

**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

**February 8, 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. January 11, 2012 TAC Meeting Minutes (9:00-9:05)
Attachment 5**

A copy of the January 11, 2012 TAC meeting minutes is enclosed as Attachment 5.

TAC Action: Approve minutes of the January 11, 2012 TAC meeting.

**6. Triangle Regional Transit Program – Locally Preferred Alternative (9:05-9:45)
Attachment 6, 6A, 6B
Andy Henry, LPA Staff
Patrick McDonough, Triangle Transit**

The TAC conducted a public hearing at their January meeting on the Alternatives Analysis for the Durham-Orange and Durham-Wake rail corridors and the public comment period closed that same day. A document that consolidates the public comments, letters, resolutions and motions from elected official bodies, a summary of these public statements, and a rail transit implementation schedule can be found on the following MPO Web page:

http://www.dchempo.org/index.php?option=com_content&task=view&id=85&Itemid=35

These documents have been placed on the Web site because of the large size of the document that consolidates the public comments.

The TCC recommends approval of the Locally-Preferred Alternative as presented in the “LPA Recommendation” section of the Alternatives Analysis for each of the two corridors, and as presented in the addendum dated August 2011. The TCC recommendation modifies the “LPA Recommendation” to state that Alternatives C1 (Meadowmont route) and C2 (Hillmont route) will go forward for further study as equal partners. Attachments 6 and 6A reflect the TCC recommendation for the Durham-Orange corridor and Durham-Wake corridor, respectively. Attachment 6B is a copy of the August 2011 addendum.

Triangle Transit has stated that February is the deadline for approving an LPA given the scoping and risk analysis studies that must be completed before the August 2012 deadline for federal New Starts funding.

The full set of Alternatives Analysis reports and information for obtaining electronic and printed copies is on the www.ourtransitfuture.com Web site.

TCC Recommendation: That the TAC approve the Resolution to Approve the Locally Preferred Alternative (LPA) for the Durham-Orange County Transit Corridor (Attachment 6), and that the TAC approve the Resolution to Approve the Locally Preferred Alternative (LPA) for the Durham-Wake County Transit Corridor (Attachment 6A).

TAC Action: Approve the Resolution to Approve the Locally Preferred Alternative (LPA) for the Durham-Orange County Transit Corridor (Attachment 6), and approve the Resolution to Approve the Locally Preferred Alternative (LPA) for the Durham-Wake County Transit Corridor (Attachment 6A).

7. Triangle Regional Model (9:45-9:55)

Attachment 7

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 received an update on the TRMv5 including key features of the model along with key calibration and validation statistics at the January meeting. The summary statistics have changed slightly and are included in Attachment 7.

TCC Recommendation: That the TAC approve version 5 of the Triangle Model (TRMv5) for use in developing the 2040 LRTP.

TAC Action: Approve version 5 of the Triangle Model (TRMv5) for use in developing the 2040 LRTP.

8. FY 2012 UPWP – Amendment #2 (9:55-10:05)

Attachment 8

Felix Nwoko, 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. Please reference Attachment 8 for the resolution, financial tables & narrative details of the proposed change for TJ COG.

TCC Recommendation: That the TAC approve the resolution adopting Amendment #2 to the FY 2011-2012 Unified Planning Work Program.

TAC Action: Approve the resolution adopting Amendment #2 to the FY 2011-2012 Unified Planning Work Program.

**9. Chapel Hill Application for a NCDOT Bicycle Planning Grant (10:05-10:15)
Attachment 9**

David Bonk, Town of Chapel Hill

Dale McKeel, LPA Staff

On September 2, 2011, NCDOT issued a call for proposals for the bicycle and pedestrian planning grants. The Town of Chapel Hill has submitted an application for a grant to prepare a comprehensive bicycle plan and requests that the TAC adopt a resolution in support of the application (Attachment 9). The application was submitted prior to the December 2, 2011 deadline and the eligibility criteria require that municipalities within an MPO obtain a resolution of support from the MPO.

TCC Recommendation: That the TAC approve the resolution endorsing the Town of Chapel Hill's application for a NCDOT bicycle and pedestrian planning grant

TAC Action: Approve the resolution endorsing the Town of Chapel Hill's application for a NCDOT bicycle and pedestrian planning grant

10. Federal Functional Classification for U-4763B (10:15-10:25)

Attachment 10, 10A

Felix Nwoko, LPA Staff

With the completion of U-4763B, the tolled extension of NC 147 to NC 540, changes are needed for the functional classification of NC 147, the NC 147 spur, and T.W. Alexander Drive. Attachment 10 is information from NCDOT that describes the proposed changes. Attachment 10A is a resolution endorsing the proposed changes.

TCC Recommendation: That the TAC approve the Resolution Endorsing the Federal Functional Classification Revisions for U-4763B

TAC Action: Approve the Resolution Endorsing the Federal Functional Classification Revisions for U-4763B

REPORTS:

11. Report from the TAC Chair

Lydia Lavelle, TAC Chair

TAC Action: Receive Report from TAC Chair

12. Report from the TCC Chair
Mark Ahrendsen, TCC Chair

TAC Action: Receive Report from TCC Chair

13. Report from Staff
Attachment 13
Felix Nwoko, LPA Staff

14. NCDOT Report
Attachment 14
Wally Bowman, Division 5 – NCDOT
Mike Mills, Division 7 – NCDOT

TAC Action: Receive report of NCDOT

INFORMATIONAL ITEMS

15. Recent News Articles and Updates
Attachment 15

Adjourn

Next meeting: March 14, 2012

Dates of Upcoming Transportation-Related Meetings:

- 2/13/2012 Town of Chapel Hill Public Meeting on the NC 54 Corridor Study, Chapel Hill Town Hall, 3 pm to 6 pm
- 2/17/2012 Tri-MAP, RDU Authority, 10:30 am
- 2/28/2012 NCDOT Strategic Investment Summit, Divisions 8 & 10, 9 am to 4 pm – Stanly County Commons - Albemarle
- 3/19/2012 NCDOT Strategic Investment Summit, Divisions 7 & 9, 9 am to 4 pm – Greensboro Coliseum - Greensboro
- 3/22/2012 NCDOT Strategic Investment Summit, Divisions 5 & 6, 9 am to 4 pm – Harnett County Government Complex- Lillington

You can now follow the DCHC MPO on Twitter www.twitter.com/dchcmppo

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>Completed:</u> A letter was sent on 1/25/12

44	Ed Holmes	Citizen
45	Joey Hopkins	NCDOT – Division 5
46	Bill Houppermans	URS
47	Joe Huegy	Triangle Regional Model Service Bureau
48	Leta Huntsinger	City of Durham – Transportation
49	Dan Jewell	Do Transit
50	John Kent	Citizen
51	David King	Triangle Transit
52	Jane Korest	Durham County
53	Jonathon C. Leach	NCCU
54	Gabriel Liberty	Citizen, Facility Chair Lerner School
55	Jeff Leincke	Citizen
56	Norman Lowenthal	Citizen, Judea Reform Congregation
57	Walter Mack	Triangle Transit
58	Jaclyn Marganski	City of Durham – Transportation
59	Bill Martin	Martin/Alexiou/Bryson
60	Patrick McDonough	Triangle Transit
61	Dale McKeel	City of Durham – Transportation
62	Ryan Mickles	Town of Chapel Hill
63	Jim Morris	Durham City/County Planning
64	Ed Morrissett	Citizen, 242 Cedar Club, Chapel Hill
65	Jennifer Moss	Citizen, 4 Learned Place
66	Greg Northcutt	Triangle Transit
67	Felix Nwoko	City of Durham – Transportation
68	Don O’Toole	City of Durham – Attorney’s Office
69	Jonathan Parker	Triangle Transit
70	Linda Pearsall	NC DENR
71	Phil Purcell	Citizen, Cedars of Chapel Hill
72	Brian Rhodes	City of Durham – Transportation
73	Don Rorke	Citizen, 538 Cedar Club Circle
74	Jeff Schmitt	Citizen, Orange County
75	Juanita Shearer-Swink	Triangle Transit
76	Michael Stock	Durham City/County Planning
77	Lee Storrow	Town of Chapel Hill
78	Richard Taylor	Citizen, 7100 New Light Trail, Chapel Hill
79	Eric Teagarden	Citizen
80	Nicole Terhue	Orange County
81	Duane Therriauh	Citizen, 2740 McDowell
82	Theodore Triebel	Citizen, Orange County
83	Mary Ann Van Kampen	Citizen, 433 Cedar Club Circle
84	Michael Waldroup	Citizen, Durham
85	Bergen Watterson	City of Durham – Transportation
86	Allison Weakley	NC DENR – NCNHP
87	Jeff Weisner	URS
88	Marjorie White	Citizen, 227 Cedar Berry Lane, Chapel Hill
89	John Wilson	Citizen, 305 Madera, Chapel Hill
90	Patrick Wilson	NCDOT – Division 7
91	Will Wilson	Durham Open Space & Trails Commission

92 Becky Winders Citizen, 1304 Seaton Road #T13
93 Helen Youngblood Durham City/County Planning
94 Cyndy Yu-Robinson URS Consultant
95 Darcy Zorio Orange County Planning
96

97 **Voting Member
98 *Alternate or Non-Voting Member
99

100 Lydia Lavelle, TAC Chair, called the meeting to order at 9:06 a.m. and the Roll Call was
101 conducted.

102 **PRELIMINARIES:**

103 **Adjustments to the Agenda**

104 Mark Ahrendsen provided an introduction for the handouts that were distributed at the
105 beginning of the meeting.

106 **Public Comments**

107 There were no comments from the public.

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

109 The Directives to Staff are attached for review.

110 **ACTION ITEMS:**

111 **December 14, 2011 TAC Meeting Minutes (Attachment 5)**

112 Alice Gordon made the following revisions to the December 14, 2011 TAC Meeting Minutes:

113 Line 168 should read; "Historically, Orange County hasn't asked for many road improvements" and line
114 213 and 214 should read as; "Also, she said that the Orange County Board of County Commissioners had
115 agreed in a work session that both the C-1 and C-2 options should go forward for consideration, but
116 noted that the Board had not yet taken formal action."

117 A motion was made by Alice Gordon and seconded by Mike Woodard to approve the December
118 14, 2011 TAC Meeting Minutes with the amendments noted above. The motion carried unanimously.

119 **Presentation from NCDOT Deputy Secretary for Transit**

120 Paul Morris, NCDOT Deputy Secretary for Transit, provided a PowerPoint Presentation on new
121 bicycle, pedestrian, transit, and rail initiatives. One of the tasks assigned was to increase the speed for
122 the delivery of projects. NCDOT is very committed to a state of good repair because it is the highest
123 priority. We are also making sure projects are designed and built in a way that provides reliability,
124 predictability and improves overall safety. We are being challenged to find ways to improve capacity
125 that will serve growth. NCDOT needs the MPO's help to make sure it is done appropriately. NCDOT is
126 trying to balance freight and passenger rail. Light rail and commuter rail are becoming popular ways for
127 people to get around. Mr. Morris presented on public-private partnerships and financing opportunities
128 for rail projects in the Charlotte area.

129 Alice Gordon asked how this could work in our area. Mr. Morris stated NCDOT wants to
130 participate in the planning phase. There is an opportunity for value capture in this region to make
131 future rail routes viable. Typically development follows infrastructure - if you don't have road and
132 utilities, development won't happen. So what happens is the public has to take the first move. We
133 have to decide where our targeted investment should go, then guide development, and it will respond.
134 So in essence, we have a corridor that is transit ready, jobs, density of development and some potential
135 for growth along the corridor at several of the stations. Many of the other corridors aren't there yet.

136 Eric Hallman stated the Town of Hillsborough owns the twenty acres where they want to build a
137 new train station and would appreciate any help NCDOT can provide for transit development. Mr.
138 Morris stated he will meet with Mr. Hallman to see how NCDOT can help.

139 Ellen Reckhow asked what the mechanics of value capture in Charlotte are. Mr. Morris
140 responded that there are about twenty different mechanisms for value capture that describe how it is
141 created in the private sector and how it can be applied to the investment. The four that have gained the
142 most use in the Charlotte regional rail project are: tax increment financing (TIF), special assessments,
143 joint development, and negotiated exactions. The TIF means if growth happens, we can capture some

144 of the revenue, and the special assessment means if you are within proximity of the project, 50 percent
145 of property owners can vote for an assessment.

146 Ellen Reckhow stated we want faster bicycle/pedestrian projects. Mr. Morris stated NCDOT is
147 hiring a new director, reorganizing the department, and working on a statewide comprehensive bicycle
148 and pedestrian plan. Mike Woodard stated we have had to fight for some bicycle/pedestrian projects.
149 Mr. Morris stated NCDOT supports bicycle/pedestrian projects but historically there hasn't been funding
150 for it. Part of the department will be pursuing funding.

151 **Triangle Regional Transit Program – Locally Preferred Alternative – Public Hearing (Attachment 7)**

152 Andy Henry provided an introduction for the Triangle Regional Transit Program – Locally
153 Preferred Alternative – Public Hearing, along with the attachment and documents that were distributed
154 at the beginning of the meeting. Mr. Henry stated that Triangle Transit will need the LPA adopted by the
155 MPO by this February to complete the New Starts application by August. The LPA doesn't say exactly
156 where the alignment will be, it isn't deciding between say C1 or C2, it's not designating where the
157 stations are or the operation and maintenance facilities are; it is only saying this is what we are carrying
158 forward for more study. There will be subsequent steps, preliminary engineering, environmental study,
159 additional public input, and local bodies and the TAC will have the opportunity to weigh in on the
160 studies.

161 Ellen Reckhow stated the Durham Board of County Commissioners voted to send C1 and C2
162 forward as co-equals. Ms. Reckhow wants to know if you can send them both with the same preference
163 or do we have to differentiate between the two, and Mr. Henry stated they can be sent with the same
164 preference.

165 Mike Woodard asked what is the timeframe, and Mr. Henry stated it will take one and one-half
166 years to three years after 2013. Mr. Woodard asked when it comes back to the MPO. Patrick
167 McDonough provided a handout to TAC members and staff indicating the timeframe for each of the

168 steps. Mr. Woodard stated there is a lot of concern from the public on when the decision is being made.
169 Patrick McDonough discussed the project schedule and future steps based on if the LPA is adopted at
170 the February 2012 TAC meeting. The LPA is what is going to be studied next. There will be a lot of
171 opportunity for public input. There will be public and agency involvement throughout the
172 Environmental Impact Study (EIS) process through 2018. This is just the beginning of an ongoing
173 dialogue with the public over the next several years.

174 Linda Pearsall who manages the Natural Heritage Program at NCDENR stated there are ten areas
175 of rare species habitat in Durham County. Mr. Pearsall stated she has had several recent conversations
176 with TTA and MPO staff over the past several weeks and now has a better understanding of the process.
177 She now understands that the process is different for transit than highway projects. Her earlier letters
178 were based on a lack of understanding of the process. She still has concerns but understands these will
179 be studied further.

180 Mike Woodard appreciates Ms. Pearsall attending the meeting and providing the letter dated
181 January 3, 2012.

182 Lydia Lavelle stated fourteen members of the public have signed up to speak. Ms. Lavelle
183 reminded members of the public of the three minute limit.

184 Rabbi John Friedman with Judea Reform Congregation stated locating a maintenance facility for
185 the light rail on Cornwallis Road would be a disturbance. There are three institutions serving hundreds
186 of people, many of them children. This facility will represent an attractive nuisance to children at the
187 school.

188 Nan Friedman, a citizen, spoke regarding their office which is across NC 54 from Meadowmont.
189 When they looked up the light rail project on the internet, they saw that their building would become a
190 parking lot for the Hillmont Station. They don't want to have to relocate because it will be devastating

191 to the business. The name of the business is Photo Specialties and they have been there over twenty
192 years.

193 Walter Mack, a citizen, spoke regarding Culp Arbor off of Farrington Road. They are concerned
194 because of the noise, congestion and feeder roads with the light rail alignment.

195 Rebecca Board, a citizen with Downing Creek Home Owners Association, says the HOA was
196 shocked to learn about the C2 alignment. They have a list of concerns with the C2 alignment. Ms. Board
197 stated all objections have solutions and if the concerns are addressed they have no concern supporting
198 the C2 alignment. The Downing Creek Home Owners Association wants to be involved in advancing the
199 C2 alignment.

200 Gabriel Liberty, a Facilities Chair for Lerner School, spoke regarding the maintenance facility
201 near the Lerner School. They intend to build a middle school and a high school on the property. Please
202 keep in mind there will be children in the area if the maintenance facility is located there.

203 Joyce Gordon, a citizen, spoke regarding the maintenance facility on Cornwallis Road. Ms.
204 Gordon stated there is concern over the noise and safety. There is a lot of activity and traffic during the
205 Sabbath.

