

**DURHAM – CHAPEL HILL - CARRBORO  
METROPOLITAN PLANNING ORGANIZATION  
TRANSPORTATION ADVISORY COMMITTEE (TAC)****Member Governments**

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

**January 11, 2012  
9:00 am****Committee Room  
2nd Floor Durham City Hall**

- 1. Roll Call**
- 2. Adjustments to the Agenda**
- 3. Public Comments**
- 4. Directives to Staff (Attachment 4)**

**ACTION ITEMS****5. December 14, 2011 TAC Meeting Minutes (9:00-9:05)  
Attachment 5**

A copy of the December 14, 2011 TAC meeting minutes is enclosed as Attachment 5.

**TAC Action:** Approve minutes of the December 14, 2011 TAC meeting.

**6. Presentation from NCDOT Deputy Secretary for Transit (9:05-9:30)  
Paul Morris, NCDOT**

Paul Morris, NCDOT's Deputy Secretary for Transit, will provide a presentation on new bicycle, pedestrian, transit, and rail initiatives at NCDOT and on how NCDOT, the MPO, and local governments can work together on passenger and freight rail projects including opportunities for transit-oriented development and public-private partnerships.

**TAC Action:** Receive presentation.

**7. Triangle Regional Transit Program – Locally Preferred Alternative - Public Hearing (9:30-10:15)****Attachment 7****Andy Henry, LPA Staff**

LPA Staff anticipates the following schedule for the Locally Preferred Alternative:

- Public comment period closes – January 11
- TAC conducts public hearing – January 11.
- TCC recommends Locally Preferred Alternative – January 25.
- TAC reviews and takes action on Locally Preferred Alternative – February 8.
- Deadline for providing Locally Preferred Alternative to Triangle Transit – February 15.

The following local reviews were conducted:

- Town of Chapel Hill – 11/14/11 public forum;
- Orange Board of County Commissioners – 11/15/11 regular meeting;
- Durham Board of County Commissioners – 12/05/11 work session; and,
- Durham City Council – 12/08/11 work session.

All public comments received by LPA staff as of January 4, 2011, are included as Attachment 7. Additional comments may be handed out at the meeting.

The full set of Alternatives Analysis reports and information for obtaining electronic and printed copies is on the [www.ourtransitfuture.com](http://www.ourtransitfuture.com) Web site.

**TAC Action:** Hold a public hearing on the Locally Preferred Alternative.

**8. Freedom Roads Trail Program (10:15-10:30)**

**Attachment 8**

**Michelle Lanier, African American Heritage Commission**

The Freedom Roads Trail program is proposed to commemorate routes used by freedom seeking African Americans from the antebellum period to the end of the Civil War. Attachment 8 provides details about the program and a map. One proposed site, Stagville, part of the North Durham Country Byway, is in the DCHC MPO area. The African American Heritage Commission has requested that all MPOs endorse the program.

**TCC Recommendation:** That the TAC approve the endorsement letter for the Freedom Roads Trail Program (page 5 of Attachment 8).

**TAC Action:** Approve the endorsement letter for the Freedom Roads Trail Program (page 5 of Attachment 8).

**9. Triangle Regional Model (10:30-10:45)**

**Attachment 9**

**Joe Huegy, Triangle Regional Model Service Bureau**

The Triangle Regional Model Service Bureau (TRMSB) has recently delivered version 5 of the Triangle Model (TRMv5) for the development of the 2040 LRTP. The TAC will receive a presentation on the TRMv5 including key features of the model along with key calibration and validation statistics (Attachment 9). The TRMSB is currently making a few final adjustments to the model that will be complete by the February TAC approval.

**TCC Recommendation:** That the TAC receive the presentation from the Triangle Regional Model Service Bureau at the January meeting and consider approval of the final model in February.

**TAC Action:** Receive the presentation from the Triangle Regional Model Service Bureau

**10. FY 2012 UPWP – Amendment #1 (10:45-10:55)****Attachment 10****Maricia Brown, LPA Staff**

The TAC approved the 2011-2012 UPWP on May 11, 2011. The UPWP provides yearly funding allocations to support the ongoing transportation planning activities of the DCHC MPO. The UPWP must identify MPO planning tasks to be undertaken with the use of federal transportation funds, including highway and transit programs.

Funds that would not be expended during the current fiscal year must be de-obligated through an amendment in order for the funds to be available for programming in subsequent fiscal years. Some changes also reflect changes in task activities that warrant a re-allocation between tasks that have no effect on the overall program amounts. The change in the LPA funding program reflects an increase of planning funds by way of shifting a portion of the STP-DA funds to be used for the planning phase of several Durham bike/ped construction projects to the U-4727 UPWP planning activity project. Please reference Attachment 10 for the resolution and financial tables.

**TCC Recommendation:** That the TAC approve the resolution adopting Amendment #1 to the FY 2011-2012 Unified Planning Work Program.

**TAC Action:** Approve the resolution adopting Amendment #1 to the FY 2011-2012 Unified Planning Work Program.

**11. FY 2012-2019 MTIP – Amendment #1 (10:55-11:05)****Attachment 11, 11A****Ellen Beckmann, LPA Staff**

Amendment #1 to the FY 2012-2018 MTIP (Attachment 11) includes changes needed to add two projects:

- Triangle Ramp Metering Study
- Statewide Traffic Separation Study Implementation and Closure

And modify eight projects:

- C-5230 Durham Traffic Signal Controller Upgrade – delay (This project has been rejected by the City of Durham due to the high cost for the administration of the project and local match. The TCC recommends approving the delay in the MTIP at this time to match the current STIP. The project will likely be deleted from the TIP at a future time.)
- EL-2921E Durham American Tobacco Trail – delay and increase in funds to reflect TAC's action from September
- EL-4999 Durham Acquisition of Rail Corridors and Construction – delay
- C-4928 Morreene Road Bike/Ped – decrease planning funding
- U-4724 Cornwallis Road Bike/Ped – decrease planning funding
- U-4726 – DCHC Bicycle and Pedestrian Allocation – decrease planning funding for Carpenter Fletcher Road (HO) and Hillandale Road (HK); adjust funding in FY 2012 and 2013 to reflect new project schedules for Bolin Creek Greenway (DE), Bolin Creek

- Greenway (Dx), Bicycle Loop Detectors (Dx), Morgan Creek Greenway Phase 2 (IG), Bolin Creek Stairs (IF), Chapel Hill Sidewalks (Ix), and NC 86/Other Locations Pedestrian Safety Improvements (Ix)
- U-4727 – DCHC Unified Work Program – increase funding to reflect the transfer of planning funds from the Morreene, Cornwallis, Carpenter Fletcher, and Hillandale projects
  - EB-4707 Old Durham-Chapel Hill Road - delay

Some of the modifications are needed to move PE funding for four Durham bike/ped projects to U-4727. The City of Durham will use the funding to contract out functional designs for the projects. Moving the funds to U-4727 expedites the obligation and contracting process. After the functional designs are complete, the City will complete final designs and construction. For Cornwallis Road, Carpenter Fletcher Road, and Hillandale Road, the cost of functional design is lower than the programmed PE STPDA funding. The excess funds were moved to the construction phase. There is no net change in STPDA funding. Attachment 11A is an updated STPDA table.

**TCC Recommendation:** That the TAC approve Amendment #1 to the FY 2012-2018 MTIP.

**TAC Action:** Approve Amendment #1 to the FY 2012-2018 MTIP.

**12. New Freedom (FTA Section 5317) Grant Program – 2006-2009 Program of Projects – Amendment #2 (11:05-11:15)**  
**Attachment 12, 12A**  
**Maricia Brown, LPA Staff**

The 2009 New Freedom program of projects was amended and approved on 9/28/2011 to reflect a change in project status. The memo attached Attachment 12 describes the details of the proposed reallocation the funds. The Attachment 12A shows proposed change to program of projects.

**TCC Action:** That the TAC approve the 2006-2009 programs of projects with proposed adjustments.

**TAC Action:** Approve the 2006-2009 programs of projects with proposed adjustments.

**13. Transportation, Community, and System Preservation Program – Application for Old Durham-Chapel Hill Road Project (11:15-11:20)**  
**Attachment 13**  
**Dale McKeel, LPA Staff**

The Transportation, Community, and System Preservation Program is a FHWA discretionary grant program for projects that integrate transportation, community, and system preservation plans and practices; improve efficiency of the transportation system; reduce environmental impacts; reduce the need for costly future investments; and provide efficient access to jobs,

services, and trade centers. The MPO is submitting an application for funding through this program for the Old Durham-Chapel Hill Road bicycle and pedestrian project.

**TAC Action:** Approve a resolution in support of the application for the Old Durham-Chapel Hill Road bicycle and pedestrian project.

### **REPORTS:**

**14. Report from the TAC Chair**

Lydia Lavelle, TAC Chair

**TAC Action:** Receive Report from TAC Chair

**15. Report from the TCC Chair**

Mark Ahrendsen, TCC Chair

**TAC Action:** Receive Report from TCC Chair

**16. Report from Staff**

Attachment 16

Felix Nwoko, LPA Staff

**17. NCDOT Report**

Attachment 17

Wally Bowman, Division 5 – NCDOT

Mike Mills, Division 7 – NCDOT

**TAC Action:** Receive report of NCDOT

### **INFORMATIONAL ITEMS**

**18. Recent News Articles and Updates**

Attachment 18

**19. Mobility Fund**

Attachment 19

**Adjourn**

**Next meeting: February 8, 2012**

**Dates of Upcoming Transportation-Related Meetings:**

1/12/2012	NC 54 Corridor Study Public Meeting, Durham City Hall, Committee Room, 4:00 – 7:00 pm
2/17/2012	Tri-MAP, RDU Authority, 10:30 am

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## TAC Directives to Staff

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

01/01/11 – Present (Completed/Pending/In Progress)

Meeting Date	Directive	Status
11/11/09	Provide the TAC a summary of the Regional Transit Leadership Group meetings and status of the county transit plans.	<u>In Progress</u> : Status provided to TAC, TAC Chair and elected officials on an ongoing basis
3/10/10	Address the issues raised regarding the Farrington Road Corridor Study.	<u>In Progress</u>
2/9/11	Expedite the contract amendment for the NC 54 Corridor Study and direct the consultant to review the land use assumptions.	<u>Completed</u>
3/9/11	Provide a presentation on the NCDOT tier system and funding levels in the TIP.	<u>Completed</u> : See 5/11/11 TAC Agenda.
3/9/11	Improve public outreach and add links to other transportation organizations to the MPO website	<u>In Progress</u> : DCHC MPO is now on Twitter. Website enhancements are in progress.
3/9/11	Provide an update on the implementation of the Greenhouse Gas Plan.	<u>In Progress</u>
3/9/11	Provide an update on the implementation of the Travel Demand Management program.	<u>Completed</u> : See 8/10/11 TAC Agenda
3/9/11 8/10/11	Provide a report on the proposed closing on Pickett Road and prepare a letter/resolution for the TAC's review. Gather more information from park planning staff and meet with citizens regarding their concerns.	<u>In Progress</u> : See 8/10/11 TAC Agenda
4/13/11	Send a letter to the State Board of Education requesting that bicycle and pedestrian safety be added to the driver's education program	<u>Completed</u> : Bicycle and pedestrian education has been added.
4/13/11	Send a letter to the General Assembly regarding the proposed state budget	<u>Completed</u> : See 5/11/11 TAC Agenda.
4/13/11 8/10/11	Send a letter to the DCHC MPO federal legislative delegation regarding the federal budget.	<u>Completed</u> : See 9/14/11 TAC Agenda.
8/10/11	Send letters to members of the DCHC MPO state legislative delegation and other state legislators regarding the 2011 session	<u>Completed</u> : See 9/14/11 TAC Agenda.
8/10/11	Develop an approval schedule for the Locally Preferred Alternative that takes into consideration review by local boards and commissions and public involvement.	<u>Completed</u> : See 11/9/11 TAC Agenda.

9/14/11	Send a letter to NCDOT requesting an extension of the deadline for submitting MPO rankings.	<u>Completed:</u> Deadline has been extended to 12/16/2011
10/12/11	Send a letter requesting the free use of the toll road by public buses.	<u>In Progress:</u> MPO and transit staffs have reviewed the relevant state legislation and are considering the legal issues related to allowing free use by transit vehicles.
11/9/11	Schedule a presentation on the state gas tax	<u>Completed:</u> See 12/14/11 TAC Agenda
11/9/11	Invite Paul Morris to a TAC meeting to discuss transit	<u>Completed:</u> See 1/11/12 TAC Agenda
12/14/11	Follow-up with Chatham County regarding participation on the TAC	<u>In Progress:</u>



44 Lydia Lavelle, TAC Chair, called the meeting to order at 9:04 a.m. and the Roll Call was  
45 conducted.

46 **PRELIMINARIES:**

47 **Adjustments to the Agenda**

48 Mark Ahrendsen stated there will be a TCC subcommittee meeting immediately following the  
49 TAC meeting.

50 **Public Comments**

51 There were no comments from the public.

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

53 The Directives to Staff are attached for review.

54 **ACTION ITEMS:**

55 **November 9, 2011 TAC Meeting Minutes (Attachment 5)**

56 A motion was made by Mike Woodard and seconded by Alice Gordon to approve the November  
57 9, 2011 TAC Meeting Minutes. The motion carried unanimously.

58 **NCDOT Presentation on the State Motor Fuels Tax (Attachment 6)**

59 Burt Tasaico, NCDOT State Program Analysis Engineer, provided a presentation on the State  
60 Motor Fuels Tax. North Carolina has a lot of state revenue compared to other states. The gas tax is  
61 collected by the Department of Revenue at the distribution centers.

62 Starting in July 2006, the Statewide Energy Commission looked at the fuel price and how the  
63 motor fuel tax affects the retail price of fuel. As a result, the motor fuel tax was capped at 29.5 cents for  
64 a period of three years and continued this until this past June 30, 2011. For a period of five years, the  
65 General Assembly by legislation altered the formula. During the five years, because the gas tax couldn't  
66 be changed, we lost \$524 million in revenues. A good rule of thumb NCDOT uses is a 1 cent gas tax  
67 generates \$50 million dollars and it costs a motorist \$7.50 per year assuming the average motorist

68 drives 15,000 miles per year and their vehicle gets twenty miles to a gallon of gas. Retail prices do affect  
69 consumption somewhat. Mr. Tasaico showed a series of charts displaying the affect of the gas tax on  
70 NCDOT's cash balance. If NCDOT goes below the cash balance floor, then NCDOT can't award any  
71 contracts.

72 Ellen Reckhow stated that North Carolina has a low highway use tax. Ms. Reckhow asked if  
73 NCDOT has done a survey to see how it compares to neighboring states. Mr. Tasaico stated they have  
74 conducted a survey. Some states don't have a highway use tax, they have a sales tax instead which goes  
75 to the general fund. South Carolina has a 6% sales tax which is capped \$300; Virginia has a 3% sales tax  
76 rate but don't allow the trade-in value of your car. North Carolina has a cap on commercial vehicles of a  
77 certain class. Ms. Reckhow thinks we could raise income by raising the tax. The local jurisdictions don't  
78 get local sales taxes on vehicles. There is little benefit to the local government of having car dealerships,  
79 only property taxes.

80 Lydia Lavelle asked if NCDOT has looked at an increased vehicle efficiency standard. Mr. Tasaico  
81 stated the gas tax is coming to an end. It is not going to be cost effective because of increased  
82 efficiency. NCDOT is looking at other options in the 2040 plan, such as vehicle miles traveled tax.

83 Ed Harrison stated that NCDOT needs to show how small the impact is to drivers in the  
84 presentation.

85 Mark Kleinschmidt stated in the 80's and 90's there was a transportation policy to have 4-lane  
86 roads in rural areas. The change in the economy and growth has changed our priorities. Is there  
87 discussion of how our needs have changed regarding revenues? We need to think about urban needs.

88 Ellen Reckhow stated with a change in needs, we should also look at other revenue sources.  
89 Perhaps an allocation from the general fund that helps with bicycle and pedestrian needs. Is there an  
90 interest in relating revenue to vehicle miles traveled? Mr. Tasaico stated the SPOT process and Mobility

91 Fund is attempting to address urban needs. The Vehicle Miles Traveled tax is being studied. Mark  
92 Ahrendsen stated the 2040 Plan is addressing future needs.

93 **NC 54 Corridor Study (Attachment 7)**

94 Leta Huntsinger provided an introduction for the NC 54 Corridor Study.

95 Whit Blanton with Renaissance Planning Group provided a presentation on the NC 54 Corridor  
96 Study.

97 Ellen Reckhow stated that the study assumes a lot of growth in population in the corridor  
98 compared to the whole county. Diane Catotti stated that a lot of jobs are also assumed and Ms. Catotti  
99 asked if all these jobs are in the corridor. Mr. Blanton stated they are in the corridor as shown on the  
100 map.

101 Alice Gordon asked Mr. Blanton to explain why they lowered the development assumptions at  
102 Leigh Village. Mr. Blanton stated there are highway access issues, but the main change is the park-n-  
103 ride has been removed from the Leigh Village location. Commercial and residential development will  
104 still be high.

105 Ed Harrison stated if light rail is on the south side of NC 54, there will need to be a pedestrian  
106 crossing on NC 54 near UNC. Mr. Blanton stated they will look at it more closely. Mr. Harrison stated  
107 the bike crossing as proposed will not work.

108 Eric Teagarden, a resident of Durham County, spoke regarding the NC 54 Corridor Study. Mr.  
109 Teagarden expressed a concern that the C1 and C2 alignment issue needs to be addressed so the public  
110 can review the report. There needs to be an engineering analysis to determine this. Mr. Teagarden  
111 requests the TAC delay the release of the NC 54 Corridor Study Final Draft until TTA and NC 54 Corridor  
112 Study groups can develop and present timely information to the public for comment. Southwest  
113 Durham Drive also crosses the environmental sensitive area.

114 Mike Woodard asked about the January 12, 2012 open house and Leta Huntsinger stated it will  
115 be held in the Durham Council Committee Room between 4 p.m. and 7 p.m. Mr. Woodard stated the  
116 action today is to release the plan for public comment. It will come back to the TAC for approval at the  
117 April 2012 meeting. If approved, Leta Huntsinger stated it will become an informational document that  
118 the TAC as well as the local governments will use to help inform decision-making as we move forward.  
119 The recommendations in the study will be used to help with land use requests.

120 Mike Woodard asked what the timing is on getting information back from the Environmental  
121 Impact Study and Patrick McDonough stated it could be 18 to 36 months.

122 Leta Huntsinger stated one of the recommendations on the table was to delay the study until  
123 there was a recommendation for one alignment. The study team advanced in detail one of the  
124 alternatives but recognized they could not preclude the moving forward of the other alternative. A  
125 follow-up study might be needed if another alignment is chosen. Mike Woodard stated so there is time  
126 to study this before decisions are made. Patrick McDonough stated the study is flexible enough to  
127 accommodate change.

128 Ellen Reckhow stated that Chapter 4-8 has a printing error. Ms. Reckhow appreciates the  
129 changes made in the Park-n-Ride recommendation and projections. However, she would like more  
130 notation and detail in the report/summary of the two alternatives. Mark Kleinschmidt agrees with Ms.  
131 Reckhow's recommended clarifications in the study.

132 Ed Harrison stated UNC will start to plan for land east of Meadowmont. There is a concern for  
133 the southbound Farrington to east NC 54/I-40 movement.

134 Bernadette Pelissier stated we need to make sure when presenting this study that we don't  
135 confuse the commissioners. The Orange County Board of Commissioners is to consider a plan for ½ cent  
136 sales tax. We need to make sure it is not confusing. Leta Huntsinger stated a meeting has been set with  
137 the Orange County planners and Durham County.

138 Alice Gordon agrees with Ms. Pelissier's concerns. Ms. Gordon asked if the Park-n-Ride facilities  
139 are adequate at the Friday Center and Leigh Village. Mr. Blanton stated they believe it is adequate.  
140 Alice Gordon asked Mr. Blanton to explain how the BRT - bus rapid transit with signal prioritization will  
141 work. Mr. Blanton stated the signal prioritization extends the green phase for transit going through the  
142 signal. It could have a queue jump lane. It doesn't have a dedicated bus lane.

143 Chuck Watts, Jr. stated the Orange County Plan is a funding plan and NC 54 is a construction  
144 plan. We don't need to know the specifics of transit to put the funding plan out for referendum.

145 A motion was made by Mike Woodard and seconded by Ellen Reckhow to release the NC 54  
146 Corridor Study Draft Report with suggested changes for public comment. The motion carried  
147 unanimously.

148 **FY 2014-2020 Transportation Improvement Program – Regional Priority List (Attachments 8, 8A, and**  
149 **8B)**

150  
151 Ellen Beckmann provided an introduction for the FY 2014-2020 Transportation Improvement  
152 Program – Regional Priority List, along with the attachments.

153 Patrick Wilson, NCDOT Engineer, described the request from Division 7. The Town has  
154 requested that the Superstreet projects on US 15-501 not be included. Therefore, Division 7 requests  
155 that 50 of the 100 points freed-up be assigned to the U-2909 project which is Estes Drive improvements  
156 and the remaining 50 points be assigned to the I-40 widening project I-3306A in Orange County. The  
157 Division would like to assign both projects 100 Division points.

158 Ed Harrison stated the TCC recommendation sends points to the I-40 managed lanes, and Lydia  
159 Lavelle stated there is a bottleneck between US 15-501 and NC 86 on I-40.

160 Diane Catotti stated they have been getting a lot of concerns in regards to the Dearborn project  
161 and she supports assigning 50 points to that project particularly for the sidewalk.

162 Mike Woodard asked what communication has staff had with Chatham County and Lydia Lavelle  
163 suggested contacting them.

164 Alice Gordon requested an explanation from Division 7 regarding the I-3306A project in Orange  
165 County. Patrick Wilson stated there are bottlenecks in Orange County. Widening I-40 is important for  
166 the state as a whole.

167 Alice Gordon stated the Board wanted improvements to I-85 for economic development.  
168 Orange County hasn't asked for much road improvements historically.

169 Ed Harrison stated it is a standing position by the Town of Chapel Hill and the MPO to add a  
170 westbound lane to I-40 between US 15-501 and NC 86 as soon as possible.

171 A motion was made by Diane Catotti and seconded by Mike Woodard to approve the highway  
172 projects with the removal of the 100 points assigned to project 1144 –Superstreet and allocate 50  
173 additional points to project 375 - Estes Drive and assign 50 additional points to project 659 Dearborn.  
174 The motion carried unanimously.

175 A motion was made by Diane Catotti and seconded by Alice Gordon to approve the bicycle and  
176 trails projects with the switching of project 5 and 6. The motion carried unanimously.

177 A motion was made by Diane Catotti and seconded by Mike Woodard to approve the pedestrian  
178 projects as submitted by staff. The motion carried unanimously.

179 A motion was made by Ellen Reckhow and seconded by Diane Catotti to approve the transit  
180 projects as submitted staff. The motion carried unanimously.

181 **2040 Long Range Transportation Plan and Comprehensive Transportation Plan (Attachments 9, 9A, 9B,**  
182 **and 9C)**

183  
184 Andy Henry provided an introduction for the 2040 Long Range Transportation Plan and  
185 Comprehensive Transportation Plan, along with the attachments.

186 Ellen Reckhow stated the targets seem wimpy (i.e. page 5 of 11). They are light as far as  
187 challenging us to do better. Andy Henry will go back and look at them again. Mr. Henry will also include  
188 public meetings and greenhouse gas emissions. Mr. Henry will bring it back to the TAC again at the  
189 January meeting.

190 **Triangle Regional Transit Program – Locally Preferred Alternative (No Attachment)**

191           Andy Henry provided an introduction for the Triangle Regional Transit Program – Locally  
192 Preferred Alternative.

193           Andy Henry stated there will be a public hearing at the January 2012 TAC meeting. However, we  
194 are collecting comments now. The comment period will go to January 11, 2012 and he will bring  
195 comments to the meeting.

196           Patrick McDonough stated Triangle Transit has presented to the local boards.

197           Phil Purcell, a resident of Cedars of Chapel Hill, is against C-1 because of the cost,  
198 environmental, and ridership concerns. It will cut the community in half, and produce noise and  
199 vibration. They have a concern for the environmental impact on the wetlands. Mr. Purcell stated UNC,  
200 and the community is in favor of the C-2 alternative because there will be less impact on the community  
201 and environment.

202           Mr. Eric Teagarden, a resident of Durham County, agrees with Mr. Purcell. C-2 has a greater  
203 ridership potential and should not be discounted.

204           John Wilson, a resident of Orange County, supports the concerns of the NCDENR letter on C-1.  
205 Mr. Wilson stated this is our opportunity to voice our concerns about the Locally Preferred Alternative  
206 (LPA). Triangle Transit will be meeting with NCDENR on January 10, 2012 and it is only one day prior to  
207 the public hearing on January 11, 2012.

208           Ellen Reckhow stated the Durham County Board of County Commissioners went on record  
209 stating they think there should not be a preferred alternative at this time and are advancing C-1 and C-2.  
210 There is a concern at NC 54 and at US 15-501 and the Durham County Board of County Commissioners  
211 has requested a report.

212 Alice Gordon asked that a representative from NCDENR attend the public hearing to express  
 213 their concerns. The Orange County Board of County Commissioners also asked that both C-1 and C-2  
 214 options go forward for consideration – include in publicity.

215 Andy Henry will ask NCDENR to attend the meeting. Patrick McDonough stated that NCDENR  
 216 has not communicated with Triangle Transit directly.

217 **2012 TAC and TCC Meeting Schedule (Attachment 11)**

218 Ellen Beckmann provided an introduction for the 2012 TAC and TCC Meeting Schedule, along  
 219 with the attachment.

220 Diane Catotti stated she will not be able to attend the Joint TAC meeting on May 30, 2012 due  
 221 to conflicts with City Council budget meetings. Ellen Beckmann will look at setting up a different date.

222 A motion was made by Diane Catotti and seconded by Mike Woodard to approve the 2012 TAC  
 223 and TCC Meeting Schedule noting that Ellen Beckmann will try to reschedule the meeting date of May  
 224 30, 2012 for the Joint TAC meeting.

225 **Election of MPO Officers for 2012 (No Attachment)**

226 Diane Catotti provided an introduction for the Election of MPO Officers for 2012.

227 A motion was made by Diane Catotti and seconded by Alice Gordon to elect Lydia Lavelle as TAC  
 228 Chair and Ellen Reckhow as TAC Vice-Chair for 2012. The motion carried unanimously.

229 **REPORTS:**

230 **Report from the TAC Chair**

231 Lydia Lavelle did not have anything to report.

232 **Report from the TCC Chair**

233 Mark Ahrendsen stated the Triangle Expressway opened to traffic last week. Tolls will start  
 234 being collected on January 3, 2012. They are still continuing to pursue free use by transit vehicles. The  
 235 BOSS pilot program in Durham County on I-40 from US 15-501 to NC 147 westbound and US 15-501

236 from Page Road eastbound will be implemented sometime in the spring. We are working with several  
237 stakeholders on a NCRR Mainline partnership. Tentatively, Paul Morris will be attending the January  
238 2012 TAC meeting.

239 **Report from Staff (Attachment 15)**

240 The report is attached for review.

241 **NCDOT Report (Attachment 16)**

242 Patrick Wilson, Division 7, provided an update on projects. NCDOT has requested construction  
243 authorization for the Culbreth Road sidewalk project. The issue with Davis-Bacon wage rates may not  
244 be resolved until May 2012.

245 Julie Bollinger, NCDOT, distributed 2040 Plan handouts.

246 **Adjournment**

247 There being no further business before the Transportation Advisory Committee, a motion was  
248 made by Mike Woodard and seconded by Alice Gordon to adjourn the meeting at 12:15 p.m.

# Alternatives Analysis – Compilation of Public Comments

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Durham Chapel Hill Carrboro Metropolitan  
Planning Organization

**1/4/2012**

The DCHC MPO released for public comment the Alternatives Analysis reports for the Triangle Regional Transit Program, which contained recommendations on proposed light rail and commuter rail transit in corridors between Durham and Orange counties and Durham and Wake counties. Enclosed is the feedback from citizens, government offices and community organizations as of January 4, 2012.

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Resolution - Town of Carrboro

Motion – Durham Board of County Commissioners

## **Agency Letters** Page 20

NCDENR to Mr. Healy

Durham City/County Planning to Durham Transportation

NCDENR to Mr. Wilson

NCDENR to Lead Planning Agency (LPA) of DCHC MPO

Triangle Transit to TCC Chair

U.S. Army Corps of Engineers to LPA of DCHC MPO

NCDENR to TAC Chair

## **Citizens Comments** Page 56

Comments received by electronic mail

Copies of letters received

# DRAFT

The following resolution was introduced by Alderman Slade and seconded by Alderman Broun:

A RESOLUTION RECEIVING AN UPDATE ON THE TRIANGLE REGIONAL TRANSIT  
PROGRAM AND PROVIDING COMMENTS ON THE DURHAM-ORANGE CORRIDOR  
ALTERNATIVES ANALYSIS  
Resolution No. 54/2011-12

WHEREAS, *Carrboro Vision 2020* (4.13) states that the “town should cooperate with Chapel Hill and other regional entities in a comprehensive transportation plan to include: regional transit service conducted by the Triangle Transit Authority, seamless connections among all the region’s public transit systems, and shorter routes and more frequent service”; and

WHEREAS, 14.1 percent of Carrboro residents take public transportation to work, according to the 2005-2009 American Community Survey, conducted by the U.S. Census Bureau; and

WHEREAS, the Durham-Chapel Hill-Carrboro 2035 Long Range Transportation Plan recommends a light rail corridor connecting Durham with the UNC campus, with a recommended future expansion to Carrboro; and

WHEREAS, Triangle Transit is conducting an Alternatives Analysis to apply for Federal Transit Administration funding for a regional fixed guideway between Durham and UNC; and,

WHEREAS, the Alternatives Analysis has recommended light rail transit as the Locally Preferred Alternative between Durham and Orange Counties; and

WHEREAS, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC-MPO) Transportation Advisory Committee is expected to consider approval of a Locally Preferred Alternative (LPA) at its February 2012 meeting;

NOW, THEREFORE BE IT RESOLVED by the Carrboro Board of Aldermen that the Board of Aldermen receives the update on the Triangle Regional Transit Program.

BE IT FURTHER RESOLVED that the Board provides the following additional comments:

- a. The Board recommends:
  - i. That A3(d) station at UNC Hospital does not preclude future extensions to downtown Chapel Hill, Carrboro
  - ii. That the University Square Redevelopment may impact one possible alignment
  - iii. The TAC consider inclusion of any rail extensions in Orange County in 2040 LRTP
  - iv. The TAC conduct corridor or feasibility study examining rail alternatives to connect Carrboro with the first phase of rail after the LPA is adopted in 2012

The foregoing resolution having been submitted to a vote received the following vote and was duly adopted this 22nd day of November 2011:

Ayes: Dan Coleman, Sammy Slade Lydia Lavelle, Mark Chilton, Joal Hall Broun, Jacquelyn Gist, Randee Haven-O'Donnell

Noes: None

Absent or Excused: None

## **Presentation from Triangle Transit on Alternatives Analysis Study**

Patrick McDonough, Senior Transportation Planner, Triangle Transit, introduced this item. He stated that the Board requested to receive a presentation from Triangle Transit staff on the status of the Alternatives Analysis study. From previous presentations, Triangle Transit has undergone an extensive federal study to evaluate the various fixed-guide way options in Wake, Durham and Orange counties called the Alternatives Analysis. The analysis has provided two rail corridor options in Durham County – one commuter rail option heading east from Durham to RTP and Raleigh and a light rail option that traverses west through downtown Durham to Chapel Hill. The next step in the process is to define a specific alignment in the corridor. The chosen alignment in the corridor would be called the “Locally Preferred Alternative.” The final decision on a Locally Preferred Alternative would be made by the Durham Chapel-Hill Carrboro Metropolitan Planning Organization early next year.

Mr. McDonough presented the following:

- Today’s Focus: Locally Preferred Alternative (LPA) for Durham-Wake & Durham-Orange Transit Corridors.
- Background on Process
- Decisions Before MPO
- Review of Recommended Alternatives
- Current Timeline for LPA Decision

Mr. McDonough replied to several questions asked by the Board.

Vice-Chairman Reckhow moved, seconded by Commissioner Karriker to suspend the rules.

The motion carried unanimously.

---

Vice-Chairman Reckhow moved, seconded by Commissioner Howerton to support C1 and C2 ahead to MPO and highlight the need to study the New Hope corridor swath.

The motion carried unanimously.

### **Directive**

Make the necessary changes to the endpoint as directed by the Board.



North Carolina Department of Environment and Natural Resources  
Office of Conservation, Planning, and Community Affairs

Beverly Eaves Perdue, Governor

Linda Pearsall, Director

Dee Freeman, Secretary

September 9, 2011

Robert G. Healy, Chair  
New Hope Creek Corridor Advisory Committee  
839 Sedgefield Street  
Durham, NC 27705

Re: Locally Preferred Alternative Study, Light Rail Transit, New Hope Creek Corridor

Dear Mr. Healy,

Thank you for bringing this matter to our attention. Although we attended meetings during an earlier phase in the development of this project, we have not been informed of any recent progress, including the implementation of a Locally Preferred Alternative Study. You are correct that the selection of alternative routes across the natural area we have identified along New Hope Creek is an issue that concerns us.

