

## TRANSIT PROJECTS

| Rank    | Rank in Draft List | Name   | Local Priority #      | 1: Expansion of Existing Routes |        | 2: Regional Connectivity |        | 3: Essential Services |        | 4: Expansion or Enhancement of Existing Service |        | 5: Funding Status |        | 6: Environmental Impacts |        | 7: Community Impacts |        | Total Points | Year Requested | Total Cost   |
|---------|--------------------|--|-----------------------|---------------------------------|--------|--------------------------|--------|-----------------------|--------|---|--------|-------------------|--------|--------------------------|--------|----------------------|--------|--------------|----------------|--------------|
|         |                    |  |                       | Load Factor                     | Points | Connections              | Points | Yes/No                | Points | Number of New Riders/Day                        | Points | Percent funded    | Points | Impact                   | Points | Impact               | Points |              |                |              |
| 1 (tie) | new                | TTA 15 - REPLACEMENT BUSES.  | TTA                   | n/a                             | 0      | 5                        | 4      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 20           | 2009           | \$4,128,000  |
| 1 (tie) | new                | TTA Routine Capital Items--Shop Equipment, Spare Parts.  | TTA                   | n/a                             | 0      | 5                        | 4      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 20           | 2009           | \$1,000,000  |
| 1 (tie) | new                | TTA Planning Assistance---UPWP.  | TTA                   | n/a                             | 0      | 5                        | 4      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 20           | 2009           | \$1,000,000  |
| 4       | 1                  | 1 Replacement Van  | 1 - TTA               | n/a                             | 0      | 5                        | 4      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | MedPos                   | 3      | HighPos              | 4      | 19           | 2009           | \$33,000     |
| 5       | 2                  | 26 Replacement Buses   | 1 - CH; 1 - C         | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 18           | 2009           | \$10,325,000 |
| 6 (tie) | new                | DATA Preventative Maintenance and Routine Capital Items  | D, DC                 | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 18           | 2009           | \$3,018,000  |
| 6 (tie) | new                | CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc. | CHT                   | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 18           | 2009           | \$2,336,000  |
| 8       | 8                  | 9 Replacement Vans   | 2 - CH; 2 - C         | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | MedPos                   | 3      | HighPos              | 4      | 17           | 2009           | \$1,026,000  |
| 9 (tie) | 9 (tie)            | 11 Replacement Support Vehicles  | 3 - CH; 3 - C         | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | MedPos                   | 3      | HighPos              | 4      | 17           | 2009           | \$396,000    |
| 9 (tie) | 9 (tie)            | 18 Replacement Vans  | 3 - D 3 - DC          | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | MedPos                   | 3      | HighPos              | 4      | 17           | 2009           | \$630,000    |
| 11      | 12                 | 2 Replacement Service Trucks   | 5 - CH; 5 - C         | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | MedPos                   | 3      | HighPos              | 4      | 17           | 2009           | \$88,000     |
| 12      | 20                 | 12 Hybrid Expansion Buses  | 1 - D 1 - DC          | 9.63                            | 4      | 2                        | 2      | no                    | 0      | 4510  | 4      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 18           | 2009           | \$5,700,000  |
| 13      | 21                 | Placeholder - Regional Transit Service Phase 2 - Alternatives Analysis   | 7 - D; 7 - DC; 26 - C | 1.86                            | 3      | 4                        | 4      | no                    | 0      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 15           | 2009, 2010     | \$1,000,000  |
| 14      | 32                 | Real Time Passenger Information Project  | 2 - TTA               | n/a                             | 0      | 2                        | 2      | no                    | 0      | 1090  | 3      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 13           | 2009           | \$700,000    |
| 15      | 33                 | Vanpool Fleet Expansion - 12 vans  | 3 - TTA               | 0.91                            | 2      | 5                        | 4      | no                    | 0      | 360   | 1      | Unfunded          | 0      | MedPos                   | 3      | HighPos              | 4      | 14           | 2009           | \$285,000    |
| 16      | 29                 | 2 Expansion Vans   | 4 - TTA               | 0.83                            | 1      | 5                        | 4      | no                    | 0      | 17  | 1      | Unfunded          | 0      | MedPos                   | 3      | HighPos              | 4      | 13           | 2009           | \$66,000     |
| 17      | 31                 | Placeholder - Regional Transit Svc. Phase 1 - Alternatives Analysis  | 2 - D 2 - DC          | 1.86                            | 3      | 2                        | 2      | no                    | 0      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 13           | 2009, 2010     | \$1,000,000  |

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|----------|--------------------|--|------------------|---------------------------------|--------|--------------------------|--------|-----------------------|--------|---|--------|-------------------|--------|--------------------------|--------|----------------------|--------|--------------|----------------|-------------|
|          |                    |  |                  | Load Factor                     | Points | Connections              | Points | Yes/No                | Points | Number of New Riders/Day                        | Points | Percent funded    | Points | Impact                   | Points | Impact               | Points |              |                |             |
| 18       | 36                 | 6 Expansion Vans   | 4 - D 4 - DC     | 2.23                            | 3      | 2                        | 2      | no                    | 0      | 134   | 1      | Unfunded          | 0      | MedPos                   | 3      | HighPos              | 4      | 13           | 2009           | \$210,000   |
| 19       | new                | DATA Passenger Amenities - 75 shelters, 50 benches, 50 trash cans, 50 solar lights   | D, DC            | n/a                             | 0      | 2                        | 2      | no                    | 0      | 450   | 2      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 12           | 2009           | \$492,000   |
| 20       | 34                 | Park and Ride Lot 15-501 Corridor - Construction   | 6 - CH; 6 - C    | n/a                             | 0      | 0                        | 0      | no                    | 0      | 2019  | 4      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 12           | 2009           | \$2,000,000 |
| 21 (tie) | new                | TTA Routine Capital Items--Shop Equipment, Spare Parts.  | TTA              | n/a                             | 0      | 5                        | 4      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 20           | 2010           | \$1,000,000 |
| 21 (tie) | new                | TTA Planning Assistance---UPWP.  | TTA              | n/a                             | 0      | 5                        | 4      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 20           | 2010           | \$1,000,000 |
| 23       | 4                  | 12 Replacement Buses   | 7 - CH; 7 - C    | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 18           | 2010           | \$4,210,000 |
| 24 (tie) | new                | DATA Preventative Maintenance and Routine Capital Items  | D, DC            | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 18           | 2010           | \$3,169,000 |
| 24 (tie) | new                | CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc. | CHT              | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 18           | 2010           | \$2,616,000 |
| 26       | 13                 | 6 Replacement Vans   | 9 - CH; 9 - C    | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | MedPos                   | 3      | HighPos              | 4      | 17           | 2010           | \$704,000   |
| 27       | 14                 | 3 Replacement Support Vehicles   | 10 - CH; 10 -C   | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | MedPos                   | 3      | HighPos              | 4      | 17           | 2010           | \$110,000   |
| 28       | new                | CHT 1 Replacement Service Truck  | CH, C            | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | MedPos                   | 3      | HighPos              | 4      | 17           | 2010           | \$70,000    |
| 29       | 22                 | 3 Hybrid Expansion Buses   | 8 - CH; 8 - C    | 7.46                            | 4      | 2                        | 2      | no                    | 0      | 1254  | 3      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 17           | 2010           | \$1,679,000 |
| 30       | 33                 | Vanpool Fleet Expansion - 19 vans  | 3 - TTA          | 0.91                            | 2      | 5                        | 4      | no                    | 0      | 517   | 2      | Unfunded          | 0      | MedPos                   | 3      | HighPos              | 4      | 15           | 2010           | \$361,000   |
| 31       | 38                 | Park and Ride Lot - Treyburn area - Land Acquisition and Construction  | 5 - D 5 - DC     | n/a                             | 0      | 0                        | 0      | no                    | 0      | 2000  | 4      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 12           | 2010           | \$1,175,000 |
| 32 (tie) | new                | TTA Routine Capital Items--Shop Equipment, Spare Parts.  | TTA              | n/a                             | 0      | 5                        | 4      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 20           | 2011           | \$1,000,000 |
| 32 (tie) | new                | TTA Planning Assistance---UPWP.  | TTA              | n/a                             | 0      | 5                        | 4      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 20           | 2011           | \$1,000,000 |