206 Geoffrey Green, a citizen, is in favor of the C1 alignment through Meadowmont. Hillmont has
207 several deficiencies. It is uncertain if the site could have adequate TOD. It is poorly located for a transit
208 friendly development. It borders Barbee Chapel Road and the recent corridor study recommends
209 elevating it over NC 54. Mr. Green is aware there are environmental concerns with C1, but there are
210 also concerns with C2. We need more information on the environmental effects of C1 and C2. Mr.
211 Green wants C1 to move forward into the LPA.

212 John Wilson, a citizen, spoke regarding the alignments. Mr. Wilson stated he is confident staff
213 would have received far more C2 support and C1 opposition if Triangle Transit's alternative analysis had
214 included essential information like the environmental impacts of C1 that according to FTA guidelines

215 should have been obtained from State and federal agencies. Triangle Transit did not consult multiple
216 State agencies, including the Wildlife Resources Commission and Natural Heritage Program. The C1
217 alignment which the AA repeatedly calls preferred would cut through the natural heritage area for
218 three-quarters of a mile. Also, there is no written comment in the AA from the Army Corp of Engineers.
219 USACOE and NCDENR made comments after being contacted by the public. Mr. Wilson stated the
220 importance of federal wetlands as wildlife habitat and that the land is managed as State game land
221 raising safety concerns. Mr. Wilson stated he sincerely hopes the TAC states a preference for the C2
222 alignment.

223 Eric Teagarden, a citizen, stated that the Ayden Court Development was denied a variance and
224 as a result sold their land to UNC. UNC moved the Rizzo Center expansion out of the area. The validity
225 of C1 has been questioned. The Little Creek Bottomlands have been identified as a local priority and
226 should be guarded at the MPO level. Mr. Teagarden requested that the TAC delay the decision on the
227 route of the SW Durham Parkway until an environmental impact study has been completed.

228 Mr. Will Wilson with the Durham Open Space & Trails Commission stated that DOST passed a
229 resolution favoring alignment along US 15-501. We can have both transit and protect the environment.
230 Mr. Wilson urged caution on the use of cost-benefit analysis in the EIS.

231 John Kent, a member of the New Hope Creek Technical Advisory Commission, stated the route
232 never came through their committee. They passed a resolution after the AA was issued in July
233 commenting on the alignment. They want any fixed guideway system to go within the right-of-way next
234 to the roadway of US 15-501. They want any new transportation proposals that would cross the
235 corridor to stick to existing road right-of-ways. They welcome the addendum to the AA study that was
236 put out a few months ago, but if you read the text it says adjacent to the right-of-way. The committee
237 thinks it should say "adjacent to the roadway." They have a concern with the station location at
238 Patterson Place. The station is too close to the natural area, and it will attract development.

239 Heidi Aycock, a citizen, stated she is excited about the transit line. Ms. Aycock has an interest in
240 protecting the Judea Reform community in the Triangle. She is asking to protect the campus from a
241 maintenance facility at the Cornwallis site.

242 Steve Gaddis with Durham Area Designers asked that TAC members consider land planning with
243 transit development. We need to have transit amenities in place. Mr. Gaddis would like TAC members
244 to remember the implications of getting to places directly and maintain headways when selecting the
245 station locations and routes.

246 Michael Waldroup, a citizen, stated he would like to celebrate the success of the referendum
247 and encourages other counties to do the same as transit is needed in this area. There is no higher
248 environmental objective served than increasing the percentage and number of transit trips. There will
249 be congestion and air quality benefits. Station areas should be in the center of the area. Mr. Waldroup
250 understands the New Hope Creek concerns, but you have a responsibility for the whole seventeen-mile
251 corridor. Do not pretzel the transit system.

252 Ed Harrison thanked everyone for coming to the meeting. One message to the MPO is there is
253 some geographic confusion from speakers. Individuals are mixing the collector street plan which was
254 adopted and this plan. The bulk of the collector roads will be built by developers when it gets to that
255 point of the development process.

256 Ellen Reckhow asked Triangle Transit to address the maintenance facility near the Judea
257 Community on Cornwallis Road. There are four sites being considered and they are: Cornwallis Road,
258 Patterson Place, and two near I-40/Farrington Road. Each will be explored in greater detail in the next
259 phase. They are part of the Environmental Impact Study process. Ms. Reckhow is concerned about the
260 uncertainty with the Cornwallis Road site. Patrick McDonough stated it is difficult to find a 15-20 acre
261 site. We don't want to eliminate anything too early. We would prefer not to cause uncertainty among
262 organizations.

263 Chuck Watts, Jr. asked if there is a way to communicate with the public to try address their
264 concerns and Mr. McDonough stated they are open to meeting with the organizations.

265 Lydia Lavelle asked if the concerns Photo Specialties has can be addressed by Triangle Transit.

266 Patrick McDonough stated one of the key things to remember about the drawings is they were designed
267 to demonstrate the size, not the location of a parking lot needed in the station area.

268 Mike Woodard stated TAC members need to go out and look at and share information with
269 citizens on these sites to help us make an informed decision.

270 Alice Gordon asked for the reasons of bringing C1 and C2 forward. Patrick McDonough stated
271 the area of alignment for both C1 and C2 is very complex. We want both advanced due to their
272 complexity. There is not a clear best decision between the two. There are environmental issues on both
273 C1 and C2. On C1, there is integration with an existing neighborhood. On C2, there is the integration of
274 the line with NC 54, ridership, and cost concerns.

275 Lydia Lavelle asked Mr. McDonough to address John Wilson's concern that the environmental
276 analysis should have already been done as part of the alternative analysis. Mr. McDonough stated we
277 are going to spend the better part of the next five years thinking about environmental impacts. The LPA
278 is not about what we are going to build, but what we are going to study in greater detail. Ms. Lavelle
279 asked in regards to the New Starts process if we are on track in terms of the environmental concerns.
280 Mr. McDonough stated they have had many intense discussions with FTA on the process. FTA stated
281 that one of things that will need to be done is environmental scoping. Scoping is a way to identify all
282 concerns that need to be discussed during the EIS process. Mr. McDonough stated they will be kicking
283 off the study in March. Staff will be working with citizens and local jurisdictions for input so there is
284 nothing that will not be addressed.

285 Ed Harrison stated he has reviewed the comments from the Durham City/County Planning
286 Department regarding the maintenance facility and the commuter rail station at Alston Avenue. Mr.

287 Harrison would like Triangle Transit to evaluate the Alston Avenue proposal. Mr. Harrison also discussed
288 the NC 54 study and how usable George King Road would be with a rail line beside it.

289 Mr. McDonough stated the location of maintenance facility is not required at this stage. The
290 Durham City/County Planning Department has suggested another site. Staff has taken an initial look,
291 but there are some feasibility issues with the site.

292 Bill Houppermans with URS addressed Mr. Harrison's concern with George King Road. Mr.
293 Houppermans stated staff will look at options for how to run a route along George King Road. It needs
294 to be compatible with the land use and safe.

295 **Freedom Roads Trail Program (Attachment 8)**

296 Michelle Lanier with the African American Heritage Commission provided an introduction for
297 the Freedom Roads Trail Program, along with the attachment.

298 There are leftover funds from the Civil Wars Trails program and NCDOT is working with Cultural
299 Resources to use the funds. NCDOT has asked that the Freedom Roads Trail Program go through a grant
300 process that would meet the federal highway guidelines.

301 A motion was made by Ellen Reckhow and seconded by Alice Gordon to approve the
302 endorsement letter for the Freedom Roads Trail Program. The motion carried unanimously.

303 **Triangle Regional Model (Attachment 9)**

304 Joe Huegy with the Triangle Regional Model Service Bureau provided a PowerPoint Presentation
305 on the Triangle Regional Model.

306 Alice Gordon asked how do you treat OPT since we have both human service and fixed route
307 service? Mr. Huegy stated the model represents the routes for which there is a public schedule. Alice
308 Gordon asked Mr. Huegy to look into the routes, such as the circulator route.

309 Ed Harrison asked if trips from outside the model boundary into western Orange County are
310 represented. Mr. Huegy stated they are represented.

311 **FY 2012 UPWP – Amendment #1 (Attachment 10)**

312 Maricia Brown provided an introduction for the FY 2012 UPWP – Amendment #1, along with the
313 attachment.

314 A motion was made by Eric Hallman and seconded by Chuck Watts, Jr. to approve the FY 2012
315 UPWP – Amendment #1. The motion carried unanimously.

316 **FY 2012-2019 MTIP – Amendment #1 (Attachments 11 and 11A)**

317 Ellen Beckmann provided an introduction for the FY 2012-2019 MTIP – Amendment #1, along
318 with the attachments.

319 A motion was made by Eric Hallman and seconded by Ed Harrison to approve the FY 2012-2019
320 MTIP – Amendment #1. The motion carried unanimously.

321 **New Freedom (FTA Section 5317) Grant Program – 2006-2009 Program of Projects - Amendment #2**
322 **(Attachments 12 and 12A)**

323
324 Maricia Brown provided an introduction for the New Freedom (FTA Section 5317) Grant
325 Program – 2006-2009 Program of Projects – Amendment #2, along with the attachments. Ms. Brown
326 stated we need to use the New Freedom funds to make sure the funds don't lapse.

327 A motion was made by Alice Gordon and seconded by Eric Hallman to approve the New
328 Freedom (FTA Section 5317) Grant Program – 2006-2009 Program of Projects – Amendment #2. The
329 motion carried unanimously.

330 **Transportation, Community, and System Preservation Program – Application for Old Durham – Chapel**
331 **Hill Road Project (Attachment 13)**

332
333 Dale McKeel provided an introduction for the Transportation, Community, and System
334 Preservation Program – Application for Old Durham – Chapel Hill Road Project, along with the
335 attachment. The project is short on funding. We applied for a Tiger III grant last fall and were not
336 successful in securing the funds through the program. We have applied to FHWA for a discretionary
337 grant through this program.

338 A motion was made by Alice Gordon and seconded by Eric Hallman to approve a resolution in
339 support of the application for the Old Durham-Chapel Hill Road bicycle and pedestrian project. The
340 motion carried unanimously.

341 **REPORTS:**

342 **Report from the TAC Chair**

343 Lydia Lavelle reminded members of the NC 54 Corridor Study Public Meeting at Durham City Hall
344 on January 12, 2012 from 4 p.m. to 7 p.m.

345 Ed Harrison asked if the Town of Chapel Hill meeting was confirmed and David Bonk stated it
346 has been scheduled before the Council Meeting from 4 p.m. to 6 p.m.

347 Lydia Lavelle stated there is an Orange County transit group that is meeting on a regular basis
348 discussing moving forward and associated issues.

349 **Report from the TCC Chair**

350 Mark Ahrendsen stated staff is in the process of encouraging local governments to apply for the
351 Mobility Fund. NCDOT has scheduled the Strategic Investment Summits for Divisions 5 and 6 on March
352 22, 2012 in Lillington, Division 7 is March 18, 2012 in Greensboro, and Division 8 is on February 28, 2012
353 in Albemarle. Mr. Ahrendsen stated a handout was distributed at the beginning of the meeting on the
354 bicycle/pedestrian education slides added to the driver's education curriculum.

355 **Report from Staff (Attachment 16)**

356 The Report from Staff is attached for review.

357 **NCDOT Report (Attachment 17)**

358 Joey Hopkins, NCDOT Engineer, provided an update on the Strategic Investment Summit
359 meetings. The morning session will be similar to the last meeting and the afternoon session will be
360 more specific to each Division. Mr. Hopkins encourages everyone to attend, especially the afternoon
361 session.

362 Patrick Wilson, NCDOT Engineer, stated there is no longer a hold on projects due to the Davis-
363 Bacon Wage Rates. The Culbreth Road sidewalk has all the approvals.

364 Lydia Lavelle asked if Division 7 has received concerns from citizens about the easements on the
365 Smith Level Road project and Mr. Wilson stated he is not aware of any concerns. He will check and get
366 back to Ms. Lavelle with an update.

367 **INFORMATIONAL ITEMS:**

368 **Recent News Articles and Updates (Attachment 18)**

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

370 **Mobility Fund (Attachment 19)**

371 The Mobility Fund item is attached for review.

372 **Adjourned**

373 There being no further business before the Transportation Advisory Committee, a motion was
374 made by Alice Gordon and seconded by Eric Hallman to adjourn the meeting at 12:06 p.m.

**RESOLUTION TO APPROVE
THE LOCALLY-PREFERRED ALTERNATIVE (LPA) FOR
THE DURHAM-ORANGE COUNTY TRANSIT CORRIDOR**

February 8, 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 Special Transit Advisory Commission (STAC) recommendations in May 2008 included rail transit extending from Raleigh to Durham to Chapel Hill; and

WHEREAS, the Durham-Chapel-Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) incorporated the STAC rail transit into the adopted 2035 Long Range Transportation Plan in April 2009; and

WHEREAS, the North Carolina General Assembly approved the Congestion Relief/Intermodal Transport bill in August 2009 that enables local areas to fund public transportation through an increase in sales tax, car registration fees and special district property taxes; and

WHEREAS, the Triangle Transit Authority (TTA) implemented the Triangle Regional Transit Program in 2010 to study the financial, ridership, environmental and public input aspects of regional bus and rail transit, and subsequently conducted a visioning process and Transitional Analysis to study rail corridors in Durham, Orange, and Wake counties, and

WHEREAS, the TTA completed an Alternatives Analysis on the three highest-performing corridors that included the Durham-Orange corridor in July 2011 and issued an Addendum to the “Detailed Definition of Alternatives Technical Report” in August 2011 which clarified that reasonable alternatives to the proposed alignments crossing the Little Creek and New Hope Creek areas will be studied; and

WHEREAS, the TTA and the DCHC MPO have both conducted comprehensive public involvement activities, which included public workshops, public hearings and presentations to local elected boards, for the visioning process, Transitional Analysis and Alternatives Analysis; and

WHEREAS, light rail transit technology has a greater potential to promote economic growth and focus transit-supportive development around station areas as compared to bus rapid transit technology; and

WHEREAS, alignment option A3 in the UNC station area is supported by the Town of Chapel Hill, UNC at Chapel Hill, and UNC Hospitals and would allow for future extension of the alignment to the west to possible destinations such as downtown Chapel Hill, downtown Carrboro and the Carolina North Campus; and

WHEREAS, both alignment options C1 and C2 are potentially compatible with the overall vision for the transit corridor; and

WHEREAS, the ridership, costs, environmental impacts, community impacts, and impacts on nearby roadway traffic of alignment options C1 and C2 need to be further studied in the Scoping and Preliminary Engineering/Draft Environmental Impact Statement (PE/DEIS) phases before a final decision is made on which alignment should be advanced; and

WHEREAS, alignment option D3 in the South Square station area would best promote transit-supportive economic development; and

WHEREAS, the adoption of the Locally Preferred Alternative does not include a recommendation for the location of a Rail Operations and Maintenance Facility and the location of this facility will be further studied in the Scoping and PE/DEIS phases; and

WHEREAS, the adoption of the Locally Preferred Alternative will be followed by further study of the alignment and station locations in the Scoping and PE/DEIS phases when a final decision is made on the remaining active options; and

WHEREAS, the substantive issues identified in public comments on the Alternatives Analysis will be addressed in subsequent development steps such as Scoping and PE/DEIS.

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee adopts light rail transit technology on the alignment recommended in the “Detailed Definition of Alternatives Technical Report” dated July 2011 with the modification that both the C1 and C2 options be carried forward as equal partners for further study in the Meadowmont and Hillmont station areas as the Locally Preferred Alternative for the Durham-Orange County Corridor (as illustrated on the attached map), and that the DCHC MPO intends to incorporate this LPA into the forthcoming 2040 Long Range Transportation Plan, provided here on this, the 8th day of February, 2012.