In cooperation with Durham and Orange counties, the Natural Heritage Program has documented the ecological significance of the New Hope Creek Corridor in reports going back to 1987. The portion of the corridor that occurs in vicinity of the proposed project is described in both our general natural areas inventory of Durham County (Hall and Sutter 1999) and in a survey of the Corps lands surrounding the Jordan Lake project (LeGrand 1999). Sections upstream are included in our inventory of Orange County natural areas (Sather and Hall 1988; Sorrie 2004) and sections downstream in our inventory of Chatham County (Hall and Boyer 1992). These surveys document the presence of a number of exemplary natural communities and rare species of plants and animals within the New Hope floodplain. Within the immediate vicinity of the proposed project, we have recorded high quality occurrences of the Piedmont/Mountain Levee Forest and Piedmont/Mountain Bottomland Forest natural communities and the State Threatened Big Shellbark Hickory (*Carya laciniosa*). Equally important, these surveys have all noted that New Hope Creek floodplain is an integral part of a much larger system of natural areas, extending from Duke Forest in the headwater area down to the Jordan Lake Game Lands and even farther downstream along the Cape Fear all the way into the Coastal Plain.

As you note in your letter, the citizens, conservation groups, and local governments in the Durham area, along with the State, have already made major investments in protecting the continuity of this corridor. The construction by NC DOT of the new bridge at the US 15-501 crossing of New Hope Creek is one of the most noteworthy examples in the state where efforts were made to accommodate the passage of wildlife beneath the span. The ongoing acquisition of conservation preserves and easements to bridge the gap between Duke Forest and the Jordan Lake Project lands, involving the efforts of multiple parties, has also strongly contributed to maintaining the connectivity along this vast natural landscape.

We hope that these examples will be matched by the careful selection of a route for the Light Rail Transit across the New Hope Floodplain that will minimize as much as possible the disruptive impacts to its wildlife and natural

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ecosystems. We strongly prefer an alignment that adjoins the existing US 15-501 corridor, keeping the disturbance within an already highly disturbed area. 7/16/14/13 Attachment 7

In addition to the direct impacts of the alignment across the floodplain, we have concerns about the potential for significant secondary and cumulative impacts to result from this project. In particular, we note in the Addendum to the Alternatives Analysis that a transit station (Patterson Place Station) has been proposed to be located immediately adjoining the New Hope floodplain on the western side of the LTR alignment that crosses the floodplain to the south of the existing US 15-501 corridor. We also understand that a LTR maintenance facility is being considered for the same general area. Both of these projects have the potential to contribute a significant amount of noise and traffic to this area, as well as other impacts such as water quality degradation. We believe that the selection of sites for these additional projects will be strongly linked to the selection of the preferred alignment of the LTR and should be considered – along with their potential impacts -- as part of the Locally Preferred Alternative Study.

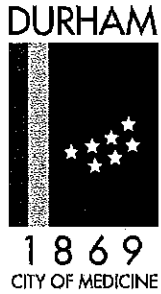
We are glad to provide information for the Alternatives study directly, and to work with the Durham City-County Planning Department, NC Department of Transportation, Triangle Transit Authority, Army Corps of Engineers, and local conservation organizations, such as your own, to try to identify an alternative that poses the least harm to the New Hope ecosystems. Please let us know if there is any other information that we can supply to you.

Sincerely,



Linda Pearsall, Director

Cc: Andy Henry, Durham-Chapel Hill-Carrboro Metropolitan Planning Organization  
David King, Triangle Transit Authority  
Helen Youngblood, Durham City-County Planning Department  
Sheri Bryant, NC Wildlife Resources Commission  
Francis Farrell, US Army Corps of Engineers



CITY OF DURHAM | DURHAM COUNTY  
 City-County Planning Department  
 101 CITY HALL PLAZA | DURHAM, NC 27701  
 919.560.4137 | F 919.560.4641

[www.durhamnc.gov](http://www.durhamnc.gov)



November 4, 2011

Andy Henry  
 DCHC MPO  
 101 City Hall Plaza  
 Transportation Department  
 Durham, NC 27701

Dear Andy,

Thank you for the opportunity to comment on the Durham-Orange Corridor Alternatives Analysis. The Durham City-County Planning Department looks forward to continuing collaboration with project partners to secure a transit alignment that will best serve our neighborhoods, city, county, and region.

While each of the alternatives considered in this study has merit, the full realization of the Light Rail Transit (LRT) Alternative, from Alston Avenue to UNC Hospitals, best aligns with the adopted *Durham Comprehensive Plan*. This Plan anticipates, and supports through policy, high intensity residential and employment growth around transit stations at a level consistent with ridership projections of LRT technology. Transit supportive zoning regulations, rooted in the concept of form-based zoning, are currently under review by Durham's governing bodies. This suite of land use and zoning tools will enable the Durham-Orange LRT Alternative to be integrated into our neighborhoods in a way that enhances existing businesses, supports a full range of housing opportunities, and encourages real estate development.

The remainder of our comments are specific to the LRT Alternative, and are centered around these topics:

1. Station Locations
2. Alignment
3. Park and Ride Facilities
4. Operations and Maintenance Facility

### 1. Station Locations

- A South Square station on Shannon Road will afford better opportunity for future Transit Oriented Development (TOD); therefore, South Square A (Shannon) is the preferred station location.
  - Please clarify and make consistent the difference between South Square A and South Square B. Figure ES-1, which illustrates the recommended LPA, labels 'South Square B' though it appears to be the station location on Shannon Road which is referred to in other locations as South Square A.
  - The South Square stations appear to be inverted again on Figure 2-2 LRT alignment.
- The Duke Medical Center station at Fulton Street (Option A) is more centrally located for employees and patrons of both the Duke Medical and Veteran's Administration facilities. In addition, this station location is more accessible to neighborhoods north of Highway 147. Right-of-way issues and congestion are concerns; however, a center platform would provide a pedestrian safe haven for pedestrians crossing Erwin Road.

### 2. Alignment

- Consistent with the preference for a Shannon Road station location at South Square, Alignment D3 is the preferred route.
- There is concern over the impact to the New Hope Creek wetlands and the cost of environmental mitigation between Patterson Place and MLK Parkway. We are optimistic further study of this corridor in the EIS will uncover the most environmentally sound design option, however, we would like to understand what the cost, ridership, and TOD implications would be for moving the alignment closer to the 15-501 corridor.

### 3. Park and Ride Facilities

- Space for parking, stormwater retention/treatment, and bus bays would represent a significant percentage of acreage near many of the LRT stations in Durham. While park and ride facilities will be extremely important for ridership in the early years of operation, efforts should be made so that park and ride facilities do not preclude opportunities for TOD. One option might be to pace the number of parking spots slightly faster than projected ridership figures.
- Park and Ride Facilities are considered Commercial Parking in Durham's Unified Development Ordinance (UDO), and are allowed in most nonresidential zoning districts, including the Downtown Design district.
- If there was a study done to estimate the amount of parking and bus bays each facility will need, we would like to see it included in this report.

Durham-Orange County Corridor Alternatives Analysis

November 4, 2011

Page 3

#### 4. Operations and Maintenance Facility

- Significant barriers exist at each identified site for the LRT Operations and Maintenance Facility:
  - The most difficult site, in the Durham City-County Planning Department's professional opinion, is the location near Patterson Place. A facility at this location would interfere with a proposed limited access interchange for US 15-501 on the Long Range Transportation Plan. Additionally, its proximity to the proposed Patterson Place station would eliminate a TOD opportunity. A facility at this site would require a Comprehensive Plan Amendment and a Zoning Map Change, which Durham City-County Planning would not support.
  - The sites at Farrington Road and Leigh Village pose issues similar to each other. A Comprehensive Plan Amendment and Zoning Map Change would be necessary to locate the facility in the area. The facility would also lie within the Major Transportation Corridor Overlay District which is intended to buffer views of I-40. A Major Special Use Permit, and thus the approval of City Council, is necessary to build within the MTC Overlay.
  - The most preferable site of those identified is the Cornwallis site at the former Pepsi distribution plant. A facility at this location would pose less disruption to nearby residential neighborhoods. However, there may be concerns from adjacent property owners that should be addressed.
  - Durham City-County Planning requests to see an analysis of how such a facility, which would support approximately 120 jobs, could fit into the area between Hwy. 147 and the railroad tracks near the Alston Avenue station. Initial review of this potential site shows a potential for land assembly that is currently zoned to permit this type of facility.

Again, thank you for the opportunity to submit comments on the Durham-Orange County Corridor Alternatives Analysis. If our comments raise any questions please feel free to contact us. We look forward to engaging in ongoing conversations.

Sincerely,



Steven L. Medlin, AICP

Durham City-County Planning Director

cc: Keith Luck, AICP, Assistant Director  
Patrick Young, AICP, Assistant Director  
Aaron Cain, AICP, Planning Supervisor  
Hannah Jacobson, Planner



North Carolina Department of Environment and Natural Resources  
**Office of Conservation, Planning, and Community Affairs**

Beverly Eaves Perdue, Governor

Linda Pearsall, Director

Dee Freeman, Secretary

November 15, 2011

Mr. John Wilson  
 305 Madera Lane  
 Chapel Hill, NC 27517

Re: Locally Preferred Alternative Study, Light Rail Transit, Little Creek/New Hope Creek Corridor

Dear Mr. Wilson,

Thank you for bringing this matter to our attention. Although we were involved in earlier discussions of the Light Rail Transit (LRT) system proposed in Orange and Durham counties, we were not asked to provide comments on the Locally Preferred Alternatives Study and only became aware of it recently. Yours is the first request we have received to review potential impacts to natural areas on Little Creek.

As shown in Figure 3-3a in the Detailed Definition of Alternatives Technical Report, both the Preferred Alternative C1 and Alternative C2 transect lands owned by the US Army Corps of Engineers located along Little Creek. Of particular concern to us is that this tract includes a Significant Natural Heritage Area (SNHA), the Little Creek Bottomlands and Slopes, which we evaluated in a biological survey conducted for Durham County and the Triangle Land Conservancy (Hall and Sutter 1999); this area was also evaluated in a survey conducted for the US Army Corps of Engineers (LeGrand 1999). The boundaries of the SNHA largely coincide with the Corps property and may be transected by both of the proposed alternative alignments shown in Figure 3-3a. We are particularly concerned about Alternative C1, since it crosses the SNHA along a currently undisturbed alignment and is therefore likely to have a more significant impact on wildlife than C2, which lies within the already disturbed transportation corridor along NC 54.

Although the outline of the Little Creek Bottomlands and Slopes SNHA is shown in Figure 3-3a, no mention is made of its presence or significance in the section on Environmental Impacts (Detailed Definition of Alternatives Technical Report, Section 3.2.6, pp. 3-25 – 3-36). In general, this section reviews only a small set of impacts and does not address the possible effects on rare species or wildlife habitat in general. The document also does not mention that this area was acquired by the US Army Corps of Engineers at least partially to mitigate losses of wildlife habitat by the impoundment of the Jordan Lake Reservoir. Also, no mention is made that this area is managed as a State Game Land by the NC Wildlife Resources Commission; nor are hunting or safety issues discussed.

The few environmental issues that are addressed by this document focus solely on the direct impacts of construction. However, we believe that the indirect and cumulative effects of the proposed project are likely to be much more significant and should be addressed. With all the environmental changes that we expect to see in the near future, protection of the unfragmented forests around Jordan Lake is becoming an ever more pressing concern. A truly

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comprehensive assessment of the potential impacts to such areas should focus on indirect and cumulative impacts as much – if not more – than on the direct impacts.

We note that Addendum 1 of this report states that “the alternatives advanced from the AA process for further study will be subject to more detailed evaluation of environmental impacts”, in compliance with the National Environmental Policy Act (NEPA). While we expect to participate in the NEPA review of this project, and may also provide comments through review of impacts to the natural area as called for under Durham’s Unified Development Ordinance, we believe that these issues should be included upfront in the scoping phase for the project as a Locally Preferred Alternative is considered. Presenting the findings of this study as is – particularly with preferred alternatives already identified – is misleading to both the public and local governments, who are being asked to endorse the findings of this document without full knowledge of the likely impacts, or of the delays that may be necessary to comply with NEPA or other environmental regulations.

We would be glad to provide information for the Alternatives study and to work with local governments in Durham and Orange counties,, NC Department of Transportation, Triangle Transit Authority, US Army Corps of Engineers, and local conservation organizations to try to identify an alternative that poses the least harm to the New Hope ecosystems. Please let us know if there is any other information that we can supply to you.

Sincerely,



Linda Pearsall

Cc: Andy Henry, Durham-Chapel Hill-Carrboro Metropolitan Planning Organization  
Juanita Swink, Triangle Transit Authority  
Helen Youngblood, Durham City-County Planning Department  
David Bonk, Town of Chapel Hill Planning Department  
Bernadette Pelissier, Chair, Orange County Board of Commissioners  
Shari Bryant, NC Wildlife Resources Commission  
Francis Ferrell, US Army Corps of Engineers



North Carolina Department of Environment and Natural Resources  
Office of Conservation, Planning, and Community Affairs

Beverly Eaves Perdue  
Governor

Linda Pearsall  
Director

Dee Freeman  
Secretary

December 7, 2011

Mr. Andrew Henry  
Transportation Planner  
Durham-Chapel Hill-Carrboro Metropolitan Planning Organization  
101 City Hall Plaza  
Durham, NC 27701

Re: Locally Preferred Alternative Study, Light Rail Transit, Little Creek and New Hope Creek Corridors

Dear Mr. Henry,

We have been asked by two different citizen groups to comment on potential impacts of the proposed Light Rail Transit (LTR) alternatives on Significant Natural Heritage Areas (SNHAs) located in the Durham County portion of the project (see attachments). As a courtesy, we are sharing the information with you that we provided to the citizen groups.

Of particular concern to our agency are potential impacts to rare species, exemplary natural communities, or Significant Natural Heritage Areas (SNHAs) located along some of the proposed alternatives. Although direct impacts of the alternative alignments on wetlands and streams were briefly mentioned in the Detailed Definition of Alternatives Technical Report (Section 3.2.6), other important environmental issues were not addressed at all. As shown in Figure 3-3a, both Alternatives C1 and C2 cross a large area of wetlands and bottomlands owned by the US Army Corps of Engineers and identified as the Little Creek Bottomlands and Slopes SNHA. Although the SNHA is clearly identified in this figure, no mention of it is made in the assessment of potential environmental impacts, nor is there any mention that this area is currently managed as a State Game Land by the NC Wildlife Resources Commission. Similarly, Figure 3-3b indicates that the sole alternative for the LTR crossing on New Hope Creek will transect the New Hope Creek Bottomland Forest SNHA, but there is no mention of this fact or discussion of potential impacts given in the text.

Of particular relevance for the selection of Locally Preferred Alternatives, these natural areas and other SNHAs in Durham County have been formally recognized by the Durham City-County Planning Department as significant local resources. Section 8.10 of the Durham Unified Development Ordinance specifically mentions SNHAs identified by the Natural Heritage Program as "protected through a series of development standards," including site plan review. We feel that the Alternatives Study falls into that category; thus, analysis of possible impacts to the SNHAs should be addressed.

There is strong local interest in protecting these two specific SNHAs as indicated by several recent actions. Both Orange and Durham counties, as well as several local conservation organizations, have made substantial investments to conserve lands in the New Hope Creek and Little Creek corridors. Thanks largely to local citizen efforts, the State

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Natural Resources Planning and Conservation

LTA, Little Creek and New Hope Creek Corridors

December 7, 2011

Page 2

Department of Transportation agreed to construct a dedicated wildlife passage as part of the US 15-501 bridge replacement on New Hope Creek, serving to maintain animal movements connecting Duke Forest in the headwaters area and the Corps-owned lands downstream around Jordan Lake. On Little Creek, the Town of Chapel Hill has recently reviewed two proposed developments that would have impinged on the SNHA. In one case, a zoning request was denied; in the other, the project was substantially modified, both in response to concerns about impacts to the SNHA and to concerns about hunting and safety issues associated with the adjacent state Game Land. Clearly, protection of these natural areas has been an important local priority and they should be included in any assessment of the LTR.

Because the SNHAs and the Game Land were not discussed, we recommend that a more complete assessment be developed. We are glad to provide information to help that process. We further recommend that alternatives be considered that limit impacts to the two SNHAs by following the existing transportation corridors along NC 54, US 15-501 or even I-40. Finally, we recommend that the concerns of other interested parties be discussed in the document, including those of the US Army Corps of Engineers, NC Wildlife Resources Commission, Durham City-County Planning Department, and several local conservation organizations.

Please feel free to contact me if you have any questions or would like more information.

Sincerely,



Linda Pearsall

Cc: Juanita Swink, Triangle Transit Authority  
Melba McGee, NC Department of Environment and Natural Resources  
Michael Ruffin, Durham County Manager  
Jane Korest, Durham County Open Space & Real Estate  
Shari Bryant, NC Wildlife Resources Commission  
Travis Wilson, NC Wildlife Resources Commission  
Francis Ferrell, US Army Corps of Engineers  
Michael Hosey, US Army Corps of Engineers  
Robert Healy, New Hope Creek Corridor Advisory Committee  
John Wilson

December 15, 2011

CIN: 110186

Mr. Mark Ahrendsen  
Director, Durham Department of Transportation  
Chair, DCHC MPO Technical Coordinating Committee  
101 City Hall Plaza  
Durham, NC 27701

Subject: Public and Agency input regarding Durham-Orange Corridor AA process

Dear Mark:

As you are aware, Triangle Transit, at the request of the DCHC MPO and CAMPO, prepared Alternatives Analyses (AAs) for corridors identified in the 2035 Joint DCHC CAMPO Long Range Transportation Plans for proposed major transit investments. Through the AA process the Durham/Orange, Durham/Wake and Wake Corridors were evaluated in order to identify the most appropriate initial transit investment or Locally Preferred Alternative (LPA) in each corridor that would be advanced for further study. AAs are the first of many phases in the iterative federal project planning and development process, which projects that may be considered for public funding must undergo.

The purpose of the Alternatives Analysis is to identify the termini, alignment, technology and general station locations of a proposed project that would undergo detailed evaluation in accordance with the National Environmental Policy Act (NEPA) *before* the project could be advanced into the final design phase. However, before the NEPA process may begin the applicable Metropolitan Planning Organization (MPO) must adopt a Locally Preferred Alternative (LPA) for each project. Unfortunately the term Locally Preferred Alternative is also used to identify the project that is defined after the completion of a Draft Environmental Impact Statement (EIS). We believe that this has led to a great deal of misunderstanding regarding the very general level of environmental review and analysis that was conducted in the AA process.

Adoption of the LPA is followed by the NEPA Scoping process during which open coordination with federal, state, and local agencies (regulatory and non-regulatory), elected officials, project partners, and the public is conducted to identify and define the issues to be studied in detail and documented thorough the Environmental Impact Statement (EIS) process. This process must be followed by the Federal Transit Administration (FTA) and Triangle Transit before any final decisions are made. Only after a Record of Decision is issued by the FTA would the evaluation of potential impacts to environmental (and all other) resources be considered defined to a level that would be sufficient to make final determinations regarding the actual alignment, the location of stations, and other project elements.

During the AA process members of the public identified concerns regarding the potential impacts of alternative alignments which would cross the Little Creek and New Hope Creek Corridors. While the AA documents issued in July 2011 identified that additional study must be undertaken in order to advance a proposed project beyond the very conceptual level reflected in the AA, an addendum was issued in August 2011. The addendum was intended to clarify any misunderstanding regarding the

Mr. Mark Ahrendsen  
 December 15, 2011  
 Page two of three

degree to which further studies of potential impacts to environmental resources would be undertaken subsequent to the adoption of an LPA.

The recent correspondence which has been sent out by the Department of the Environment and Natural Resources to members of the public and most recently to Mr. Andy Henry, has erroneously indicated that adoption of the Locally Preferred Alternative cannot take place until more extensive environmental evaluation has been undertaken. This opinion does not accurately reflect the nature of the AA, the purpose of which is to *identify a project for further study in accordance with NEPA*. The environmental significance and sensitive nature of the Little Creek and New Hope Creek corridors is unquestionable. Triangle Transit has and will continue to follow the federal process which has been established to safeguard environmental resources and to avoid or minimize and mitigate environmental impacts.

In early November 2011, we were contacted by Ms. Melba McGee, Environmental Coordinator in the Legislative and Intergovernmental section of DENR, regarding the AA process. On November 8<sup>th</sup>, as a follow-up to the telephone conversation, Ms. McGee was sent an explanation of the AA process, links to documents on the [www.ourtransitfuture.com](http://www.ourtransitfuture.com) web site, other information including the above referenced Addendum clarifying the nature of further study after adoption of the LPA and the offer of further assistance. On December 1<sup>st</sup>, after having received copies of correspondence dated Nov. 15<sup>th</sup> (related to the inadequacy of the AA) and signed by Ms. Linda Pearsall, Director of the DENR Office of Conservation, Planning and Community Affairs, we requested a meeting with Ms. Pearsall and DENR staff, and provided specific dates within December. The response from Ms. Pearsall, which was received on December 5<sup>th</sup>, indicated that none of those dates were feasible. With the assistance of Ms. McGee, the meeting with DENR staff, Triangle Transit staff and consultants and staff from DCHC MPO will take place on January 10, 2012 - the first date on which DENR staff would be available.

Because of their federal jurisdiction over all "Waters of the United States of America", which includes the Little Creek and New Hope Creek Corridors, Triangle Transit, its consultants and a representatives of DCHC MPO met with the US Army Corps of Engineers (USACE) in August 2010 and August 2011. The guidance provided by the USACE is based on their understanding of the AA process and their role as a regulatory agency throughout and beyond the NEPA process.

As you are aware, Triangle Transit remains committed to public involvement, sustaining and protecting our natural and cultural resources and meeting the standards required by federal as well as state and local governments. As we proceed with the conclusion of the AA process and all of the effort related to the planning, development and operation of public transportation facilities for the DCHC MPO and the region, we will continue to do so.

Please let us know if you would like any additional information regarding this issue.

Sincerely,



Greg Northcutt, Director  
 Capital Development

Copy: David King, General Manager  
 Wib Gulley, General Counsel  
 Patrick McDonough, Sr. Transportation Planner



**DEPARTMENT OF THE ARMY  
WILMINGTON DISTRICT, CORPS OF ENGINEERS**

**B. EVERETT JORDAN DAM AND LAKE**  
P.O. Box 144  
MONCURE, NORTH CAROLINA 27559

December 22, 2011

DCHC-MPO Transportation Advisory Committee  
Attn: Mr. Andy Henry, Transportation Planner  
101 City Hall Plaza, 4th Floor  
Durham, North Carolina 27701

Dear Mr. Henry:

This letter is in response to the Durham, Chapel Hill, Carrboro - Metropolitan Planning Organization (DCHC-MPO) Transportation Advisory Committee's request for public comments as part of the Locally Preferred Alternative selection process for the proposed Triangle Transit Authority (TTA) Light Rail Transit project. We have reviewed the TTA Durham-Orange County Corridor Alternatives Analysis report.

As depicted in the report Alignment C1 (Sheets C1-03 and 04) and Alignment C2 (Sheet C2-02, 03, and 04) would cross government property under the stewardship of the US Army Corps of Engineers (USACE) at B. Everett Jordan Lake. Alignment C1 is identified as the preferred alternative. The report also depicts an alternative alignment that would not cross government property; the green line shown on Sheet C1-04A. This unnamed alternative does however cross private property on which the government holds a flowage easement. We have not received a request for use of government property from the TTA.

The TTA report refers to the potential for impacts to government property at Jordan Lake but provides no specific information on impacts. If the TTA chooses to submit a request for a right-of-way easement crossing government property the request should clearly demonstrate why alternatives that do not adversely impact government property were not selected. This would include information on the direct, secondary, and cumulative impacts to resources on and off of government property for each alternative. Based on the limited information provided, it appears that Alignment C1 would have more adverse impacts to government property and resources than Alignment C2.

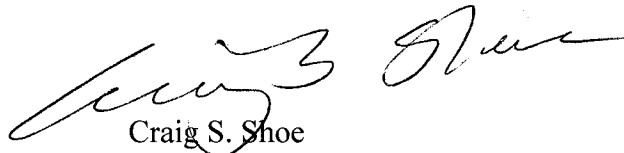
The congressionally authorized purposes of the Jordan Lake project are flood control, water supply, water quality, recreation, and fish and wildlife conservation. In addition to these authorized purposes, the permanent wildlife lands in the area of the proposed crossings serve as mitigation for adverse impacts from construction of Jordan Lake. The area is leased to the State of North Carolina and managed by the North Carolina Wildlife Resource Commission (NCWRC) as part of their game lands program. Portions of a Significant Natural Heritage Area as designated by the NC Natural Heritage Program (NCNHP) are located in the alignments. The alignments are also within the lake's flood storage pool, which is subject to inundation up to elevation 245 feet mean sea level. A route crossing government property must be avoided and

minimize adverse impacts to these resources. Mitigation would be required for unavoidable adverse impacts.

Government property at Jordan Lake is administered by the USACE Wilmington District Operations Division. Requests for use of government property at Jordan Lake should be submitted in writing to my office. Requests are reviewed in compliance with USACE policies for out-granting of government property and the National Environmental Policy Act (NEPA). The determination to approve or deny a requested use would be made after the review process has been completed and the requirements of NEPA have been satisfied. It is our understanding that the Federal Transit Administration (FTA) (based on use of federal funding) and the USACE Regulatory Division (based on possible impacts to jurisdictional wetlands) will also be involved in the route selection process. Coordination to satisfy NEPA requirements among federal agencies will facilitate the process.

We appreciate the efforts by the TTA and DCHC-MPO to address the need for efficient and effective public transportation. Thank you for the opportunity to comment. If you require any additional information please contact Mr. Michael Hosey at 919-542-4501 extension 26.

Sincerely,



Craig S. Shoe  
Operations Project Manager  
B. Everett Jordan Dam & Lake  
Cape Fear River Locks & Dams

Copy Furnished:  
NCWRC - Isaac Harrold  
NCWRC - Travis Wilson  
NCNHP - Linda Pearsall  
USACE Regulatory – Jean Gibby  
USACE Regulatory – John Thomas



North Carolina Department of Environment and Natural Resources  
Office of Conservation, Planning, and Community Affairs

Beverly Eaves Perdue  
Governor

Linda Pearsall  
Director

Dee Freeman  
Secretary

January 3, 2012

Ms. Lydia Lavelle, Chair  
Durham-Carrboro Chapel Hill Transportation Advisory Committee  
Durham Transportation Department  
101 City Hall Plaza  
Durham, North Carolina 27701

Dear Ms. Lavelle:

I am writing to correct misunderstandings that I may have caused by my December 7 letter to Andy Henry regarding the process used for the Alternatives Analysis for the Light Rail Transit corridor proposed between Durham and Chapel Hill. In my letter, I requested that the Alternative Analysis address the possible environmental impacts that may result from the proposed C-1 alignment.

In response to my letter, Mr. David King, General Manager of Triangle Transit, and two of his staff came to Raleigh to meet with me and Secretary Dee Freeman to explain the planning process that is being used to support this light rail project. Mr. King clarified that the detailed environmental work called for in my December letter will be integrated into the next phase of the proposed project, as part of the development of NEPA documents.

As a result of our meeting, I now have a much better grasp of the process that Triangle Transit and the Durham-Carrboro Chapel Hill MPO are using to support the proposed rail project. I am confident that MPO and Transit staff will work closely with Natural Heritage Program staff to address our concerns about the possible impacts of alignment C-1 to the Little Creek Bottoms Significant Natural Heritage Area and the associated important wildlife habitats.

I plan to attend the public hearing for the project on January 11 and hope to provide information at that time as well. If you have any questions, please do not hesitate to contact me.

Sincerely,

Linda Pearsall

LPP/lpp

1601 Mail Service Center, Raleigh, North Carolina 27699-1601  
Phone: 919-715-4195 \ FAX: 919-715-3060 Internet: [www.oneNCAaturally.org](http://www.oneNCAaturally.org)

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One  
North Carolina  
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Natural Resources Planning and Conservation

Ellen Reckhow, Chair  
 Board of Trustees  
 Triangle Transit Authority  
 4600 Emperor Blvd. Suite 100  
 Durham, NC 27703  
 Re: Light Rail Crossing over the New Hope Creek

Dear Chair Reckhow,

As you well know from your long service, Durham's Open Space and Trails Commission (DOST) seeks, as a primary goal, "(t)o plan for the preservation of environmentally significant sites such as scenic stream corridors, Durham County Inventory sites, wetlands, and other lands which represent Durham's natural heritage."

DOST generally supports the goals of mass transit as it serves to foster smart growth, the reduction of sprawl, and the preservation of environmental resources. Indeed, DOST supported the recent transit sales tax referendum, but we were disappointed to discover the

proposed light rail transit crossings at Sandy Creek and New Hope Creek cutting through environmentally important and intact stream corridors previously protected through DOST efforts and public funds. The unnecessary creation of a new corridor mid-way between two established road corridors (map and letters attached) introduces great environmental damage

to this sensitive area and further harms our long-term water quality needs.

Through a resolution passed 11/16/2011 (attached), DOST opposes any new corridors through this area and asks the TTA to revise the light rail transit plan to place the transit corridor through the existing right-of-way for Highway 15-501 (or other existing road corridor) as it crosses the New Hope Creek Corridor/Floodplain and the Sandy Creek Corridor/Floodplain. In this way Durham can develop a mass transit system without needlessly sacrificing our few remaining sensitive natural areas in that region.

Sincerely,

Will Wilson, Chair  
 Durham Open Space and Trails Commission

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**From:** Toby Berla

**Date:** January 3, 2012 9:24:51 PM EST

**To:** [Comments@dchcmpto.org](mailto:Comments@dchcmpto.org)

**Subject:** Rail Transit Alternatives Analysis

I am unable to attend the public hearing on January 11. However, I strongly encourage the development of a rail corridor alignment that minimizes any impact on the sensitive creek areas by building in one of the existing roadway corridors.

This recommendation was endorsed by the Durham Open Space and Trails Commission, consistent with existing open space and trails master plans.

I would further urge that all rail corridor designs explicitly consider and specify connections with existing and planned bicycle and pedestrian facilities, to allow the maximum level of intermodal use by non-polluting vehicles and users.

Regards,

Toby Berla

member of DOST, liaison to BPAC

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December 5, 2011

DCHC-MPO Transportation Advisory Committee

Re: Durham-Orange County Corridor Alternatives Analysis

Dear Transportation Advisory Committee members:

Attached is a letter I received on Nov. 15 from Linda Pearsall, director of the N.C. Dept. of Environment and Natural Resources Office of Conservation, Planning and Community Affairs, in which Ms. Pearsall refers to Triangle Transit's Durham-Orange County Corridor Alternatives Analysis as "misleading to both the public and local governments."

**In light of the content of the DENR letter, and additional information below, I respectfully request that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee solicit written comment on the Durham-Orange Alternatives Analysis from the N.C. Natural Heritage Program, the N.C. Wildlife Resources Commission and the U.S. Army Corps of Engineers, and make such comments available to the public and local decision makers as soon as possible.**

**I also request that the DCHC-MPO TAC's timeline regarding public comment, local government input, and voting on locally preferred alternatives be extended if necessary to allow adequate time for consideration of this important information.**

In the Durham-Orange Alternatives Analysis (AA), Triangle Transit labeled as its "preferred alignment" the C1 alignment option from the Friday Center in Chapel Hill to the proposed Leigh Village development in southwest Durham. The C1 alignment would cut through a forested portion of a state-designated Significant Natural Heritage Area (SNHA) in Durham County, which includes federal wetlands managed by the U.S. Army Corps of Engineers and state game lands managed by the N.C. Wildlife Resources Commission. An alternative

alignment option, "C2," would minimize impact to the natural area by following NC 54 east from the Friday Center and George King Road north to Leigh Village.

SNHA designations are made by the N.C. Natural Heritage Program (NHP), part of DENR's conservation office. According to NHP's mission statement, "The program inventories, catalogues, and supports conservation of the rarest and the most outstanding elements of the natural diversity of our state."

NHP's 1999 *Durham County Inventory of Important Natural Areas, Plants and Wildlife* was funded in part by the Durham County Board of Commissioners, and adopted by the City and County as part of the Durham comprehensive plan. In 2010, NHP documented that the Little Creek Bottomlands and Slopes SNHA (aka "Natural Inventory site") in Durham County "contains one of the last remnants in the state of the large bottomland forests that once dominated the Triassic Basins and still supports a high diversity of the wildlife typical of this region...The upland buffers surrounding the wildlife impoundments...are particularly important...This buffer could be completely eliminated, drastically affecting the entire ecosystem associated with the floodplain forest."

In her Nov. 15 letter, Director Pearsall states: "We are particularly concerned about Alternative C1, since it crosses the SNHA along a currently undisturbed alignment and is therefore likely to have a more significant impact on wildlife than C2, which lies within the already disturbed transportation corridor along NC 54."

Ms. Pearsall's letter points out that the "Environmental Impacts" section of the AA makes no mention of the SNHA's presence or significance. Pearsall also notes that the AA fails to mention the importance of the U.S. Army Corps of Engineers wetlands as wildlife habitat, or that the area is managed as state game land by the N.C. Wildlife Resources Commission.

"We believe that these issues should be included upfront in the scoping phase for the project as a Locally Preferred Alternative is considered," Pearsall wrote. "Presenting the findings of this study as is – particularly with preferred alternatives already identified – is misleading to both the public and local governments, who are being asked to endorse the findings of this document without full knowledge of the likely impacts, or of the delays that may be necessary to comply with NEPA or other environmental regulations."

In the AA, Triangle Transit's project team recommends advancing both the C1 and C2 alignment options to the Preliminary Engineering (PE)/National Environmental Policy Act (NEPA) phase "in order to provide an opportunity for continued study." The costs to taxpayers of sending both C1 and C2 to the PE/NEPA phase will be substantial, and should be carefully considered.