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|----------|--------------------|--|------------------|---------------------------------|--------|--------------------------|--------|-----------------------|--------|---|--------|-------------------|--------|--------------------------|--------|----------------------|--------|--------------|----------------|--------------|
|          |                    |  |                  | Load Factor                     | Points | Connections              | Points | Yes/No                | Points | Number of New Riders/Day                        | Points | Percent funded    | Points | Impact                   | Points | Impact               | Points |              |                |              |
| 32 (tie) | new                | TTA 15 - REPLACEMENT BUSES.  | TTA              | n/a                             | 0      | 5                        | 4      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 20           | 2011           | \$4,946,000  |
| 35       | 5                  | 13 Replacement Buses   | 14 - CH; 14 - C  | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 18           | 2011           | \$4,695,000  |
| 36 (tie) | new                | DATA Preventative Maintenance and Routine Capital Items  | D, DC            | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 18           | 2011           | \$3,169,000  |
| 36 (tie) | new                | CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc. | CHT              | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 18           | 2011           | \$2,930,000  |
| 38       | 15                 | 1 Replacement Support Vehicles   | 13 - CH; 13 - C  | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | MedPos                   | 3      | HighPos              | 4      | 17           | 2011           | \$40,000     |
| 39       | 23                 | 3 Diesel Expansion Buses   | 11 - CH; 11 - C  | 7.46                            | 4      | 2                        | 2      | no                    | 0      | 1254  | 3      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 17           | 2011           | \$1,084,000  |
| 40       | 37                 | Bus Priority at Traffic Signals along 15-501   | 5 - TTA          | n/a                             | 0      | 2                        | 2      | no                    | 0      | 646   | 2      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 12           | 2011           | \$350,000    |
| 41       | 35                 | Park and Ride Lot Expansion - Design and Land Acquisition - NC 54  | 12 - CH; 12 - C  | n/a                             | 0      | 0                        | 0      | no                    | 0      | 2019  | 4      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 12           | 2011           | \$2,000,000  |
| 42 (tie) | new                | TTA Routine Capital Items--Shop Equipment, Spare Parts.  | TTA              | n/a                             | 0      | 5                        | 4      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 20           | 2012           | \$1,000,000  |
| 42 (tie) | new                | TTA Planning Assistance---UPWP.  | TTA              | n/a                             | 0      | 5                        | 4      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 20           | 2012           | \$1,000,000  |
| 42 (tie) | new                | TTA 11 Replacement Buses   | TTA              | n/a                             | 0      | 5                        | 4      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 20           | 2012           | \$3,670,000  |
| 45       | 3                  | 31 40-foot Hybrid Replacement Buses  | 6 - D 6 - DC     | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 18           | 2012           | \$14,000,000 |
| 46 (tie) | new                | DATA Preventative Maintenance and Routine Capital Items  | D, DC            | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 18           | 2012           | \$3,169,000  |

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|----------|--------------------|--|------------------|---------------------------------|--------|--------------------------|--------|-----------------------|--------|---|--------|-------------------|--------|--------------------------|--------|----------------------|--------|--------------|----------------|-------------|
|          |                    |  |                  | Load Factor                     | Points | Connections              | Points | Yes/No                | Points | Number of New Riders/Day                        | Points | Percent funded    | Points | Impact                   | Points | Impact               | Points |              |                |             |
| 46 (tie) | new                | CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc. | CHT              | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 18           | 2012           | \$3,282,000 |
| 48       | 24                 | 3 Expansion Buses (2 hybrid 1 diesel)  | 15 - CH; 15 - C  | 7.46                            | 4      | 2                        | 2      | no                    | 0      | 1254  | 3      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 17           | 2012           | \$1,560,000 |
| 49       | 35                 | Park and Ride Lot Expansion - Construction - NC 54   | 12 - CH; 12- C   | n/a                             | 0      | 0                        | 0      | no                    | 0      | 2019  | 4      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 12           | 2012           | \$3,000,000 |
| 50 (tie) | new                | TTA Routine Capital Items--Shop Equipment, Spare Parts.  | TTA              | n/a                             | 0      | 5                        | 4      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 20           | 2013           | \$1,000,000 |
| 50 (tie) | new                | TTA Planning Assistance---UPWP.  | TTA              | n/a                             | 0      | 5                        | 4      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 20           | 2013           | \$1,000,000 |
| 52       | 6                  | 17 Replacement Buses   | 16 - CH; 16 - C  | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 18           | 2013           | \$6,513,000 |
| 53 (tie) | new                | DATA Preventative Maintenance and Routine Capital Items  | D, DC            | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 18           | 2013           | \$3,169,000 |
| 53 (tie) | new                | CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc. | CHT              | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 18           | 2013           | \$3,675,840 |
| 55       | 16                 | 2 Replacement Service Trucks   | 18 - CH; 18 - C  | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | MedPos                   | 3      | HighPos              | 4      | 17           | 2013           | \$98,800    |
| 56       | 17                 | 9 Replacement Vans   | 19 - CH; 19 - C  | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | MedPos                   | 3      | HighPos              | 4      | 17           | 2013           | \$1,154,000 |
| 57       | 18                 | 11 Replacement Support Vehicles  | 20 - CH; 20 - C  | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | MedPos                   | 3      | HighPos              | 4      | 17           | 2013           | \$441,000   |
| 58       | 25                 | 3 Expansion Buses (2 hybrid 1 diesel)  | 17 - CH; 17 - C  | 7.46                            | 4      | 2                        | 2      | no                    | 0      | 1254  | 3      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 17           | 2013           | \$1,606,000 |
| 59 (tie) | new                | TTA Routine Capital Items--Shop Equipment, Spare Parts.  | TTA              | n/a                             | 0      | 5                        | 4      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 20           | 2014           | \$1,000,000 |
| 59 (tie) | new                | TTA Planning Assistance---UPWP.  | TTA              | n/a                             | 0      | 5                        | 4      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 20           | 2014           | \$1,000,000 |

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|----------|--------------------|--|------------------|---------------------------------|--------|--------------------------|--------|-----------------------|--------|---|--------|-------------------|--------|--------------------------|--------|----------------------|--------|--------------|----------------|-------------|
|          |                    |  |                  | Load Factor                     | Points | Connections              | Points | Yes/No                | Points | Number of New Riders/Day                        | Points | Percent funded    | Points | Impact                   | Points | Impact               | Points |              |                |             |
| 59 (tie) | new                | 5 Replacement Buses  | TTA              | n/a                             | 0      | 5                        | 4      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 20           | 2014           | \$500,000   |
| 62       | 7                  | 10 Replacement Buses   | 22 - CH; 22 - C  | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 18           | 2014           | \$3,946,000 |
| 63 (tie) | new                | DATA Preventative Maintenance and Routine Capital Items  | D, DC            | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 18           | 2014           | \$3,228,000 |
| 63 (tie) | new                | CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc. | CHT              | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 18           | 2014           | \$4,116,941 |
| 65 (tie) | new                | CHT 6 Replacement Vans   | CH, C            | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | MedPos                   | 3      | HighPos              | 4      | 17           | 2014           | \$792,000   |
| 65 (tie) | new                | CHT 3 Replacement Support Vehicles   | CH, C            | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | MedPos                   | 3      | HighPos              | 4      | 17           | 2014           | \$124,000   |
| 65 (tie) | new                | CHT 1 Replacement Service Truck  | CH, C            | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | MedPos                   | 3      | HighPos              | 4      | 17           | 2014           | \$70,000    |
| 68       | 26                 | 3 Expansion Buses (2 hybrid 1 diesel)  | 23 - CH; 23 - C  | 7.46                            | 4      | 2                        | 2      | no                    | 0      | 1254  | 3      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 17           | 2014           | \$1,655,000 |
| 69 (tie) | new                | TTA Routine Capital Items--Shop Equipment, Spare Parts.  | TTA              | n/a                             | 0      | 5                        | 4      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 20           | 2015           | \$1,000,000 |
| 69 (tie) | new                | TTA Planning Assistance---UPWP.  | TTA              | n/a                             | 0      | 5                        | 4      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 20           | 2015           | \$1,000,000 |
| 71 (tie) | new                | DATA Preventative Maintenance and Routine Capital Items  | D, DC            | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 18           | 2015           | \$3,338,940 |
| 71 (tie) | new                | CHT Preventative maintenance, associated capital maintenance items, routine capital items—office and shop equipment, passenger amenities, service vehicles, etc. | CHT              | n/a                             | 0      | 2                        | 2      | yes                   | 8      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 18           | 2015           | \$4,610,974 |
| 73       | 27                 | 3 Expansion Buses (2 hybrid 1 diesel)  | 24 - CH; 24 - C  | 7.46                            | 4      | 2                        | 2      | no                    | 0      | 1254  | 3      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 17           | 2015           | \$1,704,000 |
| 74       | 28                 | 15-501 Bus Route   | 1 - CC           | 1.86                            | 3      | 3                        | 3      | no                    | 0      | 69  | 1      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 15           | 2015           | n/a         |
| 75       | 30                 | Fixed Guideway to Carolina North   | 25 - C           | 1.86                            | 3      | 3                        | 3      | no                    | 0      | n/a   | 0      | Unfunded          | 0      | HighPos                  | 4      | HighPos              | 4      | 14           | 2015           | n/a         |

