

In compliance with the House Committee on Transportation and Infrastructure's disclosure and transparency guidelines the following requests for funding have been submitted by my office to the Committee for consideration in the upcoming surface transportation authorization legislation:

Project: Davidson Intermodal Transit Station and Parking Facility

Project Description: Construction of an intermodal transit station and parking facility in historic downtown Davidson. The facility will serve as a primary regional bus Park & Ride location, commuter rail parking structure, carpool meeting location and parking deck for public transit users, the general public and emergency services vehicles. Construction of the facility is in joint coordination between the Town of Davidson and the Charlotte Area Transit System (CATS), with the immediate intended goal of increasing usage of existing rapid bus service in the area and relieving parking congestion due to limited street and off-street parking space availability in downtown Davidson for bus riders. The long-term goal will be to serve as parking for riders of the North Corridor Commuter Rail line.

Requested Amount: \$1,500,000

Project: Lexington Intercity Train Station

Project Description: The Town of Lexington has requested that a new intercity passenger stop be added for the state-sponsored Carolinian and Piedmont trains.

Requested Amount: \$9,500,000

Project: City of Winston-Salem Salem Creek Connector

Project Description: This project will complete engineering, purchase right-of-way and construct the Salem Creek Connector in Winston-Salem, NC. This roadway is being planned as a four to six lane median-divided urban boulevard that will connect Salem Avenue and SR 4325 (Martin Luther King, Jr. Drive), with sidewalks and bicycle accommodations on both sides of the facility. The purpose of the project is to address a number of important traffic circulation, congestion and safety issues which exist in the area including providing a valuable link between downtown Winston-Salem, the Piedmont Triad Research Park (PTRP), US 52 and Winston-Salem State University (WSSU); improving interchange spacing on US 52 and addressing the high accident rate and congestion issues; providing better direct access to the WSSU campus, downtown Winston-Salem and the redeveloping Southeast Gateway area; and creating an alternative route for traffic to reach US 52 from Martin Luther King, Jr. Drive without cutting through the WSSU campus.

Requested Amount: \$48,530,400

Project: Piedmont Triad Research Park (PTRP) Road Network

Project Description: The funds will be used to support construction of the Piedmont Triad Research Park (PTRP) Road Network in Winston-Salem. Development of the road network is vital to the expansion of PTRP. Research Parkway and other road corridor improvements will: (1) connect the PTRP to existing road networks including U.S. 52; (2) link the PTRP district with downtown Winston-Salem and surrounding communities; (3) widen existing roads to handle increased capacity; and (4) allow for access to needed building pad sites to construct new research facilities and parking decks to support economic development initiatives.

Requested Amount: \$10,320,000

Project: Piedmont Triad Research Park (PTRP) Bridge

Project Description: The funds will be used to support construction of the Piedmont Triad Research Park (PTRP) Bridge. This structure is vital to the connectivity of the original 12-acre Piedmont Triad Research Park with the future building sites within the planned 200+ acre development of the future research park and it is mandatory for offering a safe alternative to crossing the north and southbound rail lines of Norfolk Southern as well as the future light rail planned by NCDOT Piedmont Authority for Regional Transportation. By providing access between the current Research Park and the new 200+ acre development, PTRP's tenants, visitors and students will be no longer required to cross three sets of rail lines.

Requested Amount: \$4,800,000

Project: Piedmont Triad Research Park (PTRP) Phase 1 Winston-Salem Streetcar Network

Project Description: The funds will be used to support construction of the Phase 1 Winston-Salem Street Car Network in Winston-Salem. The City of Winston-Salem and the downtown community have sought ways to revitalize downtown activity and to assist with acting as an economic stimulus to the business activity of downtown. The plan reviewed and adopted by the City Long-Range Planning process is the construction of a Street Car System that offers access to downtown from as far west as 1st Street to U.S. 52 on at its current eastern-most point. The inclusion of a downtown street car system is vital to the environmentally responsible density growth of a center city development plan.

Requested Amount: \$15,360,000

Project: Greensboro-High Point Road in Guilford County

Project Description: The North Carolina Department of Transportation proposes to widen Greensboro-High Point Road to a multi-lane facility, including some sections on a new location and a bypass of Jamestown. This project will enhance safety on a major urban arterial connecting the Greensboro and High Point metropolitan areas by widening the roadway and improving geometrics. This project will reduce congestion on a major urban arterial connecting the Greensboro and High Point metropolitan areas by providing critically-needed capacity improvements.