The issues Ms. Pearsall has raised will likely be extremely important to area citizens and elected officials at this point in the process. The comprehensive plans of Durham City and County, Orange County and the Town of Chapel Hill each contain specific language regarding protecting critical natural areas. Carrboro, Hillsborough and Chatham County have strong environmental standards as well.

Durham's comprehensive plan states as a goal to "identify and protect sites that provide habitat for biologically significant plant and animal species and serve as critical corridors for animal movements."

Orange County's comprehensive plan cites statistics regarding the loss of "prime forestland," "significant natural areas," and "the ecological integrity of natural areas that support wildlife." The Orange County plan states that "land planning efforts will need to direct growth to designated areas and away from prime natural areas."

Chapel Hill's comprehensive plan lists as a goal to "identify, protect and preserve open spaces and critical natural areas..."

In light of the DENR letter, the environmental priorities of the municipalities and counties comprising the DCHC-MPO, and the significant taxpayer cost of PE/NEPA studies, I appreciate your consideration of my requests in the second and third paragraphs of this letter.

Thank you very much.

John Wilson

Orange County

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Linda Pearsall, Program Director  
The North Carolina Natural Heritage Program

Dear Ms. Pearsall,

The New Hope Creek Corridor Advisory Committee is a body set up in 1992 by the City and County of Durham, Orange County and the Town of Chapel Hill to advise them on implementation of the New Hope Corridor Plan. (1) The Committee is presently reviewing a Triangle Transit draft Alternatives Analysis (AA) study that will identify a "Locally Preferred Alternative (LPA)" for a Light Rail Transit (LRT) "mainline" between Chapel Hill and Durham. (2)

The route currently identified as "preferred" is shown crossing the bottomlands of the New Hope Creek Corridor at a new "mid-block" location, south of 15-501 and north of Old Chapel Hill Road, and running east-west between the vicinity of Garrett Road and Southwest Durham Drive (previously known as Watkins Road). (3) The area of this proposed crossing is identified in the NCNHP's Durham County Inventory of Important

Natural Areas, Plants and Wildlife as "the 15/501 Bottomlands," a significant natural area occupying "a highly strategic location within the New Hope Wildlife Corridor... between the New Hope Gamelands and the Korstian and Durham Divisions of Duke Forest." The Executive Summary of the Inventory goes on to state that, the "New Hope Creek Bottomland Forest [which includes the 15/501 Bottomlands as an internal section] contains some of the best Piedmont/Mountain Swamp Forest and Piedmont/Mountain Bottomland Forest remaining in North Carolina. ... The 800-acre site also provides important wildlife habitat." (4)

The Inventory also states (pdf p. 77) that the "15/501 Bottomlands" area is an "extensive tract of bottomland hardwood forest providing habitat needed by forest-interior species," and that it is a "critical link in the New Hope and Mud Creek Wildlife Corridors." It says (pdf p. 21), "the sites that comprise the New Hope Corridor...combine to create a macro-site that is ranked as Regionally Significant, based not only on its overall size and habitat values, but also on its connections to other key refuge areas in Orange and Chatham counties." ) It further states (pdf p. 46) "that the sites identified in [the Inventory, of which the 15/501 Bottomlands is one,] still possess functioning ecosystems is probably as much a reflection of the strength of the connection between them as their intrinsic features such as size, forest maturity, of lack of internal fragmentation. In a connected system of natural areas, population losses at any one site can to some degree be compensated by animals moving in from sites where reproduction has been more successful."

The Inventory expresses its concern about threats to connectivity in the area in question. In describing the "Mount Moriah Bottomlands and Slopes," the next New Hope Corridor natural area site up stream (and across US 15-501) from the 15/501 Bottomlands, it states the area's "proximity to the rapidly developing US 15-501 commercial strip also makes it the link in this [corridor] system most likely to break, at least with regard to the more disturbance-sensitive species of wildlife." (pdf p. 58) It speaks of the openness to wildlife of this section of the New Hope Wildlife Corridor being kept, in part, by "the existence of large tracts of unfragmented bottomlands on either side of the highway." (pdf p. 59)

There is an additional concern expressed in the Inventory regarding the floodplain nature of most of the Corridor lands in the area in question. "Buffers areas are ...needed to protect key tracts along even some of the largest expanses of forested habitat found in the region. Despite their size and fairly high level of protection, most of the protected sites along New Hope Creek ... are essentially bottomlands. During the winter floods, most of their acreage can be under water,... [One] of the main consequences of development of the adjoining uplands is that all the habitat available to certain terrestrial species will again become "edge," at least during the late winter - typically during the time when stresses on animal populations are at their greatest." (pdf p. 45)

The New Hope Advisory Committee is concerned that building the mainline of a transit system directly through this wetland ecosystem would have significant negative impacts on the natural functions that have been identified by the Inventory.

The draft TTA document also proposes up slope and to the west of the 15/501 Bottomlands, an 18 acre "Patterson Place Maintenance Facility" with a rail line spur, along the western edge of the New Hope Creek floodplain, to connect the Facility with the LRT mainline, LPA, route mentioned above. In addition to the problem of its

covering land up slope from the 15/501 Bottomlands with a significant amount of impervious surface we feel a facility that would wash rail cars and store and use lubricants and other chemicals, a "spill" type land use, could pose special long term negative impacts to the Corridor. (5)

There is also proposed, also up slope and to the west of the 15/501 Bottomlands, a "Patterson Place" LRT station, just to the west of SW Durham Drive. . This is the easternmost, and nearest to the 15/501 Bottomlands, of the several locations considered. (6) It is our opinion that any LRT station area will be the focus of intense development, "crucial to the viability of the LRT project" (as the project proponents put it) and will have potential long term negative impacts on the Corridor. This would be especially so for a LRT station area located just west of SW Durham Drive.

The Committee is profoundly concerned about the impacts to natural systems and to recreational and educational uses that would be created by any crossings of the New Hope Creek Corridor, except where crossings currently exist. (7) Any rail line structures built for a transit system, even elevated, will permanently fragment the Corridor and introduce noise and vibration into it. (8)

The Committee believes there is an alternative route with much less environmental impact. It would go directly adjacent to the south side of new US 15-501 bridge. One clear advantage of this route for an LRT alignment across the New Hope Creek floodplain is that it would avoid not only the new break in the forest canopy but also the two additional edge areas that the proposed "mid-block" alignment would impact, since it would use the existing edge area along the south side of the existing US 15-501 right-of-way. (9) We also believe there are better areas, away from the slopes above the Corridor lands, than those proposed for an LRT maintenance facility and a transit station.

The Committee is writing to request the NC Natural Heritage Program to review and comment on the transit corridor proposed by Triangle Transit as it relates to the resources identified in the NHP natural resources inventory studies. It would be most helpful if the Program could answer the question of impacts to the New Hope Creek Corridor of the proposed "mid-block" transit route and an alternative route directly adjacent to the south side of new US 15-501 bridge. Also, comments on impacts to the New Hope Creek Corridor of the sites proposed for an LRT maintenance facility (and connecting rail spur) and a transit station would be appreciated.

Yours truly,

Robert G. Healy  
Chair, New Hope Creek Corridor Advisory Committee

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From: Ali Fromme  
Sent: Friday, November 11, 2011 8:03 AM  
To: comments@dchcmmpo.org  
Subject: Light Rail Transit - support for C2

I am a resident of Meadowmont and am writing in support of the C2 option for the Light Rail Transit. When comparing facts regarding cost, ridership, impact on the environment, infrastructure and disruption to the quality of life in Meadowmont, C2 seems to be a far superior option on all fronts.

Thank you  
Ali Fromme

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From: Anne Boyer  
Sent: Tuesday, November 08, 2011 4:27 PM  
To: Henry, Andrew  
Subject: Fw: Light Rail Plans C1 and C2

Mr. Andrew Henry and Durham, Chapel Hill, Carrboro, Metropolitan Planning Organization,

I am certainly not opposed to light rail or any other form of public transportation. It is the safe and smart way to transport people now and in the future. As a matter of fact, I just voted for a transportation sales tax increase for Durham County.

However, I am vehemently opposed to the light rail plan designated C1 that would run from Duke Hospital to UNC Hospital. This plan would adversely affect my neighborhood of Meadowmont and the Cedars Retirement and Continuing Care Community where I live, destroying woods and wet lands nearby.

Are you aware that this ill conceived plan would cut our community in half, endanger our residences who enjoy walking, destroy the beauty of our campus and our quality of life, devalue our property and create havoc and danger zones for those living and seeking health care at our DuBose Health Center?

According to a comparative study of the C1 and C2 plans, the C2 plan which follows HWY 54 and George King Road would be less invasive to the environment and the Meadowmont Community, less expensive to build and would enjoy a greater ridership. Clearly, C2 is the practical choice.

Please join me in promoting responsible government and wise decision making by adopting in January the C2 Alternate Plan for Light Rail between the hospitals of Durham and Chapel Hill.

Thank you for your continued interest in my community and Chapel Hill.

Sincerely yours,

Anne Morgan Boyer

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From: Esther D. Flashner  
 Sent: Tuesday, November 08, 2011 5:27 PM  
 To: mayorandcouncil@townofchapelhill.org  
 Cc: Henry, Andrew  
 Subject: Construction of the light rail system

Gentlemen: As a member of the Cedars since its inception, I am very much concerned about the plans for the construction of a light rail system connecting Durham to UNC Hospitals. To me, it sounds like an excellent project. However, I would like you to give more thought to the two routes under consideration, and strongly urge you to adopt the one designated as C2.

The C1 route, as the map indicates, would cut directly through THE CEDARS property, and effectively separate our residential areas from our DuBose Health Center. This would have a very destructive effect upon our homes and our residents. The C1 route, on the other hand would minimize the impact upon our development, and, I am told, would also be less costly.

THE CEDARS residents consider themselves very much a part of Meadowmont Village. I urge you not to alienate us from the community by making our living here very difficult. Please do everything you can to insure that the C2 route is adopted.

Sincerely,  
 Esther D. Flashner

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From: Bonnie Simms  
 Sent: Thursday, November 10, 2011 11:46 AM  
 To: Henry, Andrew  
 Subject: Light Rail C-1 and C-2 alternative routes  
 November 10, 2011  
 Attn: Durham Chapel Hill Carrboro Metropolitan Planning Organization

As a resident of The Cedars of Chapel Hill, I am very concerned about the proposal to build a light rail system through our community. I strongly support the C-2 alternative route.

Granted, the C-1 alternative has been on the books since our neighborhood was conceived.

However, if one looks at the way that Meadowmont Village, the UNC Wellness Center, and The Cedars have developed, most reasonable people would be convinced of the folly of proceeding with this route.

The C-1 alternative would run through The Cedars, separating our 48 bed DuBose Health Center from the rest of our community. Our residents frequently walk or drive to the Health Center to visit patients or for clinic appointments; crossing a double track with trains every five or ten minutes would pose a dangerous challenge, particularly for those with the disabilities of age. For that matter, walking anywhere in Meadowmont would be difficult for many of our 400 residents, since the C-1 route would effectively separate the Cedars from the shops and walking paths.

Because of the age and sometimes fragile state of The Cedars' residents, emergency service vehicles make frequent visits, when speed often means the difference between life and death. A stop at the tracks could delay these vehicles by several important minutes.

The C-2 alternative route is preferable to the C-1 route for several reasons.

- C-2 would be considerably less expensive, by \$30 to \$60 million.
- C-2 would have less impact on the wetlands of Little Creek since it would cross this watershed at the established Highway 54 corridor over a channelized portion of the creek rather than through virgin bottom land.
- C-2 is projected to have a greater ridership potential due to the proposed office/commercial/residential development and parking facility at the Woodmont Station location on Highway 54. Conversely, parking at the suggested Meadowmont Station site on the C-1 route is limited to the lot servicing the Harris Teeter store.

I would be happy to take you on a tour of our community so that you can visualize the potential impact of the C-1 alternative.

Thank you for your attention.

Bonnie Simms

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Sent: Monday, November 14, 2011 11:14 AM

To: Henry, Andrew

Subject: Fwd: light rail transit plan

Members of the Metropolitan Planning Organization,

As a taxpayer and resident of the Cedars Retirement Community in Durham County I strongly recommend the C2 alternative for the proposed light rail transit

system.

Elizabeth Little

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First, let me extend warm congratulations to both the Mayor, returning members of the Council and those newly elected-and the Tar Heels on their “mission accomplished” out West.

The light rail topic is a very important one for Chapel Hill and its citizens and one in which many of us have closely followed over the years. Its success in both Durham and Chapel Hill spell significant outcomes for the future success of our communities, and that is why I, along with many others, have come to you today to support the C2 option, the better alternative. What this isn't is a rejection of light rail altogether. I think light rail has come, and it's time we embraced the future, however, what's ultimately important is how it affects our communities, our natural resources, and, in these difficult, financially unpredictable times, our finances.

For those of us in the Meadowmont community, the current option, C1, would cut a swath down Meadowmont Lane with unfortunate, and many of us would argue, unacceptable outcomes to the Cedars retirement community, especially its special care buildings which would be seriously affected by a two-way rail system passing far too close by with vibration a likely consequence. The rail would introduce a significant increase in traffic, green-space reduction, overall congestion, not to mention create a parking problem since there would be no dedicated parking other than the Village and Harris Teeter spaces which are already increasingly under strain. Furthermore, for the vast majority of residents in Meadowmont, the rail would not be something that folks would simply walk to on a regular basis due to distance and weather conditions, but would instead, likely drive their car to a space nearby. I think the most significant argument in support of the C2 option, is the environmental consequences from the current, C1 option. C1 would have a two-way rail system cut thru a pristine, wooded area, one of the City's last unspoiled areas that remains to this day a popular area for lovers of nature, joggers and even hunters I'm told. The project would see a multi-year construction project creating a bridge system over the wetlands at a significant added costs in the millions of dollars. Furthermore, just the overall construction project and what it would do to the surrounding hills and other formations would be catastrophic. As we all know when it comes to preserving what's left of our precious resources: “When you lose it, there is no path back.”

The C2 option, on the other hand, addresses many of these important concerns by avoiding both significant environmental and community damage and disruption, especially to the natural environment that exists next to the Rizzo Center, the Wetlands and the Cedars and Meadowmont Communities. C2, according to its current organizers, also projects a higher ridership, with a plan for offices and dedicated parking in the Woodmont/Hillmont Village proposal. This is a win-win for both the success of the light rail system, its riders and

members of the community. C2 is also projected to save from \$30-\$40 million dollars, not a small amount of money in these difficult times.

In a nutshell, C2 is just a better, more appropriate solution for the community at large. With a dedicated plan for success; far less environmental destruction and community dislocation; at a more reasonable cost; and what really is the sine qua non of success of a transportation system like this to begin with and that's ridership, which C2 clearly wins out on.

This isn't about-and sorry for the double negative-not supporting light rail. This is about supporting a light rail option that is the most successful for the community at large, that does the least amount of unnecessary damage to our precious resources that we all are destined to preserve, that helps to reduce costs and respects the needs of our community members.

And this isn't about a "not in my backyard" mentality. For many of us, if not most of us in both Meadowmont and the Cedars, these "projects", concluded many years before our moving in by the developer and the powers-that-be -and not exactly openly and clearly revealed either by the developer, their broker or even the individual's broker for that matter-seem to pop up from time to time. Examples include a previous proposal in making Meadowmont Lane a major thoroughfare and traffic artery (never mind folk's homes and Ratchiss Elementary), and now the Light Rail project. The sanctimonious argument that we give up our right to favor C2 because we live in Meadowmont or the Cedars, because, ipso facto, we've bought into C1 via our "notice" and ownership in the community is misleading at a minimum, factually incorrect, if not insulting. Things change, plans change, our community values change, and this is such a case where a new plan is simply a better one. And members of both Meadowmont and the Cedars have been put right smack in the middle of this decision-quite literally-and many of us in the community simply want to exercise what is still our right as citizens put in an awkward place and wish to throw our support behind a better plan for Chapel Hill, for the environment and for its citizens.

In closing, this is Chapel Hill's 12th consecutive year as a Tree City, having also just been awarded the 2010 Tree City USA Award, and if we're going to still uphold and husband our Town's great tradition of stewardship of the environment, C2's a good place to carry that honor forward.

Thank you members of the Council, Mr. Mayor, members of the Community and I hope you'll support the best option available: C2.

Geoffrey Daniel Geist

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From: Edmund Glover  
 Sent: Thursday, November 10, 2011 3:59 PM  
 To: Henry, Andrew  
 Subject: Fwd: Favor C2 route for LRT

> Two primary concerns in regard to the C1 route:

>> 1. Concerns for elderly population at The Cedars of Chapel Hill:  
 > EMS vehicles are called here frequently. Encroachment on access  
 and egress routes will be slowed or impeded by rail traffic.

Getting to and from the Cedars clinics and nursing home for residents of this  
 continuing care retirement center will be difficult, even dangerous. Quality of recovery in  
 the nursing

> home will, I believe, be diminished due to the closeness of the  
 > route to the facility.

> 2. Children, parents and staff at elementary school on Meadowmont  
 > Lane. C1's rail crossing will be unavoidable for them.

> We believe the estimated ridership from original station placements  
 > should be reevaluated. Evolving development, and habits and needs of  
 > persons using/living in present locations, may throw new light on the  
 > original estimated use of the light rail. As Meadowmont has developed  
 > will there be adequate parking available for the riders?

> For the above, as well as other more publicized reasons,

> WE PREFER THE C2 ROUTE

> Edmund and Jean Glover

From: Hugh M Boyer  
 Sent: Sunday, November 13, 2011 4:46 PM  
 To: Henry, Andrew

SUBJECT: Support of the C2 Route for the Proposed Light Rail System

When you examine the alternative routes of the Chapel Hill- Durham light rail I ask that you  
 select the C2 as the route of choice. Although the C1 route already has some dedicated  
 right-of-way, upon examination today it would show up as the least desirable of the two.

The C2 is far less disturbing to the area's neighborhoods and wildlife habitats, and the  
 estimates show it can be built at less cost.

I strongly urge you to reject the C1 route.

Hugh M. Boyer

Sent: Friday, November 11, 2011 12:07 PM

To: Henry, Andrew

Subject: Light Rail

November 11, 2011

Attn: Durham Chapel Hill Carrboro Metropolitan Planning Organization

I am a resident of The Cedars of Chapel Hill. I am very concerned about the proposed light rail route, specifically the C-1 alternative, which would run between our cottages and our Health Center. Our neighborhood would essentially be divided by this rail line, forcing our 400 residents to cross a double track and dodge frequent trains on their way to and from visits with patients at the Health Center and to the DuBose Clinic, the UNC Wellness Center, the Harris Teeter store, and the Meadowmont Village shops and restaurants. The delays caused by train crossings could also seriously impede the arrival of emergency vehicles to aid our aging population.

The alternate route, C-2, is vastly preferable due to the following factors: C-2 is considerably less expensive; C-2 would traverse the Little Creek wetlands over the established Highway 54 corridor rather than through virgin bottom lands; C-2 would access the proposed office/commercial/residential project and the accompanying parking structure to be developed along Highway 54. The station shown on C-1 on Meadowmont Lane is located in a busy part of Meadowmont, which would limit parking and access to the stores. Traffic to the station would also increase congestion on the main road of Meadowmont.

Although I realize that the C-1 route is the route of record, a cursory study of the pattern of development of Meadowmont Village would certainly favor the C-2 route. I trust that you will consider these factors in your deliberations.

Thank you for your attention.

Harry R. Phillips

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From: Joan Bingham

Sent: Monday, November 07, 2011 12:29 PM

To: Henry, Andrew

Subject: Light Rail

We moved to Durham County in 2003. We live at The Cedars of Chapel Hill. One of the reasons we chose to retire here was the thought that had gone into the planning of the area

and community. We think Light rail is needed, but at what price. The C1 route would be a poor choice for little gain. I seems to me that the C2 is a much better option. Please consider it carefully.

Joan Bingham

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From: Muriel Roll  
Sent: Saturday, November 05, 2011 3:58 PM  
To: Henry, Andrew  
Subject: LRT  
Saturday, November 05, 2011

Dear Andrew

Information being circulated about the 2011 Sales and Use Tax Referendums brought attention to a possible light commuter rail to run between downtown Durham and UNC Hospital. As a senior resident of The Cedars of Chapel Hill and also a member of the Meadowmont Community Association, I strongly support the C2 alternative for the following reasons:

1. C2 avoids a major impact on the environment by not having the route pass through the wetlands.
2. C2 is a less expensive alternative with the promise of yielding greater use by commuters.
3. C2 avoids disruption to the quality of life at the Cedars, the DuBose Health Center and Meadowmont.

Your careful consideration of this information is appreciated.

Sincerely,

Muriel Roll

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From: Eleanor Lamb  
Sent: Sunday, November 06, 2011 9:41 PM  
To: Henry, Andrew  
Subject: Light Rail System

Dear Mr. Henry:

As residents of the Cedars of Chapel Hill in Meadowmont, we have become increasingly aware of the plans for the Light Rail System between UNC and Duke Hospitals.

In a meeting we attended recently it was, for the first time, carefully outlined and explained to us, along with C2, the alternative option that has been put forth. After careful consideration and thought given to both plans, we have concluded that C2 seems to be a much better alternative, not only for the Cedars, but

1. for those who would be asked to fund it, because it would be less expensive than C1.
2. for those who would be impacted by noise, vibration, delays on main streets to let trains pass, unsightly tracks below and above, throughout the quiet, residential neighborhood of Meadowmont.
3. for those who have children who could be endangered if they lived or played near a speeding train.
4. for those who have preserved and use the beautiful and unique natural wetlands area near the Rizzo Center that would be disrupted in many ways by trains and tracks passing through.

Please give serious consideration to the C2 alternative route. The Light Rail System is going to have a huge, permanent impact on this unique area, and we urge you to think carefully and long about the decisions to be made.

Thank you very much for the attention and thought you will be giving to this matter of great importance to many people, and to North Carolina.

Sincerely,

Eleanor and Hal Lamb

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From: Martha Tyson  
Sent: Sunday, November 13, 2011 4:52 PM  
To: Henry, Andrew  
Subject: Light Rail Service

To Whom It May Concern.

A moment of your time to express my great concern over the possibility of this project cutting through The Cedars in Meadowmont. I am strongly against it and would like to tell you why. Other than destroying the wetlands on this route, it would make it impossible for me and others who are confined to motorized wheel chairs to get across this thoroughfare to gain access from our homes to the DuBose Center for our medical care. This is an

overwhelming thought but is also important in that it places our independence in jeopardy. Put yourselves in our place for just a moment. I believe you can see what I am attempting to point out to all who are working on this project.

Martha Tyson

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From: Jane McPherson  
Sent: Sunday, November 06, 2011 6:01 PM  
To: Henry, Andrew  
Subject: Light Rail Routes

Dear Mr. Henry,

We wish to express our support for C2 Light Rail Route. It will be less costly with the probability of greater use by commuters. It is environmentally responsible, more so than the alternative C1. We have been Durham taxpayers since 1955. That's a lot of tax money going to our favorite city! We're very proud of Durham, its revitalized downtown, its spirit, and not least of all, its great restaurants!

We plead with you to support C2.

Thanks very much!

Jane H. McPherson

Harry T. McPherson, M. D.

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From: John Neter  
Sent: Friday, November 04, 2011 4:15 PM  
To: Henry, Andrew  
Subject: FW: Light Rail Route Preference for C2

Dear Sir:

I urge you to support Alternative Route C2 for the Light Rail Route. Alternative Route C1 will have a significant negative impact on The Cedars of Chapel Hill Retirement Community. This route passes directly in front of our DuBose Health Center where 48 ill members are staying. Also Route C1 cuts off the Health Center from the homes of the Retirement Community.

Alternative Route C2 does not intrude into the Meadowmont Community. In addition, Route C2 is more environmentally friendly, as it does not cross the adjacent wet lands. Furthermore, it is my understanding that Route C2 is estimated to cost less than Route C1 and is likely to have a higher ridership.

For all of these reasons, please support Route C2.

Thank you for your consideration.

John Neter

John and Dorothy Neter

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From: William Nebel  
Sent: Saturday, November 12, 2011 9:25 AM  
To: Henry, Andrew  
Subject: Favor Route C-2 for the light rail

Dear Metropolitan Planning Organization Members,  
We STRONGLY OPPOSE ROUTE C-1 of the light rail transit. We do not think it fair to inconvenience a large existing neighborhood PLUS a natural wetlands area when there is a better option.

We STRONGLY FAVOR THE C-2 ROUTE. It follows an existing highway area already used to noise and traffic and follows that through the wetlands area also. It then goes through a much smaller developed neighborhood. We feel this C-2 route would be much less intrusive to all concerned.

Thank you for your consideration.

Ann and Bill Nebel

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From: Phil Purcell  
Sent: Thursday, November 10, 2011 1:48 PM  
To: Henry, Andrew  
Subject: Light Rail Transit

Dear Mr. Henry,

On behalf of the nearly 400 residents of The Cedars, a licensed continuing care retirement community in the Meadowmont part of Chapel Hill, I am writing to express our concern over the C1 light rail route that would adversely affect our community and the Little Creek Bottomlands and Slopes Significant

Natural Heritage Area next to our community.

The C1 route would separate our residences from our DuBose Health Center, a licensed 48-bed skilled nursing facility. The impact of major construction within feet of the Center would be a terrible experience for the Center's aged patients, most of whom are living out their lives there. If the C1 route were to be built, the noise, vibration, disruption and lights would make their remaining years extremely unpleasant. The interruption and blocking of access by trains running on 10 and 20 minute intervals would adversely affect our entire community. The safety concerns for senior citizens with walkers attempting to cross the right of way and children going to the nearby Rashkis grade school are substantial.

Experts have told us that the C1 route would forever pierce, divide and drastically alter the state-designated wetland area known as Little Creek Bottomlands and Slopes Significant Natural Heritage Area. The route would destroy a dry-land buffer needed by wildlife during floods as well as adversely affect the entire ecosystem associated with the floodplain forest. Wildlife habitat would be destroyed and part of the Area deforested because construction of the route would cut a much wider swath than the 50-foot right of way alone.

We understand the C2 route would have a far smaller impact on the environment, be less expensive to build and ultimately have greater ridership due to developing nearby communities while Meadowmont is substantially built out. We also understand that C2 is the preferred route of Chapel Hill staff, UNC and UNC Hospitals. We know that C2 would not adversely impact the patients in the DuBose Health Center, the children going to grade school or our neighbors in the Meadowmont Community.

We respectfully request that the C2 route be chosen as the light rail route to be constructed.

Sincerely,  
Phil Purcell

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Sent: Monday, October 31, 2011 10:02 AM

To: Comments@dchcmpo.org

Subject: LRT Route

We have been studying some material re the proposed LRT route. The cost and other factors seem to make the C2 route the obvious better choice.

I feel sure that C2 represents most of the Meadowmont community choice, and certainly the residents of The Cedars of Chapel Hill retirement population.

We urge adoption of the C2 route.

Willard and Caroline Rupert

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From: Tom Christy

Sent: Monday, November 14, 2011 12:35 PM

To: Henry, Andrew

Subject: light rail

I would like to question the efficacy of light rail for the triangle area. I have recently moved here from the suburbs of Baltimore, which has a light rail system in high density areas at ground level. Although fares are substantial, they do not cover operating costs. The taxpayers of the surrounding counties subsidize the system. Deploying a light rail system will result in property taken, rails, and coaches. The bus system can use existing streets. The rail system will require crossing gates at major roads and closures of less important ones. Track will have to be fenced to prevent pedestrian traffic on the rail right of way.

Upkeep and maintenance will be significantly higher for a rail system. Every 25 years or so new coaches (much more expensive than buses) will be required and track will be worn out and replaced. Once laid, the track is fixed in place, whereas bus routes can be altered to address changing demand. The network is a challenging problem. There is no central city, like Charlotte is. Rather, there are three smaller centers, with lots of real estate in between.

If we are to have light rail, come hell or high water, the C2 route would be preferable to C1. It would be lower cost to build and maintain, require less dedicated infrastructure, have more passengers, and result in less destruction of natural areas.

Thank you for reading this.

Thomas Christy

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From: Marilyn Toelle

Sent: Wednesday, November 09, 2011 1:19 PM

To: Henry, Andrew

Subject: Light rail transit

To the DurhamChapel HillCarrboro Metropolitan Planning Organization: One of the reasons we chose The Cedars of Chapel Hill for our Continuing Care community was the location with easy access to Chapel Hill, Durham as well as to main roads and highways. This community is thriving and ranks one of the highest in the country. Health care is of utmost importance, and the idea of putting a rapid transit train cutting

off the health care portion from the residential is unthinkable, not to mention the environmental impact on the wetlands surrounding this area. Therefore, we strongly urge you to veto the suggested planned C1 route and consider the C2 plan which avoids residential developments and would minimize the impact of a rail system. As taxpayers, we also believe the C2 plan would be less costly to build and have greater ridership. Our concern is for the future of our community.

Marily & Ron Toelle

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From: Vivian Raftery

Sent: Thursday, November 10, 2011 5:02 PM

To: Henry, Andrew

Subject: Light rail transit plans

Unlike most Continuing Care Retirement Communities, we at the Cedars pay our own property taxes to Durham County. If this rail plan should go forward, we will watch our own property values drop drastically, despite the fact that this is one of the best retirement communities in the country and adds to the reputation of the Chapel Hill, Carrboro and Durham areas as excellent places to live.

I am not against light rail transit as a way to ease congestion, but finding the most acceptable location for one between Durham and Chapel Hill Hospitals is vital to its success. Therefore, I am for the C2 route as I believe that route will effect the fewest people.

Sincerely,

Vivian Raftery

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From: William W. McLendon

Sent: Sunday, November 13, 2011 3:09 PM

To: mayorandcouncil@townofchapelhill.org; Henry, Andrew

SUBJECT: Support of the C2 Route for the Proposed Light Rail System  
from Chapel Hill to Durham

1. MY PERSPECTIVE: I first came to Chapel Hill as an undergraduate from 1948-52. Since 1952 Anne and I have lived in Chapel Hill for 45 of our 59 years of married life, including the past 7 years as residents of the Cedars retirement community in Meadowmont. From 1973 to 1995 I was a Professor at the UNC School of Medicine and

since 1995 I have been a Professor Emeritus.

## 2. I ENTHUSIASTICALLY SUPPORT THE PROPOSED PASSENGER RAIL SYSTEMS FOR CHAPEL HILL AND THE REGION.

I have experienced the advantages of passenger rail systems when using the rapid transit systems in New York City in the 1950s and the efficient intra- and inter-city transit systems in western Europe in the 1960s. I have witnessed the phenomenal growth in Chapel Hill and the region as a result of the evolution of the internationally acclaimed Research Triangle Park (RTP) and of the three world-class universities that include two schools of engineering, two university medical centers, a college of veterinary medicine and Nobel Laureates. The proposed light rail link between Chapel Hill and Durham, along with the commuter rail service from Durham to RTP and Raleigh, will in effect be a "Boulevard of the Universities" connecting the original and continuing anchors of North Carolina's vibrant Research Triangle area: Duke University, North Carolina State University and the University of North Carolina at Chapel Hill.

## 3. I URGE YOU TO REJECT THE C1 ROUTE FOR THE PROPOSED LIGHT RAIL SYSTEM FROM CHAPEL HILL TO DURHAM THAT WILL TRANSECT THE MEADOWMONT AND CEDARS COMMUNITIES. (See attached map.)

Meadowmont has been in existence for almost a decade and we can now easily see the tangible and destructive effects of the proposed C1 route for the light rail system on the well over 2,000 adults and children living in Meadowmont's 1056 homes, condo units and rental apartments (as of a July 2009 survey):

--Meadowmont was designed, and now functions as, a pedestrian and bicycle friendly community that is enjoyed daily by numerous residents and visitors. Superimposing a railway on this community would defeat this design and do irreversible damage to the community.

-- Having a light rail system crossing Meadowmont Lane (as well as the cross streets of Sprunt Street, Barbee Chapel Road and Meadowmont Village Circle) with trains running at some 10 minute intervals during rush hour will lead to major delays, traffic jams and increased danger to the following pedestrians and drivers using these roads:

- 1) many students and teachers going to and from the Rashkis Elementary School;
  - 2) numerous Meadowmont residents commuting to jobs in Chapel Hill, Durham and the RTP, as well as non-residents commuting to jobs in Meadowmont Village;
  - 3) elderly persons from the Cedars going to the UNC Wellness Center and to the shops and restaurants in Meadowmont Village;
  - 4) those coming from the region to use the UNC Wellness Center and to obtain medical care from the UNC Heart Center and other UNC Health Care facilities at Meadowmont;
  - 5) business executives coming from around the country to attend the Executive Development Programs at the Rizzo Center of the UNC Kenan-Flagler Business School;
- and
- 6) first responders answering emergency calls from residents in the Cedars and in

Meadowmont.

-- The proposed light railway would split the Cedars retirement community. It would run some 30 feet from the front of the DuBose Health Center, which today has 48 beds and by the time the rail is built is expected to have 60 to 70 or more beds to serve the over 400 members in the Cedars community. This superb medical facility provides skilled nursing care, under the medical supervision of the UNC Geriatrics Division, for those Cedars members recovering from major surgery, illnesses or injuries, as well as long term care for those with memory impairment or other chronic conditions. Construction and operation of an adjacent rail system would have a major detrimental effect on these patients. In addition, many Cedars members daily go to the DuBose Center to visit friends and neighbors or to receive their primary medical care in the 5-day-a-week clinic staffed by physicians and a nurse practitioner from UNC Geriatrics. If C1 is approved and implemented these members would have the challenge of crossing a busy and dangerous railway to make these visits.