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|------|--------------------|------|------------------|---------------------------------|--------|--------------------------|--------|-----------------------|--------|---|--------|-------------------|--------|--------------------------|--------|----------------------|--------|--------------|----------------|------------|
|      |                    |      |                  | Load Factor                     | Points | Connections              | Points | Yes/No                | Points | Number of New Riders/Day                        | Points | Percent funded    | Points | Impact                   | Points | Impact               | Points |              |                |            |

Unranked projects that will be in the 2009-2015 TIP

|            |     |                            |     |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |      |         |
|------------|-----|----------------------------|-----|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|------|---------|
| not ranked | new | Job Access/Reverse Commute | MPO |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 2009 | unknown |
| not ranked | new | New Freedom                | MPO |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 2009 | unknown |
| not ranked | new | Job Access/Reverse Commute | MPO |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 2010 | unknown |
| not ranked | new | New Freedom                | MPO |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 2010 | unknown |
| not ranked | new | Job Access/Reverse Commute | MPO |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 2011 | unknown |
| not ranked | new | New Freedom                | MPO |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 2011 | unknown |
| not ranked | new | Job Access/Reverse Commute | MPO |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 2012 | unknown |
| not ranked | new | New Freedom                | MPO |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 2012 | unknown |
| not ranked | new | Job Access/Reverse Commute | MPO |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 2013 | unknown |
| not ranked | new | New Freedom                | MPO |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 2013 | unknown |
| not ranked | new | Job Access/Reverse Commute | MPO |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 2014 | unknown |
| not ranked | new | New Freedom                | MPO |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 2014 | unknown |
| not ranked | new | Job Access/Reverse Commute | MPO |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 2015 | unknown |
| not ranked | new | New Freedom                | MPO |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 2015 | unknown |

| Key: | CH (Chapel Hill) | C (Carrboro) | OC (Orange Co)  | D (Durham) | DC (Durham Co) | CC (Chatham Co) | H (Hillsborough) | TTA |
|------|------------------|--------------|---|------------|----------------|-----------------|------------------|-----|
|      | n/a              | 0.01         | 0.91  | 1.86       | 3.5375         |                 |                  |     |
|      | 0                | 1            | 2   | 3          | 4              |                 |                  |     |
|      | 0                | 1            | 2   | 3          | 4              |                 |                  |     |
|      | no               | yes          | The points for Essential Services were weighted double the other point categories |            |                |                 |                  |     |
|      | 0                | 8            | 382.5   | 803.5      | 1813.5         |                 |                  |     |
|      | 0                | 1            | 2   | 3          | 4              |                 |                  |     |
|      | Unfunded         | Post Year    | 5%+   | 10%+       | 25%+           |                 |                  |     |
|      | 0                | 1            | 2   | 3          | 4              |                 |                  |     |
|      | HighNeg          | LowNeg       | LowPos  | MedPos     | HighPos        |                 |                  |     |
|      | 0                | 1            | 2   | 3          | 4              |                 |                  |     |
|      | HighNeg          | LowNeg       | LowPos  | MedPos     | HighPos        |                 |                  |     |
|      | 0                | 1            | 2   | 3          | 4              |                 |                  |     |