Lydia E. Lavelle, TAC Chair

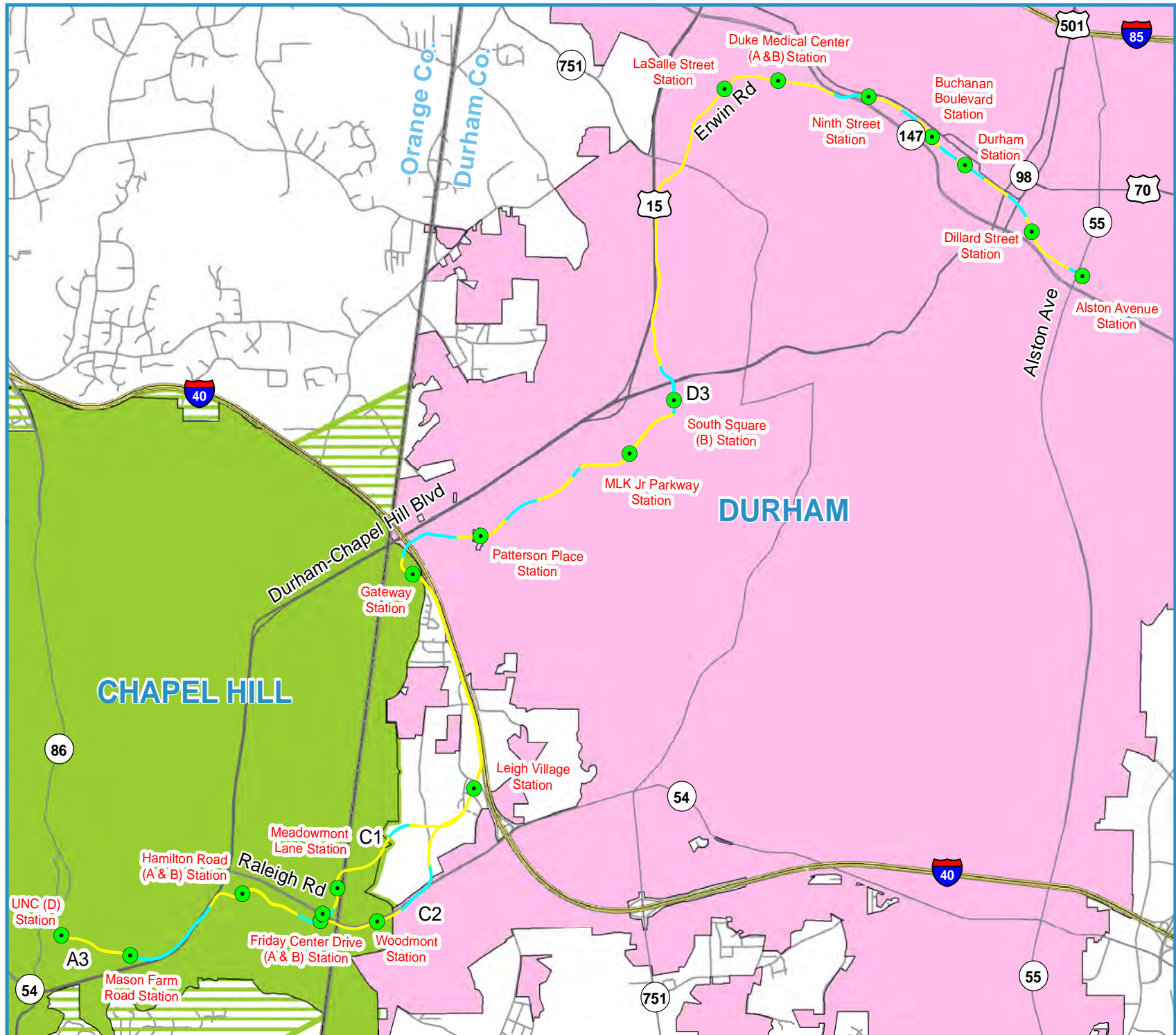
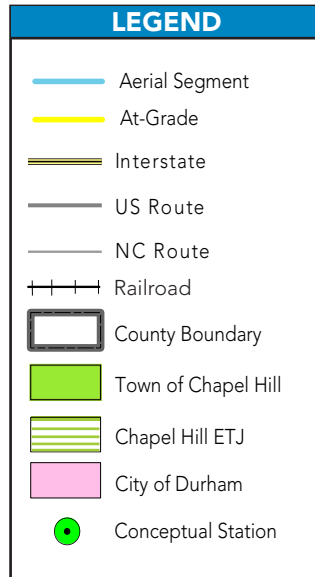
Durham County, North Carolina

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

Date: February 8, 2012

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

FIGURE ES-1
DURHAM-ORANGE
LOCALLY PREFERRED
ALTERNATIVE (LRT)



0 0.3 0.6 1.2 Miles

JUNE 2011



Durham-Orange County Corridor
 Alternatives Analysis

**RESOLUTION TO APPROVE
THE LOCALLY-PREFERRED ALTERNATIVE (LPA) FOR
THE DURHAM-WAKE COUNTY TRANSIT CORRIDOR**

February 8, 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 Special Transit Advisory Commission (STAC) recommendations in May 2008 included rail transit extending from Raleigh to Durham to Chapel Hill; and

WHEREAS, the Durham-Chapel-Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) incorporated the STAC rail transit into the adopted 2035 Long Range Transportation Plan in April 2009; and

WHEREAS, the North Carolina General Assembly approved the Congestion Relief/Intermodal Transport bill in August 2009 that enables local areas to fund public transportation through an increase in sales tax, car registration fees and special district property taxes; and

WHEREAS, the Triangle Transit Authority (TTA) implemented the Triangle Regional Transit Program in 2010 to study the financial, ridership, environmental and public input aspects of regional bus and rail transit, and subsequently conducted a visioning process and Transitional Analysis to study rail corridors in Durham, Orange, and Wake counties, and

WHEREAS, the TTA completed an Alternatives Analysis on the three highest-performing corridors that included the Durham-Wake corridor in July 2011 and issued an Addendum to the "Detailed Definition of Alternatives Technical Report" in August 2011 which added that an Alston Avenue/NCCU commuter rail station would be evaluated; and

WHEREAS, the TTA and the DCHC MPO have both conducted comprehensive public involvement activities, which included public workshops, public hearings and presentations to local elected boards, for the visioning process, Transitional Analysis and Alternatives Analysis; and

WHEREAS, commuter rail transit technology is consistent with local plans, has demonstrated community support, presents minimal environmental impacts, accesses key employment centers, is cost-effective, and is competitive with the Transportation System Management alternative, and

WHEREAS, the adoption of the Locally Preferred Alternative will be followed by further study of the alignment and station locations in the Scoping and Preliminary Engineering/Draft Environmental Impact Statement (PE/DEIS) phases when a final decision is made on the remaining active options; and

WHEREAS, the substantive issues identified in public comments from the Alternatives Analysis will be addressed in subsequent development steps such as Scoping and PE/DEIS.

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee adopts commuter rail transit technology on the alignment recommended in the “Detailed Definition of Alternatives Technical Report” dated July 2011 as the Locally Preferred Alternative for the Durham-Wake County Corridor (as illustrated on the attached map), and that the DCHC MPO intends to incorporate this LPA into the forthcoming 2040 Long Range Transportation Plan, provided here on this, the 8th day of February, 2012.

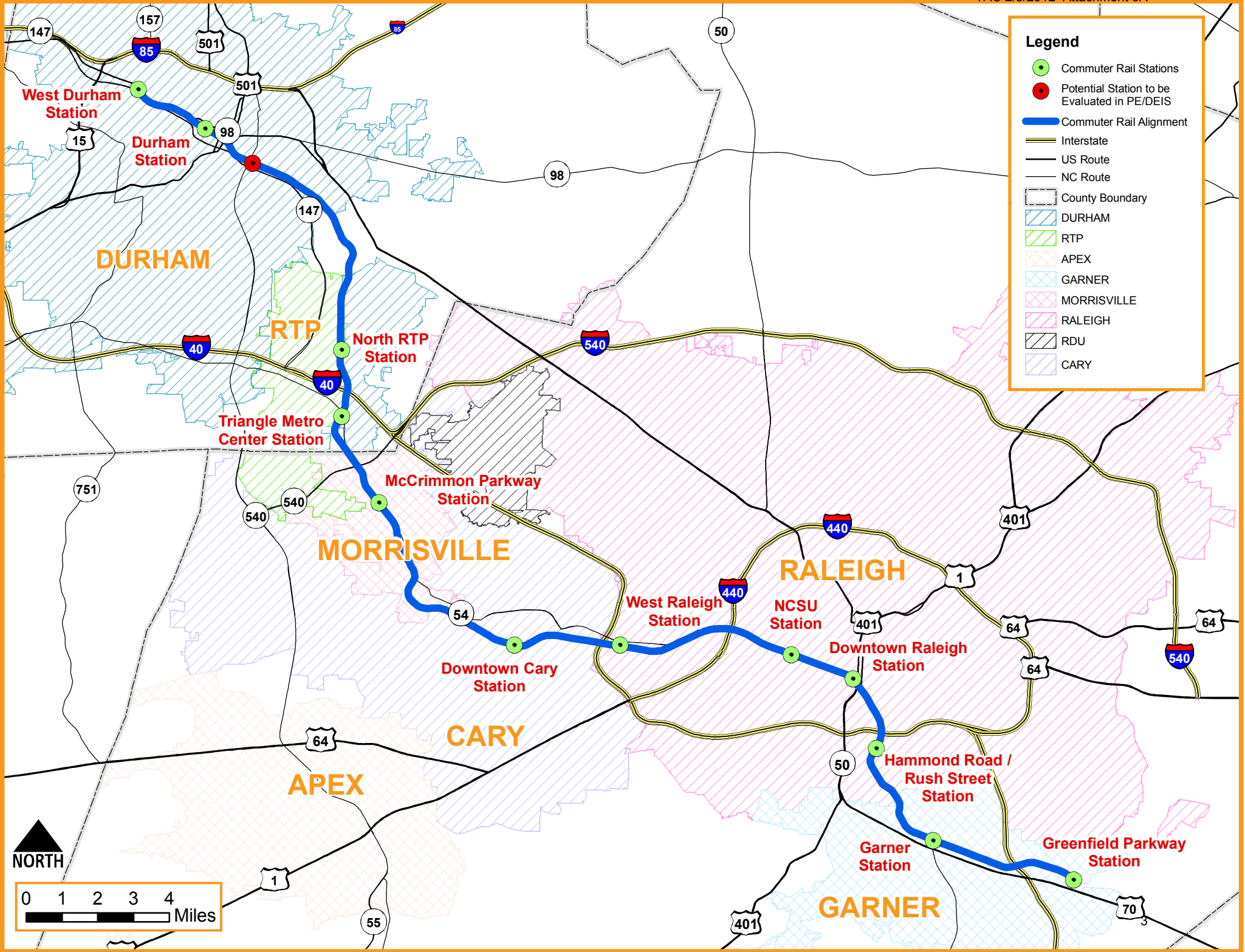
Lydia E. Lavelle, TAC Chair

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.

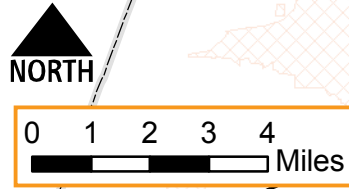
Date: February 8, 2012

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



Legend

- Commuter Rail Stations
- Potential Station to be Evaluated in PE/DEIS
- Commuter Rail Alignment
- Interstate
- US Route
- NC Route
- County Boundary
- DURHAM
- RTP
- APEX
- GARNER
- MORRISVILLE
- RALEIGH
- RDU
- CARY





Addendum to the Triangle Regional Transit Program Detailed Definition of Alternatives Analysis Reports – Volume 1

After the Durham-Chapel Hill-Carrboro (DCHC) and Capital Area (CAMPO) Metropolitan Planning Organizations (MPOs) adopt a Locally Preferred Alternative (LPA) for the corridors within their jurisdictions, a Final Definition of Alternatives section will be written for each project, describing the LPA, the selection process used and the events leading to the LPA decision. The final Alternatives Analysis Report which will be published for each project will incorporate all of the previous reports into a single document for each corridor, namely:

- Purpose and Need
- Conceptual Definition of Alternatives
- Detailed Definition of Alternatives
- Final Definition of Alternatives (yet to be written)
- Next Steps (yet to be written)

The Triangle Regional Transit Program Detailed Definition of Alternatives Technical Reports for the Durham-Orange, Durham-Wake and Wake Corridors are being amended to formally recognize future commitments that will be undertaken in the subsequent environmental documentation phase.

Durham-Orange County Corridor Alternatives Analysis Report Volume 1: Detailed Definition of Alternatives Technical Report

Insert the following sub-section after the last line on page ES-5 of the Executive Summary:

Insert the following sub-section after the second paragraph on page 3-33 in the Wetlands and Stream Impacts sub-section immediately after the reference to Figure 3-3:

Additional Study Area

Little Creek and New Hope Creek

In compliance with the National Environmental Policy Act of 1969, as amended, during the PE/DEIS phase of the project development process, the alternatives advanced from the AA process for further study will be subject to more detailed evaluation of environmental impacts. The alignments crossing Little Creek and New Hope Creek were previously selected as part of the preferred alignment developed through the 2001 US 15-501 Major Investment Study (MIS) (as amended) and adopted by the DCHC MPO, Durham and Chapel Hill. Along with the alternative LRT alignments already identified in the AA for crossing the Little Creek area, during PE, reasonable alternative design options including but not limited to a LRT alignment in the New Hope Creek area that is adjacent to the existing US 15-501 right-of-way will also be included in the DEIS to investigate ways to minimize or avoid impacts to environmental resources.

The Figure below illustrates this additional study area. This Figure will be inserted into the document as Figure ES-2 and Figure 3-3d.

Insert Figure ES-2 after Figure ES-1.

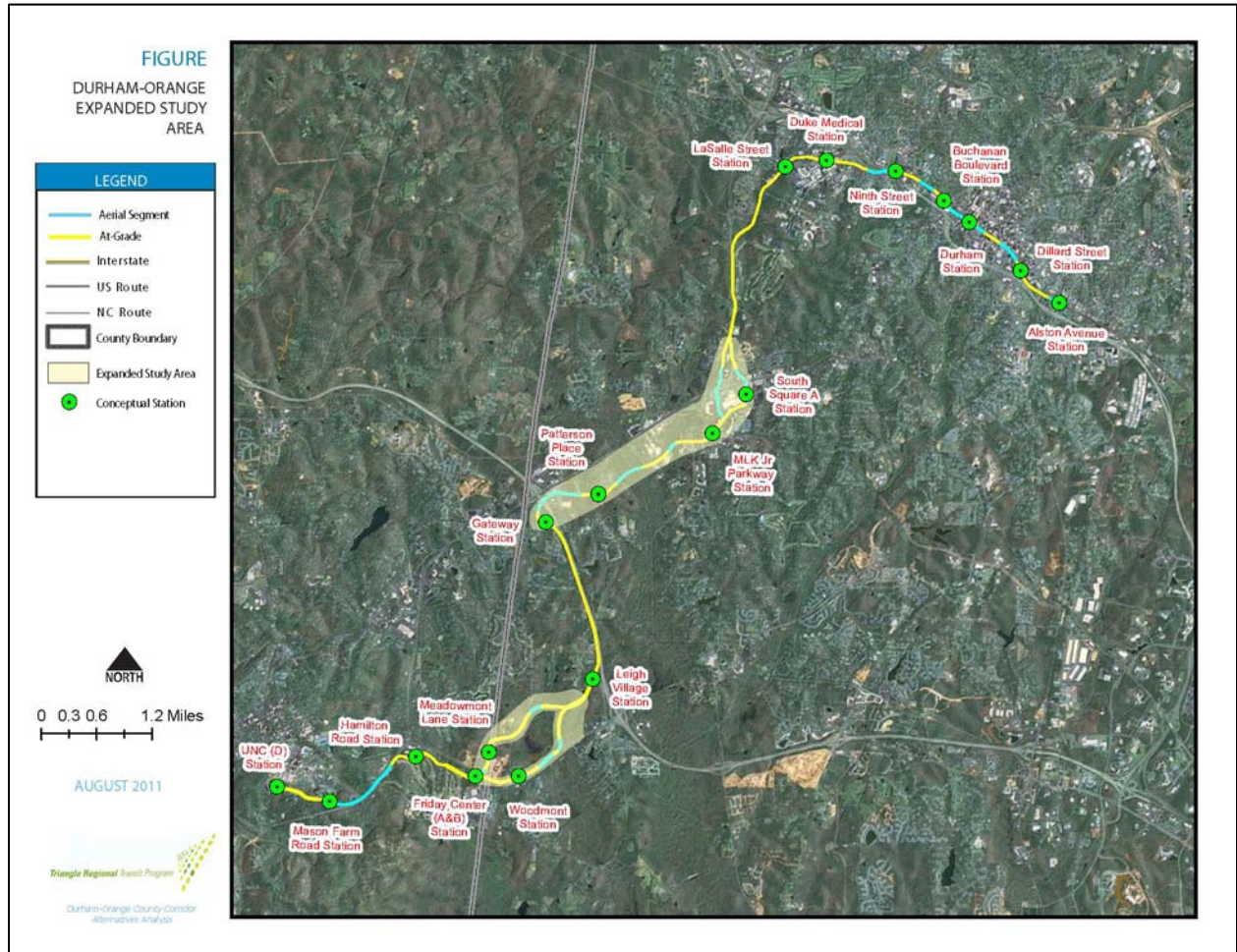
Insert Figure 3-3d after Figure 3-3c

Insert the following sub-section after the last paragraph of Section 2.3.3 - Station Locations on page 2-14:

Station Location Decision Process

Conceptual station locations are identified during the AA process. These locations will be refined over the course of the project development process including the PE/DEIS/FEIS and even in early stages of Final Engineering (FE). There are numerous reasons for refining station locations throughout the process including changes in land use planning, developments, environmental impacts, stakeholder and citizen input. In addition, there could be right-of-way and access issues such as traffic, parking, pedestrian wayfinding, and bus/rail interface considerations that may lead to station location refinement. It is also possible that station locations could be modified or removed based on subsequent cost-benefit analysis in optimizing system costs with ridership.

Stakeholder and public involvement are integral to the station location and design process. Throughout the project development process citizens and stakeholders will continue to have multiple opportunities to offer input on design options and station location decisions. Decisions on precise station locations and designs are finalized during the Final Engineering phase.