-- The environmental impact of running a railway through the Significant Natural Heritage Area known as the Little Creek Bottomlands and Slopes with its irreplaceable trees and wildlife is a major disadvantage of the proposed C1 route.

#### 4. I STRONGLY URGE YOU TO SUPPORT THE C2 ROUTE FOR THE PROPOSED LIGHT RAIL SYSTEM FROM CHAPEL HILL TO DURHAM.

The alternative route C2 will utilize the unpaved George King Road and the center of the Raleigh Road/NC 54 section that is soon to be expanded to 6 lanes. The latter section could be similar to the elevated rapid transit system from ORD airport to the Loop in Chicago.

--Cost. The CI Meadowmont route will result in additional major costs to bridge the wilderness areas and to cross the highly developed and densely populated areas of Meadowmont Village, whereas the C2 route will go down an unpaved road in an area with sparse population density and then proceed down a highway right of way that is soon to be expanded to six lanes. Selecting the C2 route now would allow the inclusion of this route in the planning for the expansion of the Raleigh Road and for the eventual upgrading of the George King Road, so that the planning costs and disruptions could be minimized for both future projects.

-- Environmental impact. Route C2 eliminates the necessity to have elevated tracks over the unique waterfowl impoundment area. Furthermore, it would permit the expanded NC54 highway and the new railway section to be combined in one transportation corridor rather than adding, in an environmentally sensitive area, another corridor with additional visual, auditory and atmospheric pollution.

#### 5. CONCLUSION.

As you proceed with prudent and thoughtful planning of the proposed light rail system, I urge you utilize the C2 route to minimize costs and impact on the environment

and to maximize benefits for the most citizens in Chapel Hill and the region.

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From: betty white

Sent: Wednesday, November 16, 2011 9:35 AM

To: Henry, Andrew

Subject: Light Rail Train Routes

Dear Mr. Henry: My husband and I are residents of The Cedars of Chapel Hill.

We join other residents of our continuing care community in asking that the C2

route be chosen rather than the C1 route. The C1 route would separate our residences from our DuBose Health Center, a licensed 48-bed skilled nursing facility. In addition there are safety concerns for senior citizens and children going to the elementary school, The C1 route would also adversely affect the state-designated wetland area known as Little Creek Bottomlands and Slopes Significant Natural Heritage Area.

We understand the C2 route would have a far smaller impact on the environment, be less expensive to build and ultimately have greater ridership. We respectfully request that the C2 route be chosen as the light rail route to be constructed.

Betty P. White and Raymond P. White, Jr.

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November 7, 2011

Dear Mr. Henry:

I am a current resident of the Meadowmont community and a member of the Cedars of Chapel Hill. I am 100 % in favor of a light rail system but I AM STRONGLY OPPOSED TO THE C1 ROUTE. It is my understanding the C1 Route would cut through the Cedars of Chapel Hill which would separate the 48-ed DuBose Health Center from the rest of the facility.

In addition, C1 WOULD HAVE A NEGATIVE EFFECT ON THE WETLANDS , be more expensive than the C2 proposal and more than likely have less ridership potential. THE C2 PROPOSAL, IN MY OPINION, IS A NO-BRAINER. The C2 proposal eliminates or greatly reduces my concerns.

Sincerely,

William E. Nolta

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From: carma burton

Sent: Friday, November 04, 2011 5:22 PM

To: Henry, Andrew

Subject: light rail

We have over 400 elderly residents living here at The Cedars. Most of us have fairly regular appointments at the DuBose Center for check-ups, physical therapy, lab work and other needs. Many of us have been there for varying lengths of time after a hospitalization for hip replacements etc. One of the joys of life here is that we don't have to drive there. It is a pleasant healthy walk for those going for routine care. For those who have loved ones there, some permanently, they walk over every day.. We have 48 beds there. Many patients convalescing like to be wheeled or walk as able out to the porches to enjoy the fresh air and quiet beauty of our neighborhood.. This light rail plan C1 shows a callous disregard for this concentration of vulnerable citizens., and for the many cars and children headed to Rashkis Elementary School...

Noone disputes the wisdom of trying to implement light rail to handle ever-increasing traffic. However, I beg you to reconsider any bias you may have in favor of C1. It will be destructive to the entire village...to our property and to our lives.

Sincerely, Carma Burton

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**From:** Claude Snow

**Sent:** Friday, December 30, 2011 2:07 PM

**To:** [mayorandcouncil@townofchapelhill.org](mailto:mayorandcouncil@townofchapelhill.org); Henry, Andrew; [meadowmont@nc.rr.com](mailto:meadowmont@nc.rr.com); [hankrodenburg@yahoo.com](mailto:hankrodenburg@yahoo.com)

**Subject:** Comments and support for C2 Light Rail Transit (LRT) route, UNC Hospital to Duke Hospital

Dear Sirs:

I will not be able to make the January 9, 2012 Chapel Hill Town Hall meeting to express my opinion regarding the two alternative LRT routes between UNC Hospital and Duke Hospital. Please accept this email as my input.

**It is my opinion that the C2 route on the South side of Highway 54 to a Hillmont station near Barbee Chapel Road is a much superior route to the C1 route.** I

understand and support many of the current arguments for the C2 route; including less expensive than C1, less of an environmental impact, less of an impact to the Little Creek lands and slopes, and no parking associated with C1.

In addition, I would like to add my input having witnessed the growth of the Metropolitan Atlanta Rapid Transit Authority (MARTA) for 20 years from its inception of rapid rail in 1979 through 1999. Several of my personal friends were board members of the Atlanta Regional Commission and board members of MARTA during this period. Through their eyes in discussion with them and from first-hand, regular transit experience, I would like to add my insights as I think they will / can apply to the inception of rapid transit in Raleigh-Durham-Chapel Hill in a few years.

MARTA experience, 1979 - 1999:

- **Stations have good usage because there is a reason to go there ... work; shopping; recreation.** The most utilized MARTA stations were at major shopping centers/malls; athletic venues; and major business/office clusters where the station to the office/venue was a ten minute walk or less. There were some stations established near population centers on the rail lines between the major activity stations to make the use of rapid transit more convenient. The only stations that were successful outside of major destination venues had parking. Those stations without parking were and remain the least used facilities.
- **Convenient parking at the station is essential.** Plenty of close-by parking made stations well-utilized. Business people got use to park-and-ride if it was easy to park. Otherwise, most people just kept to driving to work ... especially if one did not have a regular work shift.
- **A station without parking puts a burden on nearby businesses.** Just as merchants near the UNC campus must continually monitor their parking lots and tow people who are not shopping, so it is / will be where rapid rail stations exist without parking. I sense this will be a significant negative to a Meadowmont station as proposed in the C1 alternative - especially for the nearby Harris-Teeter, banks, and local Meadowmont merchants.
- **People use rapid rail because it is a quicker and easier option than driving; less expensive is important only for long-term situations.** People primarily liked using rapid rail because it was convenient, timely, and you did not have to fight commuter traffic. Most people are willing to pay for convenience and so will continue to pick driving over rapid rail even though it is more expensive. Rapid rail was often used to/from the airport where it offset the availability and cost of over night parking. By the way, the rapid rail needs to go right to the terminal; not require a transfer to a bus or other vehicle to get to the terminal. Otherwise, people will not use it ... lack of convenience.
- **Most people will only walk about 2 to 4 blocks; less than a quarter mile.** People are generally lazy. They will go to a gym to stay fit, but will rarely walk a distance greater than can be covered in ten minutes when in business or social attire. If a station does not have parking, then the vast majority of potential users live within no more than a quarter mile radius - about a ten minute walk.
- **Increased security is important - both on the trains and at the stations.** Much like a shopping mall, rapid rail allows people of different backgrounds to congregate freely and, as such, provides focal points for persons who wish to rob,

steal, cheat, harrass, or otherwise cause a disturbance. Just as there is security at Southpoint Mall continually monitoring the site internally and externally, so there needs to be continual monitoring and police activity to insure rapid rail safety. You kill ridership quickly if people think it is not safe or if they are going to be harrassed while traveling. MARTA quickly established its own police force to ensure safety. I hope these experiences and insights have been helpful. I encourage you to consult MARTA or another rapid rail regional system to learn of their growing pains and what changes they would make if they could re-design from inception.

Thank you for listening and considering my input.

Claude Snow

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From: Leah Boucher  
 Sent: Thursday, December 29, 2011 9:43 PM  
 To: [mayorandcouncil@townofchapelhill.org](mailto:mayorandcouncil@townofchapelhill.org); Henry, Andrew  
 Cc: Meadowmont Community Association Manager  
 Subject: Light Rail Transit

Dear Town Council and the TAC,

I write regarding the two proposed routes under consideration for the Light Rail Transit connecting UNC Hospital to Duke Hospital.

As a native of Chapel Hill, a resident of Meadowmont, and an ardent environmentalist, I write to voice my strong hope that you will select the "C2" route that continues on the South side of Hwy 54 to a Hillmont Station near Barbee Chapel road and go from there.

This route would help preserve land that has been designated a Significant Natural Heritage Area. With so much development (Meadowmont included) in the Triangle over the past 34 years that I have lived here, I cannot but hope we can preserve some of the beauty and natural habitat we still have. I love pointing out deer and foxes (yes we have grey ones), and raccoons to my children. This is my primary reason for urging C2.

Secondly, I would like to preserve the close knit community that Meadowmont does afford. While I appreciate the connectivity that the LRT will provide, it does seem to be less disruptive and more convenient for more people if it continues on the South side of HWY 54.

Lastly, my understanding is that the C2 alternative is much more cost effective (to the tune of many millions.) As a tax payer, I support a more efficient alternative - especially in these days where we watch the tax dollars to schools erode.

Thanks for taking the time to hear my opinion.

Have a wonderful New Year.

Best,

Leah Boucher

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**From:** Susan Zaranek  
**Sent:** Sunday, January 01, 2012 4:16 PM  
**To:** [mayorandcouncil@townofchapelhill.org](mailto:mayorandcouncil@townofchapelhill.org); Henry, Andrew  
**Cc:** Mike Zaranek; Meadowmont Community Association  
**Subject:** Light Rail Transit C1 and C2 Options

Dear Council Members and Transport Advisory Committee Members,

I have been following the discussions relating to the Light Rail Transport planning that would connect UNC Hospital and Duke Hospital. I know that many opinions have been expressed so far and I would like to add mine to your considerations, specifically related to the C1 and C2 options.

The C2 option will have less environmental impact and will cost less. That's certainly a good start. Still, what makes it the right choice is the fact that it provides for parking at the station. That is absolutely critical if you want to truly make it a viable option for this community as it grows. I have lived in Meadowmont for seven years and watched as the bus route in the neighborhood was changed and changed again as it did not meet the needs of residents and riders. There will not be second chances with the LRT.

The LRT is a bigger idea and opportunity than the buses, and must serve a broader population than just the Meadowmont residents. So you absolutely need parking. Meadowmont residents will still have walking access to the service but we likely won't have the urban density in this area to rely totally on foot/cycle traffic. Without parking, you are limiting access to this important new service, adding to the traffic burden on Hwy 54. In addition, the C1 option will severely impact the residents of the Cedars by making it harder for many residents to access their health center, disadvantaging people who surely need easy access to these services.

I understand the planning process to be robust and thoughtful. I would appreciate if you would consider the needs of the broader community and environment in your deliberations.

Yours sincerely,

Sue Zaranek

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**From:** Selby, Christopher P  
**Sent:** Sunday, January 01, 2012 2:13 PM

**To:** [Commetts@dchcmpo.org](mailto:Commetts@dchcmpo.org)

**Cc:** Henry, Andrew

**Subject:** Alternatives Analysis Public Comment

January 1, 2012

Dear Sir/Madam,

I write to contribute public comment on the Alternatives Analysis which is receiving comments until Jan. 4, 2012.

I am a resident of the City of Durham, I live near the proposed light rail station in Leigh Village. Last month I voted to raise our sales taxes to pay for the transportation improvement program on the ballot. One reason I voted to provide our money for these projects is that I like the preferred route of the light rail line called C1. Ideally the governmental will not ask for money to pay for something desirable and then use it for something undesirable (C2). I would prefer to have voted at a time when the decision to use C1 was more firmly established, however, the ultimate decision was not made before the election.

A major reason that I like option C1 is that it does not put a light rail line on George King Road. I believe that George King Road should remain available to developers to use as a road link between NC54 and Leigh Village; however, the path of the C2 light rail line would make such a road link impossible. I understand that such a road link is not included in the Collector Street Plan which was devised for the area; however, it was made clear by the Collector Street Plan Management Team that the Collector Street Plan road map was not 'written in stone', rather it was a guideline and developers could conceivably vary from that guideline. Thus it is important that George King Road remain a viable option for possible future development as a collector street.

I have read much of the public comment on the alternatives C1 and C2, and clearly there is much support for C1 and many good reasons for this support. I learned something interesting from these public comments about Woodmont. Woodmont is the potential future development that would be adjacent to the path of alignment C2 and would potentially include a rail station instead of the rail station planned at Meadowmont. I learned that if Woodmont is ever developed, and alternative C1 is active, Chapel Hill will require Woodmont to provide shuttle service for their residents to access the rail station at Meadowmont. That is a great idea since most of the future residents of Woodmont probably would not care to cross NC54 and travel to the Meadowmont station on foot. In addition, there is a large tract of land which is owned by UNC and which is located between Meadowmont and the proposed Woodmont site. This land is likely to be developed by UNC

in the future. Thus there is opportunity for the Woodmont shuttle to bring commuters at both the Woodmont and the UNC sites to and from the rail station at Meadowmont, which would be a most efficient way to provide passenger service and reduce congestion in the heavily traveled NC54 corridor.

I have also read that C2 would possibly constitute less of an imposition on Corps of Engineers wetlands than C1. I regularly walk in the area of routes C1 and C2 and I am skeptical regarding this point. Route C2 would entail a considerable amount of bridge structure elevated over water, while it appears C1 would cross a relatively narrow stream. Also, I have seen in the recent Alternatives Analysis document a note at the bottom of Table 13.3 that states that route C2 avoids "having a new crossing and disturbance to the contiguous Little Creek watershed north of NC54". This statement is not entirely correct. Southwest Durham Drive will constitute a crossing of the Little Creek watershed north of NC54 close to where the light rail line is proposed to cross. The plan for the road I believe came before the plan for the rail line so in this respect, the rail crossing is not new. Ultimately, in the future, the Little Creek watershed north of NC54 will not be contiguous no matter what happens with the rail line. This information is available on the relevant Collector Street Plan Map.

I also question the justification in making the 'imposition of the wetlands' a factor in deciding route C1 or C2. The same issue came up in the Collector Street Plan when George King Road was considered as a potential Collector Street. George King Road as a collector was highly popular among residents in the community. However the planning staff would not seriously consider this route because it ran through Corps of Engineers Land. It was asserted that paving it would be a serious problem. However, a call to the State DOT revealed that the State already plans to pave George King road at no cost to developers, and obtaining permits is not expected to cause a serious delay. Part of the permitting will involve making arrangements for mitigating any impact to the Corps lands. Mitigation is a standard procedure and I presume mitigation will be done whether either C1 or C2 is built. Thus, in either case, as a result of mitigation, there should be no net negative impact to wetlands in the area. While it is tangential, I believe it is worth noting for the sake of perspective that the Corps of Engineers wetlands in question was in fact created to mitigate the effects of creating Jordan Lake. The man-made swamp is relatively new from an ecological perspective.

I also read that C1 would be more expensive than C2. The estimated difference is negligible compared to the overall cost of the transit projects that we approved in the last election. Also, in time, the cost estimates undoubtedly will vary. Actual costs that will be incurred in the future in the Woodmont area are likely to go up if that area is in fact developed. Look at the various developments that Chapel Hill has approved in recent years. It is quite possible

if not likely that if Woodmont is developed, obstruction to light rail, with associated increases in costs, will arise even if a light rail station is included in the development plan.

I read that the adverse environmental impacts and costs would be reduced with route C2 because the routing of C2 alongside NC54 through wetlands would reduce the overall footprint and economies of scale could be achieved. While this makes sense intuitively, the same argument about reducing the footprint and economies of scale could be made about the routing of the C1 path alongside Southwest Durham Drive through the wetlands.

I also believe that Meadowmont constitutes an excellent location for a rail station as a destination for those living elsewhere. It has many places to go to, including the UNC Wellness Center, the UNC Healthcare facilities, grocery shopping and other shopping and wellness locations, a bank, a liquor store, a place to ship packages, and lots of restaurants and other businesses. These are all located on either side of the rail station within easy walking distance to the proposed rail station. There are open spaces and space near the proposed rail station to add parking. Indeed, it appears as if Meadowmont was designed to have a rail station at the proposed location. Regarding Meadowmont residents, I suspect that the recent Alternatives Analysis report is correct in that ridership estimates for Meadowmont residents are probably low and will be higher when residents realize that with their existing, excellent pedestrian infrastructure, it is easy to access light rail.

In contrast, the alternative to the rail station at Meadowmont is a station at Woodmont. Woodmont currently is a concept. The rail station would be on the edge of this concept, alongside the noisy, fuming, pedestrian-unfriendly NC54. I am not confident that Chapel Hill can and will follow through and turn this concept into a transit hub that is more pleasant, useful and provides more light rail users than Meadowmont. Regarding the option of a rail station at Meadowmont vs Woodmont, I feel as though a bird in the hand is better than two in the bush. It is a no-brainer, go with the great location/destination, Meadowmont.

Along with the question of Chapel Hill being able and willing to function in a light rail-friendly manner, and the notion that you get what you vote for, there is another intangible that is relevant. The NC54 corridor, which extends from I-40 to 15-501, functions as a major entrance to Chapel Hill. How does this corridor function esoterically? This is not a trivial consideration. Please note that Chapel Hill is expending considerable effort and finances to provide public art where the 15-501 corridor enters Chapel Hill.

Regarding the entrance to Chapel Hill via the NC54 corridor, I think that first and foremost people think of the NC54 corridor as a failure in its principal transportation function during rush hour when commuters experience congestion. Otherwise, it retains, with exceptions

such as the East 54 development, a somewhat pleasant, bucolic atmosphere as seen from inside a car. The more recent developments have included effective landscaping buffers alongside NC54, and the wetlands is undeveloped. Older residential and retail locations are largely set back from the highway such that while they may be visible, there is a sense of space so that it does not feel crowded. The C2 rail line would include a bridge over the highway right at the edge of the wetlands, and would run alongside the highway on a bridge structure as it passes through the wetlands. This highly visible infrastructure would be located where traffic backs up during the evening rush hour. I believe it would confer the sense of being in an infrastructure jungle of asphalt, rails and power lines.

Alternatively, the C1 rail line would include a bridge across NC54 which would be located beside an intersection (at Meadowmont Lane) where 6 lanes of traffic cross 9 lanes, and at this location the added infrastructure would not be in such stark contrast to the local environment as it would be in the wetlands. In the wetlands, the C1 line would skim the treetops rather than run beside and then over traffic congestion. The C1 rail line would, I believe, provide a more enjoyable journey than C2 for auto and rail passengers alike and would reduce the likelihood of rage among travelers.

Thank you for this opportunity.

Chris Selby

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Greetings and I hope you're well.

By now, I'm sure you're aware of the light rail proposals currently being reviewed for the future, and I wanted to share an Orange County citizen's view on the plan of record, C1, in addition to the current alternative, C2. Many of us have watch this process very closely, especially because of C1's implications for the community and the environment.

Fortunately, due to the concerns of residents of both Durham and Orange County, Durham and Chapel Hill, a fair-minded and far less invasive plan has been created, C2, which would greatly mitigate and avoid the extensive and permanent damage to wildlife, the terrain, not to mention the continued viability of the Little Creek reserve that would be diametrically affected by C1. C1 would drastically alter the pristine area in question, one of the last to be found in Durham or Chapel Hill, and its very construction would also project far greater damage to the area.

There are many who support the C2 alternative-and for the record-groups and institutions like UNC Health Care and Hospital, the greater Meadowmont Community Association, protectors and advocates of the environment like North Carolina Heritage Foundation and

ordinary folks like myself and many others in Durham, Orange and Chapel Hill.

There are those who say that Meadowmont was slated for and planned for such a light rail system, C1; and, many would say that Meadowmont was not and is not the high-congestion community, high-density space often spoken of. The vast majority of residents in the community will not live within a comfortable walking distance from the rail and would therefore likely drive to a station, for which C1 does not dedicate parking for, already an issue in Meadowmont. C2, on the other hand, would have dedicated parking, dedicated and planned, high-density living space to create maximum impact and ridership. That's one reason C2 maintains higher planned ridership, at a lower projected overall cost. It's really a win-win when comparing costs, ridership, and, most importantly, environmental impact.

However, what's ultimately important to all of us is the environmental impact of C1, a central point that supporters of C1 seemingly overlook, much to the potential detriment of the community's most precious resource. At the end of the day, it's what C1 does-and C2 doesn't do- that makes a significant difference. With the plans in the works for Hwy 54 and the surrounding area, not to mention the potential negative impact of C1, we are hoping that you and your committee will ultimately support C2 as the plan of choice for all of us.

I hope-we hope-that you will work with your committee/council members, etc. in supporting the better plan, C2, for the sake of the community, for the sake of the environment.

Thank you for your time and consideration and all your hard work making our community a great place to live.

Regards,

Geoffrey Daniel Geist

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From: Dawn Paffenroth  
Sent: Wednesday, December 21, 2011 1:48 PM  
To: Henry, Andrew  
Subject: Alston Ave/NCCU Commuter Rail Station  
Andrew:

I am sending my comments to you because the 'comments@dchcmo.org' address kept dumping me out!

I definitely support the need for an Alston Ave/NCCU commuter rail station. East Durham does

have a huge percentage of transit dependent, low income and minority populations relative to the overall project corridor. And, as also stated in your Report Addendum, this station would connect residents of East Durham and Northeast Central Durham to the region's employment, institutions, shopping and entertainment. Expanded access to Durham Technical Community College and NCCU is definitely needed.

I also support including this commuter rail station in the Durham-Wake Commuter Rail Project so that user benefits are not delayed six or more years until the Durham-Orange LRT Project (where it is currently included) is implemented. The sooner we can bring this needed service to East Durham and Northeast Central Durham the better for the economic development of those areas!!

Dawn L Paffenroth  
919-471-9911  
East Durham

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Sent: Sunday, December 18, 2011 12:58 PM  
To: EReckhow@aol.com  
Subject: Light Rail Transit

Dear Commissioner Reckhow,  
As a resident of The Cedars in the Meadowmont community, I am very interested in the route the light rail system will take. Aside from the fact that C1 would adversely affect the quality of life in this retirement community, it would have a devastating impact on the environment. C2, for so many reasons - environmental sensitivity, lower cost to build, potential for greater ridership - is the logical choice.  
I hope you will take this into consideration when making your decision.  
Sincerely,

Ina Evans

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From: Lois Hirschman  
Sent: Saturday, December 17, 2011 11:45 AM  
To: lydia@lydialavelle.com; EReckhow@aol.com  
Subject: light rail

The light rail proposal C1 would seriously impact the native habitat of many animals. This, in turn, will effect the ecological balance of this area which in turn will effect those of us who live here in Chapel Hill and Durham. We have done so much already to harm this balance it seems very unwise to continue the decimation of the fragile habitats left. In addition the area at the back of the Cedar Hill property would seem to need so much

additional structure because of the steep hill that it seems that the it would be considerably more costly. If by giving us these two choices, you purposely gave us this untenable C1 in order to give us a choice of one that really was much better and the choice was made very simple. I congratulate you on your "smart plan". I hope this was your reason for adding C1 to C2 and at least getting input from the community.

Sincerely Lois R.

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From: Matthew Barton  
 Sent: Tuesday, December 20, 2011 6:02 PM  
 To: Comments@dchcmpo.org  
 Subject: comments on transit plans

Dear Sir,

I am surprised that there is no plan to allow direct rail service from Chapel Hill to RDU. This would be a major convenience for my family, and thousands of students/faculty. I am sure you are aware of the elaborate plans UNC has for the Carolina North development over the next 50 years, including a lot of high-tech business, which would benefit from this kind of link. So please put that in.

-- Regards,

Matthew Barton

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From: sheila tayrose  
 Sent: Wednesday, December 21, 2011 8:22 AM  
 To: Comments@dchcmpo.org  
 Subject: rail

In my opinion, there is no functional mass transit in the triangle. I live off of Hope Valley Rd. There is no bus available. If I want to go to Chapel Hill, I need to use a car. I would love to see light rail, as well as mini-buses that would run throughout the day on high use roads. Durham is a town that is NOT pedestrian or bike friendly. There are a lack of sidewalks and bike lanes. I am dependent on a car to shop, work, and get to places within Durham or to go to Chapel Hill.

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Sent: Saturday, December 17, 2011 5:47 PM  
 To: lydia@lydialavelle.com; ereckhow@aol.com  
 Subject: Light transit routes

Good afternoon,

With a background in natural science I am well aware of the negative environmental impact of proposed route C1. This is but one of a number of reasons for favoring the alternative route C2.

Arthur Clark  
(Member of the Meadowmont community)

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Thank you again for this opportunity to address a matter of important community concern, namely C1 and its implication for our natural heritage in the area.

The core argument in support of C2 over C1 is that C1 does unnecessary and significant damage to our community's irreplaceable precious resource: the Little Creek Natural Heritage site. C1 would punch two permanent rail lines with overhead catenary wiring through the undisturbed Little Creek Wetlands, and produce years worth of construction mayhem with massive amounts of earth-moving equipment imposed upon a pristine and unspoiled natural area designated by Durham County as an important "inventoried environmental area."

UNC, who owns significant property in the disputed C1 transit routing area on the West side of Little Creek Basin, has recently made the important decision to move their entire Business School expansion - hotel, cafeteria, classrooms, conference center out of the DENR slopes area to avoid environmental impacts to the bottom land area adjacent to the CORPS land. This is a move with far-reaching implication for the area. As a result, there now exist no plans for any stakeholder on this property west of Little Creek, that C1 proposes to invade, to upset and violate this pristine natural heritage area.

C2 keeps this important habitat whole by instead going down Hwy 54 and therefore would allow an important environmental preservation plan to succeed

Many of us at the end of the day, no matter where we are from, Durham or Chapel Hill, want to hop on the light rail and travel to either the UNC hospital or downtown Durham and the city's universities.

The C2 option helps to facilitate this transportation model without doing significant ecological and environmental damage. It would traverse the Little Creek corps land to the already developed Hwy 54 corridor, and would completely avoid the DENR natural heritage area.

I sincerely request that we all be responsive and supportive of our irreplaceable natural assets and support C2 as the superior alternate routing plan in terms of cost, ridership, and environmental sensitivity

And finally, I hope each and every one of you can take the opportunity and go down and look at the pristine area at the Little Creek basin, then you'll realize that C2 is clearly the better choice; that sacrificing our natural heritage unnecessarily is not the fabric of our broader community values nor does it mesh with Durham's environmental mission statements.

Many thanks,

Geoffrey Daniel Geist

R. EDWARD MORRISSETT, JR.  
242 CEDAR CLUB CIRCLE  
CHAPEL HILL, NORTH CAROLINA 27517

November 3, 2011

Mr. Andrew Henry  
Transportation Department  
Durham, NC 27701

Re: Light Rail Transit Route

Dear Mr. Henry:

My wife, Betty, and I moved to The Cedars a little over two years ago. Thus far our experience here has exceeded our expectations. The Members are so nice and we have made many new friends. The staff here is superb both in what they do and how they go about doing it.

It is, therefore, very hard for us to come to grips with the possibility of the proposed Light Rail Transit System and how it would divide our campus and make it much more difficult to get to the DuBose Health Center which is a very important part of the overall health care system here and which will grow in importance to Betty and me as we grow older and most likely gradually become more infirm.

When the original right of way was put in place, The Cedars did not exist. We do exist now and are fully built out. It seems to us to be a real shame to put this divisive rail line through our campus when you don't have to. As we understand it, the proposed C1 route is both more expensive to build and will do more harm to the environment than will the C2 route. In addition, the C1 route will harm our property values and will be an unsightly blight on one of the major access roads into Meadowmont.

Betty and I certainly hope and pray that the more rational route know as C2 will be adopted.

Sincerely,

  
R. E. Morrisett, Jr.

Mrs. Abigail Sperber  
445 Cedar Club Circle  
Chapel Hill, NC 27517

November 3, 2011

Mr. Andy Henry  
Transportation Department  
101 City Hall Plaza  
Durham, NC 27701

Dear Mr. Henry,

I am a resident of The Cedars of Chapel Hill and alarmed about a possible light rail train going through our property, separating our DuBose Health Center from the residences. For those of us requiring continuous health care, I cannot imagine how many of us will be able to pass across tracks of a commuter train to reach the Health Center or to visit other Cedars members who are permanently in that facility.

From all reports, the C1 alternative for a light rail will have additional damaging impact on the quality of life for all elderly residents of the Cedars who, at advanced ages, greatly depend on a peaceful and quiet living environment. The clattering of trains on tracks and loud warnings at every intersection would be seriously disruptive, especially to those patients under intensive care. During the period of construction and when it became operational, the C1 alternative would interfere with effective health care for residents of the Cedars.

The C2 plan would have the route passing along HWY 54 and George King Road avoiding the problems mentioned above. If a light rail transit system must be built, the impact of C1 on the Cedars retirement community and its 48 bed DuBose Health Center would be far greater than C2 would be for any other community.

Sincerely,

  
Abigail Sperber

86 (eighty) and look forward to riding it to Durham, my home before moving over here - and leaving my car in the garage. C'm on! Let's go. Use '54!

Thank you,

Sincerely,  
Karin Powe

(Mrs. E. K. Powe)

F

November 2, 2011

Dear Mr. Henry,

Surely the fact that our tax dollars will be used to construct the light rail system, should we not deploy the least expensive route? along highway 54? It is already there! Let us save money - and hurry! (smiley face) I am already

**J Adamson**

**From:** "J Adamson" <jaja13@bellsouth.net>  
**Date:** Thursday, November 03, 2011 6:30 PM  
**Subject:** proposed light rail system in Chapel Hill  
 Dear Sirs,

As long standing members of the Cedars retirement community in Chapel Hill we are very concerned about one of the proposed routes for the light rail system from Chapel Hill to Durham. We are not against the idea of a establishment of a light rail system (something needs to be done to alleviate the heavy traffic load) we're just very concerned about where the planners have proposed to build one of the routes----- C1.

WHY instead of building the C2 route along Rt 54, skirting the adjacent wetlands and following the George King Rd to Farrington Rd. would anyone think it would be less costly, less disturbing to the neighbors, less disruptive of future pedestrian and vehicular traffic to follow the proposed C1 route. We can't understand WHY route C1 was even considered. It appears longer. It appears to involve more costly construction. It would certainly during construction as well as in the future be a significant barrier for all of us at the Cedars to access the Dubose Health Center and the businesses in Meadowmont.

Everyone at the Cedars is old! We plan to live here as long as we can. One of the reasons we are here is the comfort of having good medical facilities to assist us in our later years. The closeness of the Dubose Health center was very important to us in deciding to come to Chapel Hill to retire. Now some planners are forgetting about us and wanting to put a rail line across the entrance to the health center. What would it be like instead of a quiet peaceful bedroom to convalesce in or spend your last few days to now be waked, disturbed, perhaps even jolted as the rail road cars go cranking, dinging by---day and night-as long as it runs. WHY cut the Cedars community into two sections especially when Rt C 2 is so simple.

If we had know this was going to happen we would NEVER have come to the Cedars. I'm sure if Rt 1 is followed in time you can kiss the prominence of the Cedars goodbye. It will badly compromise us now and those who would have come her in the future. We just can't understand why such a route was ever considered except someone must have felt there would be easier access for potential riders if the route went through Meadowmont. Rt C 2 goes right by Meadowmont. We understand the folks in Meadowmont do not want Rt 1 either.

Is there any community in which a rail line has been constructed that the adjacent neighborhoods did not go into decline? it appears the planners didn't consider the social impact of their C1 route. On paper it looks more convenient for the numbers, but we, the numbers, don't want it!

There are other retirement places in this area that are quiet, peaceful and want folks like us to come. Guess we will if this Rt 1 is followed.  
 Please put the light rail line on the C 2 route.

Thank you for listening to us,

Josephine R. and Jerome E. Adamson

*Josephine R. Adamson*  
 11-5-11

*J Adamson*  
 11-5-11

**(Sample Letter)**

Your Cedars Address  
Chapel Hill, NC 27517  
Tel: Your Number  
Email: Your address

November XX, 2011

*212 Cedar Brookstone  
Chapel Hill, NC  
27517  
932-8198*

Dear *Mr Henry*

Information being circulated about the 2011 Sales and Use Tax Referendums has brought attention to a possible light commuter rail to run between downtown Durham and UNC Hospital.

My understanding is that there are two options being considered for where the light rail system might be constructed. Alternative C1 would pass in very close proximity to the 48 bed DuBose Center of The Cedars and then between the village of Meadowmont and other homes of The Cedars of Chapel Hill retirement community. Alternative C2 would have the route going along HWY 54 and George King Road, thereby avoiding disruption to seriously ill patients at the DuBose Health Center and the essentially quiet neighborhoods of The Cedars and Meadowmont.

As a senior resident of The Cedars of Chapel Hill and also a member of the Meadowmont Community Association, I strongly support the C2 alternative for the following reasons:

1. C2 avoids a major impact on the environment by not having the route pass through the wetlands.
2. C2 is a less expensive alternative with the promise of yielding greater use by commuters.
3. C2 avoids disruption to the quality of life at The Cedars, the DuBose Health Center and Meadowmont.