BIKE/PED PROJECTS

| Rank      | Name  | Local Priority #                                    | 1: Street Classification |        | 2: Right-of-Way Availability |        | 3: Travel Demand     |        | 4: Environmental Impacts |        | 5: Community Impacts |        | 6: Environmental Justice Impacts |        | 7: Connectivity |        | 8: Funding Status     |        | Total Points | Other factors for TAC |        |                       |                      |   |
|-----------|---|---|--------------------------|--------|------------------------------|--------|----------------------|--------|--------------------------|--------|----------------------|--------|----------------------------------|--------|-----------------|--------|-----------------------|--------|--------------|-----------------------|--------|-----------------------|----------------------|---|
|           |   |   | Class                    | Points | Availability                 | Points | Travel Demand Points | Points | Impact                   | Points | Impact               | Points | Impact                           | Points | Impact          | Points | Number of Connections | Points |              | Percent funded        | Points | Regional Connectivity | Proximity to Schools | In CBD  |
| 1         | Cornwallis Road (S. Roxboro to Chapel Hill Rd.) Bike and Ped                                    | 3 - D 3 - DC  | Arterial                 | 3      | Sufficient                   | 3      | 105                  | 2      | HighPos                  | 3      | HighPos              | 3      | HighPos                          | 3      | 5               | 3      | 25%+                  | 3      | 23           | No                    | Yes    | No                    | BPAC- 1              |   |
| 2         | Northeast Chatham County Roadway/Ped/Bike Plan  | 1 - CC  | Arterial                 | 3      | Sufficient                   | 3      | 300                  | 3      | HighPos                  | 3      | HighPos              | 3      | HighPos                          | 3      | 100             | 3      | Unfunded              | 0      | 21           | No                    | Yes    | No                    |                      | Recommend seeking State, MPO, or local planning funds not TIP funding for this project. |
| 3         | MLK-NC 86 Corridor Bike and Ped   | 1 - CH  | Arterial                 | 3      | Sufficient                   | 3      | 212                  | 3      | MedPos                   | 2      | HighPos              | 3      | HighPos                          | 3      | 21              | 3      | Unfunded              | 0      | 20           | Yes                   | Yes    | Yes                   |                      |   |
| 4         | Fayetteville Rd (Cornwallis to Nelson) Bike and Ped   | 13 - D 13 - DC                                      | Arterial                 | 3      | Some Needed                  | 2      | 175                  | 3      | HighPos                  | 3      | HighPos              | 3      | HighPos                          | 3      | 13              | 3      | Unfunded              | 0      | 20           | No                    | Yes    | No                    | BPAC-3               |   |
| 5         | Bolin Creek Greenway  | 2 - CH  | Local                    | 1      | Sufficient                   | 3      | 153                  | 3      | HighPos                  | 3      | HighPos              | 3      | HighPos                          | 3      | 4               | 3      | Unfunded              | 0      | 19           | No                    | No     | No                    |                      |   |
| 6         | Morreene Road (Erwin to Neal) Bike and Ped  | 4 - D 4 - DC  | Local                    | 1      | Sufficient                   | 3      | 98                   | 2      | HighPos                  | 3      | HighPos              | 3      | MedPos                           | 2      | 3               | 2      | 25%+                  | 3      | 19           | No                    | No     | No                    | 2, BPAC -2           |   |
| 7         | Avondale Drive (Roxboro to Geer) Bike and Ped   | 6 - D 6 - DC  | Arterial                 | 3      | Sufficient                   | 3      | 138                  | 3      | MedPos                   | 2      | HighPos              | 3      | MedPos                           | 2      | 6               | 3      | Unfunded              | 0      | 19           | No                    | No     | No                    | BPAC-4               |   |
| 8         | University Drive (Garrett to Hope Valley) Bike and Ped  | 14 - D 14 - DC                                      | Arterial                 | 3      | Sufficient                   | 3      | 143                  | 3      | MedPos                   | 2      | HighPos              | 3      | MedPos                           | 2      | 10              | 3      | Unfunded              | 0      | 19           | No                    | Yes    | No                    | BPAC-5               |   |
| 9         | 15 Chapel Hill Intersection Improvements  | 4 - CH  | Average Points           | 3.0    | Average Points               | 3.0    | 311                  | 3      | Average Points           | 1.2    | Average Points       | 3.0    | Average Points                   | 1.9    | 39              | 3      | Average Points        | 0.0    | 18.1         | No                    | Yes    | 1 intersection        |                      |   |
| 10        | Estes Extension (S Greensboro to Carrboro Town Limits) Bike and Ped                             | 1 - C   | Arterial                 | 3      | Some Needed                  | 2      | 126                  | 3      | HighPos                  | 3      | HighPos              | 3      | MedPos                           | 2      | 3               | 2      | Unfunded              | 0      | 18           | No                    | No     | No                    |                      |   |
| 11        | Hillandale Road (I-85 to NC 147) Bike and Ped   | 2 - D 2 - DC  | Collector                | 2      | Some Needed                  | 2      | 146                  | 3      | MedPos                   | 2      | HighPos              | 3      | LowPos                           | 1      | 4               | 3      | 10%+                  | 2      | 18           | No                    | No     | No                    | BPAC-7               |   |
| 12        | Club Boulevard (Ruffin to Geer) Bike and Ped  | 7 - D 7 - DC  | Collector                | 2      | Sufficient                   | 3      | 135                  | 3      | MedPos                   | 2      | HighPos              | 3      | MedPos                           | 2      | 5               | 3      | Unfunded              | 0      | 18           | No                    | Yes    | No                    | BPAC-8               |   |
| 13        | Erwin Road (Sage to Durham County Line) Bike and Ped  | 17 - CH   | Arterial                 | 3      | Sufficient                   | 3      | 68                   | 1      | MedPos                   | 2      | HighPos              | 3      | HighPos                          | 3      | 4               | 3      | Unfunded              | 0      | 18           | Yes                   | No     | No                    |                      |   |
| 14        | Fordham (15-501 South to Ephesus Ch) Bike and Ped   | 18 - CH   | Arterial                 | 3      | Sufficient                   | 3      | 210                  | 3      | MedPos                   | 2      | HighPos              | 3      | HighPos                          | 3      | 2               | 1      | Unfunded              | 0      | 18           | No                    | Yes    | No                    |                      |   |
| 15        | Old Fayetteville Road (McDougle School to NC 54) Bike and Ped                                   | 2 - C   | Collector                | 2      | Sufficient                   | 3      | 60                   | 1      | MedPos                   | 2      | HighPos              | 3      | HighPos                          | 3      | 2               | 1      | 10%+                  | 2      | 17           | No                    | Yes    | No                    |                      |   |
| 16        | Nash Street (Faucette Mill to Dimmocks Mill) Sidewalk   | 3 - H   | Collector                | 2      | Sufficient                   | 3      | 13                   | 0      | MedPos                   | 2      | HighPos              | 3      | HighPos                          | 3      | 1               | 1      | 25%+                  | 3      | 17           | No                    | Yes    | No                    |                      |   |
| 17        | Dearborn Drive (Club to Old Oxford) Bike and Ped  | 10 - D 10 - DC                                      | Arterial                 | 3      | Sufficient                   | 3      | 59                   | 1      | HighPos                  | 3      | HighPos              | 3      | HighPos                          | 3      | 1               | 1      | Unfunded              | 0      | 17           | No                    | Yes    | No                    | BPAC-9               |   |
| 18        | Southern Railroad Greenway  | 10 - CH   | Arterial                 | 3      | Sufficient                   | 3      | 110                  | 2      | HighPos                  | 3      | HighPos              | 3      | MedPos                           | 2      | 1               | 1      | Unfunded              | 0      | 17           | No                    | No     | No                    |                      |   |
| 19        | Cornwallis Rd. (Erwin Rd. to Chapel Hill Rd.) Bike and Ped                                      | 11 - D 11 - DC                                      | Arterial                 | 3      | Sufficient                   | 3      | 116                  | 2      | MedPos                   | 2      | HighPos              | 3      | LowPos                           | 1      | 4               | 3      | Unfunded              | 0      | 17           | No                    | Yes    | No                    | BPAC-10              |   |
| 20        | NC 54 Corridor (Fordham to Barbee Chapel) Bike and Ped  | 19 - CH   | Arterial                 | 3      | Sufficient                   | 3      | 122                  | 2      | MedPos                   | 2      | HighPos              | 3      | LowPos                           | 1      | 8               | 3      | Unfunded              | 0      | 17           | No                    | Yes    | No                    |                      |   |
| 21        | Holloway Street (Lynn to Miami) Sidewalk  | 1 - D 1 - DC  | Arterial                 | 3      | Some Needed                  | 2      | 15                   | 0      | HighPos                  | 3      | MedPos               | 2      | HighPos                          | 3      | 4               | 3      | Unfunded              | 0      | 16           | No                    | Yes    | No                    | BPAC-12              |   |
| 22 (tied) | Estes Drive (Curtis to Franklin) Sidewalk   | 5 - CH  | Arterial                 | 3      | Sufficient                   | 3      | 33                   | 0      | MedPos                   | 2      | HighPos              | 3      | MedPos                           | 2      | 4               | 3      | Unfunded              | 0      | 16           | No                    | Yes    | No                    |                      |   |
| 22 (tied) | Old NC 86 (Hillsborough to Homestead) Bike and Ped  | 5 - C   | Arterial                 | 3      | Sufficient                   | 3      | 38                   | 1      | MedPos                   | 2      | MedPos               | 2      | MedPos                           | 2      | 4               | 3      | Unfunded              | 0      | 16           | Yes                   | No     | No                    | 1                    |   |
| 24        | Pope Road (Old Durham-Chapel Hill Rd. to Ephesus Church Rd.) & Ephesus Church Road Bike and Ped | 6 - CH (Pope & Ephesus Church); 19 - DC (Pope only) | Local                    | 1      | Sufficient                   | 3      | 151                  | 3      | HighPos                  | 3      | HighPos              | 3      | LowPos                           | 1      | 3               | 2      | Unfunded              | 0      | 16           | No                    | Yes    | No                    |                      |   |
| 25        | Hope Valley Road (S. Roxboro to US 15-501 Bus) Bike and Ped                                     | 9 - D 9 - DC  | Arterial                 | 3      | Sufficient                   | 3      | 110                  | 2      | MedPos                   | 2      | MedPos               | 2      | LowPos                           | 1      | 4               | 3      | Unfunded              | 0      | 16           | No                    | Yes    | No                    | 1, BPAC-13           |   |
| 26        | Cheek Road (Geer to Hardee) Bike and Ped  | 12 - D 12 - DC                                      | Arterial                 | 3      | Sufficient                   | 3      | 81                   | 1      | MedPos                   | 2      | HighPos              | 3      | HighPos                          | 3      | 1               | 1      | Unfunded              | 0      | 16           | No                    | No     | No                    | BPAC-14              |   |
| 27        | Country Club Road (South Rd to Raleigh St) Sidewalk   | 13 - CH   | Local                    | 1      | Sufficient                   | 3      | 52                   | 1      | MedPos                   | 2      | HighPos              | 3      | HighPos                          | 3      | 4               | 3      | Unfunded              | 0      | 16           | No                    | No     | No                    |                      |   |