Requested Amount: \$46,480,000

Project: Winston-Salem Northern Beltway in Forsyth County

Project Description: The North Carolina Department of Transportation proposes to construct the Winston-Salem Northern Beltway in Forsyth County. This project will enhance safety on the designated Future I-74 Corridor by constructing a freeway facility to full Interstate standards on new alignment. In addition, as a future Interstate, the I-74 Corridor will provide increased mobility and provide improved connectivity for freight and goods movement in the Great Lakes to the East Coast corridor. Similar benefits will also accrue to the motoring public overall. The project will help reduce congestion by providing relief for a congested, older corridor passing through the downtown area.

Requested Amount: \$90,000,000

Project: I-85 in Cabarrus, Davidson and Rowan Counties

Project Description: The North Carolina Department of Transportation proposes to upgrade I-85 in Cabarrus, Davidson and Rowan counties. This project will provide safety and mobility benefits by constructing additional lanes and safety features. This project has regional and national significance because I-85 is a critical route in North Carolina.

Requested Amount: \$280,000,000

Project: Statesville Avenue Corridor Project

Project Description: The funds will be used for roadway and environmental rehabilitation and construction to maintain and improve the level of service at critical transportation access points for S.R. 2691- the Statesville Avenue Corridor in Charlotte, NC. This project is valuable due to the positive economic impact that can be realized

from increased transportation access points, environmental restoration and corridor redevelopment.

Requested Amount: \$1,484,008

Project: High Point Airport Area Roadway Network

Project Description: The area surrounding the Piedmont Triad International Airport (PTIA) has seen incredible growth. As a result, there is increasing congestion in the area. Funds for the Airport Area Roadway Network will be used to widen Johnson Street and Sandy Ridge Road from Joe Drive to I-40. In addition, funds will be applied to intersection improvements, sidewalks, bike lanes, traffic signals and a landscaped median and shoulder areas. Roadway improvements along this corridor will enhance accessibility to the Piedmont Triad International Airport from High Point, western Guilford County and northeastern Davidson County. Providing alternative access to PTIA will reduce congestion along the NC 68 corridor.

Requested Amount: \$9,600,000

Project: High Point NC 68-US 311 Interchange Reconstruction Project

Project Description: The existing interchange at NC 68 (Eastchester Drive) and US 311 Bypass (future I-74) was constructed in 2001-2002, but daily volumes (40,000+) have exceeded both design projections and functional capacity. The City of High Point's Department of Transportation staff has worked to implement and maintain traffic signal timing and phasing plans and in 2007 presented a plan to the North Carolina Department of Transportation to resurface and restripe NC 68 to provide an additional southbound left turn lane on the overpass. This plan was implemented in 2008 and has provided some short-term congestion mitigation. The City also commissioned a study to evaluate various intermediate and long-term improvements, as well as the feasibility and estimated costs of construction. Phase 1 funding for this project will be used to widen US 68, to construct a bridge over US 311 to Gordon Road.

Requested Amount: \$7,040,000

Project: City of Charlotte Implementation of the West Corridor Transit Project

Project Description: The West Corridor Streetcar Line will connect Uptown Charlotte to the Charlotte Douglas International Airport by traveling along West Morehead St. and Wilkinson Blvd. (US 74). The alignment is 6.4 miles, with 10 stops. The Metropolitan Transit Commission (MTC) directed CATS to develop and implement an Enhanced Bus service by June 2009 in order to build ridership for the future streetcar line. The Enhanced Bus will operate along the same alignment as the West Corridor Streetcar. The

West Corridor Streetcar Line is part of the 2030 Transit Corridor System Plan. The Streetcar project will connect uptown Charlotte to the airport. Once built, the streetcar line will stimulate investments and new development along West Morehead St. and Wilkinson Boulevard. The project will provide connectivity between uptown Charlotte and the airport, serving residents of the corridors, airport employees and airport users.

Requested Amount: This is a New Start Project.

Project: City of Charlotte Construction of North Corridor Commuter Rail Project

Project Description: The North Corridor Commuter Rail Project is an integral component of the region's 2030 Transit System Plan and would serve the congested and growing area north of Charlotte. The line parallels congested I-77, which will be rebuilt over the next twenty years. Implementation of new commuter rail service prior to the start of highway construction will provide important mitigation and congestion relief. The line will serve the fastest growing region around Charlotte, as well as serve many new businesses. Ten new transit-oriented developments are planned along the route, generating a projected \$9 billion in incremental tax value over the next 15 years and transforming the land use for this region. The 25 mile commuter rail line will carry in excess of 6,000 daily trips, helping to address regional transportation needs while supporting new economic development at the ten stations along the line, including five downtown business areas.

Requested Amount: This is a New Start Project.