Your careful consideration of this information is appreciated.

Sincerely,

*Jim A French*  
Your Name and Signature

538 Cedar Club Circle  
Chapel Hill, NC 27517  
Tel: 919.259.7789  
Email: [drorke@cochill.net](mailto:drorke@cochill.net)

November 3, 2011

Mr. Andy Henry  
Transportation Department  
101 City Hall Plaza  
Durham, NC 27701

Dear Mr. Henry:

Information being circulated about the 2011 Sales and Use Tax Referendums has brought attention to a possible light commuter rail to run between downtown Durham and UNC Hospital.

My understanding is that there are two options being considered for where the light rail system might be constructed. Alternative C1 would pass through the wetlands and woods, then travel in very close proximity to the 48 bed DuBose Health Center of The Cedars and down Meadowmont Lane directly across from other homes of The Cedars of Chapel Hill retirement community. Alternative C2 would have the route going along HWY 54 from George King Road, thereby avoiding disruption to seriously ill patients at the DuBose Health Center and homes of the elderly residents of The Cedars.

As an average age 82 year old resident of The Cedars of Chapel Hill and also a member of the Meadowmont Community Association, I strongly support the C2 alternative for the following reasons:

1. C2 avoids a major impact on the environment by not having the route pass through the wetlands/woods and avoiding destruction of the natural wildlife habitat.
2. C2 is a less expensive alternative with the promise of yielding greater use by commuters.
3. C2 avoids disruption to the quality of life for elderly residents of The Cedars, and especially the members in a critical stage of life at the DuBose Health Center.

Your careful consideration of this information is appreciated.

Sincerely,

  
Donald M. Rorke

November 3, 2011

Dear Mr Henry,

I am a taxpaying resident of The Cedars of Chapel Hill. I am quite concerned over the C1 plan for a light rail system, because of the wetlands it will destroy, the cost and I am on a walker. To navigate over a rail bed would be dangerous if not completely impossible. The cost factor between the two, as a taxpayer, of course, is obviously in favor of C2. Today for those of us living on fixed incomes that is an extremely important consideration.

The only drawback might be having to cross 54 to get to a station. This could be handled for much less than the difference in cost of the two projects by a bridge with a slope and heavy handrails to get to it and or an elevator built into the structure.

C1 will make life at The Cedars for your older population (which is growing older and bigger ) severely hampered. We will not have a safe way to get to the Health Center. ( Some of us must visit on an almost daily basis). In addition those who are forced to spend their declining years in this fine Health facility will not have the quiet and peace they so need to have the quality of life, you would wish your parents, in the last years of their lives, when they are no longer able to function in the general community to have.

If the reason you presented two plans so dramatically different so that the citizens could have a yea and nay with the one being so wrong for so many reasons that the less interfering and less expensive one would be sure to pass I applaud you. We do need available public transit for sure. This is a sound idea but not at the expense of the natural habitats and the elderly.

Sincerely



Lois R. Hirschman

114 Cedar Breeze Ln

Chapel Hill 27517

782-7015---- hershy@cochill.net



Ms. Libby Lefkowitz  
 513 Cedar Club Cir.  
 Chapel Hill, NC 27517-7214

November 7, 2011 TAC 1/11/12 Attachment 7

I oppose all legislation on Light Rail  
 transportation going through Meadowmont  
 Lane. Ms. Libby C. Lefkowitz



**THE CEDARS**  
 OF CHAPEL HILL

100 Cedar Club Circle Chapel Hill, NC 27517

**THE CEDARS OF CHAPEL HILL**  
**CONDOMINIUM ASSOCIATION**  
100 Cedar Club Circle  
Chapel Hill, NC 27517

November 5, 2011

Mr. Andy Henry  
Durham/Chapel Hill/Carrboro Metropolitan Planning Organization  
Transportation Department  
101 City Hall Plaza  
Durham, NC 27701

Dear Mr. Henry,

The Condominium Association Board of The Cedars of Chapel Hill asked me to contact you regarding the two alternate plans for the light rail route through Meadowmont Village. We believe that route C1 could adversely affect the peace and quiet of our community.

The C1 route will separate our residences from the DuBose Health Center, a licensed 48 bed skilled nursing facility. The extended construction time frame would have a negative impact on patients in the skilled nursing facility. That C1 route would have a long term negative impact on the 300 homes in our CCRC community.

It is our opinion, shared by many, that the C2 route would have a dramatically reduced negative impact on our community, as well as that upon the entire Meadowmont Village.

We request that favorable consideration be given to the C2 route and that it be chosen as the light rail route to be constructed.



Rodney L. James  
President

The Cedars Condominium Association  
Board of Directors

November 4, 2011

334 Cedar Club Cir  
Chapel Hill, NC 27517  
Tel: (919) 259-7025

Mayor Mark Kleinschmidt and Town Council  
Chapel Hill town Hall  
405 Martin Luther King, Jr. Blvd.  
Chapel Hill, NC 27514

Dear Sir;

Information being circulated about the 2011 Sales and Use Tax Referendums has brought to my attention a possible light commuter rail line to run between Duke Hospital in downtown Durham and UNC Hospital in Chapel Hill.

My understanding is that there are two options under consideration for where the light rail system might be constructed in the Western portion of Durham County. An alternative C1 would pass in very close proximity to the 48 bed DuBose Health Center of The Cedars at Chapel Hill Retirement Community and thence through the greater Meadowmont community. An alternative C2 would have the route following George King Road and HWY 54.

To have the light rail system pass so closely to the DuBose Health Center is not in the best interest of the seriously ill/infirm patients in residence. Not to mention the obvious disadvantages to separating a community of senior citizens from their onsite health care by a light rail line. One can only imagine the inherent problems of 80 and 90 year olds negotiating their way over the line in order to obtain their routine health care.

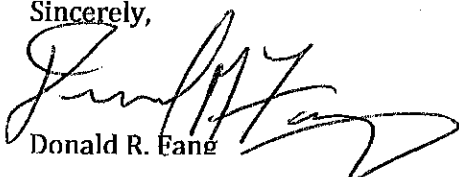
Additionally, I strongly support the C2 alternative for the following' reasons:

1. Alternative C2 avoids a major impact on the environment by not having the route pass through the wetlands to the East of the Cedars.
2. I am told that studies have shown that alternative C2 is a less expensive than other alternatives with the promise of yielding greater use by commuters.
3. Alternative C2 avoids disruption to the quality of life at The Cedars, the DuBose Health Center and Meadowmont both during the construction and operation of the system.

I am not against light rail transit as a way to ease congestion, but finding the most acceptable location for one between Durham and Chapel Hill is vital to its success. Whatever location is chosen is bound to affect a number of people. The impact of C1 on The Cedars retirement community would be significant.

Your careful consideration of my concerns is greatly appreciated.

Sincerely,

  
Donald R. Fanz

I have lived at The Cedars since 2002. I am alarmed at what I have been hearing about a possible light rail train going through our property, separating our DuBose Health Center from the residences. I have visions of our aging residents having to navigate across tracks of a commuter train to go to the health clinic for treatment or to visit friends there. The whole construction process would greatly hamper health care for Cedars members but especially those who are permanently in the health center.

Unlike most Continuing Care Retirement Communities, we at The Cedars pay our own property taxes to Durham County. If this rail plan should go forward, we will watch our property values drop drastically, despite the fact that this is one of the best retirement communities in the country and adds to the reputation of the Chapel Hill, Carrboro and Durham areas as excellent places to live.

From all reports, the C1 plan for a light rail will do far more damage to the surrounding wooded and wetland areas than the alternative C2 route. The Cedars bird sanctuary would probably be destroyed. I hope those who make the final decision on the route will weigh this environmental consideration carefully. Once destroyed, this irreplaceable land treasure will be lost forever.

One of the reasons I moved to The Cedars was the proximity to Meadowmont Village. The Village has had difficulties getting established and has not reached its potential as an important contributor to the economy of Chapel Hill. Those who have studied the two rail alternatives say that the C1 will not increase business in the Village. The Meadowmont Community Association Board of Directors has voted to support C2, not the C1 that would do so much damage to The Cedars.

I am not against light rail transit as a way to ease congestion, but finding the most acceptable location for one between Durham and Chapel Hill Hospitals is vital to its success. Whatever location is chosen is bound to affect a number of people, but the impact of C1 on The Cedars retirement community would be far greater than C2 would be for any other community.

*Bette Israel  
318 Cedar Berry Ln  
919-259-1957*

NOV. 6, 2011

ANDY HENRY, TRANSPORTATION DEPT.:

PLEASE DO NOT PROPOSE LIGHT  
RAIL LINE C, DIVIDE ME AND LIMIT MY  
ACCESS TO DUBOIS HEALTH CENTER AND  
THE BUSINESS ESTABLISHMENTS IN MEADOWCROFT!  
SURELY ROUTE C2 WOULD BE LESS  
DISRUPTIVE.

SINCERELY,

Patrick Conley

(LEADS RESIDENT SINCE 2004!)

NOV. 2011

Camilla Rushbrooke  
TAC 11/12 Attachment 7  
131 Cedar Breeze Lane  
Chapel Hill, NC 27517

919 259 7389

in the Henry.

I am a resident of The Cedars  
Chapel Hill. I arrived here  
from England & do not  
own a car.

I am therefore very dependant  
on the village of Meadowmont for  
services, banking, dry cleaning

Light rail route C1 would be  
unacceptable for access to  
above

I also use the DuBose Health  
Center which again would mean  
having to cross the commuter train  
tracks.

I very much enjoy the

100 ment surrounding the  
AC 11/12 Attachment 7  
us to take regular walks  
feel the area would lose  
it with Route C1.

the own on properties &  
value would obviously  
up with a rail line running  
ough it.

I therefore oppose very  
strongly Route C1

Yours Sincerely  
Cecilia Rusubirooke

11/08/11

Dear Mr. Henry,

Information being circulated about the 2011 Sales and Use Tax Referendums has brought attention to a possible light commuter rail to run between downtown Durham and UNC Hospital.

My understanding is that there are two options being considered for where the light rail system might be constructed. Alternative C1 would pass in very close proximity to the 48 bed DuBose Center of The Cedars and then between the village of Meadowmont and other homes of The Cedars of Chapel Hill retirement community. Alternative C2 would have the route going along HWY 54 and George King Road, thereby avoiding disruption to seriously ill patients at the DuBose Health Center and the essentially quiet neighborhoods of The Cedars and Meadowmont.

As a senior resident of The Cedars of Chapel Hill and also a member of the Meadowmont Community Association, I strongly support the C2 alternative for the following reasons:

1. C2 avoids a major impact on the environment by not having the route pass through the wetlands.
2. C2 is a less expensive alternative with the promise of yielding greater use by commuters.
3. C2 avoids disruption to the quality of life at The Cedars, the DuBose Health Center and Meadowmont.

Your careful consideration of this information is appreciated.

Sincerely,

Charlotte Roubey  
626 Cedar Club Ct  
Chapel Hill, N.C. 27519

104 Cedar Meadows Lane  
Chapel Hill, N.C. 27517  
November 7, 2011

Mr. Andy Hill  
Transportation Department  
101 City Hall Plaza  
Durham, N.C. 27701

Dear Mr. Hill:

I write as the owner of a home at the Cedars of Chapel Hill in Meadowmont to comment upon proposed routes for a light-rail system between Durham and Chapel Hill.

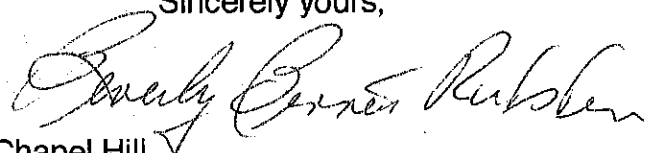
As I understand it, there are two possibilities under consideration: C-1, which would cut through Meadowmont, and C-2, which would be built on or along NC-54. Clearly, C-1 would be a disaster for our community. It would separate and isolate the Cedars from the rest of Meadowmont, notably the shopping center. It would slice through the Cedars property itself, cutting off residences from the DuBose Health Center, which is an integral part of the complex, making it extremely difficult, if not impossible, for residents to have access to the health center, where many receive routine as well as custodial care. In addition, some disabled residents, who live independently, frequently travel to the health center on motorized wheelchairs to receive therapy or rehabilitation. Having to navigate rail tracks would be an insuperable challenge for many.

There are environmental issues, as well: destruction of wetlands and a bird sanctuary, among other concerns. These are not trivial considerations in a town that prides itself on the quality of life here.

In short, I believe that adoption of option C-1 would fracture the character and cohesion of the whole Meadowmont community -- not to mention sharply diminishing property values.

The alternative, C-2, poses problems too, but they are far less severe and disruptive to existing residential neighborhoods than C-1. I urge you to discard the C-1 proposal.

Sincerely yours,



cc: Mayor Mark Kleinschmidt and Town Council, Chapel Hill

Dear Andy Henry,  
i have lived in Chapel Hill for over 26 years. In 2004, I moved into the newly opened Cedars Retirement Community. I chose it because of its DuBose Health Center and its location in Meadowmont. Now, my neighbors and I are alarmed that the safety, security and serenity of our neighborhood will be drastically altered if the C1 light rail route is chosen. Although we support light rail, we urge you to select the less disruptive C2 option. It makes sense for so many valid reasons.

Sincerely,

*Ina R. Evans*

Ina R. Evans

414 Cedar Club Circle

Chapel Hill, NC 27517

919-942-9556

[grandmatarheel@aol.com](mailto:grandmatarheel@aol.com)

*Ina Evans*

2/10/2012 10:56 AM  
C:\Users\ina\Documents\TAC\TAC 1/11/12 Attachment 7

To: Andrew Henry, Durham Chapel Hill Carrboro Metropolitan Planning Organization

From: Mavis and Herbert Rothen, 534 Cedar Club Circle, Chapel Hill, NC 27517

Date: November 9, 2011

Re: Light Rail between Durham and UNC Hospitals: Route C1 vs. C2

We have been residents of Chapel Hill for five years, in The Cedars of Chapel Hill. During this time we have observed how important it is for fellow residents to have easy and fast access to the DuBose Health Center which is a part of our community. What a hardship it would be for elderly, frail individuals to be cut off from this access! The C1 route being considered would be a disaster in terms of access to this vital health link. We are tax paying citizens and voters in this community. Surely we deserve better from our governing bodies. There is a viable alternative in the C2 route, which will be less costly to construct, minimise the impact on current residents, and possibly better serve the federal government's requirement in terms of ridership.

I urge you not to vote for the C1 route in consideration of the welfare of voting and tax paying residents of The Cedars of Chapel Hill in Meadowmont.

---



THE CEDARS  
OF CHAPEL HILL

November 10, 2011

Members Council

Phil Purcell  
Council Chair

Ken Hoffman  
Council Vice Chair

Ed Morrissett  
Chair,  
Finance Committee

Joan Langenderfer  
Chair,  
Food and  
Beverage Committee

Weezie Oldenburg  
Chair,  
Buildings and  
Grounds Committee

Bill Easterling  
Chair,  
Health and  
Safety Committee

Pauline Myers  
Chair,  
Activities Committee

Bonnie Simms  
Past Chair

Hugh Boyer  
Condominium Board  
Representative

Ed Holmes  
Club Board  
Representative

Mr. Andrew Henry  
DCHC Metropolitan Planning Organization  
Transportation Department  
101 City Hall Plaza  
Durham, NC 27701

Dear Mr. Henry,

On behalf of the nearly 400 residents of The Cedars, a licensed continuing care retirement community in the Meadowmont part of Chapel Hill, I am writing to express our concern over the C1 light rail route that would adversely affect our community and the Little Creek Bottomlands and Slopes Significant Natural Heritage Area next to our community.

The C1 route would separate our residences from our DuBose Health Center, a licensed 48-bed skilled nursing facility. The impact of major construction within feet of the Center would be a terrible experience for the Center's aged patients, most of whom are living out their lives there. If the C1 route were to be built, the noise, vibration, disruption and lights would make their remaining years extremely unpleasant. The interruption and blocking of access by trains running on 10 and 20 minute intervals would adversely affect our entire community. The safety concerns for senior citizens with walkers attempting to cross the right of way and children going to the nearby Rashkis grade school are substantial.

Experts have told us that the C1 route would forever pierce, divide and drastically alter the state-designated wetland area known as Little Creek Bottomlands and Slopes Significant Natural Heritage Area. The route would destroy a dry-land buffer needed by wildlife during floods as well as adversely affect the entire ecosystem associated with the floodplain forest. Wildlife habitat would be destroyed and part of the Area deforested because construction of the route would cut

a much wider swath than the 50-foot right of way alone.

We understand the C2 route would have a far smaller impact on the environment, be less expensive to build and ultimately have greater ridership due to developing nearby communities while Meadowmont is substantially built out. We also understand that C2 is the preferred route of Chapel Hill staff, UNC and UNC Hospitals. We know that C2 would not adversely impact the patients in the DuBose Health Center, the children going to grade school or our neighbors in the Meadowmont Community.

We respectfully request that the C2 route be chosen as the light rail route to be constructed.

Sincerely,

A handwritten signature in black ink that reads "Phil Purcell". The signature is written in a cursive style with a large initial "P".

Phil Purcell  
Chair, Member Council

cc: also sent by email

Margaret S. Berry

I am a resident of the Cedar  
and have just become aware  
of a possible light rail system  
being considered that could pass  
between a 48 bed health center  
and already established homes  
here on the property. I beg  
you to reconsider this possibility.  
A rail such as this would  
destroy the natural beauty of this  
retirement community. Please  
reconsider. I support C2 -

Margaret D. Berry

211 Cedar Breeze Lane

Chapel Hill, NC

27517

Dear Mr. Henry,

My wife and I have lived at The Cedars since it opened in 2004 and we could not ask for a more wonderful Continuing Care Retirement Community in which to spend our final days.

We are not against light rail transit as a way to ease congestion, but finding the most acceptable location for one between Durham and UNC Hospitals is very important.

In reviewing the two plans, C1 + C2, we feel the obvious choice is plan C2 because C1 would damage wetlands, is <sup>a</sup> less expensive alternative, and would yield greater use by commuters.

Of utmost importance to my wife and I is that plan C1 would pass right through the Cedars cutting <sup>off</sup> our Duke Health Center from the rest of our community whereas plan C2 would go around both Meadowmont Village and The Cedars of Chapel Hill leaving both as they are.

Your thoughtful consideration of the above will be gratefully appreciated.

Sincerely,

Anne & Charlie Smith

Lucille Niebur  
521 Cedar Club Circle  
Chapel Hill, NC 27517  
919 259-7144

November 10, 2011

Mr. Andrew Henry  
Durham Chapel Hill Carrboro Metropolitan Planning Organization  
Transportation Department  
101 City Hall Plaza  
Durham, NC 27701

Dear Mr. Henry,

I have been a resident in the Cedars of Chapel Hill for six years. Our retirement community experiences many medical emergencies and we depend on the rapid response of ambulance and other emergency personnel. We also need direct access to the Dubose Health Center,

Please do not consider cutting off our access to vital health care and emergency response by voting for C1. Our aging and frail residents require unimpeded access to health care facilities. C1 will certainly cause delays to pedestrians, vehicles and ambulance response. Having a train go through the property every 10 minutes with accompanying noise and other disruptions, will also impose a strain on the many older retirees who need to rest during the day, unlike working people (in the C2 area) who are away during the day.

C2 is by far the better option. The Light Rail Route C2 will capture many more riders, make more money, and minimize the impact on residential development in Meadowmont, and provide us with unimpeded access to their shopping facilities and our Medical facilities.

I urge the Town Council of Chapel Hill and the representatives on the Durham Chapel Hill Carrboro Metropolitan Planning Council **NOT** to vote for Route C1 for the health and welfare of its property tax paying residents of Chapel Hill and Meadowmont.

Sincerely,



Lucille Niebur  
521 Cedar Club Circle  
Chapel Hill, N.C. 27517

**RESOLUTION OF THE BOARD OF DIRECTORS OF THE CEDARS OF  
CHAPEL HILL CLUB, INC.**

**WHEREAS**, The Cedars of Chapel Hill Club, Inc. is an association of more than 400 senior members who reside in a Continuing Care Retirement Community; and

**WHEREAS**, the Board believes a light rail route that is through The Cedars and separates its DuBose Health Center from the rest of the campus would have a negative impact on the residents of The Cedars; and

**WHEREAS**, route C-1 would have a greater negative impact on surrounding woodlands, wetlands and the North Carolina Significant Natural Heritage Area to the east of The Cedars than route C-2; and

**WHEREAS**, ridership is projected to be higher and the cost lower for route C-2 versus route C-1;

**NOW, THEREFORE, BE IT RESOLVED**, that the Board of Directors of The Cedars of Chapel Hill Club, Inc. strongly urges The Chapel Hill Town Council to recommend route C-2 and the Durham Chapel Hill Carrboro Metropolitan Planning Organization to reject the C1 plan and to proceed as quickly as possible to settle the issue by adopting the C2 plan.

**Unanimously approved by the Board of Directors on October 18, 2011.**



\_\_\_\_\_  
**Robert E. Woodruff, President**

**November 9, 2010**

**Mr. Andrew Henry,**

**Durham – Chapel Hill – Carrboro Metropolitan  
Planning Organization,**

**101 City Hall Plaza, Durham, NC 27701**

**Dear Mr. Henry,**

**I am very concerned about the proposed route of the light rail system through our Cedars retirement community.**

**During my six years of residency here, and especially after my husband's final illness, we and other neighbors were fortunate to have easy, fast and safe access to the Dubose Health Center at normal and critical times. Therefore, as you might imagine, I have become alarmed at some of the plans, and cannot fathom why my representatives on the Chapel Hill Town Council and the Durham Chapel Hill Carrboro Metropolitan Planning Organization could consider cutting off our access to a vital health link for all of us in the Cedars by approving the C1 route for Light Rail to Durham.**

**The option Route C1 will effectively impede pedestrian, automobile and ambulance access to the Health Center for aging, frail residents of our community who are also property tax-paying citizens of both Chapel Hill and Durham County.**

**I present my concern about Route C1 in terms of health care issues, rather than the proverbial NIMBY attitude, and will continue to trust in the better judgement of our representatives, because there is a viable alternative in the form of Route C2. Light Rail route C2 will also minimize the impact on residential developments in Meadowmont, will continue to provide unimpeded access to the Meadowmont shopping facilities, is estimated to be less costly to construct, and expected to garner a greater ridership than C1.**

**I urge that the Planning Organization not approve Route C1, because of its likely adverse effect on the health and welfare of those tax paying residents of Chapel Hill who live in Meadowmont.**

**Sincerely,**



**Mrs. Libby Lefkowitz,**

**513 Cedar Club Cir., Chapel Hill**

November 9, 2011

Mr. Andrew Henry  
Durham Chapel Hill Carrboro Metropolitan Planning Organization  
101 City Hall Plaza  
Durham, NC 27701

Dear Mr. Henry,

I am very concerned about the proposed route of the light rail system through our Cedars retirement community. During my many years of residency in Chapel Hill, and especially after my own health problems, my family and Cedars neighbors were fortunate to have easy, fast, and safe access to the DuBose Health Center at normal and critical times. Therefore, as you might imagine, I have become alarmed at one of the plans, route C1, and cannot understand why my representatives on the Chapel Hill Town Council and the Durham Chapel Hill Carrboro Metropolitan Planning Organization could consider cutting off our access to a vital health link for all of us in The Cedars by approving the C1 route for light rail between Durham and Chapel Hill.

Route C1 will effectively impede pedestrian, automobile, and ambulance access to the Health Center for aging, frail residents in our community, who are also property paying citizens of Chapel Hill and Durham County.

I present my concerns about route C1 in terms of health care issues, rather than the proverbial NIMBY attitude, and will continue to trust in the better judgment of our representatives, because there is a viable alternative in the form of route C2. Light rail route C2 will also minimize the impact on residential developments in Meadowmont, will continue to provide unimpeded access to the Meadowmont shopping facilities, is estimated to be less costly to construct, and expected to garner a greater ridership than C1.

I urge that the Town Council and the Durham Chapel Hill Carrboro Metropolitan Planning Organization not approve route C1 because of its effect on the health and welfare of the property tax paying residents who live in Chapel Hill and Durham County.

Sincerely,



Catherine Holland  
543 Cedar Club Circle, Chapel Hill 27517

C. Arthur Rolander  
203 Cedar Berry Lane  
Chapel Hill, North Carolina 27517  
Ph: 919-259-7445  
Fx: 919-259-7446  
November 5, 2011

Andy Henry  
Transportation Dept.  
101 City Hall Plaza  
Durham NC 27701

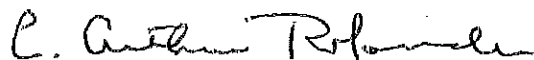
Dear Mr. Henry,

We have been residents of Cedars of Chapel Hill for almost seven years and I have great admiration for Cedars, Meadowmont and Chapel Hill. But we are very concerned that the construction of a light rail system designated C1 would have a disastrous effect on our community. It would cut directly through our property and separate our residential areas from the DuBose Health Center, come uncomfortably close to cottages and cut through the historic wood and wetlands on the east side of Cedars.

We understand that an alternate route designated as C2 would avoid residential developments and the serious impact on Meadowmont and Cedars. Moreover we understand that the Route C2 would be less costly to build and have greater ridership than C1.

We urge that the Transportation Department select and recommend a light rail system route that will not seriously impact Cedars and Meadowmont and would be cost effective.

Sincerely,



Mr. and Mrs. C Arthur Rolander

To: Mr. Andrew Henry, Durham Chapel Hill Carrboro Metropolitan Planning Organisation

From: Kani Hurow, 541 Cedar Club Circle, Chapel Hill, NC 27517-7214

Date: November 5, 2011

Re: Light Rail System between Durham and UNC Hospitals: Route C1 vs. C2.

I have been a resident in The Cedars of Chapel Hill for six years and of Chapel Hill for a total of forty-one years. During my residency in this retirement community, and especially during my husband's illness, we, and of course other neighbors in The Cedars, were fortunate to have easy and fast access to the DuBose Health Center at normal and critical times. Therefore I am alarmed, and cannot fathom, why my representatives on the Town Council of Chapel Hill and the Durham Chapel Hill Carrboro Metropolitan Planning Organization could consider cutting off the access to a vital health link for all of us in The Cedars by approving the C1 route for Light Rail to Durham. Route C1 will effectually impede pedestrian, automobile, and ambulance traffic to the Health Center for aging, frail residents of our community who are also property tax paying citizens of Chapel Hill and Durham County.

I preface my concern about route C1 with health care issues and without the proverbial NIMBY attitude, and continue to trust in the better judgment of our representatives, because there is a viable alternative with route C2. The Light Rail route C2 will also minimize the impact on residential developments in Meadowmont, will continue to provide unimpeded access to the Meadowmont shopping facilities, is estimated to be less costly to construct, and to garner greater ridership than C1.

I urge the Town Council of Chapel Hill and the representatives on the Durham Chapel Hill Carrboro Metropolitan Planning Organization NOT to vote for route C1 for the health and welfare of its property tax paying residents of Chapel Hill in Meadowmont.

*Kani (Gerda G.) Hurow*

Andrew Henry  
Transportation Dept.  
101 City Hall Plaza  
Durham, NC 27701

November 7, 2011

Dear Mr. Henry,

Please give careful consideration to the future decision on the route of the possible light rail commuter rail that may be built.

**I am strongly in favor of the C2 alternative.** My husband and I moved to the Cedars of Chapel Hill for medical reasons. Having the Cedars Health Center being divided from the rest of the community would be a hardship. The disruption to the Cedars and the Meadowmont community would be devastating.

From an environmental standpoint, the C2 alternative is a no-brainer. The wetlands are too important to be ruined when it is not necessary.

Thank you for your consideration.

Sincerely,



Lynda Nolta  
432 Cedar Club Circle  
Chapel Hill, NC 27517  
919 259-7432  
Lwnolta@cochill.net

November 7, 2011

Chapel Hill Town Council  
Mayor Mark Kleinschmidt and Town Council  
Chapel Hill Town Hall  
405 Martin Luther King, Jr. Blvd.  
Chapel Hill, NC 27514

Durham Chapel Hill Carrboro Metropolitan Planning Organization  
Mr. Andy Henry  
Transportation Dept.  
101 City Hall Plaza  
Durham, NC 27701

Re: Light Rail Route

Dear Officials:

As a resident of The Cedars of Chapel Hill I am writing to urge you not to consider the selection of Route C1 which appears to dissect our retirement community and Meadowmont. The C2 alternative would cause much less disruption to the residential areas involved by following already established transportation facilities. It would also have the additional benefits of avoiding damage to wetlands and access to the shopping area.

When we chose to move here from Fearington in 2004 our decision was based upon the comparative merits of several other retirement communities. We selected The Cedars for the many features which are evident when one looks at the site. To have a railroad running through the property would ruin what for us is a delightful place to spend our final years.

I hope you will give this appeal your wholehearted consideration.

Very truly yours,



Robert C. Paterson  
239 Cedar Club Circle  
Chapel Hill, NC 27517  
(919) 259-7060

November 9, 2010

Mr. Andrew Henry,

Durham – Chapel Hill – Carrboro Metropolitan Planning Organization,  
101 City Hall Plaza, Durham, NC 27701

Dear Mr. Henry,

I am very concerned about the proposed route of the light rail system through our Cedars retirement community.

During my years of residency here, and especially after my husband's final illness, we and other neighbors were fortunate to have easy, fast and safe access to the Dubose Health Center at normal and critical times. Therefore, as you might imagine, I have become alarmed at some of the plans, and cannot fathom why my representatives on the Chapel Hill Town Council and the Durham Chapel Hill Carrboro Metropolitan Planning Organization could consider cutting off our access to a vital health link for all of us in the Cedars by approving the C1 route for Light Rail to Durham.

The option Route C1 will effectively impede pedestrian, automobile and ambulance access to the Health Center for aging, frail residents of our community who are also property tax-paying citizens of both Chapel Hill and Durham County.

I plead my case about Route C1 in terms of health care issues, rather than the proverbial NIMBY attitude, and will continue to trust in the better judgement of our representatives, because there is a viable alternative in the form of Route C2. Light Rail route C2 will also minimize the impact on residential developments in Meadowmont, will continue to provide unimpeded access to the Meadowmont shopping facilities, is estimated to be less costly to construct, and expected to garner a greater ridership than C1.

I urge that the Planning Organization not approve Route C1, because of its likely adverse effect on the health and welfare of those tax paying residents of Chapel Hill who live in Meadowmont.

Sincerely,



Mrs. Nina Mitchell,

533 Cedar Club Cir., Chapel Hill

**Paul E. Green, Jr.**  
**318 Cedar Club Circle**  
**Chapel Hill, NC 27517**

September 12, 2011

Mr. Andrew Henry  
Durham Chapel Hill Carrboro Metropolitan Planning Organization  
101 City Hall Plaza  
Durham, NC 27701

Dear Mr. Henry,

I was born and raised in Chapel Hill, the son and namesake of North Carolina's distinguished playwright and seeker after social justice. I have always been as proud of my home town's qualities and standards as I have been of the many wonderful ideas and people who have sprung from this very civilized soil.

Now I see the crassest kind of commercialism and town engineering shortcuts gradually and severely constraining and even strangling the quality of life here and, if it keeps its present direction, making Chapel Hill no better than any other relatively well-off exurban town that has its future goals couched in terms of sprawl and traffic density, not quality of life.

I understand that the Light Rail system is aimed at easing the present strangulation of our community by the relentless growth of auto and truck traffic. And I also understand that, depending on the fare structure you come up with, it is intended to level the economic playing field so that not everyone has to own a car, live an immovable life, and continue the environmental degradation that unrestricted "automobilitis" is giving our world.

What I don't understand is why the initial planners have chosen, in the form of Option 1, to loop this railway (for that is what it is) right through the middle of one of the best retirement communities in the South, the Cedars, where I live, a place that Chapel Hill and Durham should be and are proud of.

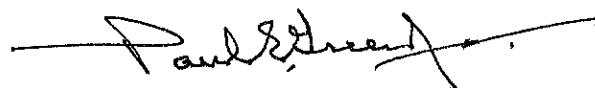
At this late time in the lives of people like me who are so dependent on prompt and efficient medical service, both in normal and emergency circumstances, placing a serious barrier in between us and our medical care is a wanton act of disregard of the health needs of, at a minimum, over 400 people like me who picked Chapel Hill and the Cedars for the outstanding attention for our bodies and souls to be found here.

Please, in the name of common sense, go for Option 2. There will be less of a negative impact all around.

I also understand that there are more serious and costly civil engineering costs for Option 1, having to do with carrying the roadbed across the swampy upper end of Jordan Lake.

Please do not let what must have been a casual choice in the early days of this project become a social and civil engineering disaster by not dealing forcefully with this problem now.

Sincerely,




MEMO

TO: Mayor Mark Kleinschmidt and the Town Council of Chapel Hill  
Chapel Hill Town Hall  
405 Martin Luther King, Jr. Blvd.  
Chapel Hill, NC 27514  
mayorandcouncil@townofchapelhill.org

✓ Durham Chapel Hill Carrboro Metropolitan Planning Organization  
Andy Henry  
Transportation Dept.  
101 City Hall Plaza  
Durham, NC 27701  
[andrew.henry@durhamnc.gov](mailto:andrew.henry@durhamnc.gov)

CC: President Tom Ross, UNC System  
Chancellor Holden Thorp, UNC-CH  
Dr. William Roper, Dean, UNC School of Medicine, and CEO,  
UNC Health Care  
Mr. Gary Park, CEO, UNC Hospitals  
Dr. Jan Busby-Whitehead, Director, Division of Geriatrics,  
Department of Medicine, UNC School of Medicine

FROM: William W. McLendon   
431 Cedar Berry Lane  
Chapel Hill, NC 27517  
[wwmcl@mindspring.com](mailto:wwmcl@mindspring.com)

DATE: November 12, 2011

SUBJECT: Support of the C2 Route for the Proposed Light Rail System  
from Chapel Hill to Durham

(NOTE: This is also sent as an email to the first two recipients noted above.)