| Rank | Name  | Local Priority #   | 1: Street Classification |        | 2: Right-of-Way Availability |        | 3: Travel Demand     |        | 4: Environmental Impacts |        | 5: Community Impacts |        | 6: Environmental Justice Impacts |        | 7: Connectivity       |        | 8: Funding Status |        | Total Points | Other factors for TAC |                      |        |                           |               |
|------|---|--|--------------------------|--------|------------------------------|--------|----------------------|--------|--------------------------|--------|----------------------|--------|----------------------------------|--------|-----------------------|--------|-------------------|--------|--------------|-----------------------|----------------------|--------|---------------------------|---------------|
|      |   |  | Class                    | Points | Availability                 | Points | Travel Demand Points | Points | Impact                   | Points | Impact               | Points | Impact                           | Points | Number of Connections | Points | Percent funded    | Points |              | Regional Connectivity | Proximity to Schools | In CBD | Public Comment of Support | Staff Comment |
| 28   | Bolin Creek Little Creek Greenway                                   | 15 - CH  | Arterial                 | 3      | Sufficient                   | 3      | 124                  | 2      | MedPos                   | 2      | HighPos              | 3      | MedPos                           | 2      | 2                     | 1      | Unfunded          | 0      | 16           | No                    | No                   | No     |                           |               |
| 29   | Cook Rd. (Fayetteville St. to Martin Luther King) Bike and Ped      | 16 - DC  | Local                    | 1      | Sufficient                   | 3      | 93                   | 1      | HighPos                  | 3      | HighPos              | 3      | HighPos                          | 3      | 3                     | 2      | Unfunded          | 0      | 16           | No                    | Yes                  | No     | BPAC-18                   |               |
| 30   | I-40/Orange Grove Road Pedestrian Bridge                            | 1 - OC; 1 - H  | Arterial                 | 3      | Sufficient                   | 3      | 17                   | 0      | HighPos                  | 3      | HighPos              | 3      | HighPos                          | 3      | 0                     | 0      | Unfunded          | 0      | 15           | No                    | Yes                  | No     |                           |               |
| 31   | NC 86 (Whitfield to US 70 Bus) Bike Route                           | 2 - H; 3 - OC  | Arterial                 | 3      | Sufficient                   | 3      | 29                   | 0      | MedPos                   | 2      | HighPos              | 3      | HighPos                          | 3      | 1                     | 1      | Unfunded          | 0      | 15           | Yes                   | Yes                  | No     | 1                         |               |
| 32   | Fordham Pedestrian Overpass   | 3 - CH   | Arterial                 | 3      | Much Needed                  | 1      | 111                  | 2      | MedPos                   | 2      | HighPos              | 3      | HighPos                          | 3      | 1                     | 1      | Unfunded          | 0      | 15           | No                    | No                   | No     |                           |               |
| 33   | Barbee Chapel Road (NC 54 to Stagecoach) Bike and Ped               | 9 - CH (NC 54 to Downing Creek); 17 - DC (NC 54 to Stagecoach) | Collector                | 2      | Sufficient                   | 3      | 67                   | 1      | MedPos                   | 2      | HighPos              | 3      | LowPos                           | 1      | 4                     | 3      | Unfunded          | 0      | 15           | No                    | No                   | No     |                           |               |
| 34   | Franklin St./Bolin Creek Greenway Bike and Ped Access               | 11 - CH  | Arterial                 | 3      | Some Needed                  | 2      | 113                  | 2      | MedPos                   | 2      | HighPos              | 3      | MedPos                           | 2      | 2                     | 1      | Unfunded          | 0      | 15           | No                    | No                   | No     |                           |               |
| 35   | Fordham (Manning to Carmichael) Sidewalk                            | 14 - CH  | Arterial                 | 3      | Sufficient                   | 3      | 17                   | 0      | MedPos                   | 2      | HighPos              | 3      | HighPos                          | 3      | 2                     | 1      | Unfunded          | 0      | 15           | No                    | No                   | No     |                           |               |
| 36   | Fordham (Ephesus Ch to Elliott) Sidewalk                            | 7 - CH   | Arterial                 | 3      | Sufficient                   | 3      | 30                   | 0      | MedPos                   | 2      | HighPos              | 3      | MedPos                           | 2      | 2                     | 1      | Unfunded          | 0      | 14           | No                    | No                   | No     |                           |               |
| 37   | Alston Avenue (Carpenter Fletcher to Sedwick) Bike and Ped          | 8 - D 8 - DC   | Collector                | 2      | Sufficient                   | 3      | 105                  | 2      | MedPos                   | 2      | HighPos              | 3      | LowPos                           | 1      | 1                     | 1      | Unfunded          | 0      | 14           | No                    | Yes                  | No     | 1, BPAC-15                |               |
| 38   | Mt.Carmel Church Rd (US 15-501 to Chatham County Line) Bike and Ped | 12 - CH  | Arterial                 | 3      | Sufficient                   | 3      | 115                  | 2      | MedPos                   | 2      | MedPos               | 2      | LowPos                           | 1      | 2                     | 1      | Unfunded          | 0      | 14           | No                    | No                   | No     |                           |               |
| 39   | Erwin Rd (Orange County Line to NC 751) Bike and Ped                | 18 - DC  | Arterial                 | 3      | Sufficient                   | 3      | 89                   | 1      | MedPos                   | 2      | HighPos              | 3      | LowPos                           | 1      | 1                     | 1      | Unfunded          | 0      | 14           | Yes                   | Yes                  | No     | BPAC-17                   |               |
| 40   | BPW Club Rd/Westbrook Dr. Greenway                                  | 4 - C  | Local                    | 1      | Some Needed                  | 2      | 69                   | 1      | MedPos                   | 2      | HighPos              | 3      | HighPos                          | 3      | 2                     | 1      | Unfunded          | 0      | 13           | No                    | No                   | No     |                           |               |
| 41   | Culbreth Road (Adam Way to Smith Level) Sidewalk                    | 8 - CH   | Local                    | 1      | Sufficient                   | 3      | 14                   | 0      | MedPos                   | 2      | HighPos              | 3      | HighPos                          | 3      | 2                     | 1      | Unfunded          | 0      | 13           | No                    | Yes                  | No     |                           |               |
| 42   | Old Mason Farm/Finley Golf Course (NC 54 to Fordham) Bike and Ped   | 16 - CH  | Local                    | 1      | Sufficient                   | 3      | 118                  | 2      | MedPos                   | 2      | MedPos               | 2      | MedPos                           | 2      | 1                     | 1      | Unfunded          | 0      | 13           | No                    | No                   | No     |                           |               |
| 43   | S. Greensboro Street (Main to Merritt Mill) Sidewalks               | 3 - C  | Arterial                 | 3      | Barriers                     | 0      | 29                   | 0      | MedPos                   | 2      | HighPos              | 3      | HighPos                          | 3      | 2                     | 1      | Unfunded          | 0      | 12           | No                    | No                   | Yes    |                           |               |
| 44   | Carpenter Fletcher Road (Woodcroft to Alston) Bike and Ped          | 5 - D 5 - DC   | Local                    | 1      | Some Needed                  | 2      | 68                   | 1      | MedPos                   | 2      | MedPos               | 2      | LowPos                           | 1      | 2                     | 1      | 10%+              | 2      | 12           | No                    | No                   | No     | 1, BPAC-11                |               |
| 45   | Sedwick Rd. (Grandale to Alston) Bike and Ped                       | 15 - D 15 - DC   | Local                    | 1      | Sufficient                   | 3      | 78                   | 1      | MedPos                   | 2      | MedPos               | 2      | LowPos                           | 1      | 3                     | 2      | Unfunded          | 0      | 12           | No                    | No                   | No     | BPAC-19                   |               |
| 46   | Old NC 86 (Eubanks to I-40) Bike Lanes                              | 2 - OC   | Collector                | 2      | Much Needed                  | 1      | 16                   | 0      | MedPos                   | 2      | HighPos              | 3      | HighPos                          | 3      | 0                     | 0      | Unfunded          | 0      | 11           | Yes                   | No                   | No     | 1                         |               |
| 47   | Old NC 86 (Homestead to Eubanks) Bike and Ped                       | 6 - C  | Arterial                 | 3      | Sufficient                   | 3      | 22                   | 0      | LowPos                   | 1      | MedPos               | 2      | LowPos                           | 1      | 1                     | 1      | Unfunded          | 0      | 11           | Yes                   | No                   | No     | 1                         |               |
| 48   | Eubanks (Old NC 86 to Rogers) Bike and Ped                          | 7 - C  | Local                    | 1      | Sufficient                   | 3      | 20                   | 0      | MedPos                   | 2      | MedPos               | 2      | MedPos                           | 2      | 0                     | 0      | Unfunded          | 0      | 10           | No                    | No                   | No     | 1                         |               |

