road to Jordan Lake.

In nearly 25 years as a prosecutor, Woodall has heard complaints about the friction between cyclists and motorists on specific roads – those near Jordan Lake in Chatham County and the winding rural roads near the farms and open fields of northern Orange County.

Earlier this year, Woodall was in northern Orange listening to questions for Orange County sheriff's candidates at a forum and a question arose about whether the candidates planned to enforce traffic laws for cyclists.

When the candidates responded that they did, the crowd clapped and cheered.

"There clearly are – at least in some parts of the county – emotions involved in this," Woodall said this week.

Cyclists in single file

On June 25, Prokopetz, John Boger, a 54-year-old from Carrboro, and about a half-dozen others were pedaling south on the Orange Grove Road about 7 p.m. GPS and data-collecting instruments on their bikes showed that they were notching about 31 mph on a downhill stretch between Borland and Bradshaw Quarry roads.

There were eight in the pack, and they were riding one behind another.

A silver truck came up behind them, according to Boger, then passed them and pulled in front of the pack.

The truck driver, according to the cyclists, then slammed on the brakes, or brake-jammed as they called it, and caused Prokopetz, the leader of the pack, to hit his bike brakes hard to avoid smashing into the back of the pickup truck.

Prokopetz, a lawyer who lives in Durham and works in the law and patent office of Bayer CropScience in Research Triangle Park, wrecked his bike and took a violent spill.

His front tire was ruined, and he suffered bruises, cuts and road rash on his arms and legs.

The truck driver didn't get out; he sped away from the scene, the cyclists said.

Boger, angered, chased the truck, getting close enough to get the license plate number, and to worry that the man inside was about to jam the brakes again.

The cyclists called emergency dispatchers, beckoning law enforcement officers and an ambulance.

An ambulance was on the side of the road when Anthony Cecil, a deputy with the Orange County Sheriff's Office, just happened upon the wreck at 7:11 p.m. that warm, humid June evening.

Medical workers tended to Prokopetz's injuries before transporting him to the hospital for further treatment. Boger and several other cyclists were in the southbound lane with the emergency caregivers.

After the scene was cleared, the deputy matched the license plate numbers with the truck owner and sent a corporal to Kirk's home.

According to the incident report filed at the Orange County Sheriff's Office, the truck owner told the corporal that he came up behind the bicycles and the rear rider motioned him around them.

"The suspect said he accelerated and went around the bicyclist," according to the report. The driver contended he was going into a curve "too fast" and slammed on his brakes "to avoid an accident."

But GPS data from the cyclists put the group in a straightaway at that point and questioned the account of the incident that Kirk initially gave to law enforcement officers.

In his incident report, Deputy Cecil said the corporal who went to Kirk's home added: "The suspect then started complaining about bicyclist (sic) breaking the law and getting away with it."

Riders fight back

Kirk was not immediately charged in the incident. The cyclists went to a county magistrate's office to press charges, and the magistrate on duty initially did not plan to issue an arrest warrant.

The cyclists persevered, and after they urged the magistrate to talk with a prosecutor in the district attorney's office, charges were filed. Kirk was arrested July 8 and appeared in court three days later.

Between 2008 and 2012, an average of 978 bicycle-motor vehicle crashes were reported to the North Carolina Division of Motor Vehicles each year. On average, 22 bicyclists were killed and many more were injured each year, according to the report on the state Department of Transportation website.

"There's almost always somebody who passes a little too close," Boger said this week.

Bicyclists hear the epithets uttered. They dodge bottles, cans and other objects flung through windows at them.

Many understand the importance of abiding by the same rules of the road that they ask motorists to follow.

But they also are increasingly adding handlebar cameras and other recording devices to help them fight back against motorists' hostility against them.

A bicyclist riding between Cary and Morrisville in early June posted video on a Web page of a van driver who blasted his horn, then passed the cyclist very closely and started moving toward the bike before clearing it, despite no indication of oncoming traffic.

The video posted by the cyclist not only caught the attention of other two-wheelers. Morrisville police also saw it, homed in on the visible license plate number and ticketed the driver.

"Any of us, I think, understands temporary frustration," said Boger, the cyclist in Orange County who chased down the truck involved in the June incident.

"There are always a few people who are going to be upset. There's always someone who passes a little too close. But I wouldn't call it a trend. It isn't most of the people. But all it takes is one..."