Project: City of Charlotte Construction of Northeast Corridor-Blue Line Extension

Project Description: The Blue Line Extension (BLE) is a continuation of the LYNX Blue Line light rail currently in service which opened on November 24, 2007. The BLE would extend eleven miles from Uptown Charlotte through the North Davidson and University City areas to a terminus at I-485, just north of the University of North Carolina at Charlotte. The line would serve thirteen stations, including seven with park and ride facilities. This request is to complete planning and design, acquire right-of-way and construction.

Requested Amount: This is a New Start Project.

Project: City of Charlotte Renovate and Expand a Redesigned Charlotte Transportation Center

Project Description: The existing Charlotte Transportation Center is the primary transfer facility for customers of the Charlotte Area Transit System (CATS). The existing facility, located in the heart of Charlotte's central business district was built in

1995 and is an aging structure that does not fully meet the needs of the citizens of Charlotte today. Approximately 60,000 riders utilize the CTC daily; the bus traffic causes severe congestion on the streets in proximity to the facility. The upgraded facility would address these issues. Expansion will include land acquisition for more efficient operations, space for private enterprise such as restaurants, sundry shops and other businesses that would enhance the services provided to customers.

Requested Amount: \$12,000,000

Project: City of Charlotte Renovate and Expand Davidson Street Bus Garage Facility

Project Description: The renovation and expansion of the N. Davidson Facility began as part of a 2002 initiative to improve and expand the Charlotte Area Transit System's Bus Operation Department (CATS BOD) facilities. Federal Stimulus funds will be used to accomplish an initial phase of the renovation and expansion; but, additional funding is needed to complete the final renovation and full expansion of the facility. The remaining renovation and expansion involves the planning, design, engineering and construction of the new Paratransit Maintenance facility and office building and adjacent Paratransit Vehicle Parking Deck in one phase. A separate phase will plan, design, engineer and construct a renovation or replacement of the existing Fuel and Fare Building, an updated vehicle wash system and renovations to the Bus Parking facility.

Requested Amount: \$16,000,000

Project: City of Concord I-85 Widening

Project Description: The portion of I-85 in Cabarrus County between Mecklenburg and Rowan Counties shrinks from eight to four lanes causing tremendous traffic congestion. The current congestion contributes to both significant travel delays and subsequent air quality issues. Maintaining eight lanes through Cabarrus County will eliminate existing congestion by providing additional capacity, benefitting not only metro area commuters, but all north/south I-85 travelers. From May 2002 to April 2005, 688 vehicle collisions were recorded on I-85 within the proposed project limits. These crashes were primarily a result of the heavy stop and go traffic during peak travel times. This portion of the interstate provides access to Concord Mills Mall, Lowes Motor Speedway and Concord Regional Airport, as well as a majority of other industry in the area. This part of the project will widen I-85 to eight lanes from Speedway/Concord Mills Boulevard (just north of I-485 in Mecklenburg County) to NC-73, a total of 7.2 miles.

Requested Amount: \$6,000,000

Project: Greensboro Transit Authority Bus Operations/Maintenance/Administration Transit Facility

Project Description: The City of Greensboro and the Greensboro Transit Authority (GTA) have identified the need for a new maintenance, operations and administration transit facility. A new facility is desperately needed to replace an existing bus operations and maintenance facility that was constructed in 1969 that no longer meets the GTA's needs. The development of a new transit facility would significantly enhance the GTA's service delivery efficiency and the quality of transit services to the over 300,000 current and future transit riders in the Greensboro community. The GTA has outgrown its current site which is surrounded by railroad tracks, city streets and other businesses and it is therefore unable to expand.

Requested Amount: \$8,046,400

Project: City of Charlotte Replace and Expand Charlotte Area Transit System Bus Fleet – Five-Year Plan

Project Description: This project entails the purchase of replacement and expansion buses for the Charlotte Area Transit System over a five year period. A total of 100 buses would be purchased over a 5-year period, 76 for the purpose of replacing existing buses eligible for retirement and an additional 24 buses for the purpose of expanding existing service. Preference is for hybrid buses, which are proven (in Charlotte's experience) to reduce maintenance costs by 44% versus diesel buses.

Requested Amount: \$22,000,000

Project: City of Charlotte Implementation of Charlotte Streetcar Project

Project Description: The Charlotte Streetcar Project is one of 5 rapid transit corridors in Charlotte's 2030 Transit Corridor System Plan. The project will extend approximately 10 miles from the Rosa Parks Place Transit Center to the west of the downtown, through the downtown along Trade Street and east along Central Avenue to the Eastland Mall. It will connect diverse neighborhoods currently served by three of CATS largest bus routes, to the thriving downtown employment and entertainment areas, as well as connect Charlotte's two downtown transportation hubs. Ridership in excess of 16,000 is expected daily. The project has completed conceptual engineering and a draft Environmental Assessment has been completed. Charlotte expects to advance the project to Preliminary Engineering in 2009, complete engineering in 2010 and commence construction in 2011. It will take 30 months to complete construction.