Durham-Wake County Corridor Alternatives Analysis Report Volume 1: Detailed Definition of Alternatives Technical Report

Insert the following two sub-sections after the second paragraph under Section 2.3.3 - Station Locations, on page 2-16:

Alston Avenue/NCCU Commuter Rail Station

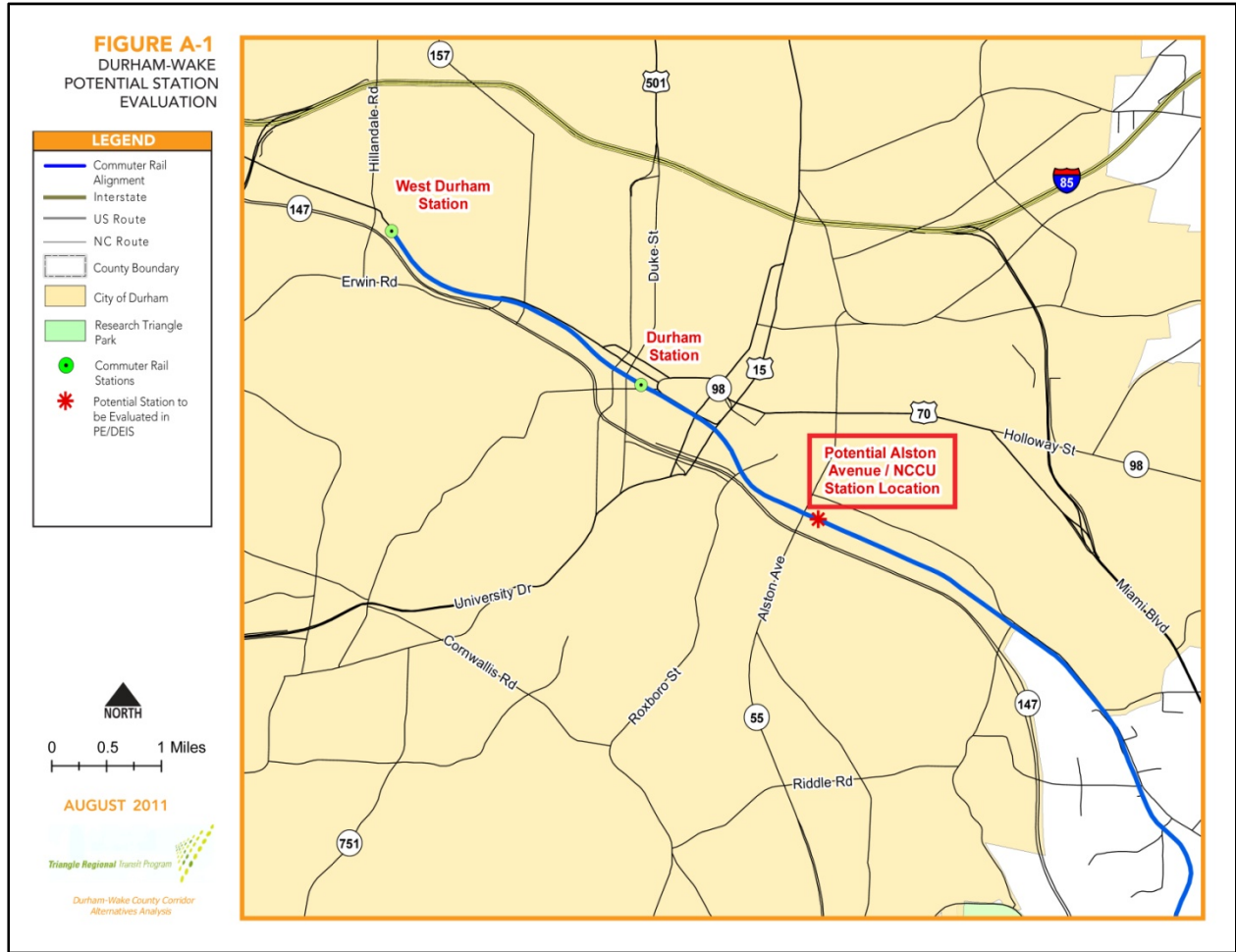
During the PE/DEIS phase of the project development process, the possibility of locating an additional commuter rail station in the vicinity of Alston Avenue to serve the Alston Avenue and East Durham communities and surrounding area will be evaluated. This station area has some of the highest percentages of transit dependent, low income, and minority populations relative to the overall project corridor. Improved access to premium transit service would better connect residents of the East Durham and Northeast Central Durham area to activity centers across the region including employment, institutional, shopping and entertainment. This station would also link the Durham Technical Community College and North Carolina Central University with the rest of the region thereby expanding access to educational opportunities. While an LRT station is currently proposed at this location under the Durham-Orange LRT project, implementation of the LRT project could lag behind the implementation of the Durham Wake Commuter Rail project by six years or more. Thus the user benefits of premium transit service to the Alston – East Durham area would be delayed if a commuter rail station is not included as part of the Durham-Wake Commuter Rail Project.

Station Location Decision Process

Conceptual station locations are identified during the AA process. These locations will be refined over the course of the project development process including the PE/DEIS/FEIS and even in early stages of Final Engineering (FE). There are numerous reasons for refining station locations throughout the process including changes in land use planning, developments, environmental impacts, stakeholder and citizen input. In addition, there could be right-of-way and access issues such as traffic, parking, pedestrian wayfinding, and bus/rail interface considerations that may lead to station location refinement. It is also possible that station locations could be modified or removed based on subsequent cost-benefit analysis in optimizing system costs with ridership.

Stakeholder and public involvement are integral to the station location and design process. Throughout the project development process citizens and stakeholders will continue to have multiple opportunities to offer input on design options and station location decisions. Decisions on precise station locations and designs are finalized during the Final Engineering phase.

Figure A-1 is included for reference but would not be part of the actual addendum





Wake County Corridor Alternatives Analysis Report Volume 1: Detailed Definition of Alternatives Technical Report

Insert the following sub-section at the end of Section 2.3.6 - Station Locations, on page 2-14:

Station Location Decision Process

Conceptual station locations are identified during the AA process. These locations will be refined over the course of the project development process including the PE/DEIS/FEIS and even in early stages of Final Engineering (FE). There are numerous reasons for refining station locations throughout the process including changes in land use planning, developments, environmental impacts, stakeholder and citizen input. In addition, there could be right-of-way and access issues such as traffic, parking, pedestrian wayfinding, and bus/rail interface considerations that may lead to station location refinement. It is also possible that station locations could be modified or removed based on subsequent cost-benefit analysis in optimizing system costs with ridership.

Stakeholder and public involvement are integral to the station location and design process. Throughout the project development process citizens and stakeholders will continue to have multiple opportunities to offer input on design options and station location decisions. Decisions on precise station locations and designs are finalized during the Final Engineering phase.

TECHNICAL MEMORANDUM

To: Durham, Chapel Hill, Carrboro Metropolitan Planning Organization, Transportation Advisory Committee

From: Joseph Huegy, AICP
Program Manager, TRM Service Bureau

Date: February 8, 2012

Subject: Validation Statistics for TRM v5 2010 Model (final)

The Triangle Regional Model version five (TRM v5) has been developed to be ready for use by the Metropolitan Planning Organizations in preparing 2040 Long Range Transportation Plans (LRTPs). Model calibration and validation for a new 2010 base year were performed using an estimate of 2010 population. The 2010 model input population has been updated based on the 2010 census. While the census based population model input was being prepared, other minor adjustments were made to improve model performance in anticipation of beginning work on the modeling analysis for the 2040 LRTPs. This update and adjustment work has been completed, and final reference model runs have been made. This memo reports the validation statistics for the final TRM v5 2010 base year model.

Highway Statistics

Highway validation statistics are provided below starting with overall performance, then focusing on link flows and flows at screen lines and cut lines. Observed traffic counts used in comparisons were taken during 2010. One measure of overall model performance is the coefficient of determination or R-square statistic which is one measure of the extent to which model link volumes match observed traffic counts. A target was set for this statistic of $R^2 = 0.88$. The R-square results are shown below in Table 1. The TRM v5 2010 model meets this target.

Table 1 R-Square for Region-wide Estimated Volumes vs. Traffic Counts

	Target R^2	# of Counts	Modeled R^2
Region-wide	0.88	3197	0.9

Another measure of overall model performance is root mean square error (RMSE), which indicates both the number of errors and size of errors in comparing model volumes to observed traffic counts. Lower values indicate better model performance, and a target of 35% has been set for this statistic. The root mean square error for TRM v5 2010 is shown in Table 2 below. The TRM v5 2010 model meets this target.

Table 2 Root Mean Square Error of Traffic Assignments

	Target RMSE	# of Counts	Modeled RMSE
Region-wide	35%	3197	35%

Comparisons are also made to the amount of travel on the highway system measured by vehicle miles of travel (VMT). The comparisons by functional classification and targets are shown below in Table 3. TRM v5 2010 model meets these targets.

Table 3 Vehicle Miles Traveled (VMT) by Federal Functional Classification (based on links w/ counts)

			Target	Modeled
Functional Class	Observed	Modeled	%Deviation	%Deviation
Freeway	8,497,000	8,950,000	7%	5.3%
Principal Arterial	3,388,000	3,617,000	10%	6.8%
Minor Arterial	3,282,000	3,268,000	10%	-0.4%
Collector	2,063,000	2,169,000	15%	5.2%
Local	1,324,000	1,341,000	15%	1.3%
Total	18,561,000	19,352,000	5%	4.3%

Comparisons are made between observed traffic count totals by Federal functional class and modeled volumes. Results are shown below in Table 4 with both FHWA targets and TRM targets. The TRM v5 model meets these targets.

Table 4 Percent Difference of Model Estimated Daily Traffic Volumes by Federal Functional Class

	FHWA	TRM	Daily	Modeled	%
Functional Class	Target (+/-)	Target (+/-)	Counts	Volumes	Deviation
Freeway	7%	5%	10,157,000	10,617,000	5%
Principal Arterial	10%	8%	12,316,000	12,809,000	4%
Minor Arterial	15%	10%	10,733,000	10,930,000	2%
Collector	25%	15%	4,456,000	4,418,000	-1%
Local	25%	15%	2,956,000	3,019,000	2%

Comparisons are also made between traffic counts and modeled volumes by volume groups from low to high traffic volume. Results are shown below in Table 5 with targets. The TRM v5 model meets these targets except for the lowest volume group.

Table 5 Percent Difference of Model Estimated Daily Traffic Volumes by Volume Group

	Daily	Modeled	Target	Modeled
Volume Group	Counts	Volumes	%Deviation	%Deviation
1 - 1000	115,000	197,000	55%	72%
1001 - 2500	759,000	901,000	50%	19%
2501 - 5000	1,883,000	1,980,000	30%	5%
5001 - 10000	5,706,000	5,925,000	25%	4%
10001 - 25000	15,592,000	16,167,000	20%	4%
25001 - 50000	11,198,000	11,320,000	15%	1%
>= 50001	5,379,000	5,314,000	10%	-1%
Total	40,631,000	41,805,000	5%	3%

Flows within the model region are compared to observed traffic counts for flows across the region using screen lines and across sub-regions using cut lines. First screen line comparisons are shown below in Table 6 with targets.

Table 6 Screen Line Comparison of Observed Daily Count to Modeled Volume

	Observed Daily	Modeled	Target	Modeled
Screen line	Count	Volume	%Deviation	%Deviation
Along I-85	313,000	282,000	10%	-10%
Along I-40	1,041,000	1,126,000	10%	8.2%
Wake/Durham Co. Line	577,000	558,000	10%	-3.3%

Next cut line comparisons are shown below in Table 7 with TRM targets, and with targets based on volume where higher volumes are expected to be more closely matched than lower volumes. TRM targets are not met by three cut lines: Johnston County, Chatham County, and along US 70. Adjustments were made to improve Johnston County and along US 70, and the Model Team recommends not making further adjustments to avoid limiting the predictive capability of the model. The absolute difference for Chatham County is small (5,520) though the relative difference is high. It is not recommended to make adjustments to address this deviation due to its small magnitude.

Table 7 Cut Line Comparison of Observed Daily Count to Modeled Volume

Cutline	Daily	Modeled	TRM	Vol. Based	Modeled
Name	Count	Volume	Target	Target	%Deviation
Southwest Durham	264,000	288,000	15%	15.5%	9.0%
Durham	488,000	427,000	15%	12.2%	-12.6%
Johnston County	209,000	246,000	15%	17.0%	17.6%
Chatham County	32,000	38,000	15%	35.6%	17.1%
North Raleigh	623,000	554,000	15%	11.1%	-11.1%
Eastern Wake	469,000	452,000	15%	12.4%	-3.50%
US-1 South	319,000	300,000	15%	14.4%	-5.9%
North Wake	110,000	116,000	15%	21.9%	5.5%
Along US-70	178,000	149,000	15%	18.1%	-16.2%

Transit Validation Statistics

For transit validation observed average daily riders by transit provider are compared to model estimated daily riders. An overall target of +/- 5% and a target by transit provider of +/- 10% have been set. As shown below in Table 8 the TRM v5 model meets these targets except for Triangle Transit and C-TRAN for which observed riders are small numbers, and therefore small absolute differences result in large percent deviations. It is therefore not recommended to make further adjustments to the model for transit validation.

Table 8 Comparison of Observed and Modeled Transit Riders

Company	Observed Ridership	Modeled Ridership	Modeled % Deviation
TT	4,119	5,363	30.2%
CAT	15,816	16,639	5.2%
CHT	27,273	26,788	-1.8%
DATA	15,965	17,638	10.5%
NCSU	12,070	12,147	0.6%
Duke	13,985	14,007	0.2%
C-TRAN	490	1,413	188.3%
Total	89,718	93,995	4.8%

RESOLUTION

TO APPROVE AMENDMENT #2 TO THE FY 2011-2012 UNIFIED PLANNING WORK PROGRAM OF THE DURHAM-CHAPEL HILL-CARRBORO METROPOLITAN PLANNING ORGANIZATION (DCHC MPO)

February 8, 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 #2 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 Lavelle, Transportation Advisory Committee 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 8th day of February, 2012.

Signature of TAC Chair

Durham-Chapel Hill-Carrboro Metropolitan Planning Organization

STATE OF: North Carolina

COUNTY OF: Durham

I, _____, a Notary Public of _____ County, North Carolina do hereby certify that Lydia Levelle personally appeared before me on the 8th day of February, 2012, to affix his signature to the foregoing document.