Road Worrier: Wake GOP warms up to transit as NC Senate Republicans chill

THE NEWS AND OBSERVER BY BRUCE SICELOFF - STAFF COLUMNIST July 21, 2014

RALEIGH — Just as state Senate GOP leaders start pushing legislation that could make it hard for Wake County to get moving on a big transit plan, Wake GOP leaders say they finally are ready to get moving on a big transit plan.

The Republican-led county commissioners took transit out of cold storage Monday with a pledge to launch a new, fast study of bus and rail transit improvement options for Wake County. They laid out a brisk timetable for asking questions and getting answers in time to decide by next summer whether to put a transit plan – and a half-cent sales tax to help pay for it – on the October 2015 referendum ballot.

"We're ready," County Manager Jim Hartmann told the commissioners. "This is where we're going to start moving a little bit at warp speed."

The commissioners hope by early September to hire a consultant who will coordinate efforts to freshen up a county transit plan that was received and tabled by commissioners in 2011. Hartmann, who brought transit experience from Virginia and Florida when he came to Wake this spring, will oversee the new study.

Meanwhile, the Senate Finance Committee met Monday afternoon to consider a bill that would restrict the county's sales tax options. Counties would be limited to local sales taxes totaling 2.5 percent. Wake now has a 2 percent local sales tax and is allowed under current law to raise it to 2.75 percent – so this would reduce Wake's revenue options.

If this bill became law, it could force Wake to choose between a prospective half-cent tax for transit and a quarter-cent to boost teacher salaries, as has been suggested by some commissioners. Revised options aired in the Senate committee Monday would also let Wake and other counties add a quarter-cent tax for transit and a quarter-cent for education, or replace one of those with a quarter-cent for general purpose needs.

'Problematic legislation'

Political and business leaders said that if the General Assembly forces county officials to choose between transit and education, transit will lose.

"That's problematic legislation for transit," County Commissioner Joe Bryan, a Republican, said after Monday's meeting. "You want local control. You want local options. If I have to choose between education and transportation, I think most county commissioners are going to choose education."

Bryan and Harvey Schmitt, president of the Greater Raleigh Chamber of Commerce, said they have let local legislators know their concerns about the Senate bill.

"If we have to wait for the state to solve all our problems, we'll wait a long time," Schmitt said. "We need some tools to do it ourselves."

But there was no mention at the commissioners' meeting Monday about the Senate moves to curtail Wake's options on transit and education. Two of Bryan's Republican colleagues said they weren't worried about it.

Paul Coble has set the commissioners' pace on dealing with transit: slow for the past three years, now fast.

"I think this is a great time for us to start working on this," Coble said Monday.

'Wait and see'

But he said it was premature to express an opinion on the legislative effort to undermine transit options.

"I'm not going to get engaged in talking about a hypothetical that is being debated in the Senate," Coble said after the meeting. "I'm not going to get excited about it until we see what they do."

Phil Matthews, the commissioners' chairman, nodded his head with Coble. "I'm pretty much the same on that," Matthew said. "Wait and see."

Commissioner Caroline Sullivan, a Democrat, was glad to hear that the county will get moving on transit.

"I'm just delighted to hear that we're talking about it again, after not talking about it," Sullivan said.

It was an apparent coincidence that the commissioners were talking about a possible transit tax Monday a few hours before the senators were set to talk about limiting that possibility.

But there were other questions raised about politics and timing.

Along with a possible October 2015 referendum, there is a general election scheduled this November – when the four Republican commissioners will face Democratic challengers. Three of those Democrats attended the meeting, and they offered cynical explanations for the commissioners' sudden burst of action.

"They've been doing nothing," said Democrat Sig Hutchinson, who hopes to unseat Bryan. "Now, 100 days out from an election, they want to talk about it. And it's going to disappear like the summer snow as soon as the election is over."

Asked if that meant he plans to squelch any transit talk after his hoped-for victory in November, Hutchinson hastened to revise his remarks.

"If they get re-elected, this is going to be disappearing like the summer snow, as soon as the election is over," Hutchinson said.

Road Worrier: Durham traffic-calming plan makes bike riders uneasy

The News and Observer Posted by Bruce Siceloff on July 28, 2014

DURHAM — The traffic on West Club Boulevard could use a bit of calming, for sure.

It's a busy two-lane street with plenty of elbow room, 40 feet wide and straight as an airport runway. West Club is the preferred path for people in a hurry across north-central Durham, handling about 7,000 cars each day.

And these drivers do not slow down for the mere pedestrian. When you step into one of Club's well-marked crosswalks, you may be forced to hop back onto the curb.