---

1. MY PERSPECTIVE: I first came to Chapel Hill as an undergraduate from 1948-52. Since 1952 Anne and I have lived in Chapel Hill for 45 of our 59 years of married life, including the past 7 years as residents of the Cedars retirement community in Meadowmont. From 1973 to 1995 I was a Professor at the UNC School of Medicine and since 1995 I have been a Professor Emeritus.

## Support for C2 Light Rail Route

**2. I ENTHUSIASTICALLY SUPPORT THE PROPOSED PASSENGER RAIL SYSTEMS FOR CHAPEL HILL AND THE REGION.**

I have experienced the advantages of passenger rail systems when using the rapid transit systems in New York City in the 1950s and the efficient intra- and inter-city transit systems in western Europe in the 1960s. I have witnessed the phenomenal growth in Chapel Hill and the region as a result of the evolution of the internationally acclaimed Research Triangle Park (RTP) and of the three world-class universities that include two schools of engineering, two university medical centers, a college of veterinary medicine and Nobel Laureates. The proposed light rail link between Chapel Hill and Durham, along with the commuter rail service from Durham to RTP and Raleigh, will in effect be a "Boulevard of the Universities" connecting the original and continuing anchors of North Carolina's vibrant Research Triangle area: Duke University, North Carolina State University and the University of North Carolina at Chapel Hill.

**3. I URGE YOU TO REJECT THE C1 ROUTE FOR THE PROPOSED LIGHT RAIL SYSTEM FROM CHAPEL HILL TO DURHAM THAT WILL TRANSECT THE MEADOWMONT AND CEDARS COMMUNITIES. (See attached map.)**

Meadowmont has been in existence for almost a decade and we can now easily see the tangible and destructive effects of the proposed C1 route for the light rail system on the well over 2,000 adults and children living in Meadowmont's 1056 homes, condo units and rental apartments (as of a July 2009 survey):

--Meadowmont was designed, and now functions as, a pedestrian and bicycle friendly community that is enjoyed daily by numerous residents and visitors. Superimposing a railway on this community would defeat this design and do irreversible damage to the community.

-- Having a light rail system crossing Meadowmont Lane (as well as the cross streets of Sprunt Street, Barbee Chapel Road and Meadowmont Village Circle) with trains running at some 10 minute intervals during rush hour will lead to major delays, traffic jams and increased danger to the following pedestrians and drivers using these roads:

- 1) many students and teachers going to and from the Rashkis Elementary School;
- 2) numerous Meadowmont residents commuting to jobs in Chapel Hill, Durham and the RTP, as well as non-residents commuting to jobs in Meadowmont Village;

## Support for C2 Light Rail Route

- 3) elderly persons from the Cedars going to the UNC Wellness Center and to the shops and restaurants in Meadowmont Village;
- 4) those coming from the region to use the UNC Wellness Center and to obtain medical care from the UNC Heart Center and other UNC Health Care facilities at Meadowmont;
- 5) business executives coming from around the country to attend the Executive Development Programs at the Rizzo Center of the UNC Kenan-Flagler Business School; and
- 6) first responders answering emergency calls from residents in the Cedars and in Meadowmont.

-- The proposed light railway would split the Cedars retirement community. It would run some 30 feet from the front of the DuBose Health Center, which today has 48 beds and by the time the rail is built is expected to have 60 to 70 or more beds to serve the over 400 members in the Cedars community. This superb medical facility provides skilled nursing care, under the medical supervision of the UNC Geriatrics Division, for those Cedars members recovering from major surgery, illnesses or injuries, as well as long term care for those with memory impairment or other chronic conditions. Construction and operation of an adjacent rail system would have a major detrimental effect on these patients. In addition, many Cedars members daily go to the DuBose Center to visit friends and neighbors or to receive their primary medical care in the 5-day-a-week clinic staffed by physicians and a nurse practitioner from UNC Geriatrics. If C1 is approved and implemented these members would have the challenge of crossing a busy and dangerous railway to make these visits.

-- The environmental impact of running a railway through the Significant Natural Heritage Area known as the Little Creek Bottomlands and Slopes with its irreplaceable trees and wildlife is a major disadvantage of the proposed C1 route.

#### 4. I STRONGLY URGE YOU TO SUPPORT THE C2 ROUTE FOR THE PROPOSED LIGHT RAIL SYSTEM FROM CHAPEL HILL TO DURHAM.

The alternative route C2 will utilize the unpaved George King Road and the center of the Raleigh Road/NC 54 section that is soon to be expanded to 6 lanes. The latter section could be similar to the elevated rapid transit system from ORD airport to the Loop in Chicago.

--Cost. The C1 Meadowmont route will result in additional major costs to bridge the wilderness areas and to cross the highly developed and densely populated areas of Meadowmont Village, whereas the C2 route will go down an

## Support for C2 Light Rail Route

unpaved road in an area with sparse population density and then proceed down a highway right of way that is soon to be expanded to six lanes. Selecting the C2 route now would allow the inclusion of this route in the planning for the expansion of the Raleigh Road and for the eventual upgrading of the George King Road, so that the planning costs and disruptions could be minimized for both future projects.

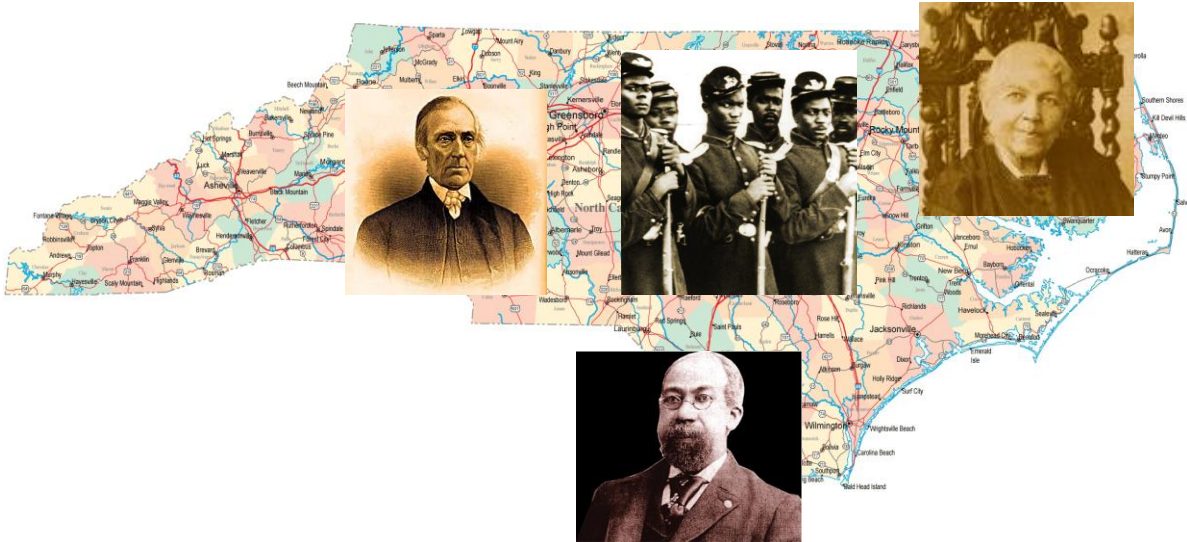
-- Environmental impact. Route C2 eliminates the necessity to have elevated tracks over the unique waterfowl impoundment area. Furthermore, it would permit the expanded NC54 highway and the new railway section to be combined in one transportation corridor rather than adding, in an environmentally sensitive area, another corridor with additional visual, auditory and atmospheric pollution.

## 5. CONCLUSION.

As you proceed with prudent and thoughtful planning of the proposed light rail system, I urge you utilize the C2 route to minimize costs and impact on the environment and to maximize benefits for the most citizens in Chapel Hill and the region.

ENCLOSURE: Light rail alignment map

# FREEDOM ROADS



**Freedom Roads will recognize roads, rivers, and ports along North Carolina's Scenic Byways that were critical to the efforts of enslaved African Americans seeking access to freedom, and those who supported these freedom seekers. Freedom Roads will specifically highlight freedom seeking via the Underground Railroad as well as avenues of liberation created during the Civil War.**

## **Contact**

**Michelle Lanier, Acting Director of the AAHC  
2922 Duke Homestead Road  
Durham, NC 27705  
(919) 971-8908  
michelle.lanier@ncdcr.gov**

## Proposed “Freedom Roads” Trail

To commemorate routes used by freedom seeking African Americans from the antebellum period to the end of the Civil War

“Freedom Roads” will recognize roads, rivers, and ports along North Carolina’s Scenic Byways\* that were critical to the **efforts of enslaved African Americans seeking access to freedom, and those who supported these freedom seekers.** “Freedom Roads” will specifically highlight freedom seeking **via the Underground Railroad as well as avenues of liberation created during the Civil War.**

This initiative is especially salient at this time, with the Sesquicentennial of the Civil War and approaching 150<sup>th</sup> anniversaries of both the Emancipation Proclamation and the 13<sup>th</sup> Amendment, which abolished slavery in the U.S. The maritime and land routes of “Freedom Roads” will lead to and/or link documented sites (see page 2\*\*) with evidence of **high and/or exceptional runaway activity, including colonial towns, ports, rivers, plantations, Quaker communities, Union occupied territories, contraband camps, and freedmen’s colonies and settlements.**

Educationally, this program will complement new Civil War educational and interpretive materials that support the Department of Public Instruction curriculum guidelines. These materials were developed by the Department of Cultural Resources Division of State Historic Sites and history education experts.

“Freedom Roads” will consist of on-line resources for travelers, signage for designated and appropriate sites, temporary and permanent exhibits, and training and professional development opportunities for affiliate sites. The project will undertake complete design of temporary and permanent exhibits and display kiosks for utilization at Welcome Centers and up to five selected “Freedom Roads” locations. “Freedom Roads” will utilize social media and web-based platforms for marketing the project.

Connecting thirteen (13) different Scenic Byways\* across the state, this effort will ultimately become a free-standing trail system overseen by the African American Heritage Commission, which is a commission of the Department of Cultural Resources. (See enclosure for the guiding legislation for the African American Heritage Commission.) The project will utilize both in-house and contract expertise to complete the creation of the trail by 2015.

\* “Freedom Roads” include the following Scenic Byways that encompass documented transportation routes and sites used by sojourning freedom seekers and those who aided enslaved men, women, and children en route to freedom:

- |                               |                           |
|-------------------------------|---------------------------|
| 1. Roanoke Voyages Corridor   | 8. Tar Heel Trace         |
| 2. Football Road              | 9. Edenton-Windsor Loop   |
| 3. North Durham Country Byway | 10. Perquimans Crossing   |
| 4. Blue-Gray Scenic Byway     | 11. Pamlico Scenic Byway  |
| 5. Brunswick Town Road        | 12. Alligator River Route |
| 6. Cape Fear Historic Byway   | 13. French Broad Overview |
| 7. Lafayette’s Tour           |                           |

## Proposed “Freedom Roads” Trail

To commemorate routes used by freedom seeking African Americans from the antebellum period to the end of the Civil War

\*\* “Documented sites include designations in the National Park Service’s Network to Freedom (NTF) Underground Railroad program as well as sites and routes recognized by historians and/or archaeologists. Several of the latter are in the process of seeking designation in the Network to Freedom program. Designated and potential sites and routes are:

1. + Colonial Park at Historic Edenton State Historic Site (Harriet Jacobs Escape)— Edenton, North Carolina
2. \*^ Ft. Fisher State Historic Site—Kure Beach, North Carolina
3. + Great Dismal Swamp
4. \*^# James City (“Trent River Settlement”)—New Bern, North Carolina
5. ^ Mendenhall Plantation—Jamestown, North Carolina
6. +# Neuse River
7. + New Garden (Guilford College)—Greensboro, North Carolina
8. + Old Town of Halifax at Historic Halifax State Historic Site—Halifax, North Carolina
9. \*+ Orange Street Landing— Wilmington, North Carolina
10. + Pasquotank River
11. #^ “Freedom Hill” Princeville, North Carolina
12. + Rich Square, North Carolina
13. #\*+ Roanoke Island Freedmen’s Colony at Ft. Raleigh National Historic Site—Manteo, North Carolina
14. + Roanoke River
15. + Snow Camp, North Carolina
16. + Somerset Place State Historic Site—Creswell, North Carolina
17. ^ Stagville State Historic Site—Durham, North Carolina
18. #^ Tar-Pamlico River
19. \*Goldsboro
20. \*Plymouth
21. \*+Elizabeth City
22. \*The Lower Cape Fear River
23. #Brunswick Town/Ft. Anderson
24. \*Kinston
25. ^Washington
26. \*Asheville

\*=U.S. Colored Troops or U.S. Navy Presence

#=Civil War-Era Freedmen’s/Contraband Settlement

+ =NPS Network to Freedom Sites

^=Potential sites with documented freedom seeking history

## **Proposed “Freedom Roads” Trail**

**To commemorate routes used by freedom seeking African Americans from the antebellum period to the end of the Civil War**

### MPOs:

1. Wilmington MPO (William Gould’s Escape into Union Navy, Escapes using the Cape Fear, U.S. Colored Troops at 2<sup>nd</sup> Battle of Ft. Fisher, Escape Behind Union Lines, Ongoing Presence of U.S. Colored Troops)
2. Goldsboro MPO (U.S. Colored Troops Occupation)
3. High Point MPO (Abolitionist Quaker Supporters of Freedom Seekers)
4. Greensboro MPO (New Garden Abolitionist Quakers and Supporters of Freedom Seekers)
5. Burlington-Graham MPO (Abolitionist Activity)
6. Durham-Chapel Hill-Carrboro MPO (Walker family Seeks Freedom)
7. French Broad River MPO (presence of 1<sup>st</sup> U.S. Colored Heavy Artillery and Recruitment, story of former slave, freedom seeking behind Union lines, and USCT George Avery)

### RPOs:

1. Albemarle RPO (the Harriet Jacobs story at Colonial Park at Historic Edenton, Freedom Seekers’ maroon colonies in the Great Dismal Swamp, Roanoke Island Freedmen’s Colony, Resistance to Slavery at Somerset Place, U.S. Colored Troops at the Battle of Plymouth, U.S. Colored Troops Recruitment and Enlistment (Ex: Elizabeth City) Substantial Freedom Seeking Activity)
2. Down East RPO (James City/Trent River Freedmen’s Camp, Abraham Galloway, U.S. Colored Troops Recruitment at New Bern, Substantial Freedom Seeking Activity)
3. Eastern Carolina RPO (U.S. Colored Troops Recruitment and Enlistment, U.S. Colored Troops Military Presence, U.S. Colored Troops Occupation in areas surrounding Goldsboro)
4. Upper Coastal Plain RPO (Encampment/Settlement for Freedom Seekers During Civil War, Freedom Seeking)
5. Peanut Belt RPO (Substantial Freedom Seeking Activity, Abolitionist Activity)
6. Kerr-Tar RPO (Freedom Seeking)
7. Cape Fear RPO (Escape Behind Union Lines, Ongoing Presence of U.S. Colored Troops, Contraband/Freedmen’s Encampment)
8. Mid-East RPO (Union Military Action by African Americans)

## **“Freedom Roads” Endorsement**

We, the \_\_\_\_\_ MPO\*, formally offer our endorsement of the “Freedom Roads” trails program. We acknowledge that “Freedom Roads” will recognize roads, rivers, and ports along North Carolina’s Scenic Byways that were critical to the efforts of enslaved African Americans seeking access to freedom, and those who supported these freedom seekers. “Freedom Roads” will specifically highlight freedom seeking via the Underground Railroad as well as avenues of liberation created during the Civil War. We are aware that the “Freedom Roads” program is not requesting funds from MPOs; rather, the “Freedom Roads” will support economic growth in communities through heritage tourism opportunities along North Carolina’s Scenic Byways.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
MPO Representative

\_\_\_\_\_  
Date

\_\_\_\_\_  
MPO Name\*

Please mail to:  
The North Carolina African-American Heritage Commission  
2922 Duke Homestead Road  
Durham, N.C. 27705

Or

E-mail a scanned copy to:  
michelle.lanier@ncdcr.gov

The North Carolina

African American

Heritage

Commission

## Who are we?

The North Carolina Legislature established the **North Carolina African American Heritage Commission** effective October 1, 2008. We are legislated to “assist the Secretary of Cultural Resources in the preservation, interpretation, and promotion of African-American history, arts, and culture.”

The Commission was officially launched in 2009 and is made up of ten (10) appointed members from across the state and two (2) Ex-Officio members. Support is received from one (1) staff member within the Department of Cultural Resources, who serves as both the Acting Director of the African American Heritage Commission as well as Curator of Multicultural Initiatives for the Division of State Historic Sites and Properties.

### VISION:

To transform and enrich people and communities by sharing North Carolina’s African American history, arts, and culture.

### MISSION:

To preserve, protect, and promote North Carolina’s African American history, arts, and culture for all people.

### What do we do?

For Fiscal Year 2011-2012, the commission is currently involved in the following initiatives:

- 1) We are the Official host of the N.C. African American Cultural Celebration, (partnering with the Museum of History, a DCR entity).
- 2) We are a partner with the N.C. Arts Council (a DCR entity) in the ongoing development of the N.C. African American Music Trail.
- 3) We partnered with the several divisions of the Office of Archives and History (DCR entities) to present a weeklong Teachers Institute focusing on bringing African American history and heritage into the classroom.
- 4) We are in the process of working with NC DOT on the potential development of the “Freedom Roads” trails initiative.
- 5) We are working with students from both NCCU's History Department and UNC-Chapel Hill's School of Government.
- 6) We continue to work as a liaison organization between DCR and the NPS Gullah-Geechee Cultural Heritage Corridor.
- 7) We continue to work in support of the development of NPS Network to Freedom, Underground Railroad designations in N.C.
- 8) We continue to support Civil War 150 commemoration initiatives (a DCR initiative).
- 9) We continue to support the Division of Historic Sites in a number of programming and promotional ways, including the distribution of the poster "Journeys Toward Freedom" (a DCR effort).
- 10) We have begun to work in concert with the State Preservation Office to raise awareness and promote the history and legacy of our state’s Rosenwald Schools, particularly as North Carolina has the most Rosenwald Schools of any state in the nation.

**SESSION LAW 2008-107**

**HOUSE BILL 2436**

ESTABLISH AFRICAN-AMERICAN HERITAGE COMMISSION

**SECTION 19A.2.** Article 2 of Chapter 143B of the General Statutes is amended by adding a new Part to read:

"Part 30. African-American Heritage Commission.

"§ 143B-135. Commission established.

(a) Creation and Duties. – There is created the African-American Heritage Commission in the Department of Cultural Resources to advise and assist the Secretary of Cultural Resources in the preservation, interpretation, and promotion of African-American history, arts, and culture. The Commission shall have the following powers and duties:

(1) To advise the Secretary of Cultural Resources on methods and means of preserving African-American history, arts, and culture.

(2) To promote public awareness of historic buildings, sites, structures, artwork, and culture associated with North Carolina's African-American heritage through special programs, exhibits, and publications.

(3) To support African-American heritage education in elementary and secondary schools in coordination with North Carolina Public Schools.

(4) To build a statewide network of individuals and groups interested in the preservation of African-American history, arts, and culture.

(5) To develop a program to catalog, preserve, assess, and interpret all aspects of African-American history, arts, and culture.

(6) To advise the Secretary of Cultural Resources upon any matter the Secretary may refer to it.

(b) Composition and Terms. – The Commission shall consist of 10 members who shall serve staggered terms. The initial board shall be selected on or before October 1, 2008, as follows:

(1) Four appointed by the Governor, two of whom shall serve terms of three years, one of whom shall serve a term of two years, and one of whom shall serve a term of one year. At least one appointee shall be a member of the North Carolina Historical Commission.

(2) Three appointed by the General Assembly upon the recommendation of the President Pro Tempore of the Senate, one of whom shall serve a term of three years, one of whom shall serve a term of two years, and one of whom shall serve a term of one year.

**SESSION LAW 2008-107 (CONTD.)**

**HOUSE BILL 2436**

**ESTABLISH AFRICAN-AMERICAN HERITAGE COMMISSION**

(3) Three appointed by the General Assembly upon the recommendation of the Speaker of the House of Representatives, one of whom shall serve a term of three years, one of whom shall serve a term of two years, and one of whom shall serve a term of one year.

Upon the expiration of the terms of the initial Commission members, each member shall be appointed for a three-year term and shall serve until a successor is appointed.

(c) Vacancies. – A vacancy shall be filled in the same manner as the original appointment, except that all unexpired terms appointed by the General Assembly shall be filled in accordance with G.S. 120-122. Appointees to fill vacancies shall serve the remainder of the unexpired term and until their successors have been duly appointed and qualified.

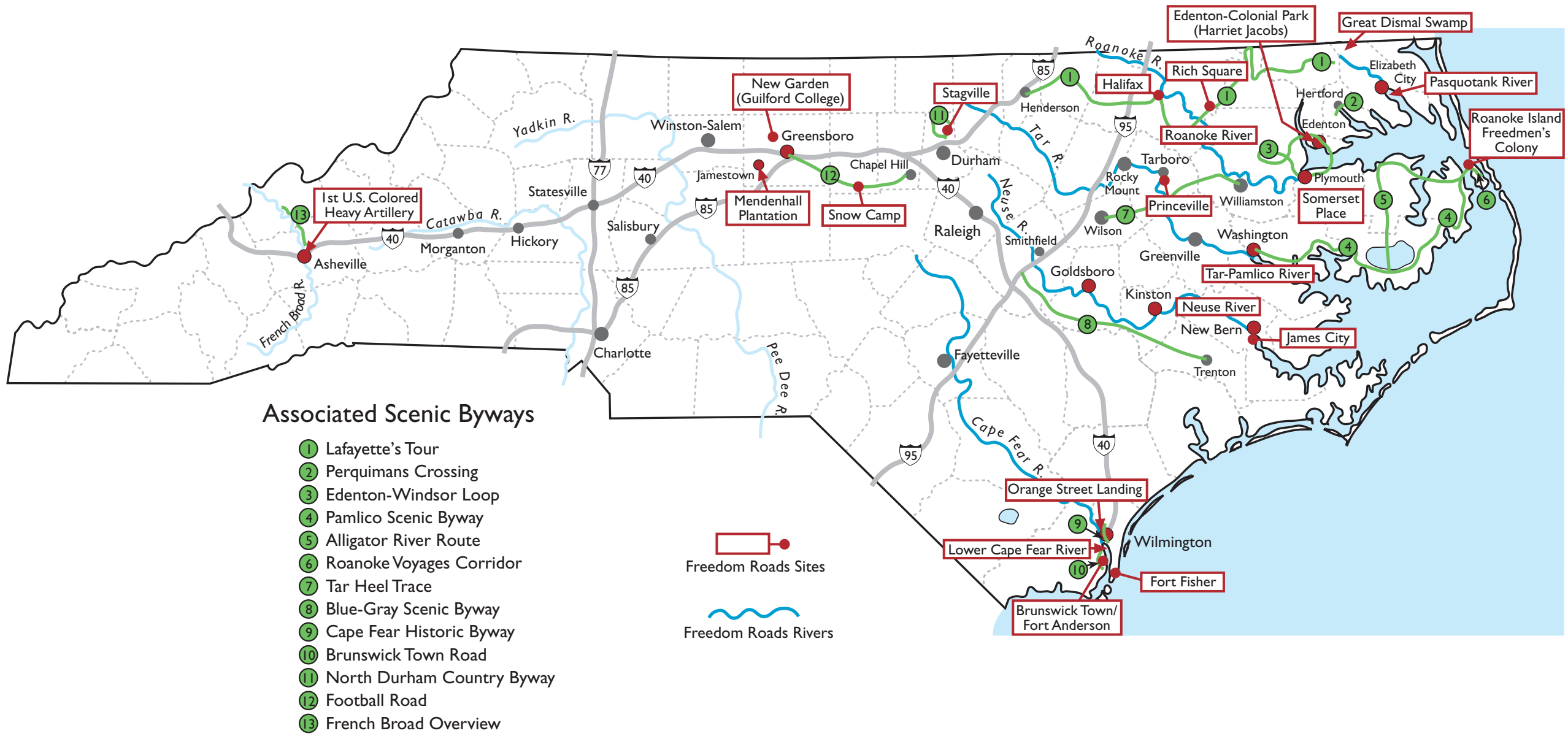
(d) Removal. – The Commission may remove any of its members for neglect of duty, incompetence, or unprofessional conduct. A member subject to disciplinary proceedings shall be disqualified from participating in the official business of the Commission until the charges have been resolved.


(e) Officers. – The chair shall be designated by the Governor from among the members of the Commission to serve as chair at the pleasure of the Governor. The Commission shall elect annually from its membership a vice-chair and other officers deemed necessary by the Commission to carry out the purposes of this Article.

(f) Meetings; Quorum. – The Commission shall meet at least semiannually to conduct business. The Board shall establish the procedures for calling, holding, and conducting regular and special meetings. A majority of Commission members shall constitute a quorum.

(g) Compensation. – The Commission members shall receive no salary as a result of serving on the Commission but shall receive per diem, subsistence, and travel expenses in accordance with the provisions of G.S. 120-3.1, 138-5, and 138-6, as applicable."


# North Carolina's Freedom Roads






# Triangle Regional Model v5

Presentation to DCHC MPO TAC  
January 11, 2011

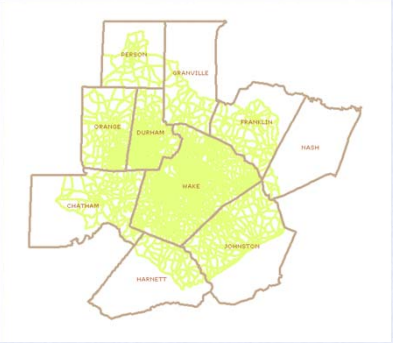



## What the Model Is

1. Jointly developed by TRM Service Bureau at ITRE and 4 stakeholder partners: DCHC, CAMPO, NCDOT, and Triangle Transit
2. State of the practice tool
  - ❖ Advanced best-practice modeling techniques
3. Representation of all surface travel in Triangle region
  - ❖ Motorized passenger trips (autos & transit)
  - ❖ Non-motorized passenger trips (walk & bike)
  - ❖ Commercial vehicle trips (autos, pickups, & trucks)
4. Includes all of three and part of seven counties
  - ❖ Total population: 1.7 million in 2010
  - ❖ Employment: 0.84 million in 2010
  - ❖ Area covered: 3,380 miles<sup>2</sup>




## What the Model Is (cont'd)


## What the Model Is (cont'd)

- Travel modes covered:
  - ❑ Autos
    - ✓ cars, pickups/vans, & trucks
  - ❑ Transit
    - ✓ local bus, express bus, & rail
    - ✓ walk-access, park-n-ride, & kiss-n-ride
  - ❑ Non-motorized modes
    - ✓ walk & bicycle
- Highway facilities covered:
  - ❑ Freeways (general-purpose, HOV, & HOT lanes)
  - ❑ Toll roads
  - ❑ Arterials
  - ❑ Collectors
  - ❑ Local roads (most but not all)



## What the Model Is (cont'd)


- Highway miles included:
  - ❑ 6,950 centerline miles in 2010
- All transit companies included:
  - ❑ DATA
  - ❑ CHT
  - ❑ TT
  - ❑ CAT
  - ❑ Duke
  - ❑ NCSU
  - ❑ C-Tran
- Transit routes included:
  - ❑ 209 routes by direction in 2010



## Features of TRM v5


The model can be used for:

- Understanding impacts of land use on highway traffic and transit ridership
  - ❑ Households/Population
  - ❑ Income
  - ❑ Household size
  - ❑ Employment
  - ❑ College students




## Features of TRM v5 (cont'd)

- Testing transportation infrastructure investment strategies
  - ❑ Highways
    - ✓ Widening
    - ✓ Tolls
    - ✓ HOV & HOT lanes
    - ✓ One-way street
    - ✓ New construction
      - *Number of lanes*
      - *Roadway alignment*



## Features of TRM v5 (cont'd)

- ❑ Transit
  - ✓ Fare
  - ✓ Headway
  - ✓ Transit route alignment
  - ✓ Transit stop location
  - ✓ Timed transfers
    - *Between bus and bus*
    - *Between rail and bus*
- ❑ Non-motorized infrastructure investment
  - ✓ Non-motorized paths
  - ✓ Land use mix




## Features of TRM v5 (cont'd)

- Testing parking policies:
  - ❑ Price
  - ❑ Capacity
- Air quality analysis
  - ❑ Mobile 6.2
    - ✓ Estimates NOx and CO emissions by county
- FTA Summit User Benefit Analysis for New Starts



## Model Performance

<i>Model Component</i>	<i>Performance Target</i>	<i>Target Met?</i>
Trip Generation	model to obs. +/- 1%	✓
Trip Distribution	+/- 5% length (min.)	✓
Non-motorized	model to obs. +/- 5%	✓
Mode Choice	model to obs. +/- 2%	✓
Hwy. R square	>= 0.88	✓
Hwy. RMSE	<= 35%	✓
Hwy. Screen Lines	+/- 10%	✓
Hwy. Cut Lines	+/- 15%	All but 1
Transit Total Riders	+/- 5%	✓
Transit Companies	+/- 10%	All but 2



## Questions?

**RESOLUTION**

**TO APPROVE AMENDMENT #1 TO THE FY 2011-2012 UNIFIED PLANNING WORK PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)**

**January 11, 2012**

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

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

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

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

**Now, therefore, be it resolved that the Transportation Advisory Committee hereby endorses Amendment #1 of the Durham-Chapel Hill-Carrboro Urban Area Unified Planning Work Program for the FY 2011-2012 as described in the attached sheets.**

I, Lydia E. Lavelle, TAC Chair, do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Durham-Chapel Hill- Carrboro Urban Area Transportation Advisory Committee, duly held on the 11<sup>th</sup> day of January, 2012.