Notary Public

101 City Hall Plaza
Durham, NC 27701

My commission expires: _____

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

TAC 2/8/2012 Attachment 8

FHWA Planning Funds
MPO PL & STP-DA Total

	Task Description	STP-DA Section 133(b)(3)(7)			PL Section 104(f)			TOTAL PL & STP-DA After Amend #1 Approved 1/11/2012		
		Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total
		20%	80%	100%	20%	80%	100%	20%	80%	100%
II-A	Surveillance of Change									
1	Traffic Volume Counts	\$3,525	\$14,100	\$17,625	\$728	\$2,912	\$3,640	\$4,253	\$17,012	\$21,265
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Traffic Accidents	\$650	\$2,600	\$3,250	\$58	\$232	\$290	\$708	\$2,832	\$3,540
5	Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$12,192	\$48,768	\$60,960	\$12,192	\$48,768	\$60,960
7	Air Travel	\$0	\$0	\$0	\$400	\$1,600	\$2,000	\$400	\$1,600	\$2,000
8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Travel Time Studies	\$0	\$0	\$0	\$7,064	\$28,256	\$35,320	\$7,064	\$28,256	\$35,320
10	Mapping	\$14,880	\$59,520	\$74,400	\$6,942	\$27,768	\$34,710	\$21,822	\$87,288	\$109,110
11	Central Area Parking Inventory	\$952	\$3,808	\$4,760	\$0	\$0	\$0	\$952	\$3,808	\$4,760
12	Bike & Ped. Facilities Inventory	\$1,000	\$4,000	\$5,000	\$652	\$2,608	\$3,260	\$1,652	\$6,608	\$8,260
13	Bike & Ped. Counts	\$10,000	\$40,000	\$50,000	\$760	\$3,040	\$3,800	\$10,760	\$43,040	\$53,800
II-B	Long Range Transp. Plan									
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Collection of Network Data	\$0	\$0	\$0	\$64	\$256	\$320	\$64	\$256	\$320
3	Travel Model Updates	\$63,356	\$253,424	\$316,780	\$0	\$0	\$0	\$63,356	\$253,424	\$316,780
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Forecast of Data to Horizon year	\$0	\$0	\$0	\$17,100	\$68,400	\$85,500	\$17,100	\$68,400	\$85,500
6	Community Goals & Objectives	\$0	\$0	\$0	\$2,678	\$10,712	\$13,390	\$2,678	\$10,712	\$13,390
7	Forecast of Future Travel Patterns	\$3,486	\$13,944	\$17,430	\$600	\$2,400	\$3,000	\$4,086	\$16,344	\$20,430
8	Capacity Deficiency Analysis	\$9,200	\$36,800	\$46,000	\$600	\$2,400	\$3,000	\$9,800	\$39,200	\$49,000
9	Highway Element of th L RTP	\$1,120	\$4,480	\$5,600	\$396	\$1,584	\$1,980	\$1,516	\$6,064	\$7,580
10	Transit Element of the L RTP	\$1,760	\$7,040	\$8,800	\$64	\$256	\$320	\$1,824	\$7,296	\$9,120
11	Bicycle & Ped. Element of the L RTP	\$12,800	\$51,200	\$64,000	\$1,496	\$5,984	\$7,480	\$14,296	\$57,184	\$71,480
12	Airport/Air Travel Element of L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13	Collector Street Element of L RTP	\$1,000	\$4,000	\$5,000	\$96	\$384	\$480	\$1,096	\$4,384	\$5,480
14	Rail, Water or other mode of L RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
15	Freight Movement/Mobility Planning	\$3,600	\$14,400	\$18,000	\$0	\$0	\$0	\$3,600	\$14,400	\$18,000
16	Financial Planning	\$2,500	\$10,000	\$12,500	\$2,000	\$8,000	\$10,000	\$4,500	\$18,000	\$22,500
17	Congestion Management Strategies	\$102,130	\$408,520	\$510,650	\$1,256	\$5,024	\$6,280	\$103,386	\$413,544	\$516,930
18	Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$3,378	\$13,512	\$16,890	\$3,378	\$13,512	\$16,890
II-C	Short Range Transit Planning									
1	Short Range Transit Planning	\$0	\$0	\$0	\$224	\$896	\$1,120	\$224	\$896	\$1,120
III-A	Planning Work Program									
	Planning Work Program	\$0	\$0	\$0	\$9,134	\$36,536	\$45,670	\$9,134	\$36,536	\$45,670
III-B	Transp. Improvement Plan									
	TIP	\$0	\$0	\$0	\$12,364	\$49,456	\$61,820	\$12,364	\$49,456	\$61,820
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.									
1	Title VI	\$1,000	\$4,000	\$5,000	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000
2	Environmental Justice	\$1,692	\$6,768	\$8,460	\$64	\$256	\$320	\$1,756	\$7,024	\$8,780
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$32	\$128	\$160	\$32	\$128	\$160
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Public Involvement	\$13,000	\$52,000	\$65,000	\$454	\$1,816	\$2,270	\$13,454	\$53,816	\$67,270
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.									
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$1,089	\$4,356	\$5,445	\$96	\$384	\$480	\$1,185	\$4,740	\$5,925
3	Special Studies	\$179,500	\$718,000	\$897,500	\$10,314	\$41,256	\$51,570	\$189,814	\$759,256	\$949,070
4	Regional or Statewide Planning	\$13,885	\$55,540	\$69,425	\$351	\$1,403	\$1,754	\$14,236	\$56,943	\$71,179
III-E	Management & Operations									
1	Management & Operations	\$58,291	\$233,165	\$291,456	\$22,471	\$89,884	\$112,355	\$80,762	\$323,049	\$403,811
Totals		\$500,416	\$2,001,665	\$2,502,081	\$114,028	\$456,111	\$570,139	\$614,444	\$2,457,776	\$3,072,220

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

TAC 2/8/2012 Attachment 8

**FHWA Planning Funds
MPO PL & STP-DA Total**

	Task Description	STP-DA Section 133(b)(3)(7)			PL Section 104(f)			TOTAL PL & STP-DA Amend #2 February 8, 2012		
		Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total
		20%	80%	100%	20%	80%	100%	20%	80%	100%
II-A	Surveillance of Change									
	1 Traffic Volume Counts	0	0	0	0	0	0	0	0	0
	2 Vehicle Miles of Travel	0	0	0	0	0	0	0	0	0
	3 Street System Changes	0	0	0	0	0	0	0	0	0
	4 Traffic Accidents	0	0	0	0	0	0	0	0	0
	5 Transit System Data	0	0	0	0	0	0	0	0	0
	6 Dwelling Unit, Pop. & Emp. Change	0	0	0	0	0	0	0	0	0
	7 Air Travel	0	0	0	0	0	0	0	0	0
	8 Vehicle Occupancy Rates	0	0	0	0	0	0	0	0	0
	9 Travel Time Studies	0	0	0	0	0	0	0	0	0
	10 Mapping	0	0	0	0	0	0	0	0	0
	11 Central Area Parking Inventory	0	0	0	0	0	0	0	0	0
	12 Bike & Ped. Facilities Inventory	0	0	0	0	0	0	0	0	0
	13 Bike & Ped. Counts	0	0	0	0	0	0	0	0	0
II-B	Long Range Transp. Plan									
	1 Collection of Base Year Data	0	0	0	0	0	0	0	0	0
	2 Collection of Network Data	0	0	0	0	0	0	0	0	0
	3 Travel Model Updates	0	0	0	0	0	0	0	0	0
	4 Travel Surveys	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
	6 Community Goals & Objectives	0	0	0	0	0	0	0	0	0
	7 Forecast of Future Travel Patterns	0	0	0	0	0	0	0	0	0
	8 Capacity Deficiency Analysis	0	0	0	0	0	0	0	0	0
	9 Highway Element of th L RTP	0	0	0	0	0	0	0	0	0
	10 Transit Element of the L RTP	0	0	0	0	0	0	0	0	0
	11 Bicycle & Ped. Element of the L RTP	0	0	0	0	0	0	0	0	0
	12 Airport/Air Travel Element of L RTP	0	0	0	0	0	0	0	0	0
	13 Collector Street Element of L RTP	0	0	0	0	0	0	0	0	0
	14 Rail, Water or other mode of L RTP	0	0	0	0	0	0	0	0	0
	15 Freight Movement/Mobility Planning	0	0	0	0	0	0	0	0	0
	16 Financial Planning	0	0	0	0	0	0	0	0	0
	17 Congestion Management Strategies	0	0	0	0	0	0	0	0	0
	18 Air Qual. Planning/Conformity Anal.	0	0	0	0	0	0	0	0	0
II-C	Short Range Transit Planning									
	1 Short Range Transit Planning	0	0	0	0	0	0	0	0	0
III-A	Planning Work Program									
	Planning Work Program	0	0	0	0	0	0	0	0	0
III-B	Transp. Improvement Plan									
	TIP	0	0	0	0	0	0	0	0	0
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.									
	1 Title VI	0	0	0	0	0	0	0	0	0
	2 Environmental Justice	0	0	0	0	0	0	0	0	0
	3 Minority Business Enterprise	0	0	0	0	0	0	0	0	0
	4 Planning for the Elderly & Disabled	0	0	0	0	0	0	0	0	0
	5 Safety/Drug Control Planning	0	0	0	0	0	0	0	0	0
	6 Public Involvement	0	0	0	0	0	0	0	0	0
	7 Private Sector Participation	0	0	0	0	0	0	0	0	0
III-D	Incidental Plng./Project Dev.									
	1 Transportation Enhancement Plng.	0	0	0	0	0	0	0	0	0
	2 Enviro. Analysis & Pre-TIP Plng.	0	0	0	0	0	0	0	0	0
	3 Special Studies	(\$5,000)	(\$20,000)	(\$25,000)	\$0	\$0	\$0	(\$5,000)	(\$20,000)	(\$25,000)
	4 Regional or Statewide Planning	0	0	0	0	0	0	0	0	0
III-E	Management & Operations									
	1 Management & Operations	0	0	0	0	0	0	0	0	0
	Totals	(5,000)	(20,000)	(25,000)	0	0	0	(5,000)	(20,000)	(25,000)

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

TAC 2/8/2012 Attachment 8

**FHWA Planning Funds
MPO PL & STP-DA Total**

	Task Description	STP-DA Section 133(b)(3)(7)			PL Section 104(f)			TOTAL PL & STP-DA After Amend. #2 February 8, 2012		
		Local	FHWA	Total	Local	FHWA	Total	Local	FHWA	Total
		20%	80%	100%	20%	80%	100%	20%	80%	100%
II-A	Surveillance of Change									
1	Traffic Volume Counts	\$3,525	\$14,100	\$17,625	\$728	\$2,912	\$3,640	\$4,253	\$17,012	\$21,265
2	Vehicle Miles of Travel	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
3	Street System Changes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Traffic Accidents	\$650	\$2,600	\$3,250	\$58	\$232	\$290	\$708	\$2,832	\$3,540
5	Transit System Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Dwelling Unit, Pop. & Emp. Change	\$0	\$0	\$0	\$12,192	\$48,768	\$60,960	\$12,192	\$48,768	\$60,960
7	Air Travel	\$0	\$0	\$0	\$400	\$1,600	\$2,000	\$400	\$1,600	\$2,000
8	Vehicle Occupancy Rates	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Travel Time Studies	\$0	\$0	\$0	\$7,064	\$28,256	\$35,320	\$7,064	\$28,256	\$35,320
10	Mapping	\$14,880	\$59,520	\$74,400	\$6,942	\$27,768	\$34,710	\$21,822	\$87,288	\$109,110
11	Central Area Parking Inventory	\$952	\$3,808	\$4,760	\$0	\$0	\$0	\$952	\$3,808	\$4,760
12	Bike & Ped. Facilities Inventory	\$1,000	\$4,000	\$5,000	\$652	\$2,608	\$3,260	\$1,652	\$6,608	\$8,260
13	Bike & Ped. Counts	\$10,000	\$40,000	\$50,000	\$760	\$3,040	\$3,800	\$10,760	\$43,040	\$53,800
II-B	Long Range Transp. Plan									
1	Collection of Base Year Data	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Collection of Network Data	\$0	\$0	\$0	\$64	\$256	\$320	\$64	\$256	\$320
3	Travel Model Updates	\$63,356	\$253,424	\$316,780	\$0	\$0	\$0	\$63,356	\$253,424	\$316,780
4	Travel Surveys	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5	Forecast of Data to Horizon year	\$0	\$0	\$0	\$17,100	\$68,400	\$85,500	\$17,100	\$68,400	\$85,500
6	Community Goals & Objectives	\$0	\$0	\$0	\$2,678	\$10,712	\$13,390	\$2,678	\$10,712	\$13,390
7	Forecast of Future Travel Patterns	\$3,486	\$13,944	\$17,430	\$600	\$2,400	\$3,000	\$4,086	\$16,344	\$20,430
8	Capacity Deficiency Analysis	\$9,200	\$36,800	\$46,000	\$600	\$2,400	\$3,000	\$9,800	\$39,200	\$49,000
9	Highway Element of th LRTP	\$1,120	\$4,480	\$5,600	\$396	\$1,584	\$1,980	\$1,516	\$6,064	\$7,580
10	Transit Element of the LRTP	\$1,760	\$7,040	\$8,800	\$64	\$256	\$320	\$1,824	\$7,296	\$9,120
11	Bicycle & Ped. Element of the LRTP	\$12,800	\$51,200	\$64,000	\$1,496	\$5,984	\$7,480	\$14,296	\$57,184	\$71,480
12	Airport/Air Travel Element of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
13	Collector Street Element of LRTP	\$1,000	\$4,000	\$5,000	\$96	\$384	\$480	\$1,096	\$4,384	\$5,480
14	Rail, Water or other mode of LRTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
15	Freight Movement/Mobility Planning	\$3,600	\$14,400	\$18,000	\$0	\$0	\$0	\$3,600	\$14,400	\$18,000
16	Financial Planning	\$2,500	\$10,000	\$12,500	\$2,000	\$8,000	\$10,000	\$4,500	\$18,000	\$22,500
17	Congestion Management Strategies	\$102,130	\$408,520	\$510,650	\$1,256	\$5,024	\$6,280	\$103,386	\$413,544	\$516,930
18	Air Qual. Planning/Conformity Anal.	\$0	\$0	\$0	\$3,378	\$13,512	\$16,890	\$3,378	\$13,512	\$16,890
II-C	Short Range Transit Planning									
1	Short Range Transit Planning	\$0	\$0	\$0	\$224	\$896	\$1,120	\$224	\$896	\$1,120
III-A	Planning Work Program									
	Planning Work Program	\$0	\$0	\$0	\$9,134	\$36,536	\$45,670	\$9,134	\$36,536	\$45,670
III-B	Transp. Improvement Plan									
	TIP	\$0	\$0	\$0	\$12,364	\$49,456	\$61,820	\$12,364	\$49,456	\$61,820
III-C	Cvl Rgts. Cmp./Otr .Reg. Reqs.									
1	Title VI	\$1,000	\$4,000	\$5,000	\$0	\$0	\$0	\$1,000	\$4,000	\$5,000
2	Environmental Justice	\$1,692	\$6,768	\$8,460	\$64	\$256	\$320	\$1,756	\$7,024	\$8,780
3	Minority Business Enterprise	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Planning for the Elderly & Disabled	\$0	\$0	\$0	\$32	\$128	\$160	\$32	\$128	\$160
5	Safety/Drug Control Planning	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Public Involvement	\$13,000	\$52,000	\$65,000	\$454	\$1,816	\$2,270	\$13,454	\$53,816	\$67,270
7	Private Sector Participation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
III-D	Incidental Plng./Project Dev.									
1	Transportation Enhancement Plng.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2	Enviro. Analysis & Pre-TIP Plng.	\$1,089	\$4,356	\$5,445	\$96	\$384	\$480	\$1,185	\$4,740	\$5,925
3	Special Studies	\$174,500	\$698,000	\$872,500	\$10,314	\$41,256	\$51,570	\$184,814	\$739,256	\$924,070
4	Regional or Statewide Planning	\$13,885	\$55,540	\$69,425	\$351	\$1,403	\$1,754	\$14,236	\$56,943	\$71,179
III-E	Management & Operations									
1	Management & Operations	\$58,291	\$233,165	\$291,456	\$22,471	\$89,884	\$112,355	\$80,762	\$323,049	\$403,811
	Totals	\$495,416	\$1,981,665	\$2,477,081	\$114,028	\$456,111	\$570,139	\$609,444	\$2,437,776	\$3,047,220

**TRIANGLE J COUNCIL OF GOVERNMENTS
TASK DESCRIPTIONS & NARRATIVES
FY 2011-2012 UPWP**

Amendment to De-obligate Funds for Reprogramming in Future Years.

III – D- 3. Special Studies.

The special studies funds were to be used for mobility-related activities associated with creating a regional sustainable development plan through the federal DOT/EPA/HUD sustainable communities partnership. No federal grant will be awarded in FY11-12, so the funds should be de-obligated for later re-programming.

Objectives

To ensure mobility investments are central features of a regional sustainability plan and to ensure that any regional sustainability plan can fulfill MPO requirements, especially the housing assessment requirements in the Intermodal Bill.

Previous work

None.

Proposed activities

The *PRISM-Research Triangle* proposal included a housing needs and assessment plan to fulfill the requirements in the Intermodal Bill, scenario analysis and visualization, extensive public outreach and an implementation agreement among participating organizations.

Products

- Housing assessment that meets the requirements of the NC Intermodal Bill.

Relationship to other plans and MPO activities

Most direct relationship would be to local or regional transit projects seeking state funding through the Intermodal Bill.

Proposed budget and level of effort

Because a federal sustainable community's grant will not be awarded in FY11-12, the MPO allocation should be de-obligated so it can be reprogrammed in FY12-13:

Task Code-Title	Local 20%	FHWA 80%	Total
III-D-3 - Special Studies	\$0	\$0	\$0

Funding Commitments from other Entities:

CAMPO, Triangle Transit and other organizations had also pledged leveraged resources.

**A RESOLUTION SUPPORTING AN NCDOT BICYCLE PLANNING GRANT
APPLICATION BY THE TOWN OF CHAPEL HILL**

February 8, 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 North Carolina Department of Transportation has issued a call for projects for the 2012 Bicycle and Pedestrian Planning Grant Initiative; and

WHEREAS, the Town of Chapel Hill has a long history of developing bicycle facilities and is recognized by the League of American Bicyclists as a Bicycle Friendly Community; and

WHEREAS, the Town of Chapel Hill adopted a Bicycle and Pedestrian Plan in 2004 (updated in 2005) and is in the process of updating the Town's Comprehensive Plan, "Chapel Hill 2020"; and

WHEREAS, the Chapel Hill Town Council and the Chapel Hill Bicycle and Pedestrian Advisory Board recognize that an update of the 2004 bicycle plan will help the Town in achieving its' goals and qualifies as a project under the NCDOT grant initiative; and

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee endorses the Town of Chapel Hill's 2012 North Carolina Department of Transportation Bicycle and Pedestrian Planning Grant Application for the Development of a Comprehensive Bicycle Plan, provided here on this, the 8th day of February, 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: February 8, 2012

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



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE
GOVERNOR

EUGENE A. CONTI, JR.
SECRETARY

January 19, 2012

Felix Nwoko
Durham-Chapel Hill-Carrboro MPO
101 City Plaza, 4th Floor
Durham, North Carolina 27701-3329

Dear Mr. Nwoko,

Subject: Functional Classification System within the Durham Chapel Hill-Carrboro MPO

The North Carolina Department of Transportation (NCDOT) is proposing to revise the Functional Classification System for Durham County within your MPO. The Transportation Planning Branch is responsible for the revisions and would like to advise you of the changes that have been proposed for your area.