**Unranked Citizen Requested Projects**

|     |  |                 |          |   |             |   |     |   |         |   |         |   |         |   |    |   |          |   |    |     |     |     |           |  |
|-----|--|-----------------|----------|---|-------------|---|-----|---|---------|---|---------|---|---------|---|----|---|----------|---|----|-----|-----|-----|-----------|--|
| new | Erwin (Cameron to Anderson) Bike and Ped                           | citizen request | Arterial | 3 | Some Needed | 2 | 162 | 3 | HighPos | 3 | HighPos | 3 | HighPos | 3 | 7  | 3 | Unfunded | 0 | 20 | No  | Yes | No  | 1, BPAC-6 |  |
| new | Kent/Morehead/Chapel Hill Rd. (Duke University to Cornwallis) Bike | citizen request | Arterial | 3 | Sufficient  | 3 | 166 | 3 | HighPos | 3 | HighPos | 3 | HighPos | 3 | 0  | 0 | Unfunded | 0 | 18 | No  | Yes | No  | 1         | Most of this project could be completed as part of a restriping project  |
| new | Main (Ninth St to Duke St) Bike                                    | citizen request | Arterial | 3 | Sufficient  | 3 | 159 | 3 | HighPos | 3 | HighPos | 3 | HighPos | 3 | 0  | 0 | Unfunded | 0 | 18 | No  | Yes | Yes | 1         | Most of this project could be completed as part of a restriping project  |
| new | NC 54 (Barbee Chapel to Fayetteville) Bike and Ped                 | citizen request | Arterial | 3 | Some Needed | 2 | 109 | 2 | MedPos  | 2 | HighPos | 3 | LowPos  | 1 | 12 | 3 | Unfunded | 0 | 16 | Yes | No  | No  | BPAC-16   | C-4402 provides \$1,035,000 in CMAQ for I-40 to RTP section. Additional funding needed for the entire length of the project. |

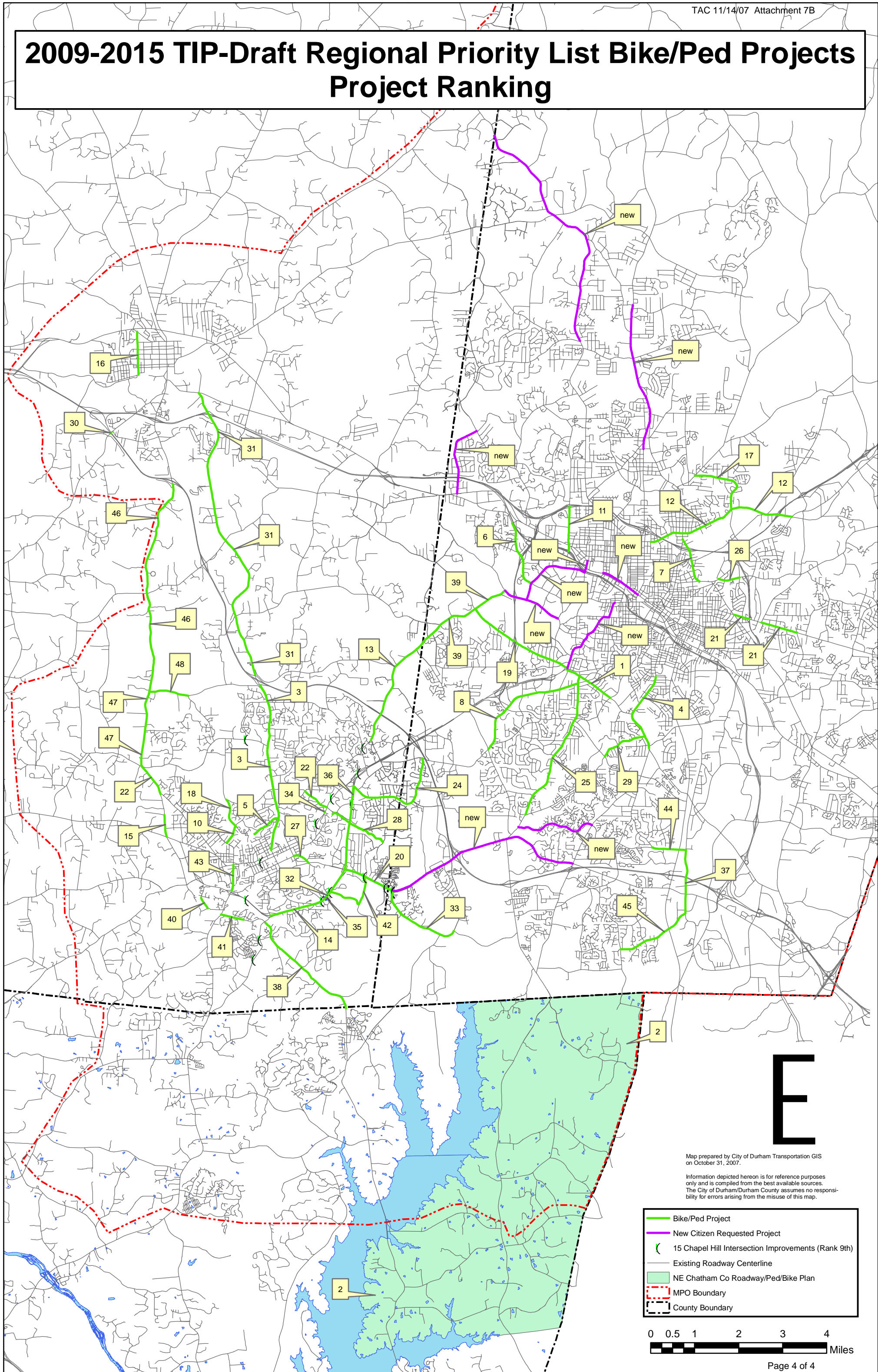


| Rank | Name   | Local Priority # | 1: Street Classification |        | 2: Right-of-Way Availability |        | 3: Travel Demand     |        | 4: Environmental Impacts |        | 5: Community Impacts |        | 6: Environmental Justice Impacts |        | 7: Connectivity       |        | 8: Funding Status |        | Total Points | Other factors for TAC |                      |        |                           |  |
|------|--|------------------|--------------------------|--------|------------------------------|--------|----------------------|--------|--------------------------|--------|----------------------|--------|----------------------------------|--------|-----------------------|--------|-------------------|--------|--------------|-----------------------|----------------------|--------|---------------------------|--|
|      |  |                  | Class                    | Points | Availability                 | Points | Travel Demand Points | Points | Impact                   | Points | Impact               | Points | Impact                           | Points | Number of Connections | Points | Percent funded    | Points |              | Regional Connectivity | Proximity to Schools | In CBD | Public Comment of Support | Staff Comment  |
| new  | Fifteenth/Anderson (Hillsborough to Erwin) Bike        | citizen request  | Local                    | 1      | Sufficient                   | 3      | 106                  | 2      | HighPos                  | 3      | HighPos              | 3      | HighPos                          | 3      | 1                     | 1      | Unfunded          | 0      | 16           | No                    | No                   | No     | 1                         | City-maintained road may not be appropriate for a TIP project. May be completed as a restriping project. |
| new  | US 501 (North Durham County to Horton) Bike and Ped    | citizen request  | Arterial                 | 3      | Some Needed                  | 2      | 85                   | 1      | MedPos                   | 2      | MedPos               | 2      | MedPos                           | 2      | 6                     | 3      | Unfunded          | 0      | 15           | Yes                   | Yes                  | No     | 1                         |  |
| new  | Guess Road (North Durham County to Latta) Bike and Ped | citizen request  | Arterial                 | 3      | Sufficient                   | 3      | 20                   | 0      | MedPos                   | 2      | MedPos               | 2      | LowPos                           | 1      | 4                     | 3      | Unfunded          | 0      | 14           | Yes                   | No                   | No     | 1                         |  |
| new  | NC 751 (Erwin to Duke University) Sidewalks            | citizen request  | Arterial                 | 3      | Much Needed                  | 1      | 22                   | 0      | HighPos                  | 3      | MedPos               | 2      | HighPos                          | 3      | 1                     | 1      | Unfunded          | 0      | 13           | No                    | No                   | No     | 1                         |  |
| new  | Woodcroft (Hope Valley to Fayetteville) Bike           | citizen request  | Collector                | 2      | Sufficient                   | 3      | 46                   | 1      | MedPos                   | 2      | HighPos              | 3      | LowPos                           | 1      | 1                     | 1      | Unfunded          | 0      | 13           | No                    | No                   | No     | 1                         | City-maintained road may not be appropriate for a TIP project.   |
| new  | Sparger Road (Hillsborough to Cole Mill) Bike and Ped  | citizen request  | Local                    | 1      | Some Needed                  | 2      | 16                   | 0      | MedPos                   | 2      | HighPos              | 3      | LowPos                           | 1      | 2                     | 1      | Unfunded          | 0      | 10           | No                    | No                   | No     | 2                         |  |