Requested Amount: This is a New Start Project.

Project: City of Charlotte Implementation of Southeast Corridor Rapid Transit and Highway Improvements

Project Description: The Southeast Corridor – LYNX Silver Line Project is one of 5 rapid transit corridors in Charlotte’s 2030 Transit Corridor System Plan. The Silver Line is a proposed rapid transit service that would operate in the Independence Blvd (US 74) Corridor connecting uptown Charlotte with the Town of Mathews, in conjunction with highway improvements to US 74. The alignment is 13.5 miles, with 16 stations, including 7 with park and ride facilities.

Requested Amount: This is a New Start Project.

Project: City of Concord Traffic Management Center

Project Description: The Traffic Management Center Project will assist in managing traffic and congestion throughout the City of Concord and will include the interconnection of 100-130 signalized intersections, installation of 20-30 traffic surveillance cameras and retrofitting a building to serve as the central control station for traffic management.

Requested Amount: \$3,190,000

Project: Mecklenburg County Carolina Thread Trail Project

Project Description: This request will help fund the design and construction of two sections of Thread Trail in Mecklenburg County – Little Sugar Creek Greenway and Mallard Creek Greenway. These greenway trail systems provide thousands of residents opportunities to access desired destinations including the University of North Carolina at Charlotte campus, major retail and employment centers, Center City Charlotte and the proposed Northeast Light Rail Corridor. When completed, the two trail networks will offer nearly 30 miles of trail that will link to Cabarrus County to the northeast and York County to the south.

Requested Amount: \$2,500,000

Project: I-485 in Mecklenburg County

Project Description: The North Carolina Department of Transportation proposes to use these funds for the completion of the Charlotte Outer Loop between NC 115 and I-85. Due to escalating construction costs, completion of Charlotte’s Loop has been delayed. The requested funds would be used to help fill the funding gap that was created by the

escalating costs. I-485 is a critical transportation corridor that upon completion will mitigate congestion in the area.

Requested Amount: \$132,000,000

Project: The Piedmont Authority for Regional Transportation Regional Mobility System Project

Project Description: The expansion of the Piedmont Authority for Regional Transportation's Express bus service in Forsyth, Guilford and the surrounding counties of Surry, Yadkin, David, Davidson, Randolph, Alamance, Rockingham and Stokes will result in the overall reduction of foreign fuel, therefore, saving travel costs for citizens. Reduced fuel emissions will also improve air quality. The program expansion will continue by locating sites for park and ride lots, construction, landscaping, lighting and purchasing of additional buses.

Requested Amount: \$8,541,333

Project: The Piedmont Authority for Regional Transportation Bus and Bus Facilities Project

Project Description: The Piedmont Authority for Regional Transportation proposes funding for planning of a regional mobility system between Winston-Salem and Greensboro. Also encompassed in this request is planning and development of a distribution hub for a proposed regional mobility system which may eventually be considered under the FTA new start program. If a regional mobility system is not implemented, the distribution hub would provide additional infrastructure support for existing PART services.

Requested Amount: \$12,666,666

Project: North Carolina A&T State University, University Transportation Centers Program

Project Description: The Transportation Institute at North Carolina A & T State University is a leader in transportation research, education and technology transfer. Research efforts have led to numerous publications related to highway and transit safety, highway congestion and transportation's environmental impact. Educational programs have prepared students from historically under represented populations for employment in an array of public and private companies. It is an active participant in economic development efforts.

Requested Amount: \$6,000,000

Project: North Carolina Statewide Bus and Bus Facilities

Project Description: The North Carolina Department of Transportation proposes to purchase replacement and expansion buses for transit systems located in the state's 17 urbanized areas and for urban regional systems in the Triangle and Triad regions. In addition, the transit systems operating in Greenville, Gastonia, Wilmington, Charlotte, Goldsboro and Raleigh propose to construct transit facilities. The purchase of replacement and expansion vehicles will offer features that enhance passenger safety and ensure adequate capacity to meet the mobility needs across the state. Furthermore, purchasing replacement and expansion buses is necessary because if a vehicle is not replaced when it meets service life, operating costs will increase with the age of the vehicle. Increasing fuel costs over the past few years have also placed an unprecedented demand on transit systems in North Carolina to add service to meet the needs of consumers. Regardless of the fuel source, newer vehicles operate more efficiently than the 10-12 year old vehicles that will be replaced.

Requested Amount: \$21,868,590