Proposed Functional Classification revisions and mileage for STIP Project No. U-4763B:

1. Add a Freeway/Expressway designation to the new tolled section of NC 147 between SR 2145 and the interchange of SR 1639 (Kit Creek Road) and Toll NC 540 (2.6 miles)
2. Change the designation of SR 2145 between I-40 and the new tolled section of NC 147 from Principal Arterial to Freeway/Expressway (0.4 mile)
3. Change the designation of SR 2028 (T.W. Alexander Dr.) between SR 2145 and NC 54 from Principal Arterial to Collector (0.3 mile)
4. Remove the Principal Arterial designation of SR 2145 between SR 2028 (T.W. Alexander Dr.) to the new tolled section of NC 147 (0.2 mile). This section of roadway has been closed and the pavement removed.

Functional Classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Functional classification is used primarily for assessing the extent, conditions, and performance of the highway system; as a planning tool for planning activities including Section 134 planning requirements; for appropriation of funds; and to establish jurisdictional responsibility and design criteria.

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING BRANCH
1554 MAIL SERVICE CENTER
RALEIGH NC 27699-1554

NCDOT T P B
TRANSPORTATION PLANNING BRANCH
www.NCDOT.ORG

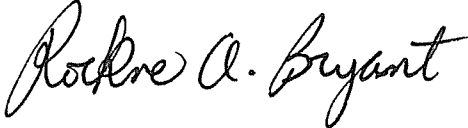
LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH, NC 27601
Phone: 919-733-4705
Fax: 919-733-4705

The current update is proposed primarily due to the completion of STIP Project U-4763B and the facility is now open to traffic.

Prior to submission of the revised Functional Classification System, the proposed change must be approved by the MPO. NCDOT requires two copies of a resolution stating the system has been coordinated with local officials. Enclosed is a sample response resolution you may wish to use or tailor to your needs.

If you have any questions, you may reach me at 919-707-0962 or by email at rbryant@ncdot.gov.

Sincerely,



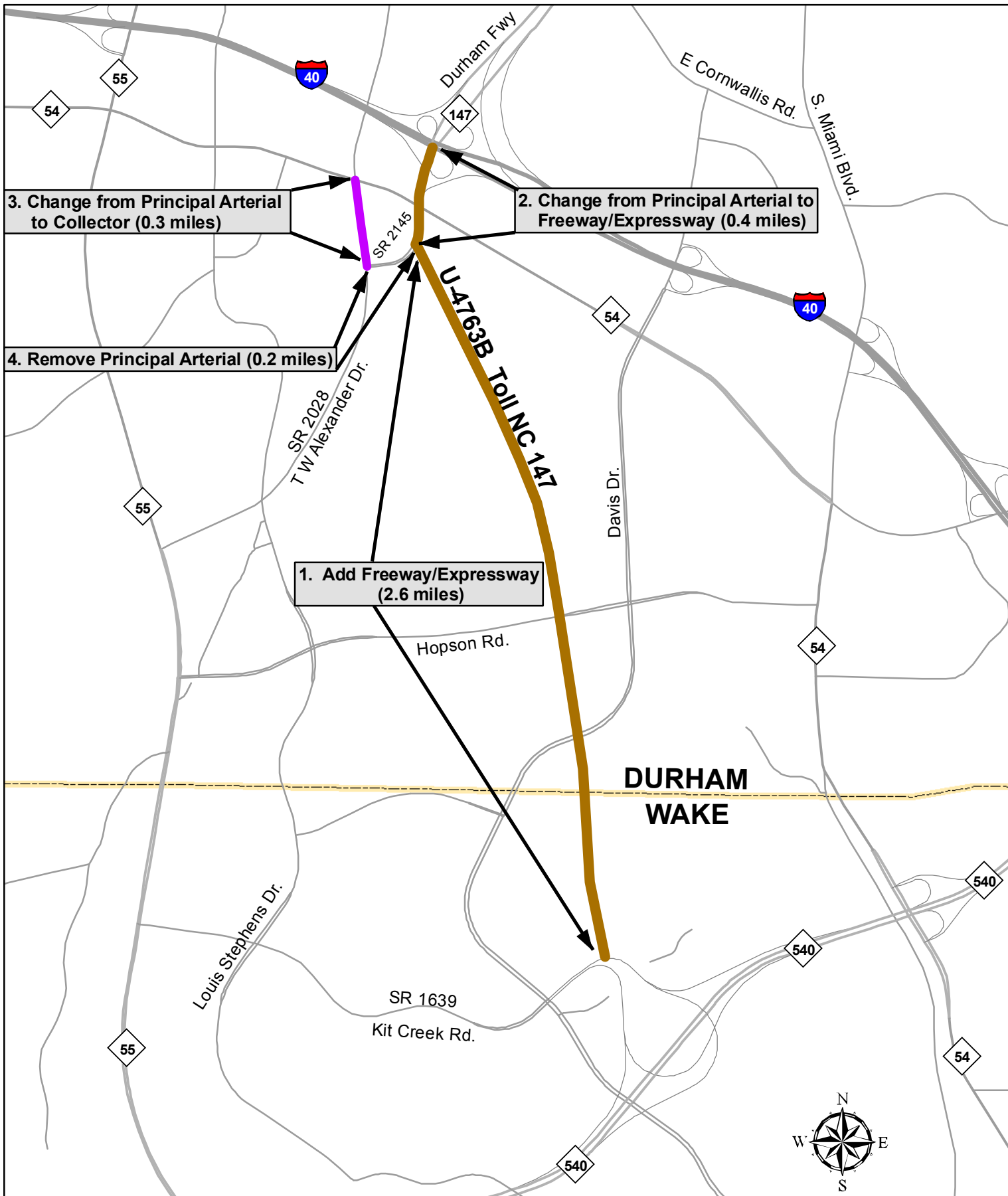
Rockne A. Bryant
Transportation Engineer
Transportation Planning Branch

Encl.

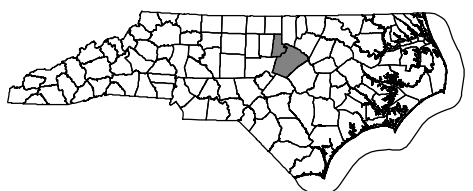
cc: Chuck Watts, NCDOT-Board of Transportation Member
J. Wally Bowman, PE, NCDOT-Division 5 Engineer
Terry Arellano, PE, NCDOT-Transportation Planning Branch
Julie Bollinger, PE, NCDOT-Transportation Planning Branch

Functional Classification Update Request

STIP Project U-4763B - Toll NC 147 in Wake and Durham Counties

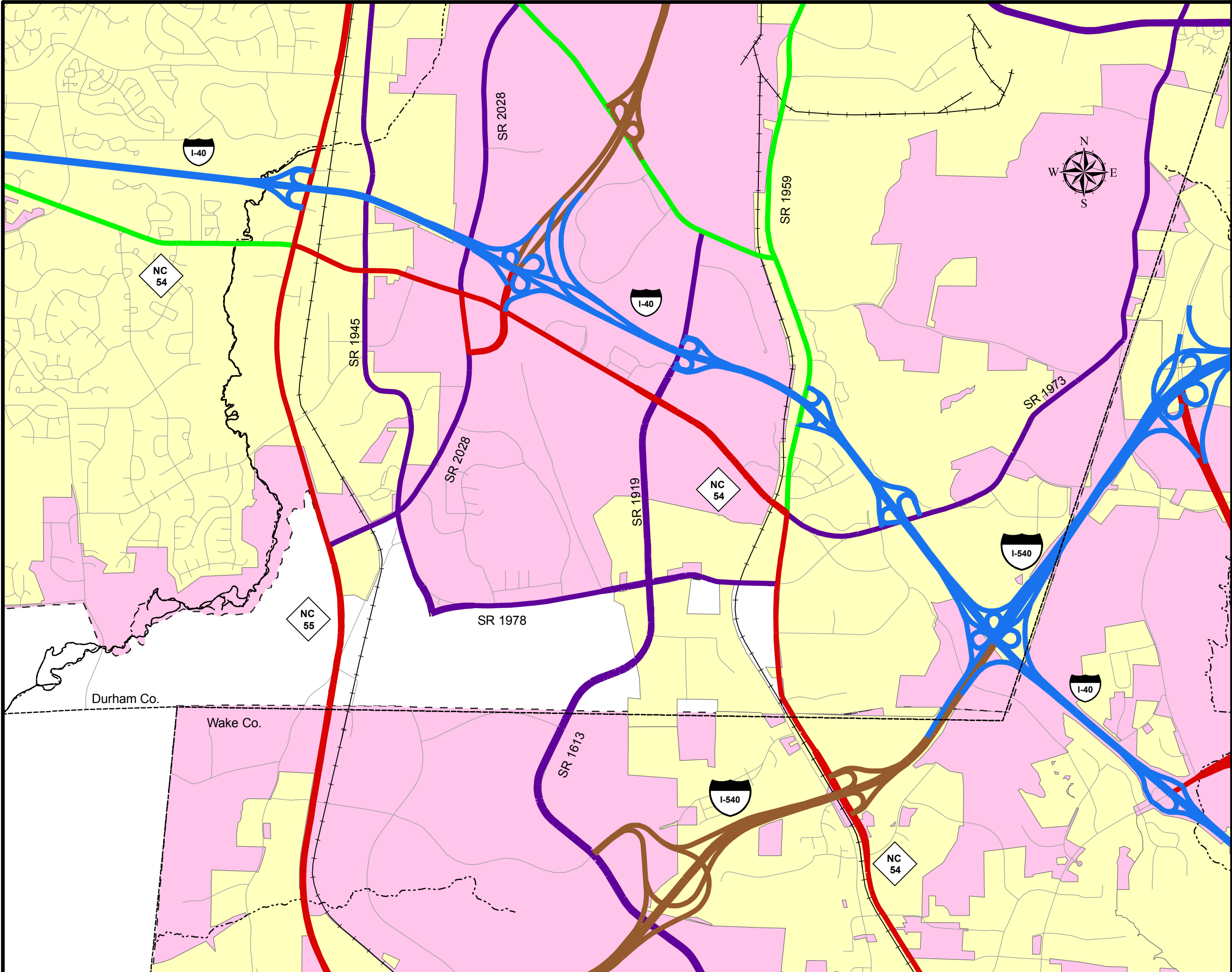


EXISTING MAP



LEGEND

- INTERSTATE
- FUTURE INTERSTATE
- FREEWAY/EXPRESSWAY
- FUTURE FREEWAY/EXPRESSWAY
- OTHER PRINCIPAL ARTERIAL
- FUTURE OTHER PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- FUTURE MINOR ARTERIAL
- MAJOR COLLECTOR
- FUTURE MAJOR COLLECTOR
- MINOR COLLECTOR
- FUTURE MINOR COLLECTOR
- EXISTING URBAN AREA
- SMOOTHED AREA



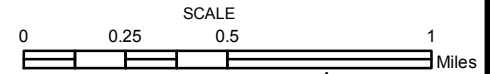
**DCHC MPO
CITY OF DURHAM**

DURHAM COUNTY

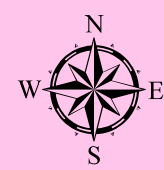
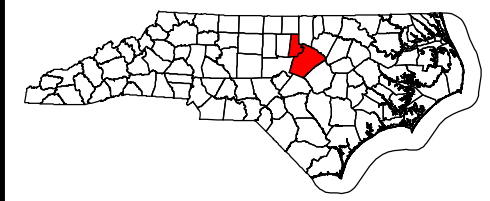
NORTH CAROLINA

PREPARED BY
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PLANNING BRANCH

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

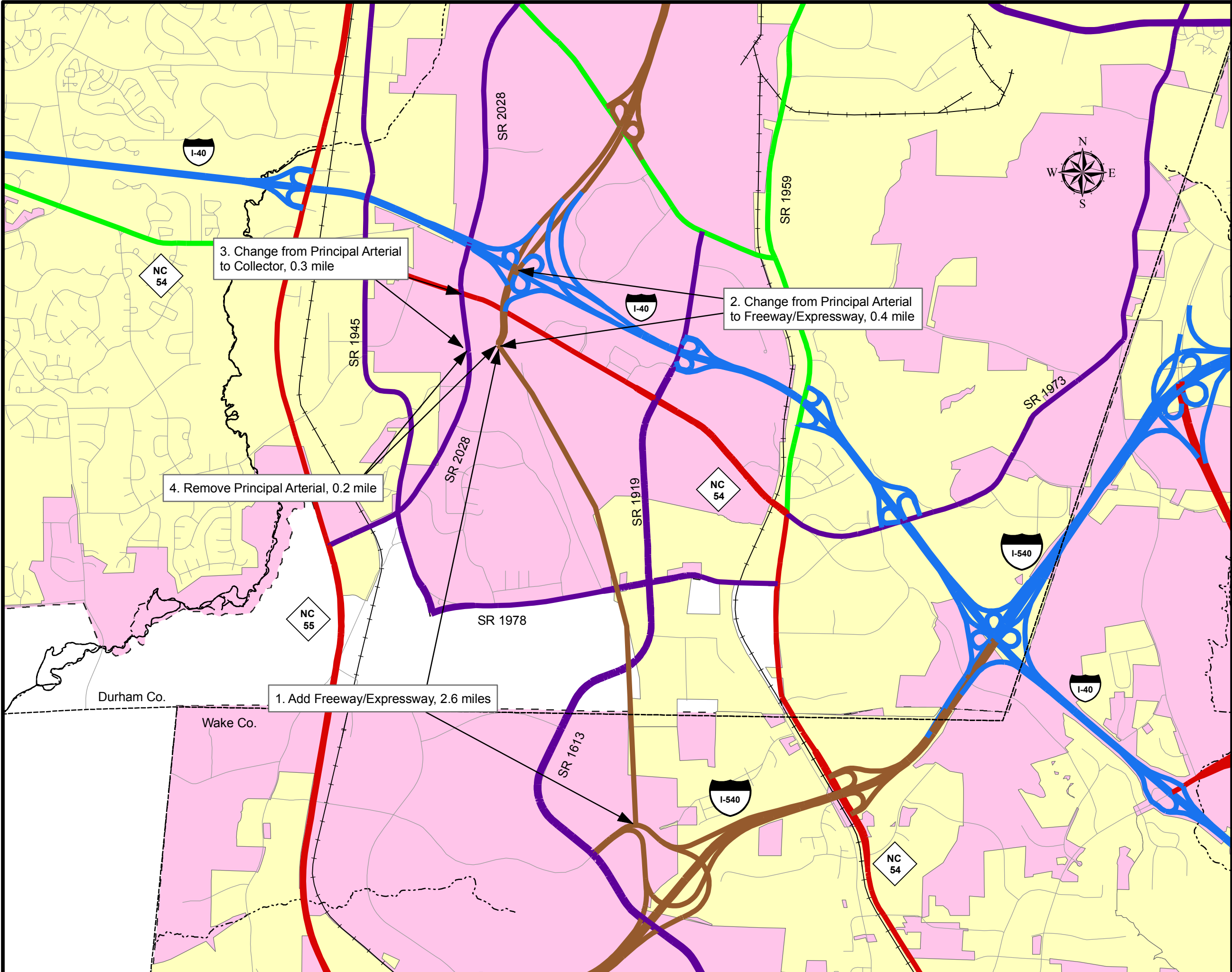


PROPOSED MAP



LEGEND

- INTERSTATE
- FUTURE INTERSTATE
- FREEWAY/EXPRESSWAY
- FUTURE FREEWAY/EXPRESSWAY
- OTHER PRINCIPAL ARTERIAL
- FUTURE OTHER PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- FUTURE MINOR ARTERIAL
- MAJOR COLLECTOR
- FUTURE MAJOR COLLECTOR
- MINOR COLLECTOR
- FUTURE MINOR COLLECTOR
- EXISTING URBAN AREA
- SMOOTHED AREA



DCHC MPO APPROVAL DATE / MAP DATE:

FHWA APPROVAL:

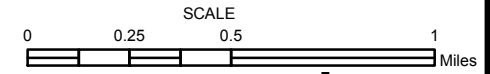
**DCHC MPO
CITY OF DURHAM**

DURHAM COUNTY

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FEDERAL HIGHWAY ADMINISTRATION



RESOLUTION TO ENDORSE FUNCTIONAL CLASSIFICATION REVISIONS FOR U-4763B

February 8, 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 Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee supports the functional classification of the new tolled segment of NC 147 (U-4763B) from SR 2145 (NC 147 spur) to NC 540 as a Freeway/Expressway; and

WHEREAS, the TAC also supports revising the functional classification of SR 2145 (NC 147 spur) from I-40 to the new tolled segment of NC 147 from Principal Arterial to Freeway/Expressway; and

WHEREAS, the TAC also supports revising the functional classification of SR 2028 (T.W. Alexander Dr.) between SR 2145 (NC 147 spur) and NC 54 from Principal Arterial to Collector; and

WHEREAS, the TAC also supports removing the functional classification of SR 2145 (NC 147 spur) between SR 2028 (T.W. Alexander Dr.) and the new tolled segment of NC 147; and

WHEREAS, the changes to the functional classifications will be used as a planning tool by the North Carolina Department of Transportation and the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization; and

WHEREAS, the changes to the functional classifications will also be used for future funding eligibility purposes;

BE IT THEREFORE RESOLVED that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization Transportation Advisory Committee endorses the proposed functional classification revision to add the new tolled segment of NC 147 (U-4763B) from SR 2145 (NC 147 spur) to NC 540 as a Freeway/Expressway, change SR 2145 (NC 147 spur) from I-40 to the new tolled segment of NC 147 from Principal Arterial to Freeway/Expressway, change SR 2028 (T.W. Alexander Dr.) between SR 2145 (NC 147 spur) and NC 54 from Principal Arterial to Collector, and remove the functional classification of SR 2145 (NC 147 spur) between SR 2028 (T.W. Alexander Dr.) and the new tolled segment of NC 147 provided here on this, the 8th day of February, 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: February 8, 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: February 8, 2012

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

This memorandum provides a summary status of tasks for projects in the FY 2011-2012 Unified Planning Work Program.