| Key: | County           | Class     | Points | Availability | Points | Travel Demand Points | Points | Impact   | Points | Impact   | Points | Impact   | Points | Number of Connections | Points | Percent funded | Points |
|------|------------------|-----------|--------|--------------|--------|----------------------|--------|----------|--------|----------|--------|----------|--------|-----------------------|--------|----------------|--------|
|      | CH (Chapel Hill) | Local     | 1      | Barriers     | 0      | 1                    | 0      | Negative | 0      | Negative | 0      | Negative | 0      | 0                     | 0      | Unfunded       | 0      |
|      | C (Carrboro)     | Collector | 2      | Much Needed  | 1      | 36.75                | 1      | LowPos   | 1      | LowPos   | 1      | LowPos   | 1      | 1                     | 1      | Post Year      | 1      |
|      | OC (Orange Co)   | Arterial  | 3      | Some Needed  | 2      | 95.5                 | 2      | MedPos   | 2      | MedPos   | 2      | MedPos   | 2      | 2.5                   | 2      | 10%+           | 2      |
|      | D (Durham)       |           |        | Sufficient   | 3      | 124.5                | 3      | HighPos  | 3      | HighPos  | 3      | HighPos  | 3      | 4                     | 3      | 25%+           | 3      |
|      | DC (Durham Co)   |           |        |              |        |                      |        |          |        |          |        |          |        |                       |        |                |        |
|      | CC (Chatham Co)  |           |        |              |        |                      |        |          |        |          |        |          |        |                       |        |                |        |
|      | H (Hillsborough) |           |        |              |        |                      |        |          |        |          |        |          |        |                       |        |                |        |
|      | TTA              |           |        |              |        |                      |        |          |        |          |        |          |        |                       |        |                |        |

| County              | Elementary, Middle, or High School present along the project or at one end | CBD              | # of comments  |
|---------------------|--|------------------|--|
| NC 86               |  | Durham CBD       |  |
| Old NC 86           |  | Chapel Hill CBD  | BPAC-#: BPAC's preferred order for Durham's projects |
| Erwin Rd. Guess Rd. |  | Carrboro CBD     |  |
|                     |  | Hillsborough CBD |  |
| US 501              |  |                  |  |

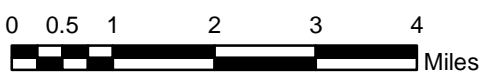
# 2009-2015 TIP-Draft Regional Priority List Bike/Ped Projects Project Ranking



Map prepared by City of Durham Transportation GIS on October 31, 2007.

Information depicted hereon is for reference purposes only and is compiled from the best available sources. The City of Durham/Durham County assumes no responsibility for errors arising from the misuse of this map.

- Bike/Ped Project
- New Citizen Requested Project
- 15 Chapel Hill Intersection Improvements (Rank 9th)
- Existing Roadway Centerline
- NE Chatham Co Roadway/Ped/Bike Plan
- MPO Boundary
- County Boundary