But residents of this oak-canopied neighborhood are divided over a long-postponed plan, newly revived by city engineers, to make drivers go more slowly and pedestrians feel more at ease.

Bike riders warn that the Club-calming project will actually make the street more dangerous for cyclists, whose numbers have tripled since the plan was hatched in 2001.

"We just want to make the street as safe as possible for all users," said Erik Landfried, chairman of the Durham Bicycle and Pedestrian Advisory Commission, a city government board. "Not just motorists and pedestrians, but cyclists, too. All three."

Many homeowners had hoped to see Durham build these street improvements years ago. They worry now that cyclists' objections will cause more years of delay.

"If you're waiting for the city to make it safer to cross the road with your kids, and by the time they do it your kids are in college, then you've waited too long," said Jamie Gruener, president of the Watts Hospital-Hillandale Neighborhood Association.

The city built the first phase of its calming project in 2007: a raised median, planted in trees, that pushes drivers into narrow lanes along a one-block stretch where Club bisects the city's Oval Drive Park. Durham officials say drivers are slowing down for the median – cutting average speeds from 40 mph down to the posted speed limit, 35 mph.

Phase two would produce a different kind of narrowing at five intersections stretching for three-quarters of a mile – from Maryland Avenue at the N.C. School of Science and Math to Georgia Avenue, just before Club ends at Hillandale Road.

Traffic would be funneled toward the center line by raised, eyebrow-shaped islands, built out from each corner, called neckdowns or chokers. City officials said two weeks ago that they hope to start building the chokers along West Club Boulevard next year.

The current design would squeeze cars and bikes into lanes just 10 feet wide at the five intersections. Cyclists say they won't feel safe trying to ride alongside cars in that tight space.

Steve Schewel, a Club Boulevard resident and Durham City Council member, says he's uneasy now when he approaches the narrow lanes at Oval Drive Park.

"I would definitely avoid riding my bike through there if there was a car coming up behind me – because it's really tight there for a bicycle and a car," Schewel said. "I would wait for that car to go by."

On the neighborhood email list, cyclists are talking up an alternate design that would add new bike lanes slicing through the choker islands. Other residents are grumbling that cyclists waited too late to protest.

But they didn't wait. Cycling advocates raised these objections several years ago – and city officials blew them off.

Cycling's popularity grows

The Bicycle and Pedestrian Advisory Commission warned in a letter to Durham transportation administrators in 2010 that "the proposed chokers will decrease the safety of cyclists." The commission called for a new design. Instead of offering to discuss safety issues and the pros and cons on each side, city officials responded curtly that they were sticking with their plan.

Bike riding has grown steadily in popularity around the Triangle – and nowhere more so than in the old residential neighborhoods that border Club Boulevard.

Six percent of all commuters in these Durham neighborhoods travel to work on their bicycles, according to the 2012 American Community Survey conducted by the U.S. Census Bureau. That's more bike commuters than anywhere else in the Triangle except Carrboro – and a sharp increase since the 2000 census, when bike commuting here was pegged at 1 percent to 1.6 percent.

"It is generational," said Schewel, 63. "The people in my generation have been extremely concerned about the ability to cross Club, and trying to make Club more pedestrian-friendly. Then we have this younger generation who are living in the neighborhood, and more of them are cyclists. And they want to bike downtown to work, and they want to put their kids on their bikes and ride them to E.K. Powe (Elementary School)."

Gruener said the neighborhood association is not reconsidering its decision to support the planned chokers. Although the city's official bike plan lists Club Boulevard among its priority routes for cyclists, some residents say bike riders should move their wheels to less-traveled side streets.

"I think the question is not necessarily whether bikers are going to feel unsafe in those sections of (Club), but whether that's an appropriate place for bikers to be," Gruener said.

Schewel is trying to exert his own calming influence. He thinks it's possible to come up with a plan that would make Club safer for people on bikes as well as those on foot.

"But I also believe that would take several years," Schewel said. "I think the neighborhood has been waiting a long time for the improvements. It really is a difficult choice."

Better to wait and get it right, Landfried said.

"It may delay it, but this will last for decades," Landfried said. "It's really important that it be designed correctly, from the get-go, to meet all users' needs."

Road Worrier: Red-light cameras reduce crashes, but Wake towns pull the plug

THE NEWS AND OBSERVER BY BRUCE SICELOFF - STAFF COLUMNIST AUGUST 4, 2014

Those annoying red-light cameras are returning to Fayetteville, and that's good news.