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

FY 2011- 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 – March/April/May 2012
- LRTP Goals and Objectives – March/April/May 2012
- Approval of LRTP Targets - March/April/May 2012
- Deficiency Analysis – March/April/May 2012
- Socio-economic Forecasts – March 2012
- Land use Scenario – March 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 –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

Contract Number: C201994 Physical Division: 5 Administrative Division: 15 Length: 4.2 miles Resident Engineer: D. Brian Harrington, PE Location Description: TRIANGLE PARKWAY FROM NC-540 IN WAKE CO TO I-40 IN DURHAM CO Type of Work: GRADING, DRAINAGE, PAVING, SIGNALS, TOLL FACILITIES & STRS. Contractor Name: S. T. WOOTEN CORPORATION Contract Amount: \$137,446,000.00 Availability Date: 9/19/2008 Completion Date: 7/1/2011 Revised Completion Date: Last Estimate Thru: Last Estimate Paid:	Route: NC-147 County: Durham TIP Number: U-4763B Federal Aid Number: TIFIA-540(2) RE Phone Number: (919)836-4873 Cost Overrun/Underrun: Letting Date: 8/5/2008 Work Began: 8/3/2009 Estimated Completion: Scheduled Progress: Actual Progress:
Contract Number: C202064 Physical Division: 5 Administrative Division: 5 Length: 1.165 miles Resident Engineer: Cadmus Capehart, PE Location Description: SR-2028 (TW ALEXANDER DR) FROM CORNWALLIS RD TO EAST OF NC-147 IN DURHAM. Type of Work: WIDENING, GRADING, DRAINAGE, PAVING & SIGNALS. Contractor Name: GELDER AND ASSOCIATES, INC. Contract Amount: \$6,502,648.68 Availability Date: 2/1/2010 Completion Date: 8/15/2011 Revised Completion Date: Last Estimate Thru: 12/31/2011 Last Estimate Paid: 1/9/2012	Route: SR-2028 County: Durham TIP Number: U-3309A Federal Aid Number: STP-2028(4) RE Phone Number: (919)840-0914 Cost Overrun/Underrun: 7.03% Letting Date: 12/15/2009 Work Began: 2/8/2010 Estimated Completion: 4/30/2012 Scheduled Progress: 100% Actual Progress: 90.91%
Contract Number: C202164 Physical Division: 5 Administrative Division: 5 Length: 0.767 miles Resident Engineer: Mark W. Luther, PE Location Description: SR-1959 (S MIAMI BLVD) FROM SOUTH OF SR-2112 (METHODIST ST) TO NORTH OF SR-1960 (BETHESDA AVE). Type of Work: GRADING, DRAINAGE, PAVING & SIGNALS. Contractor Name: TRIANGLE GRADING & PAVING, INC Contract Amount: \$4,666,751.41 Availability Date: 6/27/2011 Completion Date: 7/13/2012 Revised Completion Date: Last Estimate Thru: 1/15/2012 Last Estimate Paid: 1/27/2012	Route: SR-1959 County: Durham TIP Number: U-4011 Federal Aid Number: STP-1959(3) RE Phone Number: (919)220-4680 Cost Overrun/Underrun: -0.96% Letting Date: 5/17/2011 Work Began: 7/13/2011 Estimated Completion: 7/13/2012 Scheduled Progress: 42.51% Actual Progress: 24.07%
Contract Number: C202340 Physical Division: 5 Administrative Division: 5 Length: 1.07 miles Resident Engineer: Mark W. Luther, PE Location Description: SR-1321 (HILLDALE RD) FROM I-85 TO NORTH OF SR-1407 (CARVER AVE). Type of Work: GRADING, DRAINAGE, PAVING, AND SIGNAL. Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT Contract Amount: \$4,222,625.78 Availability Date: 8/30/2010 Completion Date: 6/15/2012 Revised Completion Date: Last Estimate Thru: 1/7/2012 Last Estimate Paid: 1/18/2012	Route: SR-1321 County: Durham TIP Number: U-3804 Federal Aid Number: STM-0505(50) RE Phone Number: (919)220-4680 Cost Overrun/Underrun: 11.92% Letting Date: 7/20/2010 Work Began: 9/30/2010 Estimated Completion: 6/15/2012 Scheduled Progress: 63.6% Actual Progress: 54.61%
Contract Number: C202507 Physical Division: 5 Administrative Division: 15 Length: 18.8 miles Resident Engineer: Jason R. Peterson, PE Location Description: NC-540 FROM NC-55 NEAR APEX TO NC-54 NEAR RTP AND NC-147 FROM I-40 TO	Route: I-540 County: Durham TIP Number: R-2635, U-4763B Federal Aid Number: TIFIA-540(2) RE Phone Number: (919)571-3000

NC-540. Type of Work: DESIGN-BUILD LANDSCAPING. Contractor Name: SOUTHERN GARDEN, INC. Contract Amount: \$4,800,000.00 Cost Overrun/Underrun: Availability Date: 8/15/2011 Letting Date: 4/21/2011 Completion Date: 7/1/2015 Work Began: Revised Completion Date: Estimated Completion: Last Estimate Thru: Scheduled Progress: Last Estimate Paid: Actual Progress:	
Contract Number: C202538 Route: 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 Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: Length: 22.96 miles Federal Aid Number: Resident Engineer: Cadmus Capehart, PE RE Phone Number: (919)840-0914 Location Description: 1 SECTION OF US-70, 1 SECTION OF NC-55, 1 SECTION OF NC-751 & 13 SECTIONS OF SECONDARY ROADS. Type of Work: MILLING, RESURFACING & SHOULDER RECONSTRUCTION. Contractor Name: TRIANGLE GRADING & PAVING, INC Contract Amount: \$4,474,348.51 Cost Overrun/Underrun: 1.58% Availability Date: 3/15/2010 Letting Date: 1/19/2010 Completion Date: 12/16/2010 Work Began: 4/5/2010 Revised Completion Date: Estimated Completion: 3/30/2012 Last Estimate Thru: 6/22/2011 Scheduled Progress: 100% Last Estimate Paid: 7/7/2011 Actual Progress: 98.01%	
Contract Number: C202610 Route: NC-147 Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: R-5164D Length: 6.8 miles Federal Aid Number: STM-0147(3) Resident Engineer: Cadmus Capehart, PE RE Phone Number: (919)840-0914 Location Description: NC-147 FROM NORTH OF SR-1322 (BROAD ST) TO NORTH OF SR-2028 (TW ALEXANDER BLVD). Type of Work: DIAMOND GRINDING, CONC PVT SLAB REMOVAL & SHOULDER RECONST. Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$4,274,880.20 Cost Overrun/Underrun: 18.21% Availability Date: 3/15/2011 Letting Date: 9/21/2010 Completion Date: 11/1/2011 Work Began: 3/15/2011 Revised Completion Date: Estimated Completion: 4/30/2012 Last Estimate Thru: 1/7/2012 Scheduled Progress: 100% Last Estimate Paid: 1/11/2012 Actual Progress: 85.1%	
Contract Number: C202620 Route: I-85 Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: I-5145 Length: 12.6 miles Federal Aid Number: IMS-085-4(118)178 Resident Engineer: Cadmus Capehart, PE RE Phone Number: (919)840-0914 Location Description: I-85 FROM NORTH OF US-70 IN DURHAM COUNTY TO NORTH OF NC-56 IN GRANVILLE COUNTY. Type of Work: PAVEMENT REHABILITATION AND BRIDGE REPAIR OVERLAYS. Contractor Name: FSC II LLC DBA FRED SMITH COMPANY Contract Amount: \$8,098,211.15 Cost Overrun/Underrun: 3.47% Availability Date: 6/1/2011 Letting Date: 4/19/2011 Completion Date: 7/15/2012 Work Began: 6/10/2011 Revised Completion Date: Estimated Completion: 7/15/2012 Last Estimate Thru: 1/15/2012 Scheduled Progress: 55% Last Estimate Paid: 1/20/2012 Actual Progress: 68.47%	
Contract Number: C202712 Route: NC-751, SR-1811, SR-1903 SR-1905, SR-1919, SR-1921 SR-1959 Physical Division: 5 County: Durham Administrative Division: 5 TIP Number: Length: 13.04 miles Federal Aid Number:	

Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: NC-751 FROM 3 LANE SECTION TO THE CHATHAM COUNTY LINE & 6 SECTIONS OF SECONDARY ROADS.
Type of Work: WIDENING, RESURFACING & SHOULDER RECONSTRUCTION.
Contractor Name: REA CONTRACTING A DIVISION OF THE LANE CONSTRUCTION CORPORAT
Contract Amount: \$2,700,860.68 **Cost Overrun/Underrun:** 24.44%
Availability Date: 4/4/2011 **Letting Date:** 2/15/2011
Completion Date: 9/30/2011 **Work Began:** 5/5/2011
Revised Completion Date: 11/28/2011 **Estimated Completion:** 12/1/2011
Last Estimate Thru: 10/31/2011 **Scheduled Progress:** 100%
Last Estimate Paid: 11/4/2011 **Actual Progress:** 99.76%

Contract Number: DE00010 **Route:** SR-1357
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 0.17 miles **Federal Aid Number:**
Resident Engineer: Mark W. Luther, PE **RE Phone Number:** (919)220-4680
Location Description: INTERSECTION OF SR-1357 (AVONDALE DR) AND SR-1670 (GEER ST).
Type of Work: INSTALL ROUNDABOUT.
Contractor Name: BARRETT, IRVIN & JORDAN CONTRACTORS INC
Contract Amount: \$497,421.60 **Cost Overrun/Underrun:** -14.19%
Availability Date: 8/15/2011 **Letting Date:** 7/26/2011
Completion Date: 11/15/2011 **Work Began:** 8/15/2011
Revised Completion Date: **Estimated Completion:** 12/16/2011
Last Estimate Thru: 12/31/2011 **Scheduled Progress:** 100%
Last Estimate Paid: 1/18/2012 **Actual Progress:** 100%

Contract Number: DE00011 **Route:** SR-1308
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 4 miles **Federal Aid Number:**
Resident Engineer: Mark W. Luther, PE **RE Phone Number:** (919)220-4680
Location Description: SR-1308 (CORNWALLIS RD) IN DURHAM COUNTY AND SR-1717 (WOOD- LAND RD) IN GRANVILLE COUNTY.
Type of Work: STRENGTHENING, RESURFACING, AND PAVEMEN MARKINGS.
Contractor Name: FSC II LLC DBA FRED SMITH COMPANY
Contract Amount: \$1,102,907.60 **Cost Overrun/Underrun:** 4.78%
Availability Date: 9/6/2011 **Letting Date:** 7/26/2011
Completion Date: 11/30/2011 **Work Began:** 9/6/2011
Revised Completion Date: **Estimated Completion:** 1/10/2012
Last Estimate Thru: 12/31/2011 **Scheduled Progress:** 100%
Last Estimate Paid: 1/12/2012 **Actual Progress:** 85.21%

Contract Number: DE00012 **Route:**
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:**
Length: 0.6 miles **Federal Aid Number:**
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: W B UMSTEAD PARK IN WAKE COUNTY AND ROLLING VIEW PARK IN DURHAM COUNTY.
Type of Work: PARK IMPROVEMENTS.
Contractor Name: TRIANGLE GRADING & PAVING, INC
Contract Amount: \$597,864.70 **Cost Overrun/Underrun:** 34.48%
Availability Date: 9/19/2011 **Letting Date:** 8/30/2011
Completion Date: 12/23/2011 **Work Began:** 9/23/2011
Revised Completion Date: 12/30/2011 **Estimated Completion:** 2/15/2012
Last Estimate Thru: 12/7/2011 **Scheduled Progress:** 82%
Last Estimate Paid: 12/13/2011 **Actual Progress:** 88.62%

Contract Number: DO00069 **Route:** NC-147
Physical Division: 5 **County:** Durham
Administrative Division: 5 **TIP Number:** BK-5102G
Length: 0 miles **Federal Aid Number:** BRNHS-0147(4)
Resident Engineer: Cadmus Capehart, PE **RE Phone Number:** (919)840-0914
Location Description: BRIDGES #12, 71, 137, 154, 156, AND 169 ON NC-147.
Type of Work: BRIDGE PAINTING.
Contractor Name: S & D INDUSTRIAL PAINTING, INC.
Contract Amount: \$922,562.15 **Cost Overrun/Underrun:**

Availability Date: 7/11/2011
Completion Date: 11/7/2011
Revised Completion Date: 8/28/2012
Last Estimate Thru:
Last Estimate Paid:

Letting Date: 8/19/2010
Work Began: 7/11/2011
Estimated Completion:
Scheduled Progress:
Actual Progress:

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

TAC 2/8/2012 Attachment 14

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.			Reimbursement pending receipt of DBE-IS form	\$30,000	Small Construction
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		Bike racks installed and reimbursement requested; 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	Pre-construction meeting 1/5/12	\$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	2/21/2012	4/21/2012	L	\$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	Pending Town's advertisement	7/22/2012	Construction Authorization approved	\$50,000/\$108,000	SRTS/STP-DA
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	Revised to 6/1/2012	Utility relocation underway; FA construction in Spring 2012	\$320,000	Spot Safety-State

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

TAC 2/8/2012 Attachment 14

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; F.A. tree trimming 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-0624	Corridor upgrade on NC 86 (S. Columbia St.) including Bicycle lanes from SR 1906 (Purefoy Rd.) to SR 1902 (Manning Dr.)	1/17/2012	8/1/2013	Avail. 2/27/12	\$4.85 million	STP
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 with Town of Carrboro	\$36,000	STP-DA

ACTIVE NCDOT PROJECTS LOCATED IN DCHC MPO-NON ARRA

TAC 2/8/2012 Attachment 14

Orange	U-4726 IF	Construct stairs from the sidewalk on the north side of Franklin St. to the Bolin Creek Trail	6/20/2012	12/31/2012	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	\$1,310,000	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
County	TIP #	Location Description	Est. Let Date	Completion Date	Status	Cost	Comments
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST							
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	TBD			\$4.0 million	Delayed R/W to FY 12 and Construction to FY 13 to allow City to secure increased funding
Orange	U-2803	Widening of SR 1919 (Smith Level Road) from Rock Haven Road to Bridge# 88 over Morgan Creek	12/18/2012			\$3,9 million	

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	slightly behind schedule	\$13.4 million	ARRA
Orange	U-4704	Computerized Traffic Signal System for Chapel Hill-Carrboro	9/15/2009	8/1/2012	well behind schedule	\$5.175 million	ARRA
NCDOT PROJECTS CURRENTLY IN 12 MONTH LETTING LIST							
County	TIP #	Description	Let Date	Completion Date	Status	Cost	Comments

Triangle Transit rolls out new DATA route plan

The Herald-Sun By Ray Gronberg January 10, 2012

DURHAM – A shakeup of the Durham Area Transit Authority’s route network should greatly improve the system’s on-time performance, but will mean big changes in bus services for places like south Durham.

Triangle Transit planners rolled out their initial proposal early this week and are holding a series of public meetings in the next three weeks to gather comment on their ideas.

The agency, which manages DATA for the city, is trying to make sure buses run 90 percent on time instead of the 61 percent the system now delivers.

Based on some early trial runs, “we’re confident we’re going to get to the 90 percent or close to it” presuming city officials go along with the idea of changing the existing routes, said John Tallmadge, Triangle Transit’s director of commuter resources.

But the alterations Tallmadge’s agency is proposing will affect pretty much every line, every stop and every rider in the DATA network.

South and southwest Durham are in line for perhaps the most far-reaching changes, particularly as planners try to rework the existing Route 7 into a line that can link downtown, the Streets at Southpoint mall and the Fayetteville Street corridor every 30 minutes.