## HIGHWAY PROJECTS

| Rank | Name  | Local Priority #      | 1: Travel Demand |           |        | 2: Safety     |                     |        | 3: Environmental Impacts |        | 4: Community Impacts |        | 5: Environmental Justice Impacts |        | 6: Funding Status |        | 7: Benefits to Other Modes or Deployment of New Technology |        | Total Points |
|------|---|-----------------------|------------------|-----------|--------|---------------|---------------------|--------|--------------------------|--------|----------------------|--------|----------------------------------|--------|-------------------|--------|--|--------|--------------|
|      |   |                       | v/c              | v/c >0.8? | Points | Accident Rate | Accident Rate >300? | Points | Impact                   | Points | Impact               | Points | Impact                           | Points | Percent funded    | Points | Number of modes  | Points |              |
| 1    | TDM   | 12 - D 12 - DC        | Other            | Other     | 4      | Other         | Other               | 4      | Positive                 | 4      | Positive             | 4      | Positive                         | 4      | Unfunded          | 0      | 4  | 4      | 24           |
| 2    | ITS Deployment  | 11 - D 11 - DC        | Other            | Other     | 4      | Other         | Other               | 4      | Positive                 | 4      | Positive             | 4      | Positive                         | 4      | Unfunded          | 0      | 2  | 2      | 22           |
| 3    | Franklin/Main/Merritt Mill/Brewer Intersection          | 11 - C                | 1.04             | 1.04      | 2      | 879.59        | 879.59              | 3      | Positive                 | 4      | Positive             | 4      | Positive                         | 4      | Unfunded          | 0      | 3  | 3      | 20           |
| 4    | East End Connector                                      | 1 - D 1 - DC          | 1.63             | 1.63      | 4      | 2016.03       | 2016.03             | 4      | LowNeg                   | 3      | MedHNeg              | 1      | MedNeg                           | 1      | 25%+              | 4      | 2  | 2      | 19           |
| 5    | S. Churton St. Improvements                             | 2 - H, 2 - OC         | 1.3              | 1.3       | 4      | 429           | 429                 | 2      | LowNeg                   | 3      | Positive             | 4      | Positive                         | 4      | Unfunded          | 0      | 2  | 2      | 19           |
| 6    | Orange Grove Rd. Extension                              | 6 - OC                | 0.93             | 0.93      | 1      | 1253.5        | 1253.5              | 4      | Positive                 | 4      | Positive             | 4      | Positive                         | 4      | Unfunded          | 0      | 2  | 2      | 19           |
| 7    | Triangle Parkway  | 3 - D 3 - DC          | 1.04             | 1.04      | 2      | 351.61        | 351.61              | 1      | MedHNeg                  | 1      | LowNeg               | 3      | Neutral                          | 3      | 25%+              | 4      | 3  | 3      | 17           |
| 8    | Eno Mt./Mayo St. at Orange Grove Rd. Realignment        | 4 - H, 5 - OC         | 0.82             | 0.82      | 1      | 2146          | 2146                | 4      | Positive                 | 4      | MedNeg               | 2      | Positive                         | 4      | Unfunded          | 0      | 2  | 2      | 17           |
| 9    | NC 751 (Phase 1) Widening                               | 9 - D 9 - DC          | 1.17             | 1.17      | 3      | 913.86        | 913.86              | 3      | LowNeg                   | 3      | MedNeg               | 2      | Neutral                          | 3      | Unfunded          | 0      | 3  | 3      | 17           |
| 10   | Seawell School Road Improvements                        | 1 - C; 2 - CH         | 0.3              | no        | 0      | 409.12        | 409.12              | 1      | Positive                 | 4      | Positive             | 4      | Positive                         | 4      | Unfunded          | 0      | 3  | 3      | 16           |
| 11   | Elizabeth Brady Rd. Extension                           | 1 - H                 | 1.19             | 1.19      | 3      | 489.26        | 489.26              | 2      | HighNeg                  | 0      | MedHNeg              | 1      | Neutral                          | 3      | 25%+              | 4      | 3  | 3      | 16           |
| 12   | MLK Jr Pwky/Hwy 55 Intersection                         | 2 - D 2 - DC          | 0.93             | 0.93      | 1      | 3342          | 3342                | 4      | LowNeg                   | 3      | LowNeg               | 3      | LowNeg                           | 2      | Unfunded          | 0      | 3  | 3      | 16           |
| 13   | Homestead Road Improvements                             | 1 - CH, 1 - OC, 2 - C | 0.97             | 0.97      | 1      | 278.67        | no                  | 0      | Positive                 | 4      | Positive             | 4      | Positive                         | 4      | Unfunded          | 0      | 2  | 2      | 15           |
| 14   | Piney Mountain Road Improvements                        | 4 - CH                | 0.57             | no        | 0      | 109.56        | no                  | 0      | Positive                 | 4      | Positive             | 4      | Positive                         | 4      | Unfunded          | 0      | 3  | 3      | 15           |
| 15   | NC 751 Widening   | 1 - CC                | 1.31             | 1.31      | 4      | 151.6         | no                  | 0      | LowNeg                   | 3      | LowNeg               | 3      | Neutral                          | 3      | Unfunded          | 0      | 1  | 1      | 14           |
| 16   | NC 54 (I-40 east to 55) Widening                        | 5 - D 5 - DC          | 1.19             | 1.19      | 3      | 664.28        | 664.28              | 2      | HighNeg                  | 0      | LowNeg               | 3      | Neutral                          | 3      | Unfunded          | 0      | 3  | 3      | 14           |
| 17   | Old Oxford Highway Widening                             | 8 - D 8 - DC          | 1.2              | 1.2       | 3      | 826.16        | 826.16              | 3      | LowNeg                   | 3      | MedNeg               | 2      | HighNeg                          | 0      | Unfunded          | 0      | 3  | 3      | 14           |
| 18   | Estes Drive Improvements                                | 3 - CH                | 1.01             | 1.01      | 2      | 405.15        | 405.15              | 1      | Positive                 | 4      | Positive             | 4      | Positive                         | 4      | Unfunded          | 0      | 2  | 2      | 13           |
| 19   | Fayetteville Road Widening                              | 4 - D 4 - DC          | 1.11             | 1.11      | 2      | 700.42        | 700.42              | 3      | LowNeg                   | 3      | MedHNeg              | 1      | MedNeg                           | 1      | Unfunded          | 0      | 3  | 3      | 13           |
| 20   | Perry Harrison School Turn Lanes                        | 4 - CC                | 0.16             | no        | 0      | 1072.1        | 1072.1              | 4      | LowNeg                   | 3      | LowNeg               | 3      | Neutral                          | 3      | Unfunded          | 0      | 0  | 0      | 13           |
| 21   | US 70 (Lynn Rd. to Wake County Line) Convert to Freeway | 6 - D 6 - DC          | 1.24             | 1.24      | 4      | 297.97        | no                  | 0      | MedNeg                   | 2      | LowNeg               | 3      | Neutral                          | 3      | Unfunded          | 0      | 1  | 1      | 13           |
| 22   | NC 54 (I-40 to Barbee-Chapel) Widening                  | 10 - D 10 - DC        | 1.89             | 1.89      | 4      | 256.29        | no                  | 0      | HighNeg                  | 0      | LowNeg               | 3      | Neutral                          | 3      | Unfunded          | 0      | 3  | 3      | 13           |
| 23   | Northern Durham Parkway                                 | 7 - D 7 - DC          | 1.24             | 1.24      | 4      | 669.05        | 669.05              | 2      | HighNeg                  | 0      | MedHNeg              | 1      | LowNeg                           | 2      | Unfunded          | 0      | 3  | 3      | 12           |

| Rank      | Name                                       | Local Priority # | 1: Travel Demand |           |        | 2: Safety     |                     |        | 3: Environmental Impacts |        | 4: Community Impacts |        | 5: Environmental Justice Impacts |        | 6: Funding Status |        | 7: Benefits to Other Modes or Deployment of New Technology |        | Total Points |
|-----------|--|------------------|------------------|-----------|--------|---------------|---------------------|--------|--------------------------|--------|----------------------|--------|----------------------------------|--------|-------------------|--------|--|--------|--------------|
|           |  |                  | v/c              | v/c >0.8? | Points | Accident Rate | Accident Rate >300? | Points | Impact                   | Points | Impact               | Points | Impact                           | Points | Percent funded    | Points | Number of modes  | Points |              |
| 24        | US 70 Bypass Widening                      | 3 - H, 4 - OC    | 1.03             | 1.03      | 2      | 310           | 310                 | 1      | MedHNeg                  | 1      | LowNeg               | 3      | LowNeg                           | 2      | Unfunded          | 0      | 2  | 2      | 11           |
| 25        | Jack Bennett/Lystra Rd Safety Improvements | 2 - CC           | 0.54             | no        | 0      | n/a           | no                  | 0      | LowNeg                   | 3      | LowNeg               | 3      | LowNeg                           | 2      | Unfunded          | 0      | 1  | 1      | 9            |
| 26 (tied) | NC 86 North Widening                       | 3 - OC           | 0.94             | 0.94      | 1      | 363           | 363                 | 1      | Positive                 | 4      | MedHNeg              | 1      | LowNeg                           | 2      | Unfunded          | 0      | 0  | 0      | 9            |
| 26 (tied) | N. Chatham School Turn Lanes               | 3 - CC           | 0.69             | no        | 0      | n/a           | no                  | 0      | LowNeg                   | 3      | LowNeg               | 3      | Neutral                          | 3      | Unfunded          | 0      | 0  | 0      | 9            |
| 28        | Western Bypass                             | 5 - H            | 0.62             | no        | 0      | 804.76        | 804.76              | 3      | MedHNeg                  | 1      | Positive             | 4      | MedNeg                           | 1      | Unfunded          | 0      | 0  | 0      | 9            |

| Key: | Local Priority # | v/c             | v/c >0.8? | Points | Accident Rate       | Accident Rate >300? | Points | Impact   | Points | Impact   | Points | Impact   | Points | Percent funded | Points | Number of modes | Points | Total Points |
|------|------------------|-----------------|-----------|--------|---------------------|---------------------|--------|----------|--------|----------|--------|----------|--------|----------------|--------|-----------------|--------|--------------|
|      |                  |                 |           |        |                     |                     |        |          |        |          |        |          |        |                |        |                 |        |              |
|      | 3 - H, 4 - OC    | v/c < 0.80      | no        | 0      | Accident Rate < 300 | no                  | 0      | HighNeg  | 0      | HighNeg  | 0      | HighNeg  | 0      | Unfunded       | 0      | 0               | 0      | 0            |
|      | 2 - CC           | Fourth Quartile | 0.8       | 1      | Fourth Quartile     | 300                 | 1      | MedHNeg  | 1      | MedHNeg  | 1      | MedNeg   | 1      | Post Year      | 1      | 1               | 1      | 1            |
|      | 3 - OC           | Third Quartile  | 1         | 2      | Third Quartile      | 414.09              | 2      | MedNeg   | 2      | MedNeg   | 2      | LowNeg   | 2      | 5%+            | 2      | 2               | 2      | 2            |
|      | 3 - CC           | Second Quartile | 1.14      | 3      | Second Quartile     | 684.735             | 3      | LowNeg   | 3      | LowNeg   | 3      | Neutral  | 3      | 10%+           | 3      | 3               | 3      | 3            |
|      | 5 - H            | First Quartile  | 1.24      | 4      | First Quartile      | 1032.54             | 4      | Positive | 4      | Positive | 4      | Positive | 4      | 25%+           | 4      | 4               | 4      | 4            |
|      | 5 - H            | Other           | Other     | 4      | Other               | Other               | 4      |          |        |          |        |          |        |                |        |                 |        |              |
|      | 5 - H            |                 |           |        |                     |                     |        |          |        |          |        |          |        |                |        |                 |        |              |



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