\_\_\_\_\_  
Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

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

Date: January 11, 2012

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

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

TAC 1/11/2012 Attachment 10

**MPO Wide - Detail Funding Tables - All Funding Sources**

	Task Description	SPR Highway		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary APPROVED MAY 11, 2011			
		NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total
		<b>II-A</b>	<b>Surveillance of Change</b>														
1	Traffic Volume Counts	0	0	3,525	14,100	728	2,912	0	0	0	0	0	0	4,253	-	17,012	21,265
2	Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
3	Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
4	Traffic Accidents	0	0	650	2,600	58	232	0	0	0	0	0	0	708	-	2,832	3,540
5	Transit System Data	0	0	0	0	0	0	9,319	9,319	74,549	8,674	8,674	69,390	17,992	17,992	143,938	179,923
6	Dwelling Unit, Pop. & Emp. Change	0	0	0	0	12,064	48,256	0	0	0	0	0	0	12,064	-	48,256	60,320
7	Air Travel	0	0	0	0	400	1,600	0	0	0	0	0	0	400	-	1,600	2,000
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
9	Travel Time Studies	0	0	0	0	7,128	28,512	0	0	0	0	0	0	7,128	-	28,512	35,640
#	Mapping	0	0	14,880	59,520	6,942	27,768	3,000	3,000	24,000	0	0	0	24,822	3,000	111,288	139,110
#	Central Area Parking Inventory	0	0	952	3,808	0	0	0	0	0	0	0	0	952	-	3,808	4,760
#	Bike & Ped. Facilities Inventory	0	0	1,000	4,000	652	2,608	0	0	0	0	0	0	1,652	-	6,608	8,260
#	Bike & Ped. Counts	0	0	10,000	40,000	760	3,040	0	0	0	0	0	0	10,760	-	43,040	53,800
<b>II-B</b>	<b>Long Range Transp. Plan</b>																
1	Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2	Collection of Network Data	0	0	0	0	64	256	0	0	0	0	0	0	64	-	256	320
3	Travel Model Updates	1,700	6,800	63,356	253,424	0	0	300	300	2,400	11,250	11,250	90,000	74,906	13,250	352,624	440,780
4	Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
5	Forecast of Data to Horizon year	0	0	0	0	17,100	68,400	1,000	1,000	8,000	0	0	0	18,100	1,000	76,400	95,500
6	Community Goals & Objectives	0	0	0	0	2,550	10,200	500	500	4,000	0	0	0	3,050	500	14,200	17,750
7	Forecast of Future Travel Patterns	0	0	3,486	13,944	600	2,400	300	300	2,400	0	0	0	4,386	300	18,744	23,430
8	Capacity Deficiency Analysis	0	0	9,200	36,800	600	2,400	0	0	0	0	0	0	9,800	-	39,200	49,000
9	Highway Element of th L RTP	2,300	9,200	1,120	4,480	300	1,200	0	0	0	0	0	0	1,420	2,300	14,880	18,600
#	Transit Element of the L RTP	1,300	5,200	1,760	7,040	0	0	1,000	1,000	8,000	3,889	3,889	31,110	6,649	6,189	51,350	64,187
#	Bicycle & Ped. Element of the L RTP	1,300	5,200	12,800	51,200	1,400	5,600	0	0	0	0	0	0	14,200	1,300	62,000	77,500
#	Airport/Air Travel Element of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
#	Collector Street Element of L RTP	200	800	1,000	4,000	0	0	0	0	0	0	0	0	1,000	200	4,800	6,000
#	Rail, Water or other mode of L RTP	1,000	4,000	0	0	0	0	0	0	0	0	0	0	-	1,000	4,000	5,000
#	Freight Movement/Mobility Planning	0	0	3,600	14,400	0	0	0	0	0	0	0	0	3,600	-	14,400	18,000
#	Financial Planning	0	0	2,500	10,000	2,000	8,000	300	300	2,400	8,334	8,334	66,674	13,134	8,634	87,074	108,842
#	Congestion Management Strategies	200	800	102,130	408,520	1,256	5,024	500	500	4,000	2,145	2,145	17,160	106,031	2,845	435,504	544,380
#	Air Qual. Planning/Conformity Anal.	1,000	4,000	0	0	3,378	13,512	0	0	0	0	0	0	3,378	1,000	17,512	21,890
<b>II-C</b>	<b>Short Range Transit Planning</b>																
	Short Range Transit Planning	0	0	0	0	224	896	0	0	0	56,500	56,500	452,000	56,724	56,500	452,896	566,120
<b>III-A</b>	<b>Planning Work Program</b>																
	Planning Work Program	400	1,600	0	0	9,134	36,536	3,438	3,438	27,506	1,000	1,000	8,000	13,572	4,838	73,642	92,053
<b>III-B</b>	<b>Transp. Improvement Plan</b>																
	TIP	400	1,600	0	0	12,108	48,432	559	559	4,475	1,800	1,800	14,400	14,467	2,759	68,907	86,134
<b>III-C</b>	<b>Cvl Rgts. Cmp./Otr. Reg. Reqs.</b>																
1	Title VI	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
2	Environmental Justice	0	0	2,692	10,768	160	640	0	0	0	664	664	5,310	3,516	664	16,718	20,897
3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0	500	500	4,000	500	500	4,000	5,000
4	Planning for the Elderly & Disabled	0	0	0	0	64	256	0	0	0	0	0	0	64	-	256	320
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	2,000	2,000	16,000	2,000	2,000	16,000	20,000
6	Public Involvement	0	0	13,000	52,000	486	1,944	1,682	1,682	13,458	9,148	9,148	73,180	24,316	10,830	140,582	175,727
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>																
1	Transportation Enhancement Plng.	100	400	0	0	0	0	0	0	0	49,250	49,250	394,000	49,250	49,350	394,400	493,000
2	Enviro. Analysis & Pre-TIP Plng.	400	1,600	1,089	4,356	96	384	0	0	0	0	0	0	1,185	400	6,340	7,925
3	Special Studies	1,000	4,000	76,300	305,200	10,954	43,816	0	0	0	0	0	0	87,254	1,000	353,016	441,270
4	Regional or Statewide Planning	700	2,800	13,885	55,540	351	1,403	2,000	2,000	16,000	1,825	1,825	14,600	18,061	4,525	90,343	112,929
<b>III-E</b>	<b>Management &amp; Operations</b>																
1	Management & Operations	4,000	16,000	58,291	233,165	22,471	89,884	3,550	3,550	28,397	53,738	53,738	429,902	138,050	61,287	797,347	996,684
	<b>Totals</b>	<b>\$16,000</b>	<b>\$64,000</b>	<b>\$397,216</b>	<b>\$1,588,865</b>	<b>\$114,028</b>	<b>\$456,111</b>	<b>\$27,448</b>	<b>\$27,448</b>	<b>\$219,585</b>	<b>\$210,716</b>	<b>\$210,716</b>	<b>\$1,685,724</b>	<b>\$749,408</b>	<b>\$254,164</b>	<b>\$4,014,285</b>	<b>\$5,017,856</b>

**Durham-Chapel Hill-Carrboro Urban Area  
FY 2010-2011 Unified Planning Work Program  
Detail Funding Source Tables - FHWA/FTA Funds**

MPO-Wide Detail Funding Tables  
Amendment #1 Details

TAC 1/11/2012 Attachment 10 11/22/11 1:43 PM

Task Description	SPR Highway		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary AMENDMENT #1 PROPOSED CHANGES				
	NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total	
<b>III A Surveillance of Change</b>																	
1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
3 Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
4 Traffic Accidents	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
5 Transit System Data	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	128	512	0	0	0	0	0	0	\$128	\$0	\$512	\$640	
7 Air Travel	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
9 Travel Time Studies	0	0	0	0	(64)	(256)	0	0	0	0	0	0	(\$64)	\$0	(\$256)	(\$320)	
10 Mapping	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
<b>III B Long Range Transp. Plan</b>																	
1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
2 Collection of Network Data	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
3 Travel Model Updates	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
4 Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
5 Forecast of Data to Horizon year	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
6 Community Goals & Objectives	0	0	0	0	128	512	0	0	0	0	0	0	\$128	\$0	\$512	\$640	
7 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
8 Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
9 Highway Element of th L RTP	0	0	0	0	96	384	0	0	0	0	0	0	\$96	\$0	\$384	\$480	
10 Transit Element of the L RTP	0	0	0	0	64	256	0	0	0	0	0	0	\$64	\$0	\$256	\$320	
11 Bicycle & Ped. Element of the L RTP	0	0	0	0	96	384	0	0	0	0	0	0	\$96	\$0	\$384	\$480	
12 Airport/Air Travel Element of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
13 Collector Street Element of L RTP	0	0	0	0	96	384	0	0	0	0	0	0	\$96	\$0	\$384	\$480	
14 Rail, Water or other mode of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
16 Financial Planning	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
17 Congestion Management Strategies	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
<b>III C Short Range Transit Planning</b>																	
1 Short Range Transit Planning	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
<b>III-A Planning Work Program</b>																	
	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
<b>III-B Transp. Improvement Plan</b>																	
	0	0	0	0	256	1,024	0	0	0	0	0	0	\$256	\$0	\$1,024	\$1,280	
<b>III-C Cvl Rgts. Cmp./Otr .Reg. Reqs.</b>																	
1 Title VI	0	0	1,000	4,000	0	0	0	0	0	0	0	0	\$1,000	\$0	\$4,000	\$5,000	
2 Environmental Justice	0	0	(1,000)	(4,000)	(96)	(384)	0	0	0	0	0	0	(\$1,096)	\$0	(\$4,384)	(\$5,480)	
3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
4 Planning for the Elderly & Disabled	0	0	0	0	(32)	(128)	0	0	0	0	0	0	(\$32)	\$0	(\$128)	(\$160)	
5 Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
6 Public Involvement	0	0	0	0	(32)	(128)	0	0	0	0	0	0	(\$32)	\$0	(\$128)	(\$160)	
7 Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
<b>III-D Incidental Png./Project Dev.</b>																	
1 Transportation Enhancement Png.	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
2 Enviro. Analysis & Pre-TIP Png.	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
3 Special Studies	0	0	103,200	412,800	(640)	(2,560)	0	0	0	0	0	0	\$102,560	\$0	\$410,240	\$512,800	
4 Regional or Statewide Planning	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
<b>III-E Management &amp; Operations</b>																	
1 Management & Operations	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	
<b>Totals</b>	<b>\$0</b>	<b>\$0</b>	<b>\$103,200</b>	<b>\$412,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$103,200</b>	<b>\$0</b>	<b>\$412,800</b>	<b>\$516,000</b>	

Durham-Chapel Hill-Carrboro Urban Area

MPO Wide - Detail Funding Tables - All Funding Sources

FY 2011-2012 Unified Planning Work Program

TAC 1/11/2012 Attachment 10

Funding Distribution by Agency Funding Sources

	Task Description	SPR Highway		STP-DA 133(b)(3)(7)		Sec. 104(f) PL		Section 5303 Highway/Transit			Section 5307 Transit			Task Funding Summary				
		NCDOT 20%	FHWA 80%	Local 20%	FHWA 80%	Local 20%	FHWA 80%	Local 10%	NCDOT 10%	FTA 80%	Local 10%	NCDOT 10%	FTA 80%	Local	NCDOT	Federal	Total	
<b>II-A</b>	<b>Surveillance of Change</b>																	
1	Traffic Volume Counts	0	0	3,525	14,100	728	2,912	0	0	0	0	0	0	4,253	-	17,012	21,265	
2	Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
3	Street System Changes	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
4	Traffic Accidents	0	0	650	2,600	58	232	0	0	0	0	0	0	708	-	2,832	3,540	
5	Transit System Data	0	0	0	0	0	0	9,319	9,319	74,549	8,674	8,674	69,390	17,992	17,992	143,938	179,923	
6	Dwelling Unit, Pop. & Emp. Change	0	0	0	0	12,192	48,768	0	0	0	0	0	0	12,192	-	48,768	60,960	
7	Air Travel	0	0	0	0	400	1,600	0	0	0	0	0	0	400	-	1,600	2,000	
8	Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
9	Travel Time Studies	0	0	0	0	7,064	28,256	0	0	0	0	0	0	7,064	-	28,256	35,320	
10	Mapping	0	0	14,880	59,520	6,942	27,768	3,000	3,000	24,000	0	0	0	24,822	3,000	111,288	139,110	
11	Central Area Parking Inventory	0	0	952	3,808	0	0	0	0	0	0	0	0	952	-	3,808	4,760	
12	Bike & Ped. Facilities Inventory	0	0	1,000	4,000	652	2,608	0	0	0	0	0	0	1,652	-	6,608	8,260	
13	Bike & Ped. Counts	0	0	10,000	40,000	760	3,040	0	0	0	0	0	0	10,760	-	43,040	53,800	
<b>II-B</b>	<b>Long Range Transp. Plan</b>																	
1	Collection of Base Year Data	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
2	Collection of Network Data	0	0	0	0	64	256	0	0	0	0	0	0	64	-	256	320	
3	Travel Model Updates	1,700	6,800	63,356	253,424	0	0	300	300	2,400	11,250	11,250	90,000	74,906	13,250	352,624	440,780	
4	Travel Surveys	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
5	Forecast of Data to Horizon year	0	0	0	0	17,100	68,400	1,000	1,000	8,000	0	0	0	18,100	1,000	76,400	95,500	
6	Community Goals & Objectives	0	0	0	0	2,678	10,712	500	500	4,000	0	0	0	3,178	500	14,712	18,390	
7	Forecast of Future Travel Patterns	0	0	3,486	13,944	600	2,400	300	300	2,400	0	0	0	4,386	300	18,744	23,430	
8	Capacity Deficiency Analysis	0	0	9,200	36,800	600	2,400	0	0	0	0	0	0	9,800	-	39,200	49,000	
9	Highway Element of th L RTP	2,300	9,200	1,120	4,480	396	1,584	0	0	0	0	0	0	1,516	2,300	15,264	19,080	
10	Transit Element of the L RTP	1,300	5,200	1,760	7,040	64	256	1,000	1,000	8,000	3,889	3,889	31,110	6,713	6,189	51,606	64,507	
11	Bicycle & Ped. Element of the L RTP	1,300	5,200	12,800	51,200	1,496	5,984	0	0	0	0	0	0	14,296	1,300	62,384	77,980	
12	Airport/Air Travel Element of L RTP	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
13	Collector Street Element of L RTP	200	800	1,000	4,000	96	384	0	0	0	0	0	0	1,096	200	5,184	6,480	
14	Rail, Water or other mode of L RTP	1,000	4,000	0	0	0	0	0	0	0	0	0	0	-	1,000	4,000	5,000	
15	Freight Movement/Mobility Planning	0	0	3,600	14,400	0	0	0	0	0	0	0	0	3,600	-	14,400	18,000	
16	Financial Planning	0	0	2,500	10,000	2,000	8,000	300	300	2,400	8,334	8,334	66,674	13,134	8,634	87,074	108,842	
17	Congestion Management Strategies	200	800	102,130	408,520	1,256	5,024	500	500	4,000	2,145	2,145	17,160	106,031	2,845	435,504	544,380	
18	Air Qual. Planning/Conformity Anal.	1,000	4,000	0	0	3,378	13,512	0	0	0	0	0	0	3,378	1,000	17,512	21,890	
<b>II-C</b>	<b>Short Range Transit Planning</b>																	
	Short Range Transit Planning	0	0	0	0	224	896	0	0	0	56,500	56,500	452,000	56,724	56,500	452,896	566,120	
<b>III-A</b>	<b>Planning Work Program</b>																	
	Planning Work Program	400	1,600	0	0	9,134	36,536	3,438	3,438	27,506	1,000	1,000	8,000	13,572	4,838	73,642	92,053	
<b>III-B</b>	<b>Transp. Improvement Plan</b>																	
	TIP	400	1,600	0	0	12,364	49,456	559	559	4,475	1,800	1,800	14,400	14,723	2,759	69,931	87,414	
<b>III-C</b>	<b>Civil Rgts. Cmp./Otr .Reg. Reqs.</b>																	
1	Title VI	0	0	1,000	4,000	0	0	0	0	0	0	0	0	1,000	-	4,000	5,000	
2	Environmental Justice	0	0	1,692	6,768	64	256	0	0	0	664	664	5,310	2,420	664	12,334	15,417	
3	Minority Business Enterprise	0	0	0	0	0	0	0	0	0	500	500	4,000	500	500	4,000	5,000	
4	Planning for the Elderly & Disabled	0	0	0	0	32	128	0	0	0	0	0	0	32	-	128	160	
5	Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0	2,000	2,000	16,000	2,000	2,000	16,000	20,000	
6	Public Involvement	0	0	13,000	52,000	454	1,816	1,682	1,682	13,458	9,148	9,148	73,180	24,284	10,830	140,454	175,567	
7	Private Sector Participation	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
<b>III-D</b>	<b>Incidental Plng./Project Dev.</b>																	
1	Transportation Enhancement Plng.	100	400	0	0	0	0	0	0	0	49,250	49,250	394,000	49,250	49,350	394,400	493,000	
2	Enviro. Analysis & Pre-TIP Plng.	400	1,600	1,089	4,356	96	384	0	0	0	0	0	0	1,185	400	6,340	7,925	
3	Special Studies	1,000	4,000	179,500	718,000	10,314	41,256	0	0	0	0	0	0	189,814	1,000	763,256	954,070	
4	Regional or Statewide Planning	700	2,800	13,885	55,540	351	1,403	2,000	2,000	16,000	1,825	1,825	14,600	18,061	4,525	90,343	112,929	
<b>III-E</b>	<b>Management &amp; Operations</b>																	
1	Management & Operations	4,000	16,000	58,291	233,165	22,471	89,884	3,550	3,550	28,397	53,738	53,738	429,902	138,050	61,287	797,347	996,684	
<b>Totals</b>		<b>\$16,000</b>	<b>\$64,000</b>	<b>\$500,416</b>	<b>\$2,001,665</b>	<b>\$114,028</b>	<b>\$456,111</b>	<b>\$27,448</b>	<b>\$27,448</b>	<b>\$219,585</b>	<b>\$210,716</b>	<b>\$210,716</b>	<b>\$1,685,724</b>	<b>\$852,608</b>	<b>\$254,164</b>	<b>\$4,427,085</b>	<b>\$5,533,856</b>	

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

**AMENDMENT #1  
January 11, 2012**

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

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

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

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

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

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

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

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

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

**BE IT THEREFORE RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee hereby amends the FY 2012-2018 Metropolitan Transportation Improvement Program of the Durham-Chapel Hill-Carrboro Urban Area, as approved by the TAC on September 14, 2011, and as described in the “Attachment to Resolution for Amendment #1 to DCHC 2012-2018 MTIP” provided here on this, the 11th day of January, 2012.

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Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

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

Date: January 11, 2012

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

**Attachment to Resolution for Amendment #1 to DCHC 2012-2018 MTIP**

Amendments:

- 1. M-0446 Triangle Ramp Metering Study, Wake and Durham Counties. Programmed for Feasibility Study Only
- 1. Y-5500 Traffic separation Study Implementation and Closure. Right of way FFY 12 - \$150,000 (RR)  
*(Statewide project)* Construction FFY 12 - ~~\$250,000~~ (RR)  
 Total Cost ----- \$400,000 (RR)

Administrative modifications:

- 2. C-5230 Durham, Durham County. Traffic Signal Controller upgrade. Delayed construction, FFY 11 to FFY 13. City needs additional time to acquire right of way. Construction FFY 13 - \$480,000 (CMAQ)
- 5. EL-4999 Durham, Bicycle and Pedestrian Trails, Durham County. Acquisition of Rail Corridors and construction in Durham and Durham County. Delayed right of way, FFY 11 to FFY 12. Rail Division needs additional time to complete negotiations with Norfolk Southern Railway Corporation on corridor acquisition. Right of way FFY 12 - \$2,002,950 (HP)  
 Right of way FFY 12 - ~~\$ 500,738~~ (L)  
 Total Cost ----- \$2,503,688 (HP/L)

EL-2921	Durham, American Tobacco Trail, NC 54 to Chatham County Line, Durham County. Construct a multi-purpose trail. Delayed construction, FFY 11 to FFY 12. <i>Increase in STPDA and City funding to match September 2011 TAC Action.</i>	C	FY 2012	DP	481,968
		C	FY 2012	HP	3,201,720
		C	FY 2012	STPDA	4,135,377
		C	FY 2012	C	1,753,764
U-4724	SR 1158 (Cornwallis Road) Bicycle and Pedestrian <i>Durham request: PE funding moved to U-4727. Increased construction funding.</i>	PE	FY 2012	STPDA	0
		PE	FY 2012	C	0
		C	FY 2014	STPDA	1,725,200
		C	FY 2014	C	443,550
C-4928	Morreene Road Bicycle and Pedestrian <i>Durham Request: PE funding moved to U-4727.</i>	PE	FY 2012	STPDA	0
		PE	FY 2012	C	0
		C	FY 2014	CMAQ	444,000
		C	FY 2014	STPDA	1,148,000
		C	FY 2014	C	398,000
U-4726	DCHC Bicycle and Pedestrian Allocation <i>Durham request: PE funding moved to U-4727. Increased construction funding. Chapel Hill and Carrboro: Adjusted amounts to</i>	C	FY 2012	STPDA	2,819,016
		C	FY 2012	C	704,754
		C	FY 2013	STPDA	1,627,000
		C	FY 2013	C	406,750
		C	FY 2014	STPDA	1,945,845

	<i>account for project delays to FY 2012 and 2013.</i>	C	FY 2014	C	486,461
U-4727	DCHC Unified Work Program <i>Durham request: Added PE funding. Adjusted FY 12 STPDA amount by -\$35,135 (- \$8,784 local match) to match FY12 UPWP.</i>	PE	FY 2012	STPDA	2,001,665
		PE	FY 2012	L	500,416
		PE	FY 2013	STPDA	1,150,000
		PE	FY 2013	L	287,000
		PE	FY 2014	STPDA	720,000
		PE	FY 2014	L	180,000
		PE	FY 2015	STPDA	742,000
		PE	FY 2015	L	185,000
EB-4707	SR 2220 (Old Chapel Hill Road)-SR1838 (Old Durham Road), SR 1116 (Garrett Road) in Durham County to US 15-501 in Orange County. Bicycle Improvements <i>Delayed both phases by one year.</i>	R	FY 2012	STPDA	511,000
		R	FY 2012	L	128,000
		C	FY 2013	STPDA	3,200,000
		C	FY 2013	L	800,000

## DCHC MPO STPDA Funding Table for FY 2010 - 2015 Call for Projects - approved September 14, 2011 - with changes in 12-18 MTIP Amendment 1

FY 2010-2011 funding is not shown. The actual obligations for these years can be found in the project status report with included quarterly with the LPA staff report.

Jurisdiction	TIP No	Description	Cost 100%	Cost 80%	2012		2013		2014		2015		
					Phase	Cost	Phase	Cost	Phase	Cost	Phase	Cost	
Carrboro	U-4726	DC	Multi-use Path from Wilson Park to Estes Dr.	\$ 210,855	\$ 168,684	Construction	\$151,816						
Carrboro	U-4726	DE	Bolin Creek Greenway - Carrboro (Homestead to Chapel Hill)	\$ 737,500	\$ 590,000	Construction	\$531,000						
Carrboro	EL-4828		Morgan Creek Greenway - Carrboro	\$ 600,000	\$ 480,000	Construction	\$374,120						
Carrboro	U-4726	Dx	Bolin Creek Greenway (Jones Creek)	\$ 268,375	\$ 214,700	Construction	\$214,700						
Carrboro	U-4726	DD	Rogers Road - Sidewalk (Homestead to Meadow Run)	\$ 536,200	\$ 428,960	Construction	\$375,340						
Carrboro	U-4726	Dx	S. Greensboro St. - Sidewalk	\$ 58,300	\$ 46,640	Construction	\$46,640						
Carrboro	U-4726	Dx	Bicycle Loop Detectors	\$ 37,500	\$ 30,000	Construction	\$30,000						
Carrboro	U-4726	Dx	Bel Arbor-Plantation Acres Multi-use Path	\$ 83,750	\$ 67,000			Construction	\$ 67,000				
Chapel Hill	TG-4731		Chapel Hill Transit - Misc. Capital - Tires Purchase	\$ 255,415	\$ 204,332								
Chapel Hill	SR-5001	AR	CH - Culbreth Rd: Cobble Ridge to Rosburn sidewalk	\$ 135,000	\$ 108,000	Construction	\$ 108,000						
Chapel Hill	U-5119		NC 86/US 15-501 BRT improvements	\$ 565,000	\$ 452,000	Construction	\$ 452,000						
Chapel Hill	TT-5109		FCC Radio Communications (Upgrade fleet)	\$ 1,250,000	\$ 1,000,000								
Chapel Hill	U-4726	IG	Morgan Creek Greenway Phase 2 - Chapel Hill	\$ 1,637,500	\$ 1,310,000			Construction	\$ 1,310,000				
Chapel Hill	U-4726	IF	Bolin Creek Stairs - Chapel Hill	\$ 125,000	\$ 100,000			Construction	\$ 100,000				
Chapel Hill	U-4726	Ix	CH - Chapel Hill Sidewalks	\$ 400,000	\$ 320,000	Construction	\$ 320,000						
Chapel Hill	U-4726	Ix	NC86/other locations Pedestrian Safety Improvements	\$ 375,000	\$ 300,000	Construction	\$ 150,000	Construction	\$ 150,000				
Chapel Hill	U-4726	Ix	Bolin Creek Greenway construction	\$ -	\$ -								
Chapel Hill	TT-5109		Technology: Automatic Passenger Counters	\$ 55,811	\$ 44,649								
Durham	U-4445		NC 147 Bicycle/Pedestrian Bridge - Durham*	\$ 500,000	\$ 400,000								
Durham	E-2921E		American Tobacco Trail Phase E - Durham, Durham County	\$ 5,169,221	\$ 4,135,377	Construction	\$4,135,377						
Durham	U-4726	HL	Barbee Rd. (Orindo to Pearsonstown Elem.) Sidewalk	\$ 19,600	\$ 15,680	Construction	\$15,680						
Durham	U-4726	HL	DATA Sidewalk	\$ 19,800	\$ 15,840	Construction	\$15,840						
Durham	C-4928		Morreene Road - Bike/Ped Facilities (Neal to Erwin)	\$ 1,435,000	\$ 1,148,000				Construction	\$ 1,148,000			
Durham	U-4724		Cornwallis Road - Bike/Ped Facilities (S. Roxboro to Univer	\$ 2,156,500	\$ 1,725,200				Construction	\$ 1,725,200			
Durham	U-3804		Hillandale (I-85 to Carver) - Sidewalks	\$ 81,144	\$ 64,915								
Durham	U-4726	HO	Carpenter Fletcher - Bike/Ped Facilities (Woodcroft to Alsto	\$ 1,079,716	\$ 863,773				Construction	\$ 863,773			
Durham	U-4726	Hx	Avondale - Sidewalk (I-85 to Geer)	\$ 515,000	\$ 412,000	Construction	\$412,000						
Durham	U-4726	Hx	Cheek - Bike/Ped Facilities (Geer to Hardee)	\$ 695,000	\$ 556,000	Construction	\$556,000						
Durham	U-4726	HK	Hillandale - Bike/Ped Facilities (I-85 to Fulton)	\$ 1,195,484	\$ 956,387				Construction	\$ 956,387			
Durham	U-4726	Hx	Holloway St sidewalks	\$ 157,106	\$ 125,685				Construction	\$ 125,685			
Durham	TT-5110		Technology: Automatic Passenger Counters	\$ 98,490	\$ 78,792								
Durham	SR-5001	C	Fayetteville Road (Cornwallis to Nelson) bicycle lanes and s	\$ 251,000	\$ 200,800	Construction	\$200,800						
NCDOT	EB-4707		Old Durham-Chapel Hill Road - Chapel Hill, Durham	\$ 4,639,000	\$ 3,711,200	ROW	\$511,200	Construction	\$ 3,200,000				
Triangle Transit	TT-4911		Technology: Automatic Passenger Counters	\$ 49,245	\$ 39,396								
Multiple	U-4727		Unified Planning Work Program**	\$ 5,766,746	\$ 4,613,396	UPWP/Plan	\$2,001,665	UPWP/Plan	\$ 1,149,526	UPWP/Plan	\$ 720,370	UPWP/Plan	\$ 741,836
				\$ 25,392,513	\$ 20,314,010		\$10,602,178		\$ 5,976,526		\$ 5,539,415		\$ -

**Confirmed Obligated**

\*Obligated for \$800,000 which is what was approved at the time. Less than \$400,000 expected to be needed, and the remainder was reassigned to other projects. Expect to have funding deobligated.

**In One-Year Grace Period**

\*\*Current year amount reflects the adopted UPWP. Future year amounts are estimates subject to the UPWP development process.

**Moved Beyond One-Year Grace Period**

## MEMORANDUM

**TO:** Transportation Advisory Committee (TAC)  
DCHC MPO

**FROM:** Lead Planning Agency

**DATE:** January 11, 2012

**RE:** New Freedom – Program of Projects Update

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The available funds are from two sources – Job Access/Reverse Commute (JARC) and New Freedom (NF). JARC funds are intended to fund “the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment”. NF funds are intended to provide improved public transportation services and alternatives to public transportation for people with disabilities beyond those required by the Americans with Disabilities Act of 1990 (ADA). Eligible applicants for both programs include state or local governments, private non-profit organizations, and operators of public transportation services including private operators of public transportation services. Funds may be used for planning, capital, or operating costs. Funds can be used to support up to 80 percent for capital projects, and not more than 50 percent for operating assistance.

As required by the FTA, the DCHC MPO created a Coordinated Public Transit - Human Services Transportation Plan to guide the selection and funding of future JARC and NF projects. The TAC approved this plan in March 2007. The DCHC MPO has held three Calls for Projects in 2007, 2008, and 2009 for the MPO’s FY 2006- FY 2009 JARC and NF funds using the procedures outlined in the Coordinated Public Transit - Human Services Transportation Plan. The DCHC MPO has allocated all of the FY 2007, 2008 and a portion of FY 2009 funds. The remainder of FY 2009, and the 2010 & 2011 appropriation funds were made available during FY 2011’s Call for Projects.

### **Amendment**

The amendment approved in proposed to reduce our Federal grant amount in the New Freedom grant by \$64,461. The proposed amendment to the 2006-2009 New Freedom POP details are as follows:

- Reallocation – TTA & CHT Paratransit Eligibility Assessment (approved 6/13/2007)
  - Grant Amount = \$13,540 TTA and CHT have opted not to utilize these grant funds that were allocated to them as part of a joint contract with DATA. In coordination with FTA, the use of these grant funds are only eligible for reallocation between programs with the grant that was initially obligated.
  - Proposal – reallocate the grant funds to the Durham Senior Life Center to continue the Travel Training project that had been granted funds in 2009. The interlocal agreement with the City and DSLC will not expire until 6/2013. Therefore, the travel

training program can continue to function under its same program as a capital expenditure up to the \$13,540 of grant monies available.

### **Funding Availability**

The following is the current New Freedom funding availability:

	FFY 2009 Unprogrammed Balance	\$ 10,769	
	FFY 2010 Appropriation	\$ 87,757	
	FFY 2011 Appropriation	\$ 88,210	
	Total Funding Available for programming	\$ 186,736	
	New Freedom - 2011 POP - Approved	\$ 132,660	
	Balance Available for future NF programming	\$ 54,076	

The remainder of \$54,076 is available for future New Freedom programming, and is not in subject to lapsing until 2014.

# 2006 - 2009 PROGRAM OF PROJECTS

## FTA Section New Freedom (5317)

MPO Approval Date	Sub-Recipient	Agency Type	Project Status	Project Description	Project Type	PROJECT COSTS	
						Total Cost	Federal Share
6/13/2007	DURHAM	Governmental	In-Progress	Administrative	Administration	\$ 5,745	\$ 5,745
5/14/2008	DURHAM	Governmental	COMPLETE	Administrative	Administration	\$ 6,206	\$ 6,206
5/13/2009	DURHAM	Governmental	COMPLETE	Administrative	Administration	\$ 7,153	\$ 7,153
5/14/2008	CHT & OPT	Public Transit	In-Progress	Elderly population feeder service	Operating	\$ 97,600	\$ 48,800
6/13/2007	DATA/TTA/CHT	Public Transit	COMPLETE	Paratransit Eligibility Assessment	Operating	\$ 35,000	\$ 17,500
9/28/2011	TTA/CHT	Public Transit	Reduce	Reduction in Paratransit Eligibility Assessment	Operating	\$ (27,080)	\$ (13,540)
5/13/2009	DATA	Public Transit	COMPLETE	Taxicab service to supplement ACCESS service	Operating	\$ 140,760	\$ 70,380
5/13/2009	DCCSC	Non-profit	In-Progress	Travel Training / Mobility Manager	Capital	\$ 31,357	\$ 20,000
5/13/2009	CHT	Public Transit	COMPLETE	Go Triangle Regional Transit Information Center	Capital	\$ 50,614	\$ 40,491
5/14/2009	CHT	Public Transit	COMPLETE	Mobility Manager	Capital	\$ 70,000	\$ 35,000
<b>MPO Approved Funding - Obligated</b>						<b>Total:</b>	<b>\$ 237,735</b>

12/21/2011	DCCSC	Non-profit	In-Progress	Continuation of Travel Training for the Elderly	Capital	\$ 16,925	\$ 13,540
<b>Proposed Adjustments</b>						<b>Total:</b>	<b>\$ 13,540</b>

DCHC MPO Appropriations	FFY 2006	\$ 71,878
	FFY 2007	\$ 71,810
	FFY 2008	\$ 77,573
	FFY 2009	\$ 89,416
	FFY 2010	\$ 87,757
	FFY 2011	\$ 88,210
<b>Total:</b>		<b>\$ 486,644</b>

Prior Balance (FFY 2009)-unobligated	\$ 10,769
FFY 2010 Appropriation:	\$ 87,757
FFY 2011 Appropriation:	\$ 88,210
Remaining Balance Unobligated :	<u>\$ 186,736</u>

**RESOLUTION TO ENDORSE A TRANSPORTATION, COMMUNITY, AND SYSTEM PRESERVATION PROGRAM (TCSP) DISCRETIONARY GRANT APPLICATION SUBMITTED BY THE DURHAM-CHAPEL HILL-CARRBORO MPO**

**January 11, 2012**

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

**WHEREAS**, the Federal Highway Administration (FHWA) is soliciting applications for the Transportation, Community, and System Preservation Program (TCSP) Discretionary Grant Program, under which \$29 million is available in FY 2012; and

**WHEREAS**, the TCSP program funds projects that that integrate transportation, community, and system preservation plans and practices; improve the efficiency of the transportation system; reduce environmental impacts; reduce the need for costly future investments; and provide efficient access to jobs, services, and trade centers; and

**WHEREAS**, the Durham-Chapel Hill-Carrboro Metropolitan Planning is submitting an application through the TCSP program for the creation and improvement of bicycle and pedestrian facilities in the Old Durham-Chapel Hill Road corridor between Garrett Road in Durham and US 15-501 in Chapel Hill; and

**WHEREAS**, this project is consistent with the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization’s 2035 Long Range Transportation Plan.

**BE IT THEREFORE RESOLVED** that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee endorses the TCSP program grant application for the “Old Durham-Chapel Hill Road Complete Streets” project provided here on this, the 11<sup>th</sup> day of January, 2012.

\_\_\_\_\_  
Lydia E. Lavelle, TAC Chair

Durham County, North Carolina

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

Date: January 11, 2012

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

## MEMORANDUM

**To:** Transportation Advisory Committee (TAC)  
DCHC MPO

**From:** DCHC MPO Lead Planning Agency

**Date:** January 11, 2012

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

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This memorandum provides a summary status of tasks for projects in the FY 2010-2011 Unified Planning Work Program.