Drivers there can look forward to a big reduction in nasty T-bone crashes at intersections where cameras will be installed to catch red-light runners. These broadside, right-angle collisions are among the worst you can have on a city street. Crippling injuries will be averted in Fayetteville, and lives possibly will be saved.

The traffic safety news is not so good, though, for folks in two Wake County towns. Cary unplugged its red-light cameras two years ago, and Knightdale did likewise last fall.

Knightdale is keeping its dead cameras in place, in a low-budget bluff to fool a few drivers into obeying the red-light law. But even with this fakery, crash counts are rising again at the three Knightdale Boulevard intersections where the cameras nabbed violators until last October – a 32 percent increase in accidents, when the first six months of 2014 were compared with the same period of 2013, according to the town.

Cary officials say they haven't checked to see how many more drivers have run red lights and caused crashes since 2012, when they shut down their error-plagued camera program. Maybe they don't want to know.

But studies across the nation – and in Raleigh and Wilmington, which will be North Carolina's only two cities with red-light photo enforcement until Fayetteville joins the club next year – show that the cameras usually cut right-angle crash counts by 50 percent or more.

Fayetteville is one of a handful of North Carolina cities that suspended their red-light camera programs in 2006. The N.C. Supreme Court ruled that they were required, under the state constitution, to pay most of the money collected in

finer to local school boards, rather than to the big technology contractors that operate the expensive camera systems. The affected cities didn't want to divert tax dollars to finance the cameras.

Raleigh avoided this fate – it sends a fraction of its collections to Wake County schools – thanks to the wording of a separate statute that had authorized the city's program.

There was a failed move in the legislature two years ago to outlaw the remaining red-light camera programs on the grounds that violators could not cross-examine their accusers in court.

But the cameras have not been controversial in Raleigh, or in Fayetteville.

"The program here was embraced by the community," said Russell Thompson, Fayetteville's engineering and infrastructure director. "We have a large military community, and they have encountered these cameras in Europe, in Australia, in Japan – wherever they have been stationed."

The legislature authorized a new camera program in Fayetteville last month after city, county and school leaders agreed to a novel financing scheme to get around the constitutional requirements. The Cumberland County schools will receive the proceeds from fines and then give most of this money to the city and the camera contractor.

Caught on camera

The red-light camera usually nabs a violator with a neat package of three images:

First, the light turns red before the car enters the intersection;

Second, the car drives through the intersection, under the red light;

Third, there's a closeup of the license plate, to identify the owner of the car.

The car owner receives the damning evidence by mail, along with a request to pay a civil penalty.

Relax. This isn't a traffic violation or a criminal charge. It doesn't show up on your criminal record. It doesn't affect your automobile insurance. And it's not a lot of money.

In Raleigh, it's a \$50 fine. That's what you'd pay if you illegally park your old-fashioned petroleum-burning car in a space reserved for electric-car plug-in chargers. Fayetteville violators will be fined \$75.

It's a small price to pay for a life-saving reminder. Each morning on the way to work in Raleigh, the Road Worrier remembers a \$50 penalty he paid a few years ago for running the light on North Dawson Street at West Morgan Street.

Other drivers have learned their lessons, too. The most recent study in Raleigh, produced for the city in 2012 by the engineering firm AECOM, credits the red-light cameras at 15 intersections with a 52 percent reduction in right-angle collisions. These crashes happen when one car rams the side of another car, and only one of them has the green light.

"Serious injury and death may result from such impacts," AECOM wrote. At some intersections, cameras cut these crashes by as much as 72 percent.

But AECOM analysts also found, as has been the case in other studies, that Raleigh's red-light cameras sparked a 32 percent increase in less serious rear-end collisions. These crashes happen when a driver hits the brakes to avoid that \$50 ticket, and the next driver hits the car's rear bumper – "impacts (that) usually cause property damage only," AECOM said.

"Based on this data, they are still effective," said John Sandor, a transportation engineer who oversees Raleigh's red-light cameras and other safety programs.

Brian Ceccarelli, an Apex computer consultant, spent a small fortune suing Cary over his argument that he ran a red light because it didn't stay yellow long enough. Even though he lost the case, his lawsuit against Cary had a lingering effect – in Knightdale.

Ceccarelli delivered an anti-camera sermon to the Knightdale Town Council in September. In October, citing worry about exposure to similar lawsuits, the council killed Knightdale's cameras.

Bad call.