The Triangle Transit proposal would streamline Route 7 by dropping existing side trips along Cook Road, the Martin Luther King Jr. Parkway and into the Parkwood neighborhood.

Parkwood would receive hourly service from a new line connecting it to Southpoint, the other shopping centers along Renaissance Parkway and the Woodcroft neighborhood.

In a similar streamlining attempt, in southwest Durham Route 10 would lose side trips that take it along the southernmost stretch of Garrett Road past Jordan High School into Woodcroft.

Tallmadge and other Triangle Transit officials singled out the deletion of the Jordan High stop as a key call.

One of the ideas shaping the route revamp is, in Tallmadge’s words, “trying not to miss any stops that have more than 26 boardings a day.” The Jordan stop is the only one now hitting that mark they haven’t been able to figure out how to keep while staying in the system’s existing budget.

Jordan sees 25 to 40 boardings a day, but planners are eager to keep Route 10 on time to better serve the 51 to 100 people a day who use a key stop at New Hope Commons.

The problem is the Jordan/Garrett Road area is one of “several places in the city where you have to make long detours if you have to pass by a location because there [aren’t] frequent cross streets” handy to shorten the route, Tallmadge said.

Another efficiency move is targeting north Durham, where Route 17’s run all the way to the fringes of the Treyburn development will be shortened and given a new route number. Should elected officials accept the changes, bus service will reach no farther north in the county than Northern High School.

That means dropping a connection to Durham Tech’s north Durham campus near Little River Elementary School. Tallmadge said Triangle Transit officials have been discussing the possible change with their counterparts at Durham Tech.

In the heart of Durham, planners have looked at ways to keep the system’s busiest buses, those that service Route 3 and the Holloway Street corridor, running on time.

They’ve suggested eliminating a loop in Route 3 that takes it past DATA’s Fay Street operations center so people can visit the complex to buy DATA discount passes.

Triangle Transit would eliminate the need for them go there by moving pass sales to downtown’s Durham Station.

All told, the changes would translate into about a 2.6 percent reduction in the amount of time DATA's fleet of buses would need to spend on the road – a change Tallmadge said would not only improve the system's on-time performance but also hold to the city's existing budget given likely increases in fuel, wage and employee-benefit costs.

"I would say that we're being more efficient with the taxpayer dollars, matching service to where the demand is," Tallmadge said. "That means in some places less service because there's not very much demand."

He added that consultants the agency is working with believe that out of DATA's existing 21,000 or so daily riders, only about 134 would no longer have a stop handy within a quarter-mile walk.

More details about the route revamp are available at <http://bit.ly/gt1VVa>. The site also includes a schedule for the upcoming public meetings, beginning with sessions this afternoon and this evening at Durham Station.

Tallmadge intends to present the plan to the City Council in March. "We are really wanting particularly DATA customers to give us their reactions now," he said. "We want them to take a good, hard look at this and let us know what they think."

NCDOT says twin-trailers now street-legal on Durham Freeway & Outer Loop

The News and Observer Submitted by BruceSiceloff January 10, 2012 - 15:46

NCDOT says it now will allow truckers to haul twin-trailer rigs on freeways in the Triangle and Eastern North Carolina where they were not allowed before:

- * The Durham Freeway (N.C. 147) from Interstate 85 in northern Durham to Alexander Drive in RTP
- * U.S. 64 between U.S. 15-501 near Pittsboro and U.S. 1 in Cary
- * U.S. 64 from U.S. 13 / 15 in Martin County to N.C. 94 in Tyrrell County
- * N.C. 148 (Felix Harvey Parkway) between N.C. 58 and U.S. 70 in Lenoir County.
- * The southern half of Raleigh's 540 Outer Loop, most of which has not been built yet. The loop eventually will extend from Interstate 40 near Research Triangle Park to U.S. 64 / 264 at Knightdale. [Updated 1/11/12]

State law requires NCDOT to withhold permission for twin trailers to use a route until it has conducted a traffic engineering study to show that the route can handle the traffic safely.

Twin-trailer permission is pending for the first section of the Triangle Expressway, which extends N.C. 147 south through RTP to the 540 Outer Loop.

Trucking companies do not need state approval to drive twin trailers on interstate highways, including the northern 540 Outer Loop, and certain other federal routes.

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Road Worrier: Planners scurry to gather Triangle rail details

BY BRUCE SICELOFF - Staff Writer

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Wake County commissioners haven't made the hard political decision on whether to let voters consider a sales tax increase in November to pay for new trains and more buses. But transit planners are in a hurry now to nail down details on a commuter rail line that would run rush-hour trains between Durham and Garner.

Triangle Transit, the three-county bus agency coordinating the region's rail efforts, wants to apply this summer for federal grants to help build the \$655 million, 37-mile commuter train service.

The agency is pushing for a quick endorsement from CAMPO, a Wake-area transportation board, so it can meet an August deadline to seek federal transit funds that could flow our way by late 2013.

But the local elected leaders who make up CAMPO represent town boards that will spend the next few months pondering a comprehensive transit plan that also includes buses and light rail trains. They weren't ready last week to give early approval to the commuter trains.

Meanwhile, Raleigh planners worked separately Monday to find agreement on the strategic locations for the city's four commuter train stops.

It's a cinch that a West Raleigh station will go on Hillsborough Street just inside the Interstate 40 Beltline. It will have a big parking lot for commuters who can leave their cars and ride the train to downtown Raleigh, or to Research Triangle Park or Duke University.

A downtown Raleigh platform will be built on the tracks just south of the planned Union Station Amtrak depot at the west end of Martin Street. But there is uncertainty about whether a Hammond Road site, just north of Rush Street, is the best spot for a commuter train stop in southeast Raleigh.

And campus officials at N.C. State University, one of the region's prime transit destinations, are not ready to approve twin commuter platforms on the tracks just west of the Free Expression Tunnel. The university said Monday it is considering other places as well, including a spot just west of Dan Allen Drive.

"We want the flexibility, as a university, to play with the location of the station," Brian O'Sullivan, who oversees campus transportation planning and operations, told a citizen task force advising the Raleigh City Council on rail issues.

Durham waits

Durham voters have said yes to a half-cent sales tax increase for transit investments. But the county won't collect the tax until Wake and Orange counties decide whether to follow suit.

Along with beefed-up bus service right away and light-rail lines 15 or 20 years from now, the Durham and Wake transit taxes also would help pay for rush-hour trains that could roll by 2019.

They would serve mostly commuters and students, with 12 stations from West Durham through RTP to the east side of Garner.

Transit backers want the Republican-majority Wake commissioners to approve the bus, light-rail and commuter train plans - and to agree, in May, to let Wake voters decide on the half-cent sales tax in November.

Polls have shown general support for the transit tax. But it could be a tough sell in a chilly economy.

'Just as deserving'

Wake County Manager David Cooke assured commissioners last year they wouldn't need new federal transit grants to launch the commuter train service.

Damien Graham, the Triangle Transit communications director, said that's still true - but federal help would always be welcome. The quest for federal funds will be dropped if Wake commissioners reject the transit plan in May, he said.

"We would like to apply for it, but we know that we still will be able to build it even if we don't get it," Graham said. "Being good stewards of our local tax dollars, we think we are just as deserving as other communities that will be out there competing for the money."

A \$1.1 billion light rail line from Cary to Triangle Towne Center is the most expensive part of Wake's transit hopes.

Orange officials question transit plan

01.26.12 - 08:55 pm

By Ray Gronberg

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DURHAM – Key Orange County officials are signaling doubt about one of the fundamental premises of a regional transit plan, questioning whether it should serve the N.C. 54 corridor.

The problem with that, in the eyes of Orange County Manager Frank Clifton, is that routing a new rail line along N.C. 54 would open up development opportunities in the western reaches of Durham County, at the expense of competing possibilities in Orange.

On Tuesday, Clifton told the Orange County Commissioners that he wants Triangle Transit to look at using the U.S. 15-501 corridor exclusively, a routing that could feed into potential redevelopment of sites like Ram's Plaza and University Mall.

"The greater potential benefit to Orange County from an economic development standpoint is along 15-501," he said, echoing comments from his government's planning director, Craig Benedict. "It is not along a short stretch of 54 that is in Orange County."

Clifton also dropped a bombshell during Tuesday's meeting by telling commissioners that Chapel Hill Town Manager Roger Stancil agrees with him.

"Roger Stancil and myself have talked about this at great length," Clifton said. "We've talked to our economic people. We just think [15-501 is] something that should not be written off, off the top."

The Orange manager's comment were surprising for many reasons, starting with the fact that city and county elected officials from Durham and Orange are supposed to vote in less than two weeks on a rough outline of the routing.

Since the 1990s, most of the transit-related planning work on both sides of the county line has assumed a rail connection would run towards Chapel Hill from Durham along U.S. 15-501 to about the Patterson Place area, then head south along Interstate 40 and turn back toward Chapel Hill at N.C. 54.

Moreover, all of Chapel Hill's land-use planning since the mid-1990s debate over the Meadowmont development has been built around that assumption.

Clifton brushed off those factors. "The times have changed," he said.

But his comments came about 24 hours after Chapel Hill's Town Council reviewed the transit plan and confirmed its support for using the N.C. 54 corridor.

Clifton's claim to be speaking also for Stancil drew skepticism from Orange Commissioners Chairwoman Bernadette Pelissier.

"Did the Chapel Hill Town Council discuss at all the 15-501 corridor last night?" she asked Clifton.

"I don't believe so," he answered.

Chapel Hill elected officials on Wednesday quickly made it clear they hadn't abandoned their historical unwillingness to tolerate any freelancing on land-use matters by staff.

"I don't know why Mr. Clifton decided to proclaim Roger's position on this, but it's just not the case," Mayor Mark Kleinschmidt said. "We've all had conversations about [15-501], and that was resolved some time ago."

Town Council Ed Harrison added via email that Clifton "has [no business] representing any of Stancil's opinions."

Chapel Hill, Carrboro, Durham and Triangle Transit officials have preferred the N.C. 54 route because it would in their view better serve commuter traffic to UNC.

Already, bus ridership along N.C. 54 is about 30 times greater than it is along Fordham Boulevard, Triangle Transit Senior Transportation Planner Patrick McDonough told commissioners.

"The transit demand of the future is very well indicated by the transit demand of today," he added. "That's where the

heart of the matter is.”

Clifton’s comments provoked obvious consternation from Triangle Transit General Counsel Wib Gulley, who said an assessment of U.S. 15-501 would cause at least a two-year setback for local transit planning and cost millions of extra dollars.

But three of the commissioners – Pam Hemminger, Earl McKee and Steve Yuhasz – made it clear they shared Clifton’s reservations. McKee also said he had no problem waiting.

“If it takes an extra year, if it takes an extra 10 years, it will be worth it to get it right and get it right the first time,” McKee said.

Tuesday’s discussion also raised questions about whether Orange commissioners will schedule a referendum this year about a half-percent sales-tax levy to support the transit plan.

Durham voters approved such a measure last fall, but elected officials here are holding off on implementing it until they see whether Orange or Wake counties put the levy to a vote.

Yuhasz signaled that he’d be more inclined to support the N.C. 54 routing if Durham officials share with Orange County the extra tax revenue they’d realize if the area around a potential Durham station location near Creekside Elementary School develops as planners expect.

“All the costs we are being asked to recommend to our citizens, we need to recapture that within Orange County,” he said. “I’m not convinced this plan does that. Whereas if in fact all the revenue that was generated at [the station site], if some portion of that was shared back with Orange County, then maybe it would be more of a regional plan and it would make more sense for Orange County to look at it in a regional way.”

But one Durham official monitoring the situation, City Councilman Mike Woodard, said he’s set on the U.S. 15-501/I-40/N.C. 54 concept and added that Clifton’s objections are “11th hour.”

“Any plan that would just move along 15-501 and not help us on 54 is a plan I wouldn’t be interested in,” Woodard said.

Toll road exceeding expectations after first month

WRAL.com January 30, 2012

Drivers have taken more than 106,000 trips in the Triangle Parkway since the state began collecting tolls on the highway four weeks ago, North Carolina Turnpike Authority officials said Monday.

The trips on the 3.5-mile road, which links Interstate 40 and N.C. Highway 147 in Durham County and N.C. Highway 540 in Wake County, had racked up \$46,739 in tolls through Sunday, officials said.

Most drivers are using the toll road without an NC QuickPass transponder, which automatically deducts the toll from a driver’s account.

Fifty-four percent of the trips are in vehicles where drivers are relying on overhead cameras to snap photos of their license plates. The Turnpike Authority then bills the vehicle owners monthly by mail.

Through Friday, more than 11,000 bills had been mailed.

The Turnpike Authority has sold about 13,700 transponders so far, far above the 2,700 the Turnpike Authority expected to sell by June, officials said.

The cost of the Triangle Parkway trip is 30 to 50 cents with a QuickPass and 45 to 70 cents without. By the time the entire Triangle Expressway opens in late 2012, the tolls will average 15 cents a mile with a transponder and about 24 cents a mile without.

A handful of people have already disputed toll charges, said Dane Berglund, customer service director for the Turnpike Authority. They claimed either that they were lost and didn't realize they were on a toll road or that they were never on the Triangle Parkway, he said.

Berglund said the cameras don't lie, and no one has been excused from paying the tolls so far.

Drivers who fail to pay the toll after two weeks could face additional fees and penalties, including having a hold placed on a vehicle's annual registration.

Fed: 'It's time' for transit in the Triangle

The Herald-Sun By Ray Gronberg 8:42 p.m. January 31, 2012

DURHAM – Count the head of the Federal Transit Administration among those who've noticed that it's taken a while for the Triangle's government and business leaders to settle on plans for a regional rail network.

Visiting Durham and Raleigh on Tuesday for a combined tour and meeting with local officials, FTA Administrator Peter Rogoff said he's been hearing about the project for a couple decades now, going back to when he was a U.S. Senate committee staffer.

"When I was working in the Senate, I think I talked to Sen. [Terry] Sanford about it," Rogoff said, name-checking the former governor and Duke University president who represented North Carolina in the nation's capital from 1986 to 1993.

Now, "it's time," he added. "There is no question, this area is going to see a lot of growth. It already has. The question, really, that the community has to face is whether the community is going to plan for that growth or be overwhelmed by it."

Rogoff, whose agency will someday decide whether the project should receive federal construction subsidies, added that he'd heard "a lot of smart thinking" from local leaders about how they should provide the necessary infrastructure.

But "we are not going to dictate from Washington, D.C., what the transit solution here is going to be," said Rogoff, who's headed the FTA since being appointed to the post by President Barack Obama in the spring of 2009. "The people in this room are going to tell us what they want it to be, and we're going to tell them what we can partner in."

Rogoff's trip gave him a chance to confer with Triangle Transit's general manager, David King, the mayors of Raleigh, Durham and Chapel Hill, and the Research Triangle Foundation's chief land-use planner.

The group traveled by bus from Durham's downtown Amtrak station to the campus of N.C. State University, along the way passing several places local transit planners think would make for good station sites.

King was quick to highlight the success of last fall's Durham transit referendum, which saw voters by a significant margin approve the creation of a sales-tax surcharge to help pay for expanded transit offerings.

He also noted that Triangle's major cities and town have built their land-use plans around the proposed Raleigh-to-Durham-to-Chapel Hill rail links that would become the backbone of the system.

That local-level land-use planning is "very robust and very integral" to the likely success of the system, King told Rogoff. "We're shooting at a target 15 years from now: During that time, a lot of development will happen, and a lot will be focused around the stations. We believe we've got that piece right."

His comments, however, glossed over a dispute that's arisen recently in Orange County as officials there mull whether to endorse the transit plan and even more critically whether to call a sales-tax referendum like Durham's for their voters this fall.

Orange County Manager Frank Clifton last week said he'd like to see Triangle Transit revamp its planning study for the Durham-to-Chapel Hill portion of the network, this time looking at a route that would hew to the U.S. 15-501 corridor.

Clifton told the Orange County Commissioners he thinks they need to see how the 15-501 corridor would stack up against the agency's preferred routing, which would follow 15-501 for a while but turn south at Interstate 40 and then west toward Chapel Hill at N.C. 54.

Triangle Transit, Durham and Chapel Hill officials have favored the N.C. 54 routing because they think it would better serve commuters to UNC. But Clifton said a 15-501 routing would open up more development opportunities in Orange County.

He later warned Durham County Manager Mike Ruffin that a referendum in Orange "may not happen" this year, although officials are trying to make it happen, because his board isn't convinced "the current plan works best for Orange County."

King – whose subordinates believe reopening the larger routing question could delay the key decisions by another two years – made it a point Tuesday to prod Orange County Commissioners Chairwoman Bernadette Pelissier on the referendum question.

"Bernadette is going to deliver us to the promised land on November 6th of this year, or we're all going to turn into turnips or something," he said, citing the date of this fall's general election. "No pressure, Bernadette, none whatsoever."

Durham officials are interested observers because, as Mayor Bill Bell twice pointed out to Rogoff, they agreed to delay implementation of the transit tax in their community until they see what officials in neighboring Orange and Wake counties decide.