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

### **FY 2011/FY 2012 Unified Planning Work Program (UPWP) – Projects**

#### **Town of Carrboro Transportation Study/Main Street Road Diet**

- ✓ Consultant selected
- ✓ Scope development/contract negotiation complete
- ✓ Data Collection to commence in September 2011 – Analysis Underway

#### **Town of Hillsborough Downtown Transportation Study**

- ✓ Consultant selected
- ✓ Scope development/contract negotiation complete
- ✓ Data Collection to commence in September 2011 – Analysis Underway

#### **2040 Long Range Transportation Plan LRTP**

- ✓ LRTP Schedule/Timeline TAC Approval – August 2011
- ✓ Socio-economic and demographic data analysis completed
- ✓ LRTP Public Involvement plan – Nov/December 2011
- LRTP Goals and Objectives – January 2012
- Approval of LRTP Targets January/February 2012
- Deficiency Analysis – April 2012
- Socio-economic Forecasts – January 2012
- Land use Scenario – January 2012
- Alternative Analysis – May –July 2012
- Draft LRTP Recommendation September 2012
- Air Quality analysis and Conformity Adopted -October 2012 - February 2013
- Approval of LRTP and Conformity determination April/may 2013
- Technical report and implementation

#### **Comprehensive Transportation Plan (CTP)**

- Draft CTP – December 2011 – Depends on NCDOT Schedule
- Public Input

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

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

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

#### **GIS/Data Integration and Automation**

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

#### **Land-use Model Development**

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

#### **MPO Parking Survey and Study (postponed)**

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

- Council contract approval
- Project commences

#### **MPO Community Viz. Scenarios Planning and Visualization**

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

#### **MPO Congestion Management Process CMP**

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

#### **MPO Safety and Security Plan**

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

#### **Update of the MPO Public Involvement consistent with Federal Certification Review**

- ✓ Action Plan and schedule completed in September 2011

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

- ✓ Action Plan and schedule completed in September 2011

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

- ✓ Action Plan and schedule completed in September 2011

#### **MPO Freight Plan and Integration**

- ✓ Action Plan and schedule completed in September 2011

<b>Contract Number:</b> C201994 <b>Physical Division:</b> 5 <b>Administrative Division:</b> 15 <b>Length:</b> 4.2 miles <b>Resident Engineer:</b> D. Brian Harrington, PE <b>Location Description:</b> TRIANGLE PARKWAY FROM NC-540 IN WAKE CO TO I-40 IN DURHAM CO <b>Type of Work:</b> GRADING, DRAINAGE, PAVING, SIGNALS, TOLL FACILITIES & STRS. <b>Contractor Name:</b> S. T. WOOTEN CORPORATION <b>Contract Amount:</b> \$137,446,000.00 <b>Availability Date:</b> 9/19/2008 <b>Completion Date:</b> 7/1/2011 <b>Revised Completion Date:</b> <b>Last Estimate Thru:</b> <b>Last Estimate Paid:</b>	<b>Route:</b> NC-147 <b>County:</b> Durham <b>TIP Number:</b> U-4763B <b>Federal Aid Number:</b> TIFIA-540(2) <b>RE Phone Number:</b> (919)836-4873 <b>Cost Overrun/Underrun:</b> <b>Letting Date:</b> 8/5/2008 <b>Work Began:</b> 8/3/2009 <b>Estimated Completion:</b> <b>Scheduled Progress:</b> <b>Actual Progress:</b>
<b>Contract Number:</b> C202064 <b>Physical Division:</b> 5 <b>Administrative Division:</b> 5 <b>Length:</b> 1.165 miles <b>Resident Engineer:</b> Cadmus Capehart, PE <b>Location Description:</b> SR-2028 (TW ALEXANDER DR) FROM CORNWALLIS RD TO EAST OF NC-147 IN DURHAM. <b>Type of Work:</b> WIDENING, GRADING, DRAINAGE, PAVING & SIGNALS. <b>Contractor Name:</b> GELDER AND ASSOCIATES, INC. <b>Contract Amount:</b> \$6,502,648.68 <b>Availability Date:</b> 2/1/2010 <b>Completion Date:</b> 8/15/2011 <b>Revised Completion Date:</b> <b>Last Estimate Thru:</b> 11/30/2011 <b>Last Estimate Paid:</b> 12/9/2011	<b>Route:</b> SR-2028 <b>County:</b> Durham <b>TIP Number:</b> U-3309A <b>Federal Aid Number:</b> STP-2028(4) <b>RE Phone Number:</b> (919)840-0914 <b>Cost Overrun/Underrun:</b> 5.28% <b>Letting Date:</b> 12/15/2009 <b>Work Began:</b> 2/8/2010 <b>Estimated Completion:</b> 4/30/2012 <b>Scheduled Progress:</b> 100% <b>Actual Progress:</b> 86.17%
<b>Contract Number:</b> C202164 <b>Physical Division:</b> 5 <b>Administrative Division:</b> 5 <b>Length:</b> 0.767 miles <b>Resident Engineer:</b> Mark W. Luther, PE <b>Location Description:</b> SR-1959 (S MIAMI BLVD) FROM SOUTH OF SR-2112 (METHODIST ST) TO NORTH OF SR-1960 (BETHESDA AVE). <b>Type of Work:</b> GRADING, DRAINAGE, PAVING & SIGNALS. <b>Contractor Name:</b> TRIANGLE GRADING & PAVING, INC <b>Contract Amount:</b> \$4,666,751.41 <b>Availability Date:</b> 6/27/2011 <b>Completion Date:</b> 7/13/2012 <b>Revised Completion Date:</b> <b>Last Estimate Thru:</b> 12/15/2011 <b>Last Estimate Paid:</b> 12/23/2011	<b>Route:</b> SR-1959 <b>County:</b> Durham <b>TIP Number:</b> U-4011 <b>Federal Aid Number:</b> STP-1959(3) <b>RE Phone Number:</b> (919)220-4680 <b>Cost Overrun/Underrun:</b> -0.96% <b>Letting Date:</b> 5/17/2011 <b>Work Began:</b> 7/13/2011 <b>Estimated Completion:</b> 7/13/2012 <b>Scheduled Progress:</b> 37.17% <b>Actual Progress:</b> 20.52%
<b>Contract Number:</b> C202340 <b>Physical Division:</b> 5 <b>Administrative Division:</b> 5 <b>Length:</b> 1.07 miles <b>Resident Engineer:</b> Mark W. Luther, PE <b>Location Description:</b> SR-1321 (HILLANDALE RD) FROM I-85 TO NORTH OF SR-1407 (CARVER AVE). <b>Type of Work:</b> GRADING, DRAINAGE, PAVING, AND SIGNAL. <b>Contractor Name:</b> REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT <b>Contract Amount:</b> \$4,222,625.78 <b>Availability Date:</b> 8/30/2010 <b>Completion Date:</b> 6/15/2012 <b>Revised Completion Date:</b> <b>Last Estimate Thru:</b> 12/7/2011 <b>Last Estimate Paid:</b> 12/20/2011	<b>Route:</b> SR-1321 <b>County:</b> Durham <b>TIP Number:</b> U-3804 <b>Federal Aid Number:</b> STM-0505(50) <b>RE Phone Number:</b> (919)220-4680 <b>Cost Overrun/Underrun:</b> 8.58% <b>Letting Date:</b> 7/20/2010 <b>Work Began:</b> 9/30/2010 <b>Estimated Completion:</b> 6/15/2012 <b>Scheduled Progress:</b> 61% <b>Actual Progress:</b> 50.63%
<b>Contract Number:</b> C202507 <b>Physical Division:</b> 5 <b>Administrative Division:</b> 15 <b>Length:</b> 18.8 miles <b>Resident Engineer:</b> Jason R. Peterson, PE <b>Location Description:</b> NC-540 FROM NC-55 NEAR APEX TO NC-54 NEAR RTP AND NC-147 FROM I-40 TO	<b>Route:</b> I-540 <b>County:</b> Durham <b>TIP Number:</b> R-2635, U-4763B <b>Federal Aid Number:</b> TIFIA-540(2) <b>RE Phone Number:</b> (919)571-3000

NC-540. <b>Type of Work:</b> DESIGN-BUILD LANDSCAPING. <b>Contractor Name:</b> SOUTHERN GARDEN, INC. <b>Contract Amount:</b> \$4,800,000.00 <b>Cost Overrun/Underrun:</b> <b>Availability Date:</b> 8/15/2011 <b>Letting Date:</b> 4/21/2011 <b>Completion Date:</b> 7/1/2015 <b>Work Began:</b> <b>Revised Completion Date:</b> <b>Estimated Completion:</b> <b>Last Estimate Thru:</b> <b>Scheduled Progress:</b> <b>Last Estimate Paid:</b> <b>Actual Progress:</b>	
<b>Contract Number:</b> C202538  <b>Physical Division:</b> 5 <b>Administrative Division:</b> 5 <b>Length:</b> 22.96 miles <b>Resident Engineer:</b> Cadmus Capehart, PE <b>Location Description:</b> 1 SECTION OF US-70, 1 SECTION OF NC-55, 1 SECTION OF NC-751 & 13 SECTIONS OF SECONDARY ROADS. <b>Type of Work:</b> MILLING, RESURFACING & SHOULDER RECONSTRUCTION. <b>Contractor Name:</b> TRIANGLE GRADING & PAVING, INC <b>Contract Amount:</b> \$4,474,348.51 <b>Cost Overrun/Underrun:</b> 1.58% <b>Availability Date:</b> 3/15/2010 <b>Letting Date:</b> 1/19/2010 <b>Completion Date:</b> 12/16/2010 <b>Work Began:</b> 4/5/2010 <b>Revised Completion Date:</b> <b>Estimated Completion:</b> 3/30/2012 <b>Last Estimate Thru:</b> 6/22/2011 <b>Scheduled Progress:</b> 100% <b>Last Estimate Paid:</b> 7/7/2011 <b>Actual Progress:</b> 98.01%	<b>Route:</b> NC-55, NC-751, SR-1118 SR-1357, SR-1404, SR-1615 SR-1641, SR-1646, SR-1656 SR-1670, SR-1671, SR-1901 SR-1954, SR-1955, SR-1981 US-70  <b>County:</b> Durham <b>TIP Number:</b> <b>Federal Aid Number:</b> <b>RE Phone Number:</b> (919)840-0914
<b>Contract Number:</b> C202610 <b>Physical Division:</b> 5 <b>Administrative Division:</b> 5 <b>Length:</b> 6.8 miles <b>Resident Engineer:</b> Cadmus Capehart, PE <b>Location Description:</b> NC-147 FROM NORTH OF SR-1322 (BROAD ST) TO NORTH OF SR-2028 (TW ALEXANDER BLVD). <b>Type of Work:</b> DIAMOND GRINDING, CONC PVT SLAB REMOVAL & SHOULDER RECONST. <b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY <b>Contract Amount:</b> \$4,274,880.20 <b>Cost Overrun/Underrun:</b> 19.36% <b>Availability Date:</b> 3/15/2011 <b>Letting Date:</b> 9/21/2010 <b>Completion Date:</b> 11/1/2011 <b>Work Began:</b> 3/15/2011 <b>Revised Completion Date:</b> <b>Estimated Completion:</b> 4/30/2012 <b>Last Estimate Thru:</b> 12/7/2011 <b>Scheduled Progress:</b> 100% <b>Last Estimate Paid:</b> 12/13/2011 <b>Actual Progress:</b> 82.27%	<b>Route:</b> NC-147 <b>County:</b> Durham <b>TIP Number:</b> R-5164D <b>Federal Aid Number:</b> STM-0147(3) <b>RE Phone Number:</b> (919)840-0914
<b>Contract Number:</b> C202620 <b>Physical Division:</b> 5 <b>Administrative Division:</b> 5 <b>Length:</b> 12.6 miles <b>Resident Engineer:</b> Cadmus Capehart, PE <b>Location Description:</b> I-85 FROM NORTH OF US-70 IN DURHAM COUNTY TO NORTH OF NC-56 IN GRANVILLE COUNTY. <b>Type of Work:</b> PAVEMENT REHABILITATION AND BRIDGE REPAIR OVERLAYS. <b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY <b>Contract Amount:</b> \$8,098,211.15 <b>Cost Overrun/Underrun:</b> 4.63% <b>Availability Date:</b> 6/1/2011 <b>Letting Date:</b> 4/19/2011 <b>Completion Date:</b> 7/15/2012 <b>Work Began:</b> 6/10/2011 <b>Revised Completion Date:</b> <b>Estimated Completion:</b> 7/15/2012 <b>Last Estimate Thru:</b> 12/15/2011 <b>Scheduled Progress:</b> 39% <b>Last Estimate Paid:</b> 12/22/2011 <b>Actual Progress:</b> 66.14%	<b>Route:</b> I-85 <b>County:</b> Durham <b>TIP Number:</b> I-5145 <b>Federal Aid Number:</b> IMS-085-4(118)178 <b>RE Phone Number:</b> (919)840-0914
<b>Contract Number:</b> C202712  <b>Physical Division:</b> 5 <b>Administrative Division:</b> 5 <b>Length:</b> 13.04 miles	<b>Route:</b> NC-751, SR-1811, SR-1903 SR-1905, SR-1919, SR-1921 SR-1959  <b>County:</b> Durham <b>TIP Number:</b> <b>Federal Aid Number:</b>

<p><b>Resident Engineer:</b> Cadmus Capehart, PE  <b>Location Description:</b> NC-751 FROM 3 LANE SECTION TO THE CHATHAM COUNTY LINE &amp; 6 SECTIONS OF SECONDARY ROADS.  <b>Type of Work:</b> WIDENING, RESURFACING &amp; SHOULDER RECONSTRUCTION.  <b>Contractor Name:</b> REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT  <b>Contract Amount:</b> \$2,700,860.68  <b>Availability Date:</b> 4/4/2011  <b>Completion Date:</b> 9/30/2011  <b>Revised Completion Date:</b> 11/28/2011  <b>Last Estimate Thru:</b> 10/31/2011  <b>Last Estimate Paid:</b> 11/4/2011</p>	<p><b>RE Phone Number:</b> (919)840-0914  <b>Cost Overrun/Underrun:</b> 24.44%  <b>Letting Date:</b> 2/15/2011  <b>Work Began:</b> 5/5/2011  <b>Estimated Completion:</b> 12/1/2011  <b>Scheduled Progress:</b> 100%  <b>Actual Progress:</b> 99.76%</p>
<p><b>Contract Number:</b> DE00010  <b>Physical Division:</b> 5  <b>Administrative Division:</b> 5  <b>Length:</b> 0.17 miles  <b>Resident Engineer:</b> Mark W. Luther, PE  <b>Location Description:</b> INTERSECTION OF SR-1357 (AVONDALE DR) AND SR-1670 (GEER ST).  <b>Type of Work:</b> INSTALL ROUNDABOUT.  <b>Contractor Name:</b> BARRETT, IRVIN &amp; JORDAN CONTRACTORS INC  <b>Contract Amount:</b> \$497,421.60  <b>Availability Date:</b> 8/15/2011  <b>Completion Date:</b> 11/15/2011  <b>Revised Completion Date:</b>  <b>Last Estimate Thru:</b> 10/31/2011  <b>Last Estimate Paid:</b> 11/15/2011</p>	<p><b>Route:</b> SR-1357  <b>County:</b> Durham  <b>TIP Number:</b>  <b>Federal Aid Number:</b>  <b>RE Phone Number:</b> (919)220-4680  <b>Cost Overrun/Underrun:</b> 2.51%  <b>Letting Date:</b> 7/26/2011  <b>Work Began:</b> 8/15/2011  <b>Estimated Completion:</b> 12/16/2011  <b>Scheduled Progress:</b> 90.17%  <b>Actual Progress:</b> 68.59%</p>
<p><b>Contract Number:</b> DE00011  <b>Physical Division:</b> 5  <b>Administrative Division:</b> 5  <b>Length:</b> 4 miles  <b>Resident Engineer:</b> Mark W. Luther, PE  <b>Location Description:</b> SR-1308 (CORNWALLIS RD) IN DURHAM COUNTY AND SR-1717 (WOOD- LAND RD) IN GRANVILLE COUNTY.  <b>Type of Work:</b> STRENGTHENING, RESURFACING, AND PAVEMEN MARKINGS.  <b>Contractor Name:</b> FSC II LLC DBA FRED SMITH COMPANY  <b>Contract Amount:</b> \$1,102,907.60  <b>Availability Date:</b> 9/6/2011  <b>Completion Date:</b> 11/30/2011  <b>Revised Completion Date:</b>  <b>Last Estimate Thru:</b> 11/30/2011  <b>Last Estimate Paid:</b> 12/9/2011</p>	<p><b>Route:</b> SR-1308  <b>County:</b> Durham  <b>TIP Number:</b>  <b>Federal Aid Number:</b>  <b>RE Phone Number:</b> (919)220-4680  <b>Cost Overrun/Underrun:</b> -11.38%  <b>Letting Date:</b> 7/26/2011  <b>Work Began:</b> 9/6/2011  <b>Estimated Completion:</b> 1/10/2012  <b>Scheduled Progress:</b> 100%  <b>Actual Progress:</b> 66.53%</p>
<p><b>Contract Number:</b> DE00012  <b>Physical Division:</b> 5  <b>Administrative Division:</b> 5  <b>Length:</b> 0.6 miles  <b>Resident Engineer:</b> Cadmus Capehart, PE  <b>Location Description:</b> W B UMSTEAD PARK IN WAKE COUNTY AND ROLLING VIEW PARK IN DURHAM COUNTY.  <b>Type of Work:</b> PARK IMPROVEMENTS.  <b>Contractor Name:</b> TRIANGLE GRADING &amp; PAVING, INC  <b>Contract Amount:</b> \$597,864.70  <b>Availability Date:</b> 9/19/2011  <b>Completion Date:</b> 12/23/2011  <b>Revised Completion Date:</b> 12/30/2011  <b>Last Estimate Thru:</b> 12/7/2011  <b>Last Estimate Paid:</b> 12/13/2011</p>	<p><b>Route:</b>  <b>County:</b> Durham  <b>TIP Number:</b>  <b>Federal Aid Number:</b>  <b>RE Phone Number:</b> (919)840-0914  <b>Cost Overrun/Underrun:</b> 34.48%  <b>Letting Date:</b> 8/30/2011  <b>Work Began:</b> 9/23/2011  <b>Estimated Completion:</b> 1/23/2012  <b>Scheduled Progress:</b> 82%  <b>Actual Progress:</b> 88.62%</p>
<p><b>Contract Number:</b> DO00069  <b>Physical Division:</b> 5  <b>Administrative Division:</b> 5  <b>Length:</b> 0 miles  <b>Resident Engineer:</b> Cadmus Capehart, PE  <b>Location Description:</b> BRIDGES #12, 71, 137, 154, 156, AND 169 ON NC-147.  <b>Type of Work:</b> BRIDGE PAINTING.  <b>Contractor Name:</b> S &amp; D INDUSTRIAL PAINTING, INC.  <b>Contract Amount:</b> \$922,562.15</p>	<p><b>Route:</b> NC-147  <b>County:</b> Durham  <b>TIP Number:</b> BK-5102G  <b>Federal Aid Number:</b> BRNHS-0147(4)  <b>RE Phone Number:</b> (919)840-0914  <b>Cost Overrun/Underrun:</b></p>

<b>Availability Date:</b> 7/11/2011	<b>Letting Date:</b> 8/19/2010
<b>Completion Date:</b> 11/7/2011	<b>Work Began:</b> 7/11/2011
<b>Revised Completion Date:</b> 8/28/2012	<b>Estimated Completion:</b>
<b>Last Estimate Thru:</b>	<b>Scheduled Progress:</b>
<b>Last Estimate Paid:</b>	<b>Actual Progress:</b>

<b>Contract Number:</b> DO00076	<b>Route:</b> I-40
<b>Physical Division:</b> 5	<b>County:</b> Durham
<b>Administrative Division:</b> 5	<b>TIP Number:</b> BK-5102F
<b>Length:</b> 0 miles	<b>Federal Aid Number:</b> BRSTP-1959(5)
<b>Resident Engineer:</b> Chad D. Hinnant	<b>RE Phone Number:</b> (919)733-9499
<b>Location Description:</b> BRIDGES #228 ON SR-1959, #224 ON SR-1999, AND #100 ON SR-2028.	
<b>Type of Work:</b> BRIDGE PAINTING.	
<b>Contractor Name:</b> SAFFO CONTRACTORS INC	
<b>Contract Amount:</b> \$1,138,000.00	<b>Cost Overrun/Underrun:</b> -1.4%
<b>Availability Date:</b> 6/6/2011	<b>Letting Date:</b> 9/2/2010
<b>Completion Date:</b> 10/18/2011	<b>Work Began:</b> 7/21/2011
<b>Revised Completion Date:</b>	<b>Estimated Completion:</b> 11/14/2011
<b>Last Estimate Thru:</b> 11/9/2011	<b>Scheduled Progress:</b> 100%
<b>Last Estimate Paid:</b> 12/1/2011	<b>Actual Progress:</b> 100%

**ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO- ARRA**

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

**ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA**

County	TIP/WBS #	Description	Let Date	Completion Date	Status	Cost	Comments
Orange	36945	Upgrade traffic signal with mast arm and install pedestrian signal heads on SR 1010 (Franklin St.) @ Mallette St.	11/4/2010	Rev. compl. 1/17/12	work to begin by 12/12/11	\$140,000.00	Small Construction
Orange	42502	Replace deteriorated curb and gutter at several locations on both sides of SR 1010 (Franklin St.) between Hillsborough St. and Plant Rd.			Work Completed by Town's POC	\$30,000	Small Construction
Orange	43346	Extend the westbound turn lane and install curb and gutter and storm drainage on SR 1900 (Old Mason Farm Road) at US 15-501 (Fordham Blvd.)		11/15/2011	F.A. construction complete	\$115,000	Small Construction
Orange	43426	Construct a left turn lane at the entrance to the new expansion of AKG, North America, Inc. on SR 1146 (Mattress Factory Road)		12/31/2011	<b>F.A. construction complete</b>	\$90,000	Public Access
Orange	C-4932 A	Construct a Transit Shelter at the Park and Ride Lot for DTCC in Hillsborough and install bike racks on Orange Public Transportation buses	5/17/2011		<b>Bike racks installed and reimbursement requested;</b> bus shelter ordered by Contractor	\$20,275	CMAQ
Orange	ER-2971 G 3607.3.09	Widen roadway, install curb and gutter and construct sidewalk along SR 1750 (Estes Drive) between Burlage Circle and SR 1010 (Franklin Street)		10/3/2012	MA with Town executed	\$200,000.00	Small Construction/ STP-Division Enhancement
Orange	ER-2973 G 3707.3.16	Rehabilitation of landscape plantings on I-40/I-85 at SR 1114 (Buckhorn Rd.) and installation of landscape plantings at the Hillsborough Maintenance Yard on SR 1009 (Old NC 86)	10/13/2011	3/15/2012	<b>Pre-construction meeting 1/5/12</b>	\$137,500.00	STP-Division Enhancement
Orange	SR-5000 S 40922.1.18 PE	Education, encouragement, evaluation, and neighborhood outreach for Carrboro Elementary School	N/A	N/A	Municipal Agreement with Town; program underway	\$12,865	Safe Routes to Schools
Orange	SR-5001 AE	Construct 870 linear feet of 5' sidewalk on Elm Street from existing sidewalk near Weaver Street to Shelton Street in Carrboro	Advertisement pending	4/21/2012	Letting delayed due to soil contamination	\$300,000.00	SRTS
Orange	SR-5001 AR	Construct 320' of 5' sidewalk on Culbreth Road between Cobbleridge Rd. in Chapel Hill and Rossburn Rd. in Carrboro	After construction authorization is approved	7/22/2012	Construction Authorization requested	\$50,000/\$108,000	SRTS/STP-DA

**ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA**

Orange	SS-4907 U 42205.2 42205.1 42171	Improve sight distance on SR 1710 by lowering the crest vertical curve on the westbound approach to the intersection of SR 1710 (Old NC 10) @ SR 1713 (Mt. Herman Church Road)	N/A	4/1/2012	Utility relocation underway; FA construction in Spring 2012	\$320,000	Spot Safety-State
Orange	SS -4907 V 42423.3 42423.1	Realign intersection of SR 1005 (Old Greensboro Rd.) @ SR 1951 (White Cross Rd.)	SFY 2013	SFY 2013	Consultant design pending	\$198,000	Spot Safety-State
Orange	SS-4907 AG 07-09-1320	Widen radii and install 4-way stop on US 70 Bus./Alt. and SR 1709 (Lawrence Road)	N/A	1/30/2012	F.A. widening & contract resurfacing complete; signs and striping pending	\$1000 R/W/U \$24,000 C	Spot Safety-State
Orange	SS-4907 AI 43404.1.1	Revise signals on US 70 at SR 1561/1709 (Lawrence Rd.) and at SR 1002 (St. Mary's Rd.) near Hillsborough			Signal design underway	\$7000 PE	Spot Safety-State
Orange	U-4726 DC	Wilson Park Multi-Use Path	6/20/2012		Municipal Agreement with Town of Carrboro; Advertisement pending	\$39,262.65 PE \$129,431.35 C	STPDA
Orange	U-4726 DD	Construct sidewalk on Rogers Road from Homestead Road to Meadowrun Ct.	6/20/2012		Municipal Agreement with Town of Carrboro; Design underway	\$67,025 PE \$469,175 C	STPDA
Orange	U-4726 DE	Construct Bolin Creek Multi-use Path from Homestead Road to Chapel Hill High School	6/20/2012		Municipal Agreement with Town of Carrboro for construction (replaces EL-4994) Design underway	\$59,000 PE	STPDA
Orange	U-4726 DF	Bicycle detection at Signalized Intersections		FFY 2013	Municipal Agreement to Town of Carrboro for execution	\$36,000	STP-DA

**ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA**

Orange	U-4726 IF	Construct stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail	6/20/2012		Municipal Agreement with Town of Chapel Hill; CLOMR & CE pending	\$20,000 PE	STPDA
Orange	U-4726 IG	Construct 10' wide greenway from existing Fan Branch Trail near Culbreth Rd. and US 15/501 to Phase I	6/20/2012		Municipal Agreement with Town of Chapel Hill; structure designs in review	<b>\$1,310,000</b>	STPDA
Orange	W-5207 E 45337.1.5 PE	Installation of a roundabout on SR 1734 (Erwin Rd.) and SR 1791 (Mt. Moriah Rd.) near Chapel Hill	Revised to 7/31/2012	12/31/2012	Consultant design underway	\$450,000	High Hazard Safety
<b>County</b>	<b>TIP #</b>	<b>Location Description</b>	<b>Est. Let Date</b>	<b>Completion Date</b>	<b>Status</b>	<b>Cost</b>	<b>Comments</b>
<b><i>NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST</i></b>							
Durham/Orange	EB-4707	Bicycle improvements(Bikeway and signals) on Durham/Chapel Hill (SR 1838/SR 2220)from SR 1116 (Garrett Road) in Durham County to US 15-501 in Orange County	<b>TBD</b>			\$4.0 million	Delayed R/W to FY 12 and Construction to FY 13 to allow City to secure increased funding
Orange	U-0624	Corridor upgrade on NC 86 (S. Columbia St.)including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	<b>1/17/2012</b>			\$4.85 million	
Orange	<b>U-2803</b>	<b>Widening of SR 1919 (Smith Level Road) from Rock Haven Road to Bridge# 88 over Morgan Creek</b>	<b>12/18/2012</b>			<b>\$3,9 million</b>	

## Gas tax will jump 3.9 cents higher Jan. 1, to a record-high 38.9 cents per gallon

The News & Observer 12/20/2011 by BruceSiceloff

Pump prices are falling, but North Carolina's gas tax will rise by 3.9 cents on January 1 to an all-time high of 38.9 cents a gallon, the N.C. Department of Revenue said.

Only four states have higher gas taxes. Fortunately, if recent price trends continue, drivers can expect the North Carolina tax rate to fall again next July.

The Republican-controlled General Assembly cut other taxes and curbed state spending this year. But legislators also increased state spending for roads and bridges -- and they could not agree on whether to limit the state gas tax, which pays for more than half the total transportation budget.

The House voted overwhelmingly in November to cap the tax at its current level, 35 cents. But the Senate adjourned without taking up the bill, so the law allowing a tax increase Jan. 1 was left unchanged.

The gas and diesel tax rate is recalculated every six months, floating up or down to reflect changes in wholesale fuel prices. The tax is 17.5 cents a gallon plus 7 percent of the average weighted wholesale price.

When the 38.9 cents is added to a one-quarter-cent inspection fee on each gallon, plus the federal tax of 18.4 cents, North Carolina's new combined state and federal gas tax and fees rate will be 58.55 cents per gallon. Only four states - Connecticut, California, New York and Hawaii - have higher gas taxes and fees now, according to the American Petroleum Institute.

The same state diesel tax and fees will be combined with a 24.4-cent federal diesel tax, for a new total diesel rate of 68.55 cents -- higher than all but six other states.

Even though the gas prices paid by North Carolina drivers have declined in the second half of the year, the January tax rate is based on national wholesale prices for the months of April through September -- when they were higher, on average, than in preceding months. The N.C. Department of Revenue calculated that weighted wholesale price at \$3.054 per gallon.

Retail gas prices peaked this year in mid-May, \$3.872 per gallon for self-service regular in the Triangle. Tuesday's average was \$3.240.

The monthly wholesale averages have fallen accordingly. If those trends are not reversed sharply in the next three months, the state tax rate is expected to decline in July.

"Look at the October, November and December prices, said Donna Alderman, assistant director of the Department of Revenue's Excise Tax Division. "Unless it takes a massive turn going up again, the [tax] should go down."

## Gas prices creep higher in advance of New Year's tax jolts

The News & Observer 12/30/2011 by BruceSiceloff

Next week we'll see the price of gasoline climb as the state adds 3.9 cents to the tax on each gallon and the federal government removes a 4.5 cent tax break on the ethanol blended into each gallon of gas. (See today's story with plenty of reader comments.)

But gas prices aren't waiting for the New Year. They're rising this week.

Tom Kloza, an oil analyst who blogs for the Oil Price Information Service, tells me we may have seen prices bottom out during the week before Christmas. Most Americans avoided having to pay as much as \$4 a gallon this year, but Kloza reckons we could break that unhappy barrier before next summer.

In email yesterday Kloza said:

January could be a little fitful but I suspect that prices will rally between Presidents' Day and Cinco de Mayo. A typical rally would push prices well above \$4 gal, and even a half-hearted rally gets us nearly to that point.

The average Triangle price for self-service regular hit its peak for 2011 in mid-May, at \$3.872 a gallon. It has dropped in recent months and fell below \$3.23 last week. Since then the price has climbed a bit, to \$3.258 today. Several Raleigh stations were pricing regular as low as \$3.17 this afternoon.

## **First-day numbers for first NC toll road: 4,400 paying customers**

The News & Observer 1/4/2012 Submitted by BruceSiceloff

The N.C. Turnpike Authority says it did business with 4,400 paying customers Tuesday, the first day of toll collections, on the first 3.7 miles of the Triangle Expressway. (See today's story with reader comments.)

The turnpike authority has set cautious goals for traffic levels on its first toll road, with a target of reaching 8,000 to 11,000 cars a day by next July. So the first-day traffic count is about halfway there.

Even though the turnpike authority has sold 10,400 N.C. Quick Pass transponders for TriEx drivers who want to pay the lowest toll rate, most of the cars that used the toll road Tuesday were not equipped with transponders.

About 39 percent of the cars had transponders. Their tolls -- 50 cents for the whole 3.7 miles one-way, or 30 cents for a partial trip -- were deducted from their prepaid accounts.

The other 61 percent did not have transponders. They will receive bills in the mail for their tolls, 77 cents or 45 cents for a one-way trip.

## **Solicitation of Candidate Mobility Fund Projects -Due Date of February 29, 2012**

The North Carolina Department of Transportation (NCDOT) is now soliciting candidate transportation projects for the Mobility Fund. The North Carolina 2009-2010 Appropriations Act was approved to fund transportation projects, selected by the NCDOT, of statewide and regional significance that relieve congestion and enhance mobility across all modes of transportation. The funding for these selected projects (which is outside of North Carolina's Equity Formula) is to come from unused gap funds and reductions in the amount of money transferred from the Highway Trust Fund to the General Fund. The legislation designated the first project to be funded as the Yadkin River Bridge Phase II project. The Yadkin River Bridge Phase II is under construction. Subsequent projects are now being solicited.

The remaining amount of Mobility Funds available for qualifying projects is approximately \$45 million in State Fiscal Year 13 (July 1, 2012- June 30, 2013) and \$58 million every year thereafter.

See attached for the **NC Mobility Fund Candidate Project Submission Form**. Please complete this form with as much relevant information about each project as possible and limit your narrative for each question. Please be sure to include a contact person in the need for NCDOT follow up. Remember the Minimum Eligibility Requirements for Mobility Fund projects are:

- Projects must be on Statewide or Regional Tier facilities ("Tier" designation is defined by NCDOT. Light rail, bus rapid transit, and commuter rail are all eligible for Mobility Funds. Tier descriptions and facilities are listed at: <http://www.ncdot.gov/performance/reform/NCMINmaps/default.html>)
- Projects must be ready to have funds obligated for construction within 5 years.
- Projects must be consistent with MPO/RPO transportation planning efforts; Projects must be included in an adopted transportation plan; and must be found to be consistent with local land-use plans where available.
- Projects must be in a conforming transportation plan in non-attainment or maintenance areas.
- Only project capital costs (right-of-way and construction) will be eligible for the Mobility Fund, not maintenance, operation, or planning costs.
- No minimum project capital cost will be established as a threshold for funding.

**More than one candidate can be submitted however only a maximum of 5 candidate projects will be evaluated from any one Agency, Organization, or Municipality, County or other form of local/regional government.** This submittal cap is due to the limited amount of available Mobility Funds, an anticipated large number of candidate projects and the NCDOT's desire to fund projects that are ready for construction within the next five years.

**Due Date For Submissions is February 29, 2012.** Submissions received after that date may not be scored. The **NC Mobility Fund Candidate Project Submission Form** can be accessed and submitted via the Mobility Fund website (<http://www.ncdot.org/about/finance/mobilityfund>), emailed to [ncmobilityfund@ncdot.gov](mailto:ncmobilityfund@ncdot.gov) or sent via mail to North Carolina Department of Transportation, 1501 Mail Service Center, North Carolina Department of Transportation, Raleigh, NC 27699-1501 ATTN: Mobility Fund Project Submission. Project submissions will then be reviewed, data gathered and scored with expected release of scores in May 2012.

Questions can be directed to Don Voelker (919) 707-4740, Alpesh Patel (919) 707-4742 or David Wasserman (919) 707-4743.

Thanks,  
Don Voelker  
Director, Strategic Planning Office of Transportation  
North Carolina Department of Transportation  
Raleigh, NC 27